

Survey Responses

09 June 2020 - 02 May 2022

Single-Family Residential

Let's Talk Houston

Project: Livable Places



VISITORS					
3837					
CONTRIBUTORS			RESPONSES		
1231			1264		
23	0	1208	24	0	1240
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous



Respondent No: 1

Login: Anonymous

Responded At: Jun 24, 2021 10:36:06 am

Last Seen: Jun 24, 2021 10:36:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am for an increase in the number of dwellings per lot. The benefits are income derived from possible tenants, but also getting more use out of a typical home lot. Density is beneficial in some instances. The downside will be greater traffic and possible congestion. Parking is a factor.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't see much of a downside to increasing the square footage of secondary units. The benefits would be more flexibility in building secondary units. If occupancy increases, it could increase parking issues.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't think the parking space should be a requirement, it often isn't needed if there is on-street parking.

Q4. Should parking vary based on proximity to various modes of transit?

I am for whatever makes sense in context.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 2

Login: Anonymous

Responded At: Jun 25, 2021 14:06:00 pm

Last Seen: Jun 25, 2021 14:06:00 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: covered parking in back of a four-plex. It is only right. Benefits: know your neighbors.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Contractors will crowd the ACU on the space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. Two spaces.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Many people will have bicycles.



Respondent No: 3

Login: Anonymous

Responded At: Jun 25, 2021 14:33:56 pm

Last Seen: Jun 25, 2021 14:33:56 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits are creating more affordable living options and increased population density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing or eliminating the maximum size limits on secondary units provides more housing flexibility

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should not be any parking requirements for new or existing units.

Q4. Should parking vary based on proximity to various modes of transit?

There should not be parking requirements if bus/light rail is nearby.

Q5. What might be some other aspects that should be considered?

Upgrades to the transit options should also be considered.



Respondent No: 4

Login: Anonymous

Responded At: Jun 25, 2021 14:55:26 pm

Last Seen: Jun 25, 2021 14:55:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

In developed areas and without specific plans for neighborhoods with coherent characteristics, it's a one size fits all; winners and losers are random with the result a general erosion of the prevailing urban fabric. It's a terrible situation. Zones of higher permissible densities are important. Who decides these boundaries. Our history on this is poor.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

All upside, generally. Increase housing options, possibly affordable and or as a support for extended families. But fraught also as a general permission.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Again, workable as a tool with specific plans but as a general permission fraught.

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Eliminate garage doors at front yards and prohibit vehicular access gates for residential compounds.



Respondent No: 5

Login: Anonymous

Responded At: Jun 25, 2021 15:47:40 pm

Last Seen: Jun 25, 2021 15:47:40 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lot coverage percentage causes more sheet flow of storm water runoff.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No green space left on lots to absorb flood waters

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should be 2 spaces, since most households have about 2 cars. Maybe an exemption if within a 1/4 mile of a light rail stop.

Q4. Should parking vary based on proximity to various modes of transit?

Since so many Houston residents still own vehicles even if living next to a light rail stop, keep 1 off-street parking spot requirement.

Q5. What might be some other aspects that should be considered?

Owners should divide a lot if wanting more ADUs. This increases home ownership opportunities at a more affordable cost (Smaller land plot), and decreases chances of companies buying up lots to build out ADUs for rent only.



Respondent No: 6

Login: Anonymous

Responded At: Jun 25, 2021 17:02:27 pm

Last Seen: Jun 25, 2021 17:02:27 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It would be great to have more housing options. I used to live in a garage apartment with 3 units on Kipling and it was a great way to be able to afford to live in a great neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No strong feelings on this one. 900sf is a large apartment.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Eliminate the parking requirement!

Q4. Should parking vary based on proximity to various modes of transit?

The requirement should be eliminated entirely!

Q5. What might be some other aspects that should be considered?

What we want to prioritize in our city. Parking ain't it.



Respondent No: 7

Login: Anonymous

Responded At: Jun 25, 2021 18:22:53 pm

Last Seen: Jun 25, 2021 18:22:53 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges - less permeable surface / loss of urban canopy / increased flooding / loss of livable & beautiful neighborhoods / loss of natural gardens & green space

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The current model enhances and retains permeable landscapes, reduces flooding, and preserves tree canopy

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

2 spaces with permeable surfaces is great

Q4. Should parking vary based on proximity to various modes of transit?

NO - mandatory parking spaces adjacent to or on property must be required. It is a fallacy that people walk, or bicycle places - cars are the primary preserved transportation. When businesses, multi-family and homeowners claim an exemption -- the tenants and guests overflow on narrow streets in front of homeowners domiciles - which is awful!!

Q5. What might be some other aspects that should be considered?

Do not use cities with year round 70° weather be a model for Houston. It is not a accurate comparison -- Houston FLOODS, Houston is 98 to 106 ° for 6 months a year. Houston does not have adequate infrastructure. The Planning Commission fails to acknowledge these facts --- and allows over-building --- and unsustainable growth in flood prone areas -- and the HUGE Muti-family units are causing flooding run-off - which damages property & floods streets around the incompatible development. Houston gets a FAIL.



Respondent No: 8

Login: Anonymous

Responded At: Jun 26, 2021 19:48:32 pm

Last Seen: Jun 26, 2021 19:48:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The land price in the inner city has increased significantly. Since many lots are subject to the minimum lot size requirement and cannot be subdivided, then the best way to increase the housing density is to allow more units on a single-family lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It may practically allow two detached large townhome units on a single family lot. It is a way to circumvent the minimum lot size requirement.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

Yes, absolutely. Uber, Lyft and public transit will be more prevalent inside 610.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 9

Login: Anonymous

Responded At: Jun 28, 2021 07:19:26 am

Last Seen: Jun 28, 2021 07:19:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: increase community cohesion by lowering housing cost; allowing a family to stay on their property as the family grows and shrinks; aging in place; more opportunities for social interaction. Challenges: more trash cans on the curb; parking scarcity.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating the size limit will allow larger families; it seems only beneficial.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Please eliminate parking requirements! Existing parking requirements are a land use catastrophe that push homes apart, harm community cohesion, reinforce our car-dependent status quo, and worsen flooding.

Q4. Should parking vary based on proximity to various modes of transit?

If it's politically infeasible to eliminate parking requirements altogether, then eliminating parking requirements near transit is the best compromise.

Q5. What might be some other aspects that should be considered?

Dense neighborhoods need shared dumpsters instead of per-unit trash cans. As street parking becomes more competitive, we need a mix of pay-to-park and 30-minute loading zones (in my old Chicago neighborhood, there were no parking restrictions so the de-facto loading zone was in front of the fire hydrant). We should monitor ADU adoption and build new bike lanes & transit routes to match.



Respondent No: 10

Login: Anonymous

Responded At: Jun 28, 2021 08:19:15 am

Last Seen: Jun 28, 2021 08:19:15 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking and space for trash cans/garbage pick up. The streets are littered with cars. On trash day, the streets are littered with cars and trash cans - especially on recycle weeks. If the City is going to promote more dense development, then it MUST include the infrastructure to support that density - wider streets, parking accommodations, sidewalks, etc. Dense communities look cluttered if you don't plan and engineer for them.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, McMansions on wee bit of land is fine, but the land must accommodate ancillary activities such as parking, trash, sidewalks, etc.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, the parking accommodations should include a minimum of three spaces (two primary - such as garage) and one overflow (guest), which could just be a concrete pad - or better yet a permeable area that is accessible for vehicular parking.

Q4. Should parking vary based on proximity to various modes of transit?

No, each unit should still provide a minimum of three parking spaces per unit. As indicated previously, two spaces could be enclosed with one surface space that is preferably permeable but dedicated to guest parking.

Q5. What might be some other aspects that should be considered?

Permeability - pier and beam homes provide many benefits! 1. the slab will never crack. 2. it's easier to make repairs on subsurface infrastructure (replace pipes, etc.), 3. water storage during weather events. Also, driveways should not be solid concrete. Permeable pavers should be required instead of solid concrete for driveways. Sidewalks can still be concrete. Lastly, the City must take a leadership role in mandating xeriscape lawn. It's ridiculous in this day and age, that people are still watering lawns. If the City doesn't mandate it, developers are going to continue to develop residential dwelling units on concrete with high-maintenance lawns because that's what they think people want.



Respondent No: 11

Login: Anonymous

Responded At: Jun 28, 2021 08:55:26 am

Last Seen: Jun 28, 2021 08:55:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Two considerable challenges include: 1) significant increase in flooding and stress on sewer and water infrastructure from removal of soil and vegetation. 2) increase in garbage, noise, cars and paving that puts more stress on infrastructure and reduces livability.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing or eliminating ADU maximum size damages the very harmonizing neighborhood conditions that the City has stated it wants to protect. Many HOAs have little or no influence or authority and rely on the City's neighborhood protection programs to help address nuisances and problems with homeowners and tenants. The City is speaking out of both sides and is inconsistent in suggesting unlimited development on lots.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No! The last thing a flood-prone city like Houston needs is more paving. Houston needs a managed approach to its increasing population, not an eye toward maximum density as started under the last administration, which has led to the urban canyons so familiar in formerly beautiful neighborhoods.

Q4. Should parking vary based on proximity to various modes of transit?

No. Although transit conditions have improved greatly over the past several decades, Houston's adverse weather and sprawl are so pronounced that a vehicle is needed for conducting reasonable daily living activities.

Q5. What might be some other aspects that should be considered?

Livability has been a tremendous objective for Houston over the last 10 years. City studies showed that more trees, parks, greenways, etc. attracted the workforce that would build a thriving metropolis. Now the City is proposing an irresponsible increase in building, density, and paving with the accompanying increase in flooding, vegetation removal, noise, garbage, and urban stress. Also, as a boom and bust city, I've seen what happens when overbuilding is followed by a downcycle. Some neighborhoods never recover and remain blighted and consume more scarce City resources.



Respondent No: 12

Login: Anonymous

Responded At: Jun 28, 2021 12:40:46 pm

Last Seen: Jun 28, 2021 12:40:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There don't seem to be any challenges considering the immense benefits. Increasing number of units per lot means I can live in a multigenerational community with my family. It also encourages greater densification of the city, which is necessary to fix our transportation and environmental problems.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating the maximum size of an ADU makes sense. I think it would be great for homeowners and multigenerational families, or building secondary housing for renters.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes there should be no parking requirements at all. It is an undue burden on homeowners and drives up cost.

Q4. Should parking vary based on proximity to various modes of transit?

Maybe, but I think this is a private decision. If you have a car then build parking. If you don't build parking and can't find a place to park that is your fault.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 13

Login: Anonymous

Responded At: Jun 28, 2021 13:29:32 pm

Last Seen: Jun 28, 2021 13:29:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Density with inadequate transportation options in non transit zones.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No opinion

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Stay the same unless public transit is easily assessable.

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

None



Respondent No: 14

Login: Anonymous

Responded At: Jun 30, 2021 09:24:59 am

Last Seen: Jun 30, 2021 09:24:59 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits of ADUs can be massive. Letting communities provide higher density housing not only boosts walkability while reducing traffic, but also encourages use of public transit, BRT, light rail, etc. It also allows for efficient living situations, such as mother-in-law suites, and gives people of different income levels the ability to live closer to work in nice neighborhoods. These units are inevitably well monitored and maintained, as the owners usually live right next door to the tenant.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Minimum size restrictions should be eliminated. The tiny house movement is poised for extreme growth within the United States, as younger generations choose quality, location, and affordability in favor of size. Forcing minimum sizes of development simply pushes development in to lower density and greater sprawl, which worsens traffic and livability. Houston DOES NOT need less density and more traffic, which is the only outcome one can expect from mandating large, set-back, spaced out single family homes on large lots.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking minimums should be removed completely. Houston already has some of the highest levels of parking relative to its population of any large metropolitan city. Charging for on street parking, municipal parking lots, etc. allow for mixed parking uses in neighborhoods and allow much more sharing of this limited resource. The requirements for parking have driven Houston to an overly paved, flood prone, congested city. Requiring limited land and space to be devoted to car storage is wasteful of a precious resource.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, although the the minimums should be removed in any situation. Let the market determine the need for parking, or better yet, increase the price to encourage efficient use of space and transit. The car centric model that Houston has built has resulted poor air quality, excessive congestion, and one of the highest traffic fatality rates in the nation. Just as important, it degrades the livability of our city. We need to limit parking, charge for its use to encourage diligent usage, and invest in transit, but fixing the growth pattern must come first.

Q5. What might be some other aspects that should be considered?

I strongly encourage reading the book "Walkable City" by Jeff Speck. This book clearly outlines the case for more ADUs, fewer parking minimums, more efficient use of urban space, transit, etc. The mindset of enforcing lower density, SFHs, limiting ADUs, mandating parking, etc. is what continues to Houston outward. To combat flooding, climate change, and livability, we must be smarter with our growth.



Respondent No: 15

Login: Anonymous

Responded At: Jul 08, 2021 15:31:40 pm

Last Seen: Jul 08, 2021 15:31:40 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Within reason allowing more units on a parcel will help create room for more housing types, especially in at risk communities.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Having a size restriction ensures some control over development and the crowding of lots.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking for secondary units should be eliminated if there is a primary unit.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, but the developer must supplement with bike racks or some alternative space for other vehicle types (scooter, skateboard etc).

Q5. What might be some other aspects that should be considered?

Consider other incentives and restrictions in areas that have been identified as complete communities to encourage affordable housing practices. Also consider involving banks early so they can create appropriate new home and construction products.



Respondent No: 16

Login: Anonymous

Responded At: Jul 08, 2021 16:22:27 pm

Last Seen: Jul 08, 2021 16:22:27 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking and loss of tree cover when it's needed for heat mitigation

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Adding parking may not be needed and can result in unacceptable loss of green space and tree cover.

Q4. Should parking vary based on proximity to various modes of transit?

Why not simply let market determine parking? Acceptable distance to transit varies enormously with the individual

Q5. What might be some other aspects that should be considered?

I assume no deed restriction will be overruled by the change being considered. Need to ensure such restrictions are still valid so neighborhoods can choose whether to allow the increased density



Respondent No: 17

Login: Anonymous

Responded At: Jul 08, 2021 18:15:45 pm

Last Seen: Jul 08, 2021 18:15:45 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 18

Login: Anonymous

Responded At: Jul 08, 2021 18:29:36 pm

Last Seen: Jul 08, 2021 18:29:36 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Tendency to not maintain all dwellings uniformly due to crowding and forward facing unit priority

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 sq ft severely limits fully functional secondary such as garages with living space above

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Off street parking in garage should be requirement for all units to free pedestrian bikes and auto mobility with clean streets

Q4. Should parking vary based on proximity to various modes of transit?

Not sure

Q5. What might be some other aspects that should be considered?

Variety of land use - strictly residential or small neighborhood units with shopping and restaurants- but just look how functional and well kept a requirement to furnish garage parking everywhere- reference other large urban area cities such as Seattle



Respondent No: 19

Login: Anonymous

Responded At: Jul 08, 2021 19:11:46 pm

Last Seen: Jul 08, 2021 19:11:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More density - better for the environment and housing cost!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More family housing

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No mandatory minimum parking!

Q4. Should parking vary based on proximity to various modes of transit?

Yes but also no mandatory minimum anywhere and create more transit

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 20

Login: Anonymous

Responded At: Jul 08, 2021 21:35:36 pm

Last Seen: Jul 08, 2021 21:35:36 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More flexible housing to meet people's needs, better use of land

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The challenges would be excessively large units that require more materials, generate more waste and take more power to heat/cool. Smaller units are better.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I would prefer to see no increase in spaces, to encourage people to use more street parking, less paving over of land for parking, and to also encourage more use of public transportation-- which would put pressure on the city to expand public transportation.

Q4. Should parking vary based on proximity to various modes of transit?

Sure, closer to public transportation should have more parking to encourage park and ride

Q5. What might be some other aspects that should be considered?

Allowing a lot to have any type of housing as the primary residence, such as small or tiny houses, to encourage more homes for more people



Respondent No: 21

Login: Anonymous

Responded At: Jul 09, 2021 07:26:21 am

Last Seen: Jul 09, 2021 07:26:21 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I believe the main outcome of more dwelling units per lot is increased density in the City's urban core. This would bring many benefits: (1) people could live closer to work/central job centers, (2) local businesses would be more successful because they can serve a higher population, (3) there would be less need to build new roads in "greenfields," increasing the cost of maintenance in the future, (4) more housing units would keep Houston's housing costs affordable and attainable, (5) people would be more likely to bike, walk, and take transit, reducing the City's carbon footprint, reducing residents' transportation costs, and improving the health outcomes of Houstonians.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think increasing or eliminating the maximum size of ADUs would allow for a larger diversity of housing options for Houstonians and innovation in residential development, allowing Houston to lead the nation in thoughtful approaches to housing.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I do not support an increase in parking minimums, particularly since densifying in the City's urban core would encourage more people to walk, bike, and take transit. I think the requirement should be changed to remove the parking minimum altogether.

Q4. Should parking vary based on proximity to various modes of transit?

That would be a worthwhile approach, I think.

Q5. What might be some other aspects that should be considered?

I would be curious if this also pertains to retrofitting existing single family housing to become more than one dwelling (i.e. converting a single dwelling unit into three or four as has been allowed in other cities). I think Houston would greatly benefit from allowing (once again) the construction of 4- 6- and 8-plexes. They are a great housing type for young professionals, college students, working class families, older adults, and many other people who are currently "priced out" of high-opportunity neighborhoods like Montrose and the Heights.



Respondent No: 22

Login: Anonymous

Responded At: Jul 09, 2021 07:28:55 am

Last Seen: Jul 09, 2021 07:28:55 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see huge benefits for walkability and transit service, which set the city up for a more livable and sustainable future.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This would allow more types of households to occupy ADUs including families with children. Creating more options for families would be a benefit to Houston as our average household size is decreasing.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The parking requirement should be eliminated. If the city is to meet its goals on walkability, bikeability, and climate resilience, it must reduce its citizens' dependence on cars. Creating housing without dedicated parking is a win for climate and a win for housing affordability.

Q4. Should parking vary based on proximity to various modes of transit?

Housing near bus stops and train stations should not be subject to parking minimums. Housing not near bus stops and train stations should also not be subject to parking minimums.

Q5. What might be some other aspects that should be considered?

Property tax incentives for homeowners who create ADUs on their property could be a method of reducing displacement of longtime residents while also encouraging incremental densification. Such incentives could be boosted if the ADUs are rented out to those using Section 8 vouchers. The City of Houston should also explore options to navigate around the state's racist laws and establish legislation banning discrimination against those using Section 8 housing vouchers.



Respondent No: 23

Login: Anonymous

Responded At: Jul 09, 2021 08:17:09 am

Last Seen: Jul 09, 2021 08:17:09 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More density in the city center is generally regarded as a smart planning principle. However, the infrastructure needs to support the increased density. Houston's infrastructure is already falling behind. I think it's a good idea, but I think there needs to be a way to fix streets, correctly size the utilities in the roadways, and provide adequate drainage.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

In addition to the response for the comment above, I think eliminating the maximum size may not be the correct answer. I could see two full size homes being built and acting as a loophole for the required platting procedures. I think increasing the maximum size to something that could be a reasonable mother-in-law suite or small rentable unit would be the better option.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't know that increasing the requirements would be realistic, given the size of most of the lots. Active transportation in Houston as it exists today does not capture enough of the mode share to justify saying that people will take transit / ride a bike. The reality is, most of the people living in these ADUs will be driving their own cars for most of their trips. Their parking needs should be addressed in some fashion.

Q4. Should parking vary based on proximity to various modes of transit?

If the mode share of people taking transit were greater, I think this would be acceptable. I don't think it's enough to say, LRT exists two blocks over, therefore these residents will use transit. Assumptions should be realistic.

Q5. What might be some other aspects that should be considered?

Growth is coming; that is known. ADUs are a great way to accommodate for more density in the city, however the needs of the residents should be anticipated and provided.



Respondent No: 24

Login: Anonymous

Responded At: Jul 09, 2021 08:57:14 am

Last Seen: Jul 09, 2021 08:57:14 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot size benefits developers and tax base stakeholders more than it does the residents of a neighborhood. It increases traffic and parking problems and encourages temporary residents of a neighborhood with less commitment to the well-being of the community. This final reason may also contribute to safety issues, since there is less control

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I'm sure that increasing the size would encourage rental income, but the smaller size seems more suited for extended families to provide an additional living space to someone close to the family.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, it should not be changed. Additional cars create a parking situation for neighborhoods where these structures would most probably occur.

Q4. Should parking vary based on proximity to various modes of transit?

I don't see how one impacts the other. I'm sorry.

Q5. What might be some other aspects that should be considered?

The whole density movement contradicts the concept of livable places.



Respondent No: 25

Login: Anonymous

Responded At: Jul 09, 2021 09:06:00 am

Last Seen: Jul 09, 2021 09:06:00 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefit that it provides increased density in housing in a way that can maintain neighborhood character more easily than other types of housing (i.e. townhomes).

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefit is increased density opportunities. Lower income renters can get more access to affordable housing for larger families without a high price tag.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I'm not sure.

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

E-bike shares



Respondent No: 26

Login: Anonymous

Responded At: Jul 09, 2021 12:56:01 pm

Last Seen: Jul 09, 2021 12:56:01 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More houses on one lot means more people which will equate to more traffic and less greenspace. Also, houses will be too close together which is not good for anyone.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If the maximum size is eliminated, won't building be "out of control?"

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Since most houses equate to 1-2 cars, making the parking spot(s) wider, or making a circular driveway will help.

Q4. Should parking vary based on proximity to various modes of transit?

No, since the Houston area is so wide spread and METRO does not have adequate routes, especially to jobs in the suburbs (Katy, Friendswood, Pearland, etc.) cars are still the majority way to get around.

Q5. What might be some other aspects that should be considered?

Look at new homes being built in Third Ward, etc. they are huge 2-3 story buildings, not "homes" . These usually have homes built that takes up over 60% of the land. Also these "big" homes/units will bring the cost up too high for some of the original homeowners in that neighborhood.



Respondent No: 27

Login: Anonymous

Responded At: Jul 09, 2021 15:11:16 pm

Last Seen: Jul 09, 2021 15:11:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: Seniors and disabled homeowners increased safety, or neighboring family members options. Challenges: cost, privacy, neighbor disputes, and dream destroyed of the main reason for homeownership vs apartment, condo duplex living, the private property for family entertainment.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 28

Login: Anonymous

Responded At: Jul 09, 2021 15:17:02 pm

Last Seen: Jul 09, 2021 15:17:02 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits at all. Families living in crowded conditions, Crime up and property values down.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 29

Login: Anonymous

Responded At: Jul 09, 2021 15:39:09 pm

Last Seen: Jul 09, 2021 15:39:09 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Not enough parking. Too little privacy.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Adequate.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Sufficient.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

N/A



Respondent No: 30

Login: Anonymous

Responded At: Jul 09, 2021 18:39:22 pm

Last Seen: Jul 09, 2021 18:39:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It's a challenge

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No thanks

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

None



Respondent No: 31

Login: Anonymous

Responded At: Jul 10, 2021 07:59:55 am

Last Seen: Jul 10, 2021 07:59:55 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Allowing >2 units creates greater density than the area can support. It should not be allowed.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The purpose of an ADU is not to create or enable to be created another building of significant size.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. There should be sufficient off street parking to accommodate all residents >16 yo. We don't want to increase demand and reduce capacity of street parking.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Acquiring a sufficient number of parcels that would allow for large multi-family buildings >5 stories should NOT be permitted.



Respondent No: 32

Login: Anonymous

Responded At: Jul 10, 2021 11:12:14 am

Last Seen: Jul 10, 2021 11:12:14 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Only drawbacks. This will only worsen traffic congestion, crime, spread of disease & exacerbate flooding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The impervious cover will decrease making flooding worse. Also it will limit green space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Parking is sufficient!

Q4. Should parking vary based on proximity to various modes of transit?

Perhaps in Second Ward, Third Ward, Fourth Ward, Near Northside & Midtown.

Q5. What might be some other aspects that should be considered?

Location in the city, job centers & flood risk.



Respondent No: 33

Login: Anonymous

Responded At: Jul 13, 2021 07:35:55 am

Last Seen: Jul 13, 2021 07:35:55 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: more rental opportunities in single family neighborhoods at more affordable prices than SF homes - more density supporting transit lines to SF neighborhoods - more income-generating rental opportunities for homeowners. Challenges: more impervious groundcover = more flooding/stress on drainage systems - more stress on sewer/wastewater systems in older neighborhoods - less green/tree space for urban wildlife

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits to those who live in ADUs - could accommodate more couples/small families in larger units. Challenges - more impervious groundcover/less green space/wildlife habitat in neighborhoods - more flooding/stress on drainage systems

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should not be an additional parking requirement for ADUs

Q4. Should parking vary based on proximity to various modes of transit?

Yes if it allows a reduction in number of spaces required

Q5. What might be some other aspects that should be considered?

Financial support or incentives for homeowners building ADUs: low-interest financing or property tax breaks?



Respondent No: 34

Login: Anonymous

Responded At: Jul 13, 2021 08:41:37 am

Last Seen: Jul 13, 2021 08:41:37 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units will be good for densifying neighborhoods and creating more housing stock. Parking and traffic could become a challenge, however.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the size of ADUs could be good in that it would allow for variety in housing types and give property owners more options. However, the decrease in porous space on properties could have drainage/flooding issues.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The size of driveways should be considered, as well as additional spaces. If there is a double driveway for one house and they are adding an ADU, they should be allowed to use the existing driveway to accommodate the ADU's potential automobile.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, there should be less mandatory parking requirements for properties within 1/2 mile of transit.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 35

Login: Anonymous

Responded At: Jul 13, 2021 11:18:57 am

Last Seen: Jul 13, 2021 11:18:57 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

What is the additional unit going to do for drainage on the property? This will increase the impervious cover without adding additional expense for underground storm water detention.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't see any advantage. How will parking for owner and visitors be addressed.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, needs to be increased.

Q4. Should parking vary based on proximity to various modes of transit?

No, same requirement should be held for all properties.

Q5. What might be some other aspects that should be considered?

Green space and low impact development.



Respondent No: 36

Login: Anonymous

Responded At: Jul 13, 2021 12:59:32 pm

Last Seen: Jul 13, 2021 12:59:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Allow 4 dwelling units in each platted lot and allow 1,200-1,500 sqf apartments to increase Houston affordability.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

allow 1,200-1,500 sqf apartments to increase Houston affordability.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No parking requirements, abolish them! Let the market dictate parking.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, 100%, mimic what the TOD ordinance did and copy it and apply to the BRT expansions and high user bus lines.

Q5. What might be some other aspects that should be considered?

allow 1,200-1,500 sqf apartments to increase Houston affordability.



Respondent No: 37

Login: Anonymous

Responded At: Jul 15, 2021 11:35:53 am

Last Seen: Jul 15, 2021 11:35:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Allowing more than two units on an SF lot would allow for more neighbors, which means more possibility for people live closer to where they work, to have more housing choice, especially in neighborhoods closer to downtown or other major activity centers. More units could help increase the demand for more walkable, bikable neighborhoods and transit. A challenge may be parking. We cannot require probably even 1 off-street parking space per unit for this to work on many lots in neighborhoods within 610. I think ensuring the ADU is sufficiently small enough is important for neighborhood scale, design and affordability.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I was told a while back that the 900 square foot limit is GROUND square feet, not total square feet, which means someone could theoretically build an 1800 sq. ft. ADU if it's two stories. Even if the 900 sq ft limit is a total sq ft maximum, I would say is definitely sufficient, if not excessive and should be researched further to reduce the max size. ADUs must stay small in order to be an affordable housing choice. This is not supposed to be an entire second single family home.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. Requiring an off-street parking space can prevent the feasibility of building an ADU for property owners. Consider eliminating parking requirements within proximity to frequent bus routes and METRORail.

Q4. Should parking vary based on proximity to various modes of transit?

Yes. Parking requirements should be drastically reduced or eliminated within at least 1/4 mile of frequent bus routes and METRORail stops. 2 parking spaces for a SF home is much too high.

Q5. What might be some other aspects that should be considered?

You might want to consider height or other urban design features that ensures ADUs remain in the context of the neighborhood, so that they are not overly bulky or massive in such a way that does not fit the neighborhood context.



Respondent No: 38

Login: Anonymous

Responded At: Jul 15, 2021 17:23:07 pm

Last Seen: Jul 15, 2021 17:23:07 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits - affordable housing, diverse living options Drawbacks - more density means more traffic (if occupants drive), can potentially look ugly

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If they're allowed to be too big then it's just a duplex

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No requirements in order to promote density

Q4. Should parking vary based on proximity to various modes of transit?

Yes and based on neighborhood density

Q5. What might be some other aspects that should be considered?

Local density



Respondent No: 39

Login: Anonymous

Responded At: Jul 15, 2021 23:35:04 pm

Last Seen: Jul 15, 2021 23:35:04 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see only benefits. Triplexes and fourplexes can be the perfect housing option for some people, like college students, but are currently disappearing.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't see why this should be regulated. Different unit sizes make sense in different situations.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. Parking requirements work against affordability, environmental, resilience, and multimodal goals. They should be reduced or eliminated citywide.

Q4. Should parking vary based on proximity to various modes of transit?

Yes. Parking requirement reductions should be automatic near frequent transit, both bus and rail.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 40

Login: Anonymous

Responded At: Jul 16, 2021 09:07:16 am

Last Seen: Jul 16, 2021 09:07:16 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units on a lot means more Houstonians can find the housing they need to live/work in our community.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The challenge is on the developer who has to make the math pencil out. Perhaps having more flexibility would be best..

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The housing unit already has a minimum parking requirement. And requiring more parking will prohibit development from occurring. Do not add more parking requirements! We're already over parked—maybe find ways to steer this type of development near transit served areas and invest in more sidewalks and bike lanes.

Q4. Should parking vary based on proximity to various modes of transit?

Perhaps. You're the experts. Figure it out! Then do it.

Q5. What might be some other aspects that should be considered?

Thanks for asking for our input. But you all know what should be done and why. Figure it out and then enact the policies that will make this a more LIVABLE PLACE to live.



Respondent No: 41

Login: Anonymous

Responded At: Jul 16, 2021 09:18:18 am

Last Seen: Jul 16, 2021 09:18:18 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The obvious benefit would be increased density within city limits and the ability of a homeowner to obtain rent thus reducing their housing costs. These benefits must be balanced with potential impact on parking in the neighborhood as well as the existing water and sewer infrastructure.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't see the benefits of increasing the size of the secondary units. it won't add to increased density or affordability.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Definitely not. Parking is increasing becoming an issue within the city.

Q4. Should parking vary based on proximity to various modes of transit?

No. There is not much evidence that Houston residents are giving up their cars for public transportation.

Q5. What might be some other aspects that should be considered?

There has been considerable news recently on cities becoming heat islands compared to suburbs and nearby towns. If Houston does become denser, it needs a plan to offset with trees and greenspace.



Respondent No: 42

Login: Anonymous

Responded At: Jul 16, 2021 15:33:32 pm

Last Seen: Jul 16, 2021 15:33:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Homes could be built that are a reasonable size for a person or a couple to live.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

A variety of multiple units should be considered.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, we have too many places for cars and not enough places for people.

Q4. Should parking vary based on proximity to various modes of transit?

People should all be able to get to transit easily in the future but in the meanwhile people need housing not parking.

Q5. What might be some other aspects that should be considered?

Sidewalks



Respondent No: 43

Login: Anonymous

Responded At: Jul 20, 2021 12:51:32 pm

Last Seen: Jul 20, 2021 12:51:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lots of benefits in increasing housing close to public transportation and jobs

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, this creates requirements where houses near public transit do not need additional parking

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 44

Login: Anonymous

Responded At: Jul 20, 2021 14:05:00 pm

Last Seen: Jul 20, 2021 14:05:00 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits, do not allow.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Do not allow to have any larger than the 900 sq ft. Even better do not allow at all to any new building.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Do not crowd the streets.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Houston needs more restrictions than less in our single dwelling communities. Keep our communities less crowded. If you need to put up more housing, knock down the awful apartments that are neglected and full of crime.



Respondent No: 45

Login: Anonymous

Responded At: Jul 20, 2021 14:08:39 pm

Last Seen: Jul 20, 2021 14:08:39 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: occupants' and/or visitors' vehicles impeding the flow of traffic or worse, impeding the field of vision for passing motorists to safely navigate around those vehicles

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges: see previous answer

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

n/a

Q5. What might be some other aspects that should be considered?

Maintain current levels of occupancy, space, parking, etc. These streets are already congested and crowded enough.



Respondent No: 46

Login: Anonymous

Responded At: Jul 20, 2021 14:10:42 pm

Last Seen: Jul 20, 2021 14:10:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking is a problem.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Water & sewage infrastructure not sized for higher density.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

dont know.

Q4. Should parking vary based on proximity to various modes of transit?

dont know.

Q5. What might be some other aspects that should be considered?

Fire risk



Respondent No: 47

Login: Anonymous

Responded At: Jul 20, 2021 14:11:13 pm

Last Seen: Jul 20, 2021 14:11:13 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Maybe affordable for housing for some families The sized as presently described are ok

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The present sizes as described sound sufficient to me

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Change to two parking spaces. These days mother, father and sometimes children have vehicles

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The size of the street and traffic flow



Respondent No: 48

Login: Anonymous

Responded At: Jul 20, 2021 14:13:14 pm

Last Seen: Jul 20, 2021 14:13:14 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The city infrastructure cannot currently handle the additional load on streets, sewers, and water supply.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The city infrastructure cannot currently handle the additional load on streets, sewers, and water supply.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Most streets do not have enough space to handle current off street parking.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Depending on the area, I think that sizeable areas should be bought and put high rise up on part of the land and balance greenspace/detention. Just an example would be the Nob Hill Apartments on North Braeswood. Instead of all 2 story buildings, go further up. More cost efficient for the city for infrastructure and to Metro for mass transit. Also better safety/security.



Respondent No: 49

Login: Anonymous

Responded At: Jul 20, 2021 14:26:32 pm

Last Seen: Jul 20, 2021 14:26:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

increasing the number of units per lot increases the trash they produce, it increases the drainage that runs off those lots, it increases the water/sewage that is used, it increases the number of people that can live on that lot. This won't increase the diversity of the housing types. It will just mean that developers will buy those lots, max out the lot as much as possible and sell it. Rinse and repeat until they have the entire neighborhood. It'll go from one housing type to the other in the exact same way it's happening in EADO and the Heights.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Drainage. People will max out the space possible and cause drainage issues on their neighbors.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not if there's no size restrictions. additional parking spaces should be required for additional SF over 900 SF.

Q4. Should parking vary based on proximity to various modes of transit?

absolutely. It's not reasonable to walk more than 5 minutes to mass transit though. Not in Texas summer. So you can decrease parking if near mass transit (within reasonable walking distance).

Q5. What might be some other aspects that should be considered?

DRAINAGE! Single family lots are looked at a lot different then other lots. While not wanting to screw over the average home owner by requiring them to provide detention on their site. It is ridiculous for developers to go in and max out a lot for profit and not have to provide detention. If a lot is being redeveloped and doesn't qualify for homestead exemption, they should have to add detention or do other drainage improvements.



Respondent No: 50

Login: Anonymous

Responded At: Jul 20, 2021 14:35:12 pm

Last Seen: Jul 20, 2021 14:35:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I want to buy a home in an existing neighborhoods in the city, but am not interested in a single family home or a 2000+sf townhouse with 2-car garage. This change will create more housing choices (ie. three or four plexs with units less than 1500 sf and one car garages), and enable the housing stock to fit more people's needs.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating the maximum size for ADUs allows for 2-bed units, enabling more families to have access to housing in an infill neighborhood. Additionally, this opens up opportunities to build more housing and improve housing affordability in the city.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I think the requirement is fine, but would support eliminating the requirement all together.

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 51

Login: Anonymous

Responded At: Jul 20, 2021 14:39:13 pm

Last Seen: Jul 20, 2021 14:39:13 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the housing density in existing neighborhoods is a bad idea in that it contributes to greater traffic congestion and decreased enjoyment of the area by residents. When too many people are crammed into a small area quality of life goes down.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

A dwelling which takes up the full lot can be an eyesore and contribute to water runoff/flooding as ground water will not absorb into the soil which is covered by a dwelling. I do not think larger ADUs should be allowed as it will increase the population density and create noise and a junky feel to the neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This is the minimum and is probably appropriate. I would consider increasing this in order to keep the streets clear but certainly not reducing it.

Q4. Should parking vary based on proximity to various modes of transit?

No. Parking should be available to residents as they desire.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 52

Login: Anonymous

Responded At: Jul 20, 2021 14:41:32 pm

Last Seen: Jul 20, 2021 14:41:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits if you are an owner renting space. Detriments to those who want to have there own home

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Will make the lots to busy, Limit green space and make parking a challenge. Potential fire hazard.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If the space gets bigger, the off street parking should increase as well

Q4. Should parking vary based on proximity to various modes of transit?

No. This space could be rented. Some will need mass transit and some will not. It will constantly vary.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 53

Login: Anonymous

Responded At: Jul 20, 2021 14:41:56 pm

Last Seen: Jul 20, 2021 14:41:56 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Permitting 2 units on a single family lot will destroy the integrity of many neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The City doesn't currently enforce ordinances, why should we think they'd enforce any new ordinance?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking is of primary importance. Parking on the yard or concreting the yard would NOT be an acceptable option!

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

What's the added residence going to do to sewer, water, streets, and other infrastructure elements?



Respondent No: 54

Login: Anonymous

Responded At: Jul 20, 2021 14:42:10 pm

Last Seen: Jul 20, 2021 14:42:10 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increase to a quad plex (maximum) may be a viable option

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The maximum can increase, but there should still be a limit.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, it should not be changed

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The mix of housing density in a block and neighborhood



Respondent No: 55

Login: Anonymous

Responded At: Jul 20, 2021 14:55:39 pm

Last Seen: Jul 20, 2021 14:55:39 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It should not be increased

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No comment

Q4. Should parking vary based on proximity to various modes of transit?

No---homes are just that, and should always allow for parking

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 56

Login: Anonymous

Responded At: Jul 20, 2021 15:09:36 pm

Last Seen: Jul 20, 2021 15:09:36 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits and more challenges. More units is going increase urban density encourage more rental units that are less regulated or controlled by thing like RCR and will cause significant impact on family oriented neighborhoods. You will lose single family residents to the burbs.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see these will become a problem because it promotes renting these units and kids will be largely at risk if they want to ride bikes, play in their yard etc. We have 2 houses adjacent to mine that are already violating these property rules and deed restrictions. They operating business out of the property and have turned the property into multi unit hotel/hostel and renting rooms by the night. This will only be exasperated by allowing this multi detached structures.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should be changed and an opportunity to promote the census participation. Based on what the primary or immediate family size and how it is defined. It could go up to 2 extra spots at most.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Defining the word single family and who is included. Renter is not included or the one extra space. The period can not exceed 3 months consecutively for any other vehicles for a property.



Respondent No: 57

Login: Anonymous

Responded At: Jul 20, 2021 15:21:33 pm

Last Seen: Jul 20, 2021 15:21:33 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking. Street parking is already a safety hazard.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Green space. Kids have limited space as it is to play outside. Parks are not always an option.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Not sure of a fix, but parking is a large concern

Q4. Should parking vary based on proximity to various modes of transit?

No, why punish someone for living a block from the bus stop.

Q5. What might be some other aspects that should be considered?

The area for the listed properties is getting more dense by the year. One of our great qualities as a city is that we are not living on top of each other. Small multi family has its place, but when is enough enough.



Respondent No: 58

Login: Anonymous

Responded At: Jul 20, 2021 15:25:03 pm

Last Seen: Jul 20, 2021 15:25:03 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Flooding of the original sites or adjacent properties if original sites are allowed to build with a higher elevation.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I support maintaining the same size.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Flooding Flooding Flooding. Traffic Traffic Traffic.



Respondent No: 59

Login: Anonymous

Responded At: Jul 20, 2021 16:57:32 pm

Last Seen: Jul 20, 2021 16:57:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: It's important that we increase overall density and reduce travel times for people, especially in such a car-based city. Challenges: Despite all advice to the contrary, this remains a car-based city. People usually have multiple vehicles at each dwelling and parking is rarely adequate. Traffic increases. The city is increasingly flood-prone due to climate change and further development just makes that worse.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Pretty much as above, with extra emphasis on the flooding - with less soluble ground, run-off becomes a heightening issue.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This is ludicrously low. Parking requirements should be increased across the city. Incentives should be given to make uncovered spaces with permeable ground, such as gravel or specialized grass parking.

Q4. Should parking vary based on proximity to various modes of transit?

Yes. This should be one of many incentives to use public transit. But public transit also has to be improved, with more routes and vehicles coming more often.

Q5. What might be some other aspects that should be considered?

Proximity to services such as grocery stores, etc. Overall we should be planning for more modular cities, with a lower emphasis on private vehicles, more space and money given to public transit, and considering flooding, heat, and other changes that are coming due to the climate crisis.



Respondent No: 60

Login: Anonymous

Responded At: Jul 20, 2021 17:04:24 pm

Last Seen: Jul 20, 2021 17:04:24 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking will be an issue

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Esthetics of the neighborhood would be ruined lowering home values

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

side easments



Respondent No: 61

Login: Anonymous

Responded At: Jul 20, 2021 17:11:51 pm

Last Seen: Jul 20, 2021 17:11:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges are increased stress on infrastructure due to high population density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't see a benefit of limiting the second dwelling size.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If the size is increased, an additional space should be added since a larger dwelling will likely mean more people and more cars.

Q4. Should parking vary based on proximity to various modes of transit?

No. I have never heard of someone not having a car because a bus stop was nearby.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 62

Login: Anonymous

Responded At: Jul 20, 2021 17:46:19 pm

Last Seen: Jul 20, 2021 17:46:19 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Overcrowding at schools, not enough grocery stores.



Respondent No: 63

Login: Anonymous

Responded At: Jul 20, 2021 18:04:17 pm

Last Seen: Jul 20, 2021 18:04:17 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Infill - why limit if not necessary

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Why have limits like this?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Why not at least two and then limit on street parking to only one side

Q4. Should parking vary based on proximity to various modes of transit?

Why?

Q5. What might be some other aspects that should be considered?

Common sense for location involved - make expectations location specific



Respondent No: 64

Login: Anonymous

Responded At: Jul 20, 2021 18:38:17 pm

Last Seen: Jul 20, 2021 18:38:17 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The challenges would be in neighborhoods that have single-family lots. If someone buys a single-family home and demolishes it, then a buyer could build more than one structure on the lot, thus, destroying the character of the neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The benefit of the 900 square feet unit is a plus because there will be no overcrowded lots.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The requirement should be changed because of the number of family members with cars. I have no solution.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, as long as there are reliable modes of transit.

Q5. What might be some other aspects that should be considered?

none



Respondent No: 65

Login: Anonymous

Responded At: Jul 20, 2021 18:39:21 pm

Last Seen: Jul 20, 2021 18:39:21 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits to adding additional units. This creates crowding, does not allow for green space, have no parking and it just is not beneficial to an owner. I am sure developers are pushing for this!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The beauty of green space is always wanted and is therapeutic. Refer to answer 1

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Surely, that would vary depending on the situation. What examples do you have?

Q4. Should parking vary based on proximity to various modes of transit?

Difficult to say since you have no realistic examples.

Q5. What might be some other aspects that should be considered?

To submit the requests that the developers and realtors are submitting to be changed. People first and the greed of money last.



Respondent No: 66

Login: Anonymous

Responded At: Jul 20, 2021 18:45:06 pm

Last Seen: Jul 20, 2021 18:45:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

New dwellings should have a private open space of 500sq ft, 50% permeable. Windows should not overlook into neighbor properties bedrooms. Car parking dispensation to one vehicle for dwellings under 1100 sq ft. Need to look at one dwelling behind other, whether it's a single or double story. Prefer single to protect amenity of 4 neighbors. This type of project allows opportunity for aging residents to "sell down" into a newer home, less maintenance, Release capital for personal use, and free up aging homes for regeneration and sale to younger families and or younger couples to buy into areas they could not afford, rejuvenating AA schools, retail etc.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If the second lot is to be subdivided from parent, base min size of the secondary lot size to include a overall density calculation Carpark of should be off street.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Keep

Q4. Should parking vary based on proximity to various modes of transit?

No keep as one minimum.

Q5. What might be some other aspects that should be considered?

Building lines to neighbors. Rainwater collection.



Respondent No: 67

Login: Anonymous

Responded At: Jul 20, 2021 19:17:38 pm

Last Seen: Jul 20, 2021 19:17:38 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking for multiple days nuts will further obstruct traffic and overcrowd the already full streets

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing size will directly affect the number of people living in them thus adding to the overcrowded streets for every driving adult in the home.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. No one follows that allowance as it is so increasing that will only create more vehicle storage in the area.

Q4. Should parking vary based on proximity to various modes of transit?

We have a park and ride near by as well as storage facilities and residents park recreational vehicles and commercial vehicles in front of their own houses. No matter what the amenities nearby are, people will bring more vehicles in and park them without registering them or moving them creating greater obstruction

Q5. What might be some other aspects that should be considered?

Single family dwellings are no longer single family but multi generational housing facilities that almost represent flop housing. No change is best.



Respondent No: 68

Login: Anonymous

Responded At: Jul 20, 2021 19:38:06 pm

Last Seen: Jul 20, 2021 19:38:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Nobody buys a single family house so they can share it with multiple other families! The goal is to get away from apartments and other peoples noise and create a safe-haven for their "single" family amongst others trying to create space and freedom for their families. Unless you live in a "luxury" apartment, most families are trying to gain SPACE! Even "tiny houses" enjoy the vast space around their homes! (ex: a pool, a garden, storage, etc.)

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

One of the benefits of single house residences is the "green space". There should be restrictions developed on certain structures that will not impede/encroach upon the neighboring homes. You also need to consider the re-sale value of the property. An additional bedroom may be an asset, whereas a "rental" property in the backyard is a serious encroachment of privacy

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Nowadays most families have multiple cars to accommodate multiple schedules. In older Houston neighborhoods single family homes come with 2 car garages and a driveway that extends across the public sidewalk. Currently, families can be ticketed for parking in their own driveway (blocking the sidewalk) and cul-de-sacs have virtually no available parking without blocking someone else's driveway or mailbox. Since there is little to no pedestrian traffic in these areas, families should not be ticketed for parking in their driveways because developers of the past had no foresight.

Q4. Should parking vary based on proximity to various modes of transit?

No. You can't limit parking because of a bus route. The transportation system in Houston (in Texas!) is horrendous! There are multiple ways to get downtown, but only one way to get anywhere that IS NOT downtown.

Q5. What might be some other aspects that should be considered?

There are limited "affordable" single home neighborhoods in Houston. Surrounding them with apartments and multi-family dwellings completely defeats the purpose of moving away from "apartment life". There are few of us that can afford to move to overpriced "gated" communities or afford to move to more rural areas. I can only suspect that most of the "Planning committee" would not be affected by this purposed encroachment. Please ask yourselves, how many people would you want living in your current backyard?



Respondent No: 69

Login: Anonymous

Responded At: Jul 20, 2021 20:02:31 pm

Last Seen: Jul 20, 2021 20:02:31 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More concrete in a Coty that floods on a heavy rain presents not only a challenge for the home owner/renter, but the city itself.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 sq.feet is rather small for a family, but additional size will create more opportunities for flooding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This is ridiculous. Most families have at least 2 vehicles. If there are older children there could be 1 or 2 additional cars.

Q4. Should parking vary based on proximity to various modes of transit?

No. People who have cars are less likely to take the bus.

Q5. What might be some other aspects that should be considered?

Replacing current single family homes with smaller, more cramped housing without any green space seed counter to the city's efforts to control flooding. I am amazed at the dichotomy of flood control efforts on one side and continued pouring more concrete.



Respondent No: 70

Login: Anonymous

Responded At: Jul 20, 2021 20:29:20 pm

Last Seen: Jul 20, 2021 20:29:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot will increase crime (which is already out of control). Another problem is the property value depreciates exponentially in these situations, especially when there are more renters involved. Another negative is the environmental impact. Our area already has a major littering issue and low water quality. Increasing the number of units per lot will only increase this. Renters don't respect the area in which they live as much as homeowners do, which makes the property value plummet and the littering increase.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see the property values plummeting even more than they already have in the past 20 years.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If it changes, traffic could become an issue, as well as crime.

Q4. Should parking vary based on proximity to various modes of transit?

I'm not sure

Q5. What might be some other aspects that should be considered?

The concern should be making this area a safer, more inhabitable area for people. Increasing the number of units per lot will increase crime and drop property values, which is something that the area can not recover from.



Respondent No: 71

Login: Anonymous

Responded At: Jul 20, 2021 20:38:54 pm

Last Seen: Jul 20, 2021 20:38:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think it would create over crowding and congestion

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Properties would be less green more crowded and increase flooding

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Every household has more than one car. This needs to be increased

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Community standards



Respondent No: 72

Login: Anonymous

Responded At: Jul 20, 2021 21:21:57 pm

Last Seen: Jul 20, 2021 21:21:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Fattening the pockets of the property owner. None.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Any and everything will be done because we do not have zoning.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, let it stand as is to discourage the building process.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 73

Login: Anonymous

Responded At: Jul 21, 2021 00:20:42 am

Last Seen: Jul 21, 2021 00:20:42 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Denser more compact city to be able to stay affordable for everyone.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Denser more compact city to be able to stay affordable for everyone.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should be changed to zero. Property owners should decide that to be able to keep costs down.

Q4. Should parking vary based on proximity to various modes of transit?

No, we should have a city with no minimum parking requirements to have a more livable and walkable city.

Q5. What might be some other aspects that should be considered?

Car dependency is keeping our city down, with reducing requirements for single family lots and no minimum parking requirements we can truly make this city diverse.



Respondent No: 74

Login: Anonymous

Responded At: Jul 21, 2021 05:46:08 am

Last Seen: Jul 21, 2021 05:46:08 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

NONE. THE CITY IS PACKING IN HOMES ON SFR LOTS!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit at all.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking is already a problem all around the city.

Q4. Should parking vary based on proximity to various modes of transit?

NOT in Spring Branch

Q5. What might be some other aspects that should be considered?

Montrose, Memorial Park area is already packed with townhomes make it unbearable to even drive the streets, parking is impossible on the street. It is honestly going to destroy Spring Branch to throw a bunch of town homes on SFR lots. The beauty of Spring Branch is there are still homes with dirt, landscaping and trees..



Respondent No: 75

Login: Registered

Responded At: Jul 21, 2021 07:17:21 am

Last Seen: Apr 28, 2022 12:58:19 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

You're not expanding the roads or the services that would go along with putting more homes per lot. It also means more concrete and more flooding

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If you have no size restrictions how are you going to control how many people/cars are there?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Are you planning on expanding the roads to account for people parking on the streets so city services can get by? If you take away the size restrictions you are going to have more than 1 additional car.

Q4. Should parking vary based on proximity to various modes of transit?

It should vary on how large the streets are. Houston has done a terrible job on mass transit. Until the city steps up and corrects this what is the point. This is the only large city in the world where you can't catch a train to the airport.

Q5. What might be some other aspects that should be considered?

The drawing is such a great look but you're missing the backup of traffic from allowing more people which means more cars. None of those people will be able to breathe if you don't take into account the extra traffic. Smaller streets and more street parking means more traffic which means more pollution.



Respondent No: 76

Login: Anonymous

Responded At: Jul 21, 2021 07:45:06 am

Last Seen: Jul 21, 2021 07:45:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Displacing people from their homes they have lived in all their life, by nefarious underhanded means. Essentially, creating "slave quarters" to they massa who tells people how they should live, why massa lives in a plantation home.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

jus places whay massa who is elected, suppose to work for me, can get mo money, line his buddies pockets, piss on the little man, displace people from their homes, all in the name of progress, as they think it should happen. Ain't nothing but bad karma.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Doesn't matter. Massa say he want us to walk whilest he ride in his big ole limo seen. One thing massa need to know, he and his cronie are about to be kicked to the curb. Lying, cheating, stealing, taking from those you should have been helping, giving to business men who spend only a little and pocket the rest. Bye!

Q4. Should parking vary based on proximity to various modes of transit?

You could always turn the mayors house or any of the city coucils homes into parking lots or multi home unit.

Q5. What might be some other aspects that should be considered?

Get your hand out of my pocket. Stay out of my life. As someone said, "You're FIRED!!!!!!!"



Respondent No: 77

Login: Anonymous

Responded At: Jul 21, 2021 08:22:59 am

Last Seen: Jul 21, 2021 08:22:59 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

the duplexes/triplexes/quads/8plexes of Montrose, Temple Terrace, and the Museum district are where I spent most of my 20s, they are an invaluable resource for keeping Houston interesting, dynamic, and friendly to young urbanites.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

my only worry is if people demolish lawn/yard/drainage for ADUs and worsen flooding in gentrifying/ed neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

within 1/2 a mile from a lightrail stop this should be reduced to 0, but all other parts of Houston still require a car to be livable, and very few of our neighborhoods have a culture permissible to on-street parking.

Q4. Should parking vary based on proximity to various modes of transit?

yes

Q5. What might be some other aspects that should be considered?

width of road.



Respondent No: 78

Login: Anonymous

Responded At: Jul 21, 2021 08:43:17 am

Last Seen: Jul 21, 2021 08:43:17 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lack of parking. Everybody drives in Houston and many streets do not allow parking. Thinking people will suddenly start to take public transport is a pipe dream.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I guess this depends on what is being classified as an ADU. If it's a garage apartment I see no issue with it being 1000, 1200, if people are OK with that on their property. I do see a scenario where some may try to claim a large new build as an ADU to get around the rules, which a size limit would prevent.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

See above comment. Most people do not take public transport here. Plus, without an efficient mass transit system of trams and buses this won't change. The heat doesn't help with this either, and there's nothing that can be done about that.

Q5. What might be some other aspects that should be considered?

Many areas are already overcrowded with way too much traffic. If more units could be built without adding 20,000, 40,000 new cars, then this would be great. But this has not happened. As more apartments have been built, in the Washington Ave corridor for example, public transport use has not increased, but traffic, traffic accidents, frayed tempers, and 'fights' for parking spaces have.



Respondent No: 79

Login: Anonymous

Responded At: Jul 21, 2021 08:43:47 am

Last Seen: Jul 21, 2021 08:43:47 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

crowding; lot insufficiently sized to offer benefits for any units

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

chaos

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

the additional space would be for garage or parking

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

does this enhance the overall quality of life for community? does one reconstruct the whole block or just one or more sides of a block? Will it add more congestion to the area as public transportation has limits? Adding more congestion affects the air quality negatively.



Respondent No: 80

Login: Anonymous

Responded At: Jul 21, 2021 08:55:40 am

Last Seen: Jul 21, 2021 08:55:40 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

In any densely populated area, one must build "up" to take advantage of available land. I think the problem is not so much building up but the parking access, flooding and traffic that it will create. All new builds get higher and higher foundations in our area. When street flooding occurs, low lying homes suffer the most while newer elevated foundations fair much better. Until we have a plan to mitigate parking density, traffic and flooding, I would highly caution approving any ordinance that allows building to occur as needed without paying reverence to the domino effect per se. As you cover surface area with cement, you lose the ability to drain properly. We already suffer greatly from poor drainage.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If land is available I don't see a problem with adding ADU's however as in the answer to Question #1, the real issue is A) flooding and B) parking density.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Any ADU needs its own parking. We can not rely on additional population utilizing parallel street parking.

Q4. Should parking vary based on proximity to various modes of transit?

No. If an ADU is built, it needs to be assumed that the occupant possesses a vehicle and it will be parked nearby creating further congestion. Parking is a must for any ADU. Do not assume people will ride the Metro because they are in town. Assume first that they will have at least 1 vehicle, if not two.

Q5. What might be some other aspects that should be considered?

Flooding. With every foundation that is poured (apartments, ADU's, etc.) we as a city limit surface area for drainage. Our history of immense rains in short time frames suggest that flooding does and will continue to occur. If you are going to allow for more buildings, you must proactively address flooding BEFORE allowing more construction and also parking.



Respondent No: 81

Login: Anonymous

Responded At: Jul 21, 2021 08:59:34 am

Last Seen: Jul 21, 2021 08:59:34 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We do not think it is a good idea to increase the number of buildings per lot. It will only lead to overcrowding and the inability of the land to provide adequate drainage in times of heavy rain

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

We see no benefits of increasing the size of units. Houston has enough issues with lack of areas for rain runoff and this would not help the situation.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

One space is usually not enough for residences. The only way to allow more would be to incorporate it into the area that the living space was to be built upon.

Q4. Should parking vary based on proximity to various modes of transit?

NO.

Q5. What might be some other aspects that should be considered?

Sidewalk usage and proximity to local shopping.



Respondent No: 82

Login: Anonymous

Responded At: Jul 21, 2021 09:03:20 am

Last Seen: Jul 21, 2021 09:03:20 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Drainage due to changing permeability

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Drainage although 1200 sf might be a better limit vs current 900

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 83

Login: Anonymous

Responded At: Jul 21, 2021 09:30:26 am

Last Seen: Jul 21, 2021 09:30:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The challenges is that the living space. Most of these are places have a single family member with children's. No back yard, no front yard. That create a apartment type living.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Yes they must have a restrictions to the height. In Houston it is looking like all those three and four story dwelling units looks bad for the Houston area. We are not New York City.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes it should be changed. Most of these places does not have enough parking spaces for the two family when there are more than one vehicle.

Q4. Should parking vary based on proximity to various modes of transit?

Yes.

Q5. What might be some other aspects that should be considered?

Put them among single dwelling houses.



Respondent No: 84

Login: Anonymous

Responded At: Jul 21, 2021 10:02:10 am

Last Seen: Jul 21, 2021 10:02:10 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None -

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No opinion

Q4. Should parking vary based on proximity to various modes of transit?

No opinion

Q5. What might be some other aspects that should be considered?

These neighborhoods are WAY too crowded as it is - increasing that will result in more accidents on foot and in cars



Respondent No: 85

Login: Anonymous

Responded At: Jul 21, 2021 10:04:40 am

Last Seen: Jul 21, 2021 10:04:40 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: increased traffic, parking issues, increased crime as the property value decreases. No benefits.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges: likely increasing the number of people per dwelling. Then the same challenges as in 1.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. There are already too many cars parked in the streets.

Q4. Should parking vary based on proximity to various modes of transit?

Perhaps parking lots nearby to transit, but in commercial areas, not residential

Q5. What might be some other aspects that should be considered?

Adding low income housing to this neighborhood will decrease the value of the surrounding homes and increase the crime rate. Absolutely against this initiative.



Respondent No: 86

Login: Anonymous

Responded At: Jul 21, 2021 10:09:38 am

Last Seen: Jul 21, 2021 10:09:38 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More cars parked on the streets, higher local flooding risk

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Higher flooding risk, higher population density, more car traffic

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Doesn't matter, it's not clear how this is even enforced

Q4. Should parking vary based on proximity to various modes of transit?

No, everyone will use cars anyway

Q5. What might be some other aspects that should be considered?

Power grid, water, drainage capacity. Flooding risk will increase with more land covered by foundations.



Respondent No: 87

Login: Anonymous

Responded At: Jul 21, 2021 10:19:29 am

Last Seen: Jul 21, 2021 10:19:29 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This would be incredibly beneficial to all communities in Houston. Our entire country is facing a housing shortage at the same time that prices are ballooning. Here in SW Houston in the Sharpstown area, there are thousands of single family homes with upwards of 5,000sqft lots that have a 1500sqft house on. This space in one of the most densely populated parts of the state would so much be better served providing housing for families than block after block of mostly empty lawns. The main challenges are the permitting processes and reactions from HOA's and NIMBY brigades, but that's when government leadership is paramount to helping implement a successful plan. Current homeowner's now have an opportunity to provide extra space for their families, or to gain extra revenue. New homeowners or lessee's will gain access to newer, affordable, and hopefully quality housing.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

As long as it is built safely and in such a way that is conscientious of the environment and safety of neighbors there should be as few restrictions as possible.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, parking spaces in dense areas are often wasted space that could be additional housing units. If the property owners would like to secure access to parking, they should have the discretion to do so for their own property, but not for the entire block.

Q4. Should parking vary based on proximity to various modes of transit?

YES!

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 88

Login: Anonymous

Responded At: Jul 21, 2021 10:30:33 am

Last Seen: Jul 21, 2021 10:30:33 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot contributes to the congestion and potentially the lack of carrying capacity our city has. Upon visiting other densely populated cities by comparison, one of the things visually that Houston has going for it is the fact that it doesn't feel congested. Let's leave room for green spaces among dwellings. The air quality improves, people's overall health and happiness improves, and this directs our development in a way that produces a more lush, verdant, and resilient city.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

A lack of restriction or limitation allows developers and landlords the ability to increase their profit margins but spreads the tax base more thinly.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, it should be changed. Although Houston has mass transit, most residents are one-car per adult. Our city is not really set up for walking and bicycle commuters. Off-street parking should take into account the number of adults likely to occupy and then plan accordingly. In Boston, its the norm to park bumper to bumper in the street. Everyone's front and rear ends on their cars look terrible because they have a parking problem. That's not what I want for my city.

Q4. Should parking vary based on proximity to various modes of transit?

No. Consistency is key. People don't resort to public transit unless they have to.

Q5. What might be some other aspects that should be considered?

Considering the amount of industry we have that brings people to live in our fair city, we need to be sure plenty of green space is left to assist with air quality, promote fellowship, and to keep our city looking like it's a part of Texas. More native plants and habitats for pollinators improve the quality of life for those rom the lowest to highest rungs of living things on the hierarchy.



Respondent No: 89

Login: Anonymous

Responded At: Jul 21, 2021 10:58:43 am

Last Seen: Jul 21, 2021 10:58:43 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

traffic and density is always going to be the argument against this. However, if it means more affordable (and this would be the key), it would make sense.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think it creates the possibility of density issues, but if done with a mind toward livability in a particular neighborhood, I think it could be helpful.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If there are more units allowed, there need to be more spaces created. Cannot deal with additional street parking

Q4. Should parking vary based on proximity to various modes of transit?

Yes. I think that would be fair. However, it would need to be a change made in stages with a robust investment in public transit we have yet to see

Q5. What might be some other aspects that should be considered?

How Houston wants to view itself as a city or a collection of neighborhoods.



Respondent No: 90

Login: Anonymous

Responded At: Jul 21, 2021 11:06:09 am

Last Seen: Jul 21, 2021 11:06:09 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not like this approach. It will increase neighborhood traffic thereby causing issues for our young students walking to/from schools

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The larger the dwelling means more dwellers and a higher level of neighborhood traffic.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO!

Q4. Should parking vary based on proximity to various modes of transit?

Yes, but not in neighborhood suburbs. We already have trouble driving through the Memorial area with vehicles parked on both sides of the street.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 91

Login: Anonymous

Responded At: Jul 21, 2021 11:07:39 am

Last Seen: Jul 21, 2021 11:07:39 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, Houston is too crowded as it is

Q4. Should parking vary based on proximity to various modes of transit?

Absolutely not.

Q5. What might be some other aspects that should be considered?

Don't change Houston from a desirable place to live . Look at crime now. When people are crowded in, it encourages more crimr



Respondent No: 92

Login: Anonymous

Responded At: Jul 21, 2021 11:08:05 am

Last Seen: Jul 21, 2021 11:08:05 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Impact to value of homes in existing neighborhoods with deed restrictions limiting what may be built on lots within a particular subdivision.



Respondent No: 93

Login: Anonymous

Responded At: Jul 21, 2021 11:08:06 am

Last Seen: Jul 21, 2021 11:08:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

"Challenges" include the unconstitutional taking of something homeowners in subdivisions that allow only one single-family residence per lot. What do you want to do away with next--restrictions against running a business from your house. Gee, wouldn't that be great--maybe a pawn shop, or a tattoo parlor. This is an idiotic idea.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See above.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Leave it alone.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Leaving things the way they are. As we used to say in Texas before the socialist-leaning left grew in power, "If it ain't broke, don't fix it."



Respondent No: 94

Login: Anonymous

Responded At: Jul 21, 2021 11:10:12 am

Last Seen: Jul 21, 2021 11:10:12 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Changing this definition will totally change the character of neighborhoods in which we have chosen to live.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Potentially decreasing the valuation of real estate and sales prices. Putting more people into a neighborhood space than the development was originally designed to handle. Overcrowding these neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 95

Login: Anonymous

Responded At: Jul 21, 2021 11:10:35 am

Last Seen: Jul 21, 2021 11:10:35 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Overcrowding

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Two additional spaces would be better. Cars on street make it difficult to see children and bicyclists.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

School overcrowding by increasing density.



Respondent No: 96

Login: Anonymous

Responded At: Jul 21, 2021 11:11:25 am

Last Seen: Jul 21, 2021 11:11:25 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It should be private decision making, not public mandate.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, it should be the market and not public mandate.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No. A person an evaluate that in deciding where to live

Q5. What might be some other aspects that should be considered?

The City of Houston has no business in trying to modify existing regulations, which have worked well under private enterprise.



Respondent No: 97

Login: Anonymous

Responded At: Jul 21, 2021 11:11:51 am

Last Seen: Jul 21, 2021 11:11:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not agree with any livable spaces ...

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If the value of your property declines due to the over crowded living conditions will the city reimburse home owners for their losses?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

2 cars ... prepare for the unsafe street parking to occur

Q4. Should parking vary based on proximity to various modes of transit?

yes

Q5. What might be some other aspects that should be considered?

I do not see any lots located in River Oaks or Tanglewood. I would seem to believe these neighborhoods would be a great place to start this endeavor..



Respondent No: 98

Login: Anonymous

Responded At: Jul 21, 2021 11:12:03 am

Last Seen: Jul 21, 2021 11:12:03 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Absolutely NONE !!! Leave our neighborhoods alone !!!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

NONE

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO The City of Houston should enforce current on-street parking rules

Q4. Should parking vary based on proximity to various modes of transit?

NO It is patently ridiculous to even ask this question. Single family homes are the lifeblood of this city and always have been. Vehicle theft crime in West Houston, which is inundated with Section 8 apartments already, is through the proverbial roof.

Q5. What might be some other aspects that should be considered?

You people need to listen to we owners of single-family homes and not the professional nannies that seem to be running this city. Spending \$400,000 on some kind of ersatz study or survey is a complete waste of taxpayer money.



Respondent No: 99

Login: Anonymous

Responded At: Jul 21, 2021 11:13:26 am

Last Seen: Jul 21, 2021 11:13:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lower cost, more housing for lower income families.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The square footage should fit the lot while also having green-space for families to be outside.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Not sure. One space per family seems fair, but there should be a way to accommodate more cars if needed.

Q4. Should parking vary based on proximity to various modes of transit?

They may help in some instances. Families still have visitors, etc, so where would they park?

Q5. What might be some other aspects that should be considered?

Our city, our country needs to provide affordable, safe housing. We are becoming a country of the haves and the have nots. There shouldn't be the attitude of not in my neighborhood. Care and consideration for all humans should prevail.



Respondent No: 100

Login: Anonymous

Responded At: Jul 21, 2021 11:13:51 am

Last Seen: Jul 21, 2021 11:13:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit to either spending money in the study or making the change. I strongly oppose both

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See above. Harmful effects outweigh any arguable benefits

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No comment

Q4. Should parking vary based on proximity to various modes of transit?

No comment

Q5. What might be some other aspects that should be considered?

Increased density is deleterious



Respondent No: 101

Login: Anonymous

Responded At: Jul 21, 2021 11:15:10 am

Last Seen: Jul 21, 2021 11:15:10 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits to increasing density in the research literature, either direct or indirect (see: <https://www.cato.org/commentary/density-makes-housing-less-affordable-not-more>; and also see: <http://demographia.com/dhi-books.htm>). Academic research has shown that dense housing is detrimental to childhood development and causes damage that is not always reversible.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

We should aim for decreasing density to avoid the direct and indirect costs of dense housing.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should stay the same.

Q4. Should parking vary based on proximity to various modes of transit?

Property owners can decide how much parking they want subject to current rules.

Q5. What might be some other aspects that should be considered?

We need to avoid the unintended consequences of government interference in private incentives. For example, dense cities are more GHG intense--why are you promoting density if it's hurting the planet?



Respondent No: 102

Login: Anonymous

Responded At: Jul 21, 2021 11:15:46 am

Last Seen: Jul 21, 2021 11:15:46 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not agree with increasing the number of units per lot. There will be increases in infrastructure and impacts usage (water, sewer, power, on-street parking, etc...) for neighborhoods that were not designed for it.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not agree with increasing the number of units per lot. There will be increases in infrastructure and impacts usage (water, sewer, power, on-street parking, etc...) for neighborhoods that were not designed for it.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I do not agree with increasing the number of units per lot. There will be increases in infrastructure and impacts usage (water, sewer, power, on-street parking, etc...) for neighborhoods that were not designed for it. parking will be an issue as we already have leased "single-family" homes in our area with multiple--not related tenants and multiple cars parking on the street and blocking or restricting access to our driveways.

Q4. Should parking vary based on proximity to various modes of transit?

I do not agree with increasing the number of units per lot. Access to transit it not the issue.

Q5. What might be some other aspects that should be considered?

I do not agree with increasing the number of units per lot. We are in a deed restricted neighborhood already and one of the purposes of that is to maintain quality of life and the neighborhood--not have something rammed down our throats by government.



Respondent No: 103

Login: Anonymous

Responded At: Jul 21, 2021 11:19:04 am

Last Seen: Jul 21, 2021 11:19:04 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see people taking advantage of this and disrupting an otherwise stable residential area causing odd configurations and lowering lot values and therefore the tax base

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same answer as first question

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Need more information to answer this.

Q5. What might be some other aspects that should be considered?

How about letting the neighborhoods decide?



Respondent No: 104

Login: Anonymous

Responded At: Jul 21, 2021 11:19:35 am

Last Seen: Jul 21, 2021 11:19:35 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Maintaining the integrity of the neighborhood and therefore current owners' property values

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, the small size ensures the integrity of the single family neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Please do not force multiple family housing into single family neighborhoods. It is not fair to current homeowners as such a move can significantly and negatively impact the cohesiveness and appeal of existing single family neighborhoods. If we wanted to live in multi-use residential area we would have bought our home in one. But it is heavy-handed and I'll-conceived for the city to force such a change on long standing single family areas. Please do NOT do this.



Respondent No: 105

Login: Anonymous

Responded At: Jul 21, 2021 11:20:30 am

Last Seen: Jul 21, 2021 11:20:30 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits but one big detriment. Shoving additional housing units into single family areas will reduce property valuations in those areas. This will rob homeowners of long term value and degrade neighborhoods that were once reasonably safe.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See above.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Again, adding units to a current single family lot will degrade the neighborhood, punish owners, increase crime and add parking complications.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Crime and property values and fall in property values which will decrease property taxes for the county.



Respondent No: 106

Login: Anonymous

Responded At: Jul 21, 2021 11:21:58 am

Last Seen: Jul 21, 2021 11:21:58 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the density of dwellings will strain the infrastructure that was not designed with this in mind. Streets, utilities, drainage will all be overtaxed.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, water lines, gas lines, electric power infrastructure will all be asked to do more than they were designed for. There will be the need for more A/C in summer and more heat in winter and the cost of replacing the the utilities will be borne by the surrounding neighbors more so than the new owners.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should increase to a minimum of 2.

Q4. Should parking vary based on proximity to various modes of transit?

No, you can't expect people to change their way of life to fit your plan.

Q5. What might be some other aspects that should be considered?

Those that have made the huge investment in a nearby home should have a lot to say about changing their neighborhood character. This should not be forced upon them without their consent.



Respondent No: 107

Login: Anonymous

Responded At: Jul 21, 2021 11:22:45 am

Last Seen: Jul 21, 2021 11:22:45 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see a negative. Each area within Houston presently can presently (through HOA's, not zoning) set standards for their neighborhood. This creates a certain "feel" to each neighborhood (look at the Woodlands as an example). If people like that standard and it is not too intrusive to new construction, the value of the homes in that neighborhood will rise. Removing there ability for each neighborhood to decide the types and sizes of homes in their neighborhood will inevitably lower home values which will not only hurt the resent homeowners but the tax base as well.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see a negative. Each area within Houston presently can presently (through HOA's, not zoning) set standards for their neighborhood. This creates a certain "feel" to each neighborhood (look at the Woodlands as an example). If people like that standard and it is not too intrusive to new construction, the value of the homes in that neighborhood will rise. Removing there ability for each neighborhood to decide the types and sizes of homes in their neighborhood will inevitably lower home values which will not only hurt the resent homeowners but the tax base as well.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

The value of homes in the neighborhood that you are planning to change.



Respondent No: 108

Login: Anonymous

Responded At: Jul 21, 2021 11:23:01 am

Last Seen: Jul 21, 2021 11:23:01 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Big challenge - changes the whole feel of a neighborhood. Single-family lot should stay single family !!!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenge - Crowding an area that may not have the infrastructure to support additional dwelling units

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should not even be considered

Q4. Should parking vary based on proximity to various modes of transit?

Don't want to see this implemented at all

Q5. What might be some other aspects that should be considered?

The community that is directly affected that doesn't want it



Respondent No: 109

Login: Anonymous

Responded At: Jul 21, 2021 11:24:00 am

Last Seen: Jul 21, 2021 11:24:00 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I can foresee mixed housing with new housing not fitting the neighborhood. I can also see increased density and crime. Americans as a group do not do well in high density areas.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I question the value of ADUs in the first place.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Don't build the ADUs and you won't need to change parking.

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

crime, increased police patrols. Why not just raze the existing structures and build high rises?



Respondent No: 110

Login: Anonymous

Responded At: Jul 21, 2021 11:25:26 am

Last Seen: Jul 21, 2021 11:25:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Additional units per lot can overload the utilities (sewer, water, power) and cause more traffic due to people density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Larger secondary units would be like adding additional houses to single lots. Defeats the purpose of the existing rules.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Additional traffic caused by higher density. Parking problems. Access for emergency vehicles and emergency workers. Access for repair and maintenance of utilities. Overload of existing infrastructure (which is old and in poor condition). Over crowding of schools.



Respondent No: 111

Login: Anonymous

Responded At: Jul 21, 2021 11:26:53 am

Last Seen: Jul 21, 2021 11:26:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits! Overcrowding, devaluing existing homes, more traffic, higher crime, etc.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Negatives would be encroachment on neighboring property(ies). Increased traffic, higher crime, etc.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. One vehicle for each property is already a hazard for drivers and pedestrians!

Q4. Should parking vary based on proximity to various modes of transit?

Each private property should be allowed their own private parking space within their own property owned driveway.

Q5. What might be some other aspects that should be considered?

The risks/hazards to individual home owners, children, drivers and pets is not worth what is being proposed.



Respondent No: 112

Login: Anonymous

Responded At: Jul 21, 2021 11:27:24 am

Last Seen: Jul 21, 2021 11:27:24 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are NO benefits to this. A single family lot is exactly that, a single family lot, and for many good reasons. There is plenty of real estate for multi-family units.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 113

Login: Anonymous

Responded At: Jul 21, 2021 11:27:45 am

Last Seen: Jul 21, 2021 11:27:45 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

increase the housing offering within city limits = reducing commute (no need to live in Katy or Sugar Land). Also investment opportunities.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

more freedom. less constraints.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

it should depend on the size and expected amount of people/cars affected by detached units. a 1 bedroom student-oriented adu only requires 1 additional space. Larger units require more.

Q4. Should parking vary based on proximity to various modes of transit?

various modes of transit are inexistant in houston. Buses are slow and unreliable. Tram only covers 2 miles. Commuting by bike is dangerous outside of parks and now parks have these ridiculous 10mph speed limit which are completely insane. I can drive a pickup truck 20mph in a school zone when kids are present but cannot bike 15mph on a bike trail when there is no one? "Various modes of transit"? this is a joke.

Q5. What might be some other aspects that should be considered?

type of project. full commercial rezoning with one corporation rebuilding a bunch of blocks is totally different than someone building a condo on his own lot.



Respondent No: 114

Login: Anonymous

Responded At: Jul 21, 2021 11:29:13 am

Last Seen: Jul 21, 2021 11:29:13 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Our lots are too small, streets too narrow, parking too limited to accommodate this. It's congested enough as it is with builders putting 6-packs on tiny lots. There is literally nowhere for guests to park already.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Secondary units over a garage or in place of a standard two car garage do not seem to be an issue

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

You can't change anything about parking without fixing and widening our streets and stopping builders from doing back to back driveways - there IS NO street parking - drive around!

Q4. Should parking vary based on proximity to various modes of transit?

Not until public transport is something a majority of people actually use and it can get you to more than downtown or the stadiums

Q5. What might be some other aspects that should be considered?

There are too many people in too small an area already. Cars end up in ditches as it is. Too many apartment buildings already in addition to this proposal.



Respondent No: 115

Login: Anonymous

Responded At: Jul 21, 2021 11:31:25 am

Last Seen: Jul 21, 2021 11:31:25 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too dense, too ugly, too crowded, spoil the neighborhood!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Destroy the neighborhood

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

More parking will required!!

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Don't do this just to please developers and to get them to give you money~



Respondent No: 116

Login: Anonymous

Responded At: Jul 21, 2021 11:31:25 am

Last Seen: Jul 21, 2021 11:31:25 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits, challenges would be parking and plumbing, sewage infrastructure.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit, more infrastructure and parking problems

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, streets are already crowded

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Overcrowding is an issue inside the loop 610. This would make it worse.



Respondent No: 117

Login: Anonymous

Responded At: Jul 21, 2021 11:32:45 am

Last Seen: Jul 21, 2021 11:32:45 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This is the problem with Houston! Government coming into neighborhoods and making their changes. What about the people that purchased a home in a neighborhood because it was a single-family neighborhood? This proposal ignores the wishes and desires of those people besides causing more traffic and parking problems. Furthermore, it's socialist behavior on behalf of government.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See response to #1

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

See response to #1



Respondent No: 118

Login: Anonymous

Responded At: Jul 21, 2021 11:33:56 am

Last Seen: Jul 21, 2021 11:33:56 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am against these changes as it would lead to high population density, which increases traffic and lower the quality of life in neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, this would lead to high population density, which increases traffic and lower the quality of life in neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. For the same reasons as noted above.

Q4. Should parking vary based on proximity to various modes of transit?

No. Houston remains and will always be primarily a car oriented transportation city for the foreseeable future. This should not be changed.

Q5. What might be some other aspects that should be considered?

I am against any proposal which would increase population density in single family neighborhoods. This would lead to increased density, traffic, danger to children playing in neighborhoods, and in general lower quality of life and property values in the affected areas.



Respondent No: 119

Login: Anonymous

Responded At: Jul 21, 2021 11:38:32 am

Last Seen: Jul 21, 2021 11:38:32 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Promotes too much density of population; heavier traffic issues, and potential for school overcrowding

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, promotes opportunities for denser population and the associated complications there with

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes to 2 additional spaces

Q4. Should parking vary based on proximity to various modes of transit?

No most residents don't utilize transit systems here in Houston.

Q5. What might be some other aspects that should be considered?

What effect on schools would take place.



Respondent No: 120

Login: Anonymous

Responded At: Jul 21, 2021 11:38:35 am

Last Seen: Jul 21, 2021 11:38:35 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

no benefit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

no benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 121

Login: Anonymous

Responded At: Jul 21, 2021 11:40:00 am

Last Seen: Jul 21, 2021 11:40:00 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Higher density usually means more rental units. This situation is created when a developer has to increase the density of the property to pay for the cost of the lot and tear down of existing structures. This city needs more affordable housing, NOT more rental units.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The current requirement of not exceeding 900 square feet is designed for individuals or a couple starting out. Smaller unit usually equals smaller rental payment. The detached secondary unit should not be designed to accommodate a family with children.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

increasing the off street parking beyond one additional space will decrease property values in that area.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Property owners who have lived in their property for years would be so very unhappy to see their neighborhood become a multifamily neighborhood. In general, higher density increases pollution and crime, while decreasing property values in the area.



Respondent No: 122

Login: Anonymous

Responded At: Jul 21, 2021 11:41:10 am

Last Seen: Jul 21, 2021 11:41:10 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenge will be an increased number of renters since most townhomes/quads/apartments are owned by people not living in Houston. Renters expect the owner to care for the property and assume the owner will use some of the rent money to make improvements. That typically does not happen. The owner tends to view the property as a cash-machine and generally does not improve the area - only takes care of urgent issues within the unit/home.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

More consideration for those of us who have invested in single family homes Many of us are middle class and have worked/saved for our investment. We tend to not only take care of the property itself, but the community as a whole. We have many apartment complexes in West Memorial and I have watched the decline of the neighborhood over the last 30 years (ie, crime, vandalism, thefts, etc.)



Respondent No: 123

Login: Anonymous

Responded At: Jul 21, 2021 11:41:40 am

Last Seen: Jul 21, 2021 11:41:40 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see NO benefits. I see a decline in property values. I see ugly apartment buildings next to stately homes. I see a flight to the suburbs. I see no incentive for companies to relocate here. I see a compelling reason for companies to relocate out of Houston.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see only ugly buildings surrounded by concrete.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO

Q4. Should parking vary based on proximity to various modes of transit?

NO.

Q5. What might be some other aspects that should be considered?

Houston developers are bullies. Developers have built cut through highways through neighborhoods. They have diverted all their storm water run off into neighborhoods. They have built strip joints next to schools, ie., Wisdom. They have built gas stations on every corner. They have built strip malls everywhere. The Katy Freeway is one long strip mall from the 610 Loop to Hwy 6. Enough of your concrete jungles. Read your ratings. Houston is declining fast.



Respondent No: 124

Login: Anonymous

Responded At: Jul 21, 2021 11:41:51 am

Last Seen: Jul 21, 2021 11:41:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None. People buy in a subdivision because of the uniformity of that subdivision and adding duplexes to a single house residence would not be fair to those who already live there and have subdivision rules against multiple unit dwellings in the neighborhood

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Existing subdivision rules should prevail

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Existing subdivision rules should apply

Q4. Should parking vary based on proximity to various modes of transit?

See above comment

Q5. What might be some other aspects that should be considered?

See above comments



Respondent No: 125

Login: Anonymous

Responded At: Jul 21, 2021 11:42:35 am

Last Seen: Jul 21, 2021 11:42:35 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot changes a neighborhood from single family to multifamily dwellings which will mostly be rental properties occupied by people who do not own the property. That completely changes the atmosphere and value of the properties. It would destroy property values for existing single family homes if developers tear down existing houses to build multifamily dwellings in the neighborhood. This is a very bad idea and will drive more people out of the city to the suburbs.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Limiting the size of ADUs ensures the space is primarily for guests or "mother-in-law" quarters needed for a live-in relative. Increasing the size will tend to encourage rentals and VRBO use of the property.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. One space is adequate for a secondary unit and you don't want to encourage paving a lot so there is little or no yard left.

Q4. Should parking vary based on proximity to various modes of transit?

No. In Houston you should assume most people will own or lease a car so one parking space is needed.

Q5. What might be some other aspects that should be considered?

The city should consider the fact that more people are working from home and moving out from the inner city areas where they have more space and community comforts available. Instead of increasing housing density you should be looking for ways to make living space more attractive with more square footage, more green spaces, parks, recreation, restaurants, and consumer conveniences. Better public transit would be helpful, but needs to be flexible for population changes such as buses and ride hailing services not trains that are restricted to fixed routes.



Respondent No: 126

Login: Anonymous

Responded At: Jul 21, 2021 11:43:51 am

Last Seen: Jul 21, 2021 11:43:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits without meaningful investment in infrastructure prior to adding housing capacity. Off-street parking for all vehicles associated with a given lot, widened streets to handle increased traffic and added storm sewer/drainage capacity to handle historic problems and the reduction in porous soil. Higher population density also puts a premium on green space. New parks should be added where significant increases in population density occur.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

As stated above, adding people, cars, bicycles, dogs, etc. will overwhelm current infrastructure. Streets, parking, drainage, sidewalks and green spaces will be overloaded. The more people, the greater the problem.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be sufficient off-street parking for all vehicles associated with a given lot.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Infrastructure, infrastructure, infrastructure...Having lived in Houston for forty years I am continuously amazed that we allow massive building projects with no concern for the impact they have on existing communities. I live in what is now called the "Energy Corridor" where construction of large high-rise offices has cause streets like Eldridge Parkway to crumble under the increased traffic flow and caused adjacent neighborhoods to fill their streets with speed bumps to address commuter traffic. The quality of daily life in our area has declined significantly. If Eldridge and Memorial had been widened significantly and built to handle the increased volume and weight of the resultant traffic and if drainage issues would have been simultaneously addressed the commuters access to the new high-rise offices would have been much easier and the traffic and speed bumps in the adjacent neighborhoods would have been fewer.



Respondent No: 127

Login: Anonymous

Responded At: Jul 21, 2021 11:44:32 am

Last Seen: Jul 21, 2021 11:44:32 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

challenges - creates burden on city services by adding population density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefit from eliminating of ADUs - higher cost single family homes, better quality of life, less crime, less burden on city, tax provided services.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Minimize traffic, cars

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Population density.



Respondent No: 128

Login: Anonymous

Responded At: Jul 21, 2021 11:46:06 am

Last Seen: Jul 21, 2021 11:46:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It may ease the housing crisis. A more dense City will also allow for hopefully better city services like planned public transport, etc.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There's no issue. If someone wants to build on their property they have the right to build whatever size they want.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I do not understand.

Q4. Should parking vary based on proximity to various modes of transit?

No comment. I do not know enough about this to comment. I think that experts and not the public or politicians should make their recommendation.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 129

Login: Anonymous

Responded At: Jul 21, 2021 11:47:26 am

Last Seen: Jul 21, 2021 11:47:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see any benefits whatsoever. Challenges are: reduction in the property value of the residences in the area of the multi-unit lots, reduction in the quality of life (e.g., noise) in the area of the multi-unit lots, increase in traffic, crowding of schools, and degradation of the area of the multi-unit lots due to the increase in rentals versus home ownership. You cannot force people to live in areas where they don't want to live when they have many other options and resources. Therefore, I predict that the owners of homes in these areas are going to leave the areas in order to maintain the quality of life that they want, and eventually the areas will not be able to be maintained at their current standards - property values and the quality of the neighborhoods will decrease, crime will increase, and, although I don't care about this, I assume the City will care if less tax money will be received via property taxes from those areas.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits. Increasing the permitted size will make renting out these secondary units more attractive, which will lead to the problems I described in Question #1.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't understand what the other options are, so I have no comments.

Q4. Should parking vary based on proximity to various modes of transit?

I am not familiar with the considerations here, so I have no comments.

Q5. What might be some other aspects that should be considered?

I myself am the owner of, and live in, a condominium unit, and for the past 30+ years I have lived in a condo in Houston. Accordingly, my comments are not intended to disparage anyone who lives in a townhome, condo, apartment, etc. However, if I was the owner of a home in a multi-million dollar (or relatively high dollar) residential neighborhood in Houston, I would not want to have any condos, townhomes, apts. built in my neighborhood. It is nearly impossible to go for a nice walk in my condo neighborhood and the surrounding area due to the traffic and noise. The crime rate has also increased with the encroachment of development into my neighborhood, and no good has come from any of it.



Respondent No: 130

Login: Anonymous

Responded At: Jul 21, 2021 11:48:46 am

Last Seen: Jul 21, 2021 11:48:46 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Denser housing usually accompanies increased crime. Lowers values of homes nearby and isn't what particular areas where constructed to be or what homeowners nearby want it to be

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Less green spaces. Less yard required. More runoff, more trash, more flooding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes at minimum needs to be two.

Q4. Should parking vary based on proximity to various modes of transit?

No, two spaces should be a requirement

Q5. What might be some other aspects that should be considered?

Do not allow this!



Respondent No: 131

Login: Anonymous

Responded At: Jul 21, 2021 11:50:30 am

Last Seen: Jul 21, 2021 11:50:30 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges - parking; increased traffic; losing green space, drainage, Benefits? NONE

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges - losing green space, drainage

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Houston has so many people already and traffic is a nightmare - not to mention the TERRIBLE conditions of the roads. Allowing more people into an already crowded space is not smart.



Respondent No: 132

Login: Anonymous

Responded At: Jul 21, 2021 11:50:49 am

Last Seen: Jul 21, 2021 11:50:49 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: Mitigate the added impervious cover that would increase runoff. Reduction of private green space Increased demand on water and sewer infrastructure originally sized for single family density. Increased noise.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges: Mitigate the added impervious cover that would increase runoff. Reduction of private green space Increased demand on water and sewer infrastructure originally sized for single family density. Increased noise.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, increased on-street parking would result if the 2nd space is eliminated.

Q4. Should parking vary based on proximity to various modes of transit?

No, individual choice will dominate and public transit will continue to be a lessor choice due to it's lack of convenience.

Q5. What might be some other aspects that should be considered?

Compensatory green space and stormwater mitigation for higher dwelling count.



Respondent No: 133

Login: Anonymous

Responded At: Jul 21, 2021 11:51:19 am

Last Seen: Jul 21, 2021 11:51:19 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Creates parking problems, ruins neighborhoods, creates traffic problems.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Creating a ghetto. High density ruins a neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Effect on traffic and street parking for additional cars.



Respondent No: 134

Login: Anonymous

Responded At: Jul 21, 2021 11:52:47 am

Last Seen: Jul 21, 2021 11:52:47 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Congestion and traffic in addition to overcrowded schools.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

You will encourage even more zero lot development which creates overcrowding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If anything it should require 2 parking spaces per each secondary detached unit.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

In my area, SBISD schools are getting overcrowded due to these divided lot developments. Schools that were built only 5-6 years (with population growth models) have skyrocketing populations and are now seriously overcrowded.



Respondent No: 135

Login: Anonymous

Responded At: Jul 21, 2021 11:53:06 am

Last Seen: Jul 21, 2021 11:53:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Opposed to any increase in scope or intention to rule

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Please keep and enforce current standards

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Please keep and enforce current standards

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Please keep and enforce current standards



Respondent No: 136

Login: Anonymous

Responded At: Jul 21, 2021 11:53:07 am

Last Seen: Jul 21, 2021 11:53:07 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too crowded. Would encourage more traffic in those areas and parking in the street.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Way too crowded. Would encourage over crowding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It would be nice to make it two spaces. There are too many cars parked on the streets as it is.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

New apartments are being constructed all over the city. Leave the single family units alone!



Respondent No: 137

Login: Anonymous

Responded At: Jul 21, 2021 11:54:48 am

Last Seen: Jul 21, 2021 11:54:48 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Adds density and detracts from neighborhood "livability". Not a good concept.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, adds density. Also negatively impacts those who purchased "subject to" the existing restrictions. Unfair to them.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No. Adults are / are eminently capable of making informed decisions.

Q5. What might be some other aspects that should be considered?

Let the free market continue as is



Respondent No: 138

Login: Anonymous

Responded At: Jul 21, 2021 12:00:46 pm

Last Seen: Jul 21, 2021 12:00:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Where the additional occupants park? In the street? Some streets are already narrow, so additional cars may limit the ability for emergency vehicles or trash pickup vehicles to navigate the neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Greater unit size means more concrete and less green. Houston is already prone to flooding, so more concrete and less green makes a bad problem get worse.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

You would need two at least, and then, as previously noted, more green is lost. Houston floods. We don't need more concrete; we need less. We need more places where the water would go.

Q4. Should parking vary based on proximity to various modes of transit?

No, let's face it, mass transit doesn't work in Houston. I live 7 miles from my job on the 82 bus route. It takes 20 minutes by car. By bus it would take an hour because there are 32 stops. You might get more ridership if there were express routes. Instead, we have bus service to nowhere on Post Oak. Waste of money.

Q5. What might be some other aspects that should be considered?

As previously noted, FLOODING! The more concrete on the ground, the less green space available to absorb water. Houston is going to build its way into being Atlantis, a city under the ocean.



Respondent No: 139

Login: Anonymous

Responded At: Jul 21, 2021 12:00:52 pm

Last Seen: Jul 21, 2021 12:00:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits as increasing the number of units per lot increases the population density and congestion in areas designated for single family homes. This changes the nature of an area that affects other residents in the area may choose not to add units to their lots in order to maintain the nature that drew them to the area in the first place. It is unfair to affect the neighborhood of Houston citizens and residents without providing them an opportunity to voice their opinion in the matter.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No advantages as increasing the unit size makes areas more crowded, and reducing the size provides the opportunity for greater occupants per space, which can have a deleterious result to an area.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No, as it can increase motorized traffic in areas an increase hazards to children and pets in that area.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 140

Login: Anonymous

Responded At: Jul 21, 2021 12:04:06 pm

Last Seen: Jul 21, 2021 12:04:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Decrease in safety of dwellers

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Crowded streets and increase in traffic, decrease in vurs of existing homes

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Allow 2 cars per unit and provide additional surface parking for households with multiple vehicles

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 141

Login: Anonymous

Responded At: Jul 21, 2021 12:04:52 pm

Last Seen: Jul 21, 2021 12:04:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Streets can not handle the increased population density. Massive buildings swallow neighborhood on small lots and narrow streets. No space for parking cars, and narrow streets hinder traffic and decrease safety. Quality of life decrease.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Massive buildings that are oversized to lot and neighborhood. See answers to question #1.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, parking needs to be increased for these massive buildings. Off-street parking should be 2 cars for every bedroom.

Q4. Should parking vary based on proximity to various modes of transit?

No. People prefer to use cars not public transportation.

Q5. What might be some other aspects that should be considered?

Developers should pay for widening streets. Developers should pay for additional common space, like parks, in neighborhood.



Respondent No: 142

Login: Anonymous

Responded At: Jul 21, 2021 12:05:04 pm

Last Seen: Jul 21, 2021 12:05:04 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

no benefit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

no benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no benefit

Q4. Should parking vary based on proximity to various modes of transit?

no benefit

Q5. What might be some other aspects that should be considered?

no benefit



Respondent No: 143

Login: Anonymous

Responded At: Jul 21, 2021 12:08:07 pm

Last Seen: Jul 21, 2021 12:08:07 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The answer is the same for all of these: changing the nature of the neighborhood into which current residents bought is stealing value from them. This is treating home owners like low income renters who can be evicted because the owner decides to do something else with the property. It is only a matter of degree and who is doing it: an individual [owner] or the government [city? county?].

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The answer is the same for all of these: changing the nature of the neighborhood into which current residents bought is stealing value from them. This is treating home owners like low income renters who can be evicted because the owner decides to do something else with the property. It is only a matter of degree and who is doing it: an individual [owner] or the government [city? county?].

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The answer is the same for all of these: changing the nature of the neighborhood into which current residents bought is stealing value from them. This is treating home owners like low income renters who can be evicted because the owner decides to do something else with the property. It is only a matter of degree and who is doing it: an individual [owner] or the government [city? county?].

Q4. Should parking vary based on proximity to various modes of transit?

The answer is the same for all of these: changing the nature of the neighborhood into which current residents bought is stealing value from them. This is treating home owners like low income renters who can be evicted because the owner decides to do something else with the property. It is only a matter of degree and who is doing it: an individual [owner] or the government [city? county?].

Q5. What might be some other aspects that should be considered?

The answer is the same for all of these: changing the nature of the neighborhood into which current residents bought is stealing value from them. This is treating home owners like low income renters who can be evicted because the owner decides to do something else with the property. It is only a matter of degree and who is doing it: an individual [owner] or the government [city? county?].



Respondent No: 144

Login: Anonymous

Responded At: Jul 21, 2021 12:08:29 pm

Last Seen: Jul 21, 2021 12:08:29 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges - I believe Houston's inner loop neighborhoods are already suffering from too much "densification". The streets and intersections are not wide enough to handle the increased traffic and anyone who thinks Houston is going to become a predominantly walk/bike city is delusional. Furthermore, the clear trend in the newer dense developments is to build garages that are nominally "2 car" garages but in actuality will only accommodate 2 very small vehicles. Drive through Montrose and you see 2nd and 3rd vehicles crowding the streets or parked in driveways blocking the sidewalks - that sight is ubiquitous. On many streets, the cars lining the curbs on both sides effectively turn the street into a single lane and create issues for normal traffic flow, and potentially constraining emergency vehicle access.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Developers cramming the largest footprint structures they can squeeze onto lots platted for relatively small single family homes exacerbates the problems described in my response to question 1.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

See answer 1 above.

Q4. Should parking vary based on proximity to various modes of transit?

No. An overwhelming majority of Houston commuters do not use mass transit, and will not be compelled to do so.

Q5. What might be some other aspects that should be considered?

Enough is enough. The City of Houston should not encouraging the obliteration of the character of Houston's inner loop neighborhoods by accelerating densification. To the contrary, the City should be working to preserve the character of those neighborhoods. I will also note that any "Livable Places" ordinance that purports to override existing deed restrictions to permit multi-family development will embroil the City in expensive litigation brought by the homeowners' associations whose restrictions would be violated, and I strongly believe the City will lose those lawsuits.



Respondent No: 145

Login: Anonymous

Responded At: Jul 21, 2021 12:08:39 pm

Last Seen: Jul 21, 2021 12:08:39 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Over crowding. People need space to breath and feel comfortable.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Zero property lots which will result in intrusion of private spaces. People need space to play with children and animals.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Again, you get into spacing compaction. You need additional automobile space for families which continues to intrude on an individual's private space/domain.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The additional stain on public schools due to increased student population and continued increase in class size. What's next? More school in the same space? Pretty soon we will be building up instead of out and will look like Tokyo as the only way to grow is to go up. All this will still increase taxes and for people on fixed income, that is unacceptable.



Respondent No: 146

Login: Anonymous

Responded At: Jul 21, 2021 12:09:57 pm

Last Seen: Jul 21, 2021 12:09:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Duplexes could be built on a single family lot, which I'm against.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

2 spaces per unit at a minimum

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Don't do it. it will lead to a hodge podge looking city.



Respondent No: 147

Login: Anonymous

Responded At: Jul 21, 2021 12:14:00 pm

Last Seen: Jul 21, 2021 12:14:00 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Stay at 2 units-do not expand this!! Our challenge is that our infrastructure is already at the limit & this must be addressed before density increases.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

ADU's should stay limited

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, because there is not enough street parking & existing transit/protected bike lanes are insufficient.

Q4. Should parking vary based on proximity to various modes of transit?

Yes-Houston is largely level and we should encourage protected bike lanes.

Q5. What might be some other aspects that should be considered?

Access to substantially improved green space (think Levy park) & food markets.



Respondent No: 148

Login: Anonymous

Responded At: Jul 21, 2021 12:14:33 pm

Last Seen: Jul 21, 2021 12:14:33 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Placing unnecessary burdens on our already stressed infrastructure...drainsge, sewer, water, surface streets, traffic!!!! Most of the areas noted are "old" neighborhoods. Those of us in older, original neighborhoods don't have updated city sewers, storm sewers, drainage, decent sidewalks, smooth streets, updated city water lines. This is putting additional burdens on already crappy infrastructure for those of us in older neighborhoods. Let's not even talk about the added burden on HPD, HISD, etc.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Out-of-control building in a City that can barely enforce their own building permits, ordinances, etc. The City doesn't have the support staff their own policies as it is.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Changed? The City can't even enforce their current ordinances, COH has made it virtually impossible for a neighborhood to institute a policy of no parking on the grass or sidewalks. How about enforcing current ordinances before changing/expanding them. And, what kind of effect will added non-permeable surfaces for parking...specifically runoff and flooding

Q4. Should parking vary based on proximity to various modes of transit?

Try as you may, Houstonians will never buy into mass transit...not in my lifetime!

Q5. What might be some other aspects that should be considered?

Added non-permeable surfaces and its relationship to water run-off and flooding



Respondent No: 149

Login: Anonymous

Responded At: Jul 21, 2021 12:15:16 pm

Last Seen: Jul 21, 2021 12:15:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see the opportunity for more affordable housing in areas where there isn't any, leading to less segregation based on income, which is often tied to race.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I could see a loss of green space in yards, reducing the number of trees, which would not be good. But I don't know that it's much different than people building McMansions that take up the entire lot.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

What is the point when it cannot be enforced? We had a mailman who would leave snarky comments ON our mail about cars blocking our mailbox, and they weren't our cars. No one controls who parks where on streets, even with single-family dwellings on single-family lots.

Q4. Should parking vary based on proximity to various modes of transit?

So people's ability to own a car should be limited to proximity to public transportation, which tends to be linked to socioeconomic status? Government overreach much?

Q5. What might be some other aspects that should be considered?

This survey is trying to generate outrage among more affluent, white residents who only want neighbors like them. NIMBY is a real thing, and it's systemic racism that conservatives want everyone to ignore so they can keep their privilege. As long as you have a place to live, you don't care about anyone else, and it's disgusting.



Respondent No: 150

Login: Anonymous

Responded At: Jul 21, 2021 12:21:08 pm

Last Seen: Jul 21, 2021 12:21:08 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Zero benefits

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Zero benefits. I do not support the concept of ADUs.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If you're going to allow an ADU, you should require off-street parking of at least one space. To eliminate such a requirement would force all parking onto the residential street.

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

I would want to know whether this concept would be subject to deed restrictions. For instance, in my subdivision, we have deed restrictions which limit usage to one single family residence per lot and we have a minimum lot size. My understanding is that deed restrictions would prevail and ADUs would not be allowed in my neighborhood.



Respondent No: 151

Login: Anonymous

Responded At: Jul 21, 2021 12:22:38 pm

Last Seen: Jul 21, 2021 12:22:38 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I saw this kind of thing happening in Seattle. This is terrible for the community, but developers will love making a lot of money from low quality housing squeezed into unbearably small spaces.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The limits are necessary. They were put in place for a reason. There is no benefit to changing this and no need for it.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be appropriate parking for every unit. no parking, no unit. This causes serious problems if off-street parking isn't available. The city will become unlivable.

Q4. Should parking vary based on proximity to various modes of transit?

WE HAVE NO VARIETY in modes of transit. MASS TRANSIT doesn't really exist in Houston. Parking is ABSOLUTELY necessary for every unit.

Q5. What might be some other aspects that should be considered?

The city is throwing money away on this external consultant. I will not be supporting this administration for re-election if they keep wasting all this money for nothing. This looks like a huge giveaway to party supporters and wealthy developers.



Respondent No: 152

Login: Anonymous

Responded At: Jul 21, 2021 12:23:20 pm

Last Seen: Jul 21, 2021 12:23:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 153

Login: Anonymous

Responded At: Jul 21, 2021 12:26:18 pm

Last Seen: Jul 21, 2021 12:26:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit to communities that have no such dwellings. There will be significant pushback so it will be very unpopular.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Many lots are too small to allow for additional dwellings.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking should allow for guests. But not on street.

Q4. Should parking vary based on proximity to various modes of transit?

No parking should be off street and also provide for delivery and emergency responders.

Q5. What might be some other aspects that should be considered?

Parking congestion, increased crime, overloading the schools and infrastructure.



Respondent No: 154

Login: Anonymous

Responded At: Jul 21, 2021 12:26:56 pm

Last Seen: Jul 21, 2021 12:26:56 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Over crowding and further limits in municipal (residential) support

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No real issues until you begin to add more than 1-family (housing unit) to the current standard

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No; surface "parking" should be limited to single residence

Q4. Should parking vary based on proximity to various modes of transit?

No; such standards do not always benefit the family residence

Q5. What might be some other aspects that should be considered?

Big money and graft; we are already in a deficeit nearly 1-million trees for carbon nutrality - and new "subdivision" is being built and they have received a "waiver" to not replace the trees that were taken down along Buffalo bayou.



Respondent No: 155

Login: Anonymous

Responded At: Jul 21, 2021 12:31:10 pm

Last Seen: Jul 21, 2021 12:31:10 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Congestion, in an already heavily congested area.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Houston central problem is the lack of zoning. Restrictions should be tighter not looser.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, traffic congestion

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Canceling the project



Respondent No: 156

Login: Anonymous

Responded At: Jul 21, 2021 12:36:52 pm

Last Seen: Jul 21, 2021 12:36:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lots were not designed for the increase and have difficulty in providing sufficient off-street parking for the units. Will reduce un-paved areas contributing to more runoff for which the city's storm sewer system is not designed to handle. More flooding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Impact to on-street parking, drainage, noise control, and light.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

must be off-street parking for the number of adult residents permitted. With one, this can result with one vehicle on the street..

Q4. Should parking vary based on proximity to various modes of transit?

No. Most people do not use mass transit.

Q5. What might be some other aspects that should be considered?

HOA's should be able to override the ordinance and have stricter covenants.



Respondent No: 157

Login: Anonymous

Responded At: Jul 21, 2021 12:37:37 pm

Last Seen: Jul 21, 2021 12:37:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Roads and school are already too crowded along with the infrastructure being taxed. It can't handle any more.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, our water infrastructure and roads can not handle more. On an old system it will make everything unlivable. As well as evacuating for a hurricane would be impossible. As is was for Hurricane Rita the whole area of Houston could not evacuate causing hysteria.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There is no room on the streets for cars to get by now.

Q4. Should parking vary based on proximity to various modes of transit?

The modes of transport is only by bus. Until a train is set up for the areas then you can't bring housing first.

Q5. What might be some other aspects that should be considered?

Road rage and other factors of too many people in one area with crime will only create more stress. This is not needed or we will all leave Houston.



Respondent No: 158

Login: Anonymous

Responded At: Jul 21, 2021 12:48:18 pm

Last Seen: Jul 21, 2021 12:48:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits are that we can work to get more affordable housing stock available, and it can also be useful for families that want to have, for example, retired parents live on the same property. I don't really see any challenges, as long as they are still held to development standards of providing sidewalks, etc.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 is a decent sized one bedroom for a single person, but may not be enough for a family, 2 roommates, or even a couple sharing a bedroom. Increasing it will make these ADUs a lot more functional for different types of tenants or owners.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, it should be changed to no parking minimums on any type of property. These are things that we can let the market and individuals decide, as Council has opted to do in Eado and half of Midtown in 2019 with the Market Based Parking. If landlords or businesses do not provide desirable off-street parking options, tenants and customers are free to take their business elsewhere. I lived without a car for 11 years in Houston, and it always annoyed me that I was forced to pay a built-in cost for parking that I didn't want or need. How much money could I have saved if not for that?

Q4. Should parking vary based on proximity to various modes of transit?

If you intend to keep parking minimums, yes, properties closer to bus or rail lines should get a lower or no minimum. My real preference would be for all parking minimums to be eliminated.

Q5. What might be some other aspects that should be considered?

Consider that Montrose once had a bunch of properties like this. Duplexes, Fourplexes, Duplexes with an extra house out back, Duplexes with 2 garage apartments in the back... all existing under grandfather clauses. Many of them were all whittled away as they were replaced by large expensive 3 story homes. All that affordable housing stock was lost. Let's get it back and remain a city that's open to all.



Respondent No: 159

Login: Anonymous

Responded At: Jul 21, 2021 12:48:55 pm

Last Seen: Jul 21, 2021 12:48:55 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am against more than one single family dwelling per lot in neighborhoods governed by deed restrictions that prohibit this. Problems include: - Increased density and traffic - changes the economic demographics of existing stable neighborhoods - contradicts deed restrictions prohibiting this which purchasers relied on when buying their homes - decreased property values

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I am against more than one single family dwelling per lot in neighborhoods governed by deed restrictions that prohibit this.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, should be at least two cars or all streets will be congested with cars parked on the street, which is not safe.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

I am against more than one single family dwelling per lot in neighborhoods governed by deed restrictions that prohibit this. Problems include: - Increased density and traffic - changes the economic demographics of existing stable neighborhoods - contradicts deed restrictions prohibiting this which purchasers relied on when buying their homes - decreased property values



Respondent No: 160

Login: Anonymous

Responded At: Jul 21, 2021 12:53:15 pm

Last Seen: Jul 21, 2021 12:53:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

increase in COVID and other illnesses. increase in crime

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Increase security cost? Increase health care expenses, after illness from crowds



Respondent No: 161

Login: Anonymous

Responded At: Jul 21, 2021 12:53:54 pm

Last Seen: Jul 21, 2021 12:53:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits would be more people could have a house.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It would need to go vertical, pending the lot size.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Two spaces per household.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

The sales price/rent needs to be such that these attract a decent caliber of inhabitants.



Respondent No: 162

Login: Anonymous

Responded At: Jul 21, 2021 12:54:54 pm

Last Seen: Jul 21, 2021 12:54:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 163

Login: Anonymous

Responded At: Jul 21, 2021 12:57:57 pm

Last Seen: Jul 21, 2021 12:57:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Higher density will ruin the look of our standard neighborhoods with an inconsistent variety of housing.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Less green space per residence. There should be strict limitations on building vs green space ratio per lot.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 164

Login: Anonymous

Responded At: Jul 21, 2021 12:58:00 pm

Last Seen: Jul 21, 2021 12:58:00 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We are too closely placed as it is. No yard space for children to play, etc. Houston is NOT New York City, and should not want to be NYC.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No secondary units period.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No secondary units, so this question doesn't matter.

Q4. Should parking vary based on proximity to various modes of transit?

We already have parking based on proximity to transit (buses -- Park 'N Ride), etc.

Q5. What might be some other aspects that should be considered?

As stated earlier, I have no desire to see Houston become more like New York City -- NO ON ALL OF THIS!!



Respondent No: 165

Login: Anonymous

Responded At: Jul 21, 2021 12:58:46 pm

Last Seen: Jul 21, 2021 12:58:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot will lead to congestion and street parking issues.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. If this passes, developers need to create as much parking on the lot as possible. It should not affect drivability down the street.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 166

Login: Anonymous

Responded At: Jul 21, 2021 12:59:40 pm

Last Seen: Jul 21, 2021 12:59:40 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

These type of dwellings will destroy home values, make neighborhoods less safe, and result in taxpayers fleeing neighborhoods. Taxpayers who bought their homes because of privacy and safety will lose those sanctities through the engineered creation of more densely populated urban areas, which likely serve as a means to generate tax revenue and not serve those who live there.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This will create additional neighborhood traffic in residential areas and Houston is already overloaded with traffic and no mass transportation.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 167

Login: Anonymous

Responded At: Jul 21, 2021 13:01:55 pm

Last Seen: Jul 21, 2021 13:01:55 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I prefer leaving the ordinance "as is" to preserve some sense of neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I presume this is intended to enable garage / carriage house construction or mother in law housing.. I would be amenable to this being increased to 1200 sf.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NC

Q4. Should parking vary based on proximity to various modes of transit?

Possibly

Q5. What might be some other aspects that should be considered?

As the density in Houston increases so do the flooding risks. After Harvey, the COH really needs to do what is possible to prevent loss of permeable surface.



Respondent No: 168

Login: Anonymous

Responded At: Jul 21, 2021 13:02:48 pm

Last Seen: Jul 21, 2021 13:02:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are few if any benefits. The challenge then becomes how it changes the neighborhood. it becomes much denser in population being much closer in proximity. Why change something that has been working?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as above.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Parking should be looked at carefully. There should be adequate space allowed for parking. Over crowded parking presents hazards to the population.

Q5. What might be some other aspects that should be considered?

Is it an established neighborhood? What is the impact on the schools?



Respondent No: 169

Login: Anonymous

Responded At: Jul 21, 2021 13:05:23 pm

Last Seen: Jul 21, 2021 13:05:23 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 170

Login: Anonymous

Responded At: Jul 21, 2021 13:06:06 pm

Last Seen: Jul 21, 2021 13:06:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased noise and traffic as well as loss of privacy for adjacent properties

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Loss of privacy for adjacent properties

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Increase the required number of spaces

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

If we had decent, affordable, fast public transportation that made it easy to get around, it would mitigate some of the traffic and parking issues



Respondent No: 171

Login: Anonymous

Responded At: Jul 21, 2021 13:08:41 pm

Last Seen: Jul 21, 2021 13:08:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think that the current rules are excellent and do not need to be changed.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No need to change current regulations.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No need to change.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Things are just fine the way they are.



Respondent No: 172

Login: Anonymous

Responded At: Jul 21, 2021 13:09:54 pm

Last Seen: Jul 21, 2021 13:09:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Traffic congestion, increased crime and devaluation of property.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Keep it as is because it works.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Keep the same as traffic congestion will make living there undesirable

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Traffic congestion is of utmost concern. Street repairs and expansions currently cannot keep up.



Respondent No: 173

Login: Anonymous

Responded At: Jul 21, 2021 13:10:05 pm

Last Seen: Jul 21, 2021 13:10:05 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should have to provide space to not park on streets

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

There are too many people as is- seems like this is increase wastewater, add more concrete which will lead to more flooding. This isn't what many in Houston want- if you like living on top of each other move to a place that was planned that way



Respondent No: 174

Login: Anonymous

Responded At: Jul 21, 2021 13:11:57 pm

Last Seen: Jul 21, 2021 13:11:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Houston and Harris County, Fort Bend have a lot of land available to spread out. Why do we want to build tentament housing?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no advantage to increasing or decreasing the size. It's not a good idea one way or the other.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Whole plan is a bad idea.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

People need space to breathe, not on living in each other's pocket. We are not a big city area where spreading out is not available. Remember unintended consequences of plans and this one would have many. BAD idea!



Respondent No: 175

Login: Anonymous

Responded At: Jul 21, 2021 13:14:03 pm

Last Seen: Jul 21, 2021 13:14:03 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Reduced value to other homes in the area. Breaking of existing deed restrictions Parking problems and traffic congestion in the area

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Reduced value to other homes in the area. Breaking of existing deed restrictions Parking problems and traffic congestion in the area

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should not be changed. Parking and traffic are big problems in our area

Q4. Should parking vary based on proximity to various modes of transit?

No Houston is a long way from people being able to do with fewer cars

Q5. What might be some other aspects that should be considered?

People pay for location of dwelling. You should not diminish the value of existing lots and homes with any of your actions



Respondent No: 176

Login: Anonymous

Responded At: Jul 21, 2021 13:14:52 pm

Last Seen: Jul 21, 2021 13:14:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The only benefit is another property tax for the city . Who is pushing this, Al Sharpton ? How many cars would be parked in the yard ? Look at S. Gessner between West Park and Bellaire .

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See # 1 response !

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The whole idea is stupid,Park in in the driveway!

Q4. Should parking vary based on proximity to various modes of transit?

No comment .

Q5. What might be some other aspects that should be considered?

None ,why even consider any of this ?



Respondent No: 177

Login: Anonymous

Responded At: Jul 21, 2021 13:15:03 pm

Last Seen: Jul 21, 2021 13:15:03 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The challenges include the general conformity of the neighborhood and the infrastructure to support the higher density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, it's all about the related infrastructure and how it conforms to the neighborhood. If you were a neighbor, would you want a 2,000sf ADU looming over your house?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Do not just try to implement a city-wide plan. If you want, find a handful of "ideal" locations and permit some variation and see how it works out over a five-year evaluation period.



Respondent No: 178

Login: Anonymous

Responded At: Jul 21, 2021 13:17:22 pm

Last Seen: Jul 21, 2021 13:17:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I don't see significant advantages and I can see how it would alter and damage the residential feel of mature neighborhoods

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Any consideration for allowing larger ADUs should come with a requirement that the lot set aside non-developed land commensurate with the size of the dwelling

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

One should be sufficient dedicated to the secondary unit in addition to the requirement for the primary unit

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

This is a social engineering project inspired by someone's belief that altering the current residential "feel" of existing neighborhoods serves some larger purpose. It should be abandoned.



Respondent No: 179

Login: Anonymous

Responded At: Jul 21, 2021 13:21:34 pm

Last Seen: Jul 21, 2021 13:21:34 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This is a bad idea which increases traffic and drainage issues in these neighborhoods which's makes them uninhabitable. Look at cottage grove in town. Now every time it rains due to the dense nature of these developed lots all rain water is piped into the streets and doesn't have a chance to naturally dissipate. Every rain event results in near floods now to this area. The cars are parked so tight on the streets that only one car at a time can drive down the streets.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as above

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This is impossible to enforce. Traffic will be miserable if this is allowed. See cottage grove example

Q4. Should parking vary based on proximity to various modes of transit?

No parking in streets

Q5. What might be some other aspects that should be considered?

Parking, drainage, noise, trash,



Respondent No: 180

Login: Anonymous

Responded At: Jul 21, 2021 13:22:06 pm

Last Seen: Jul 21, 2021 13:22:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit. The downside is I would be living in a more dense neighborhood and the value of our property would certainly drop.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It would be detrimental in my neighborhood so I see absolutely no benefit.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Sadly, it would have to be changed. That secondary unit could house 2 or 3 people/renters each requiring a parking space.

Q4. Should parking vary based on proximity to various modes of transit?

Offsite parking should be provided near "various modes of transit."

Q5. What might be some other aspects that should be considered?

Noise, traffic, crime, overcrowded schools, flooding, major pushback by residents and HOA's. Note: I've never been involved in politics but if this costly nonsense should come to fruition count me to be on the front lines. That \$400,000 would be better spent supporting police and firemen.



Respondent No: 181

Login: Anonymous

Responded At: Jul 21, 2021 13:22:18 pm

Last Seen: Jul 21, 2021 13:22:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Inadequate infrastructure-plumbing,sewer,parking. Also change to identity of neighborhood

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More space = more people trying to fit in to the space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

More parking required takes up more lot space, reducing green space.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 182

Login: Anonymous

Responded At: Jul 21, 2021 13:23:06 pm

Last Seen: Jul 21, 2021 13:23:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits. None. Challenges? What an interesting word. You used the word "challenges" instead of "disadvantages". The disadvantages I see are numerous: decline in property values (you put a multi-unit dwelling next to my house, you'd better be prepared to reduce the appraisal value of ALL homes in the neighborhood increased noise traffic and parking issues neighborhood transience and turnover - affects stability in both the neighborhood and local schools building / grounds upkeep in keeping pace with that in the rest of the neighborhood arbitrary nullification of deed restrictions by a tyrannical government without consent of the residents Everyone supporting this idea, whether it's the mayor, city council member or other SJW at city hall, should work to ensure that they will be the first ones to live next door to, across the street from or behind a multi-unit dwelling. You must live there for no fewer than 10 - 15 years to give the building time to age and depreciate, and perhaps even be sold once or twice until it comes into the hands of a landlord or property company who doesn't care about upkeep - only filling vacancies, regardless of a potential tenant's character or criminal record. Once that time has passed, please write and publish a detailed year-by-year report about your experiences so that WE the residents can then make a decision about whether WE want this based on your actual, real-world account of life next door to a multi-unit dwelling.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits. None. Why must you interfere in the housing market instead of letting the market take care of itself? You must be chasing money being dangled in front of you by the Biden administration. The \$400K you voted to spend on a housing consultant is completely irresponsible and reprehensible, considering that you plan to raise taxes for improvements to the city's water infrastructure. It's never enough for you, is it?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

I do not understand the question.

Q5. What might be some other aspects that should be considered?

What do the residents living in or near the area you wish to tamper with want?



Respondent No: 183

Login: Anonymous

Responded At: Jul 21, 2021 13:31:37 pm

Last Seen: Jul 21, 2021 13:31:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased noise, more traffic, more dogs pooping everywhere. These dwellings will attract more renters, who are notorious for failure to care for the property.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Dwellings could be built right up to the lot line, cutting off views from windows of buildings on adjoining properties. If there is not a firewall, danger to neighbors will increase.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Two spaces could be allowed to prevent additional street parking.

Q4. Should parking vary based on proximity to various modes of transit?

That seems reasonable.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 184

Login: Anonymous

Responded At: Jul 21, 2021 13:33:14 pm

Last Seen: Jul 21, 2021 13:33:14 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I'm potentially concerned with drainage issues. But I guess it depends how things are designed?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Could this lead to increase drainage issues? Less permeable land?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking is already a problem in older parts of Houston, especially in higher density areas where parking on the street isn't even safe due to narrow roadways. There needs to be more opportunities for parking rather than less.

Q4. Should parking vary based on proximity to various modes of transit?

No. Just because there is a METRO stop near a place a person wants to visit doesn't mean they have a means to access the METRO to get there. Parking should be based on demand not potential alternatives to parking.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 185

Login: Anonymous

Responded At: Jul 21, 2021 13:35:53 pm

Last Seen: Jul 21, 2021 13:35:53 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking, noise, quality of life, privacy

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If you exceed the space you are going to allow even more people in a lot originally designed for one family. Better to build building that way from the start, including a parking garage and soundproofing

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It depends on how many bedrooms it has and the size of the unit as far as how many parking places are required/needed

Q4. Should parking vary based on proximity to various modes of transit?

That might be a factor, but not a given

Q5. What might be some other aspects that should be considered?

Traffic patterns, width of streets, crime in the area



Respondent No: 186

Login: Anonymous

Responded At: Jul 21, 2021 13:38:42 pm

Last Seen: Jul 21, 2021 13:38:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Effects of Livable space action- ncreased traffic on the street; esthetics, neighborhoods wood loose neighborhood feel, lots loose too much green space and trees, definitely a decline of property values

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 187

Login: Anonymous

Responded At: Jul 21, 2021 13:39:09 pm

Last Seen: Jul 21, 2021 13:39:09 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Crowding/ high load on neighbors / devalue the neighbors quality of like

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Decrease standard of neighborhood

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Fear this is for profit proposal for big business



Respondent No: 188

Login: Anonymous

Responded At: Jul 21, 2021 13:40:50 pm

Last Seen: Jul 21, 2021 13:40:50 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Changes the unique character of a community forever. Adds a higher population density to the area which may negatively impact property values. May also introduce more crime into the area.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Reduces the open green areas and reduces the "livability" of an area. Adds a higher population density to the area which may negatively impact property values.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

NO.

Q5. What might be some other aspects that should be considered?

Houston should really consider adopting Zoning and save everyone a lot of pain and anguish.



Respondent No: 189

Login: Anonymous

Responded At: Jul 21, 2021 13:42:20 pm

Last Seen: Jul 21, 2021 13:42:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits families who want to have relatives live close, such as grandparents, as well as allowing for rental income. Disadvantages are increased traffic on residential streets.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I think 2 spots is better.

Q4. Should parking vary based on proximity to various modes of transit?

No as bus routes can change.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 190

Login: Anonymous

Responded At: Jul 21, 2021 13:42:24 pm

Last Seen: Jul 21, 2021 13:42:24 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The largest challenge is the current city infrastructure cannot even support its current configuration of property. How can it support a denser population?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, increasing the maximum size of ADUs, will increase the population in need of water, sewage, police, fire, etc. The current population density cannot be supported and adding more population per square mile and even further the load on the infrastructure.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, the current off-street parking requirement of one additional lot should not be changed. The current infrastructure cannot support more vehicles on the street blocking access to fire equipment and other emergency vehicles.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

current Infrastructure and planned changes to it should be considered and a proposed change should review those plans to identify the needs of more population per square mile.



Respondent No: 191

Login: Anonymous

Responded At: Jul 21, 2021 13:43:48 pm

Last Seen: Jul 21, 2021 13:43:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits to established neighborhoods. That is why people buy homes in established neighborhoods, so we don't have to contend with the transient neighbors moving in and out of condo units.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits and our neighborhood is forming a committee to sue the city if they do this.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Doesn't apply to our neighborhood as we have no secondary detached units allowed in our neighborhood.

Q4. Should parking vary based on proximity to various modes of transit?

No, parking should not be allowed in residential neighborhoods. if you want to take a form of transportation other than a car, they will need to walk to it.

Q5. What might be some other aspects that should be considered?

None, leave our neighborhoods alone.



Respondent No: 192

Login: Anonymous

Responded At: Jul 21, 2021 13:51:21 pm

Last Seen: Jul 21, 2021 13:51:21 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see the need to increase the number of units per lot. City planners seem to view density as the holy grail for housing, yet neglected in that is the impact on the infrastructure, flooding & traffic from increased density. It is not city government's job to dictate what types of housing units are preferable. Not all of us want to live in such dense areas. I live in Houston for the space....if I wanted density, I'd move to NY.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Do not increase or eliminate the maximum. We do not want this. Developers have already pillaged the Heights, Midtown and other areas with cheap, hastily built townhomes. Traffic is terrible, flooding is worse, and parking is a nightmare. The last thing we need is more of this.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Parking is needed. Despite the efforts of "city planners" who feel they know better how we should live our lives, Houstonians are not giving up their cars.

Q4. Should parking vary based on proximity to various modes of transit?

It should be based on type of structure & not on transit. We are free to choose our own mode of transport & do not need a "nanny" government pushing us one way or another.

Q5. What might be some other aspects that should be considered?

The city is paying hundreds of thousands of dollars to an outside consultant to write an ordinance in favor of "livable places." How Orwellian is that name? This ordinance seems likely to have the opposite effect. Houston is broke with millions in unfunded liabilities, and can't pay police & firefighters, but it has \$400k for this garbage that we don't want. Great job Mayor Turner & City Council. Please keep lining pockets of developers at the expense of Houstonians' quality of life.



Respondent No: 193

Login: Anonymous

Responded At: Jul 21, 2021 13:52:49 pm

Last Seen: Jul 21, 2021 13:52:49 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Houston already has drainage & flooding problems. By decreasing the amount of permeable land it will add to this already significant problem. It will also contribute to increased traffic density and additional parking problems.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as above. Additional units (as rentals) will challenge the preservation of the social dynamic of neighborhoods and drive families out of the area to more family-friendly areas.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This proposition will add to parking and traffic concerns in a city with poor public transportation availability. It would need to be changed in parallel with increasing the allowable units per lot. I am opposed to the entire concept.

Q4. Should parking vary based on proximity to various modes of transit?

One could argue that this will have unintended consequences, such as location desirability reflected in price. Close proximity to public transit could translate into a change in socioeconomic demographic for certain areas under the assumption (at least in Houston) that more gainfully employed people own cars vs those that do not.

Q5. What might be some other aspects that should be considered?

Houston is already a free-for-all with regard to zoning; as a city, we don't need any additional concessions adding to the urban chaos.



Respondent No: 194

Login: Anonymous

Responded At: Jul 21, 2021 13:53:08 pm

Last Seen: Jul 21, 2021 13:53:08 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It would obviously allow lower income housing which would adversely affect property values

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It would allow to build any size dwelling to be built on small lot. Cramped spaces

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

This is a horrible proposition.



Respondent No: 195

Login: Anonymous

Responded At: Jul 21, 2021 13:56:15 pm

Last Seen: Jul 21, 2021 13:56:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Not desirable as will cheapen the area and promote residence mobility!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenge in inviting multiple families occupying a single lot.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No need - keep current requirement.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

It would transform an orderly residential neighborhood into a more undesirable environment.



Respondent No: 196

Login: Anonymous

Responded At: Jul 21, 2021 13:58:43 pm

Last Seen: Jul 21, 2021 13:58:43 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Doing this will create too much congestion and be aesthetically unpleasant to the eye. We already have no zoning and this would exasperate residential living.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. We already don't have room on our city streets

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 197

Login: Anonymous

Responded At: Jul 21, 2021 14:00:05 pm

Last Seen: Jul 21, 2021 14:00:05 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Adequate parking will not be available. It also puts more cars on the road in a small area increasing congestion. Neighbors squeezed together also increases conflict which can increase violence.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Limiting the size of accessory dwelling units will keep the number of people on a lot restricted thereby giving people more room and limiting excess vehicles.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I am not sure, but I do not like street parking of vehicles on a regular basis. It makes it more difficult to drive down our streets.

Q4. Should parking vary based on proximity to various modes of transit?

If there are not enough parking spaces for people with cars, then those people should be denied the ability to rent/lease.

Q5. What might be some other aspects that should be considered?

I do not want a dense population where I live. I do not want to be like New York City or San Francisco, etc. If there is no space for someone to live here then don't move here.



Respondent No: 198

Login: Anonymous

Responded At: Jul 21, 2021 14:00:18 pm

Last Seen: Jul 21, 2021 14:00:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Inadequate parking, traffic, pedestrian safety, security, neighborliness, adverse affect on property values in residential neighborhoods that do not have mixed use character.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

In a city that continually "sells" programs and taxes and fees as necessary to reduce flooding, the movement toward reducing permeability requirements stymies me. Homes that have replaced "legacy homes" in our neighborhood where the City doesn't force compliance with setbacks have literally flooded their neighbors structures and streets. In addition, nor does the City seem particularly motivated to remedy existing problems before they move on to their more progressive initiatives. Sometimes, as in this case, more is just more.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Designated off-street parking requirements should exactly match the number of cars registered to a parcel of land.

Q4. Should parking vary based on proximity to various modes of transit?

No. It is dangerous for cars to be parked in the street- for pedestrians, for drivers using the roadway, and for emergency vehicles to navigate the streets irrespective of width. The city should concentrate on developing the downtown to support residency rather than encroaching on established single-family neighborhoods to push their agenda.

Q5. What might be some other aspects that should be considered?

The city council appears wholly unconcerned about preserving the value of what a homeowner purchases. Purchasers are concerned about the fiscal erosion of these initiatives in addition to the intangible aspects that are included in the initial purchase decision. I am likely to contact my state rep and senator to see what can be done to rein in the outsized number of changes the city is introducing within election cycles given the city council's lack of restraint with respect to spending and transparency.



Respondent No: 199

Login: Anonymous

Responded At: Jul 21, 2021 14:01:26 pm

Last Seen: Jul 21, 2021 14:01:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit to current residents. Increasing this will lead to increased congestion and traffic.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Maximum size should be maintained as is.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Opinions and desires of current owners and residents should be of highest concern.



Respondent No: 200

Login: Anonymous

Responded At: Jul 21, 2021 14:03:47 pm

Last Seen: Jul 21, 2021 14:03:47 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Hjknjnj

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Nnn

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Njj

Q4. Should parking vary based on proximity to various modes of transit?

Jjjj

Q5. What might be some other aspects that should be considered?

Jj



Respondent No: 201

Login: Anonymous

Responded At: Jul 21, 2021 14:07:18 pm

Last Seen: Jul 21, 2021 14:07:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased density, stress, traffic & crime; decreased green space, attractiveness, peacefulness & quality of life.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increased density, stress, traffic & crime; decreased green space, attractiveness, peacefulness & quality of life.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

That your citizens are not interested in the changes you are attempting to force on our living spaces. Maintain the roads, stop increasing water rates, do not force installation of sidewalks or denser neighborhoods, & reduce crime by holding criminals accountable. NOW.



Respondent No: 202

Login: Anonymous

Responded At: Jul 21, 2021 14:07:30 pm

Last Seen: Jul 21, 2021 14:07:30 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do NOT want the number of units per lot to increase.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I am against increasing and especially against eliminating the maximum size of the ADU. It will junk up our lovely neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO!!! Cars on the street is so ugly.

Q4. Should parking vary based on proximity to various modes of transit?

NO!!!

Q5. What might be some other aspects that should be considered?

Please consider the history of our wonderful neighborhoods and do not ruin them. We, the residents, do not want change. We purchased our homes because they are in a wonderful low density neighborhood. I do not want to live next to condos, duplexes, etc. We want a quiet, calm neighborhood for our children to play.



Respondent No: 203

Login: Anonymous

Responded At: Jul 21, 2021 14:08:57 pm

Last Seen: Jul 21, 2021 14:08:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

DRaINAGE!!! Our street flooded with today's rains! Pandemics! We need room to breathe! Packed schools. Our buildings are not big enough for twice as mama people.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Loss of the neighborhood appeal. Loss of privacy. Drainage, loss of trees, responsible community members.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Dangers to our children, trafficking of drugs, trafficking of people, noise, cumulative of wireless exposure, health effects of crowding and lack of infrastructure in place to serve additional people and. buildings.



Respondent No: 204

Login: Anonymous

Responded At: Jul 21, 2021 14:10:18 pm

Last Seen: Jul 21, 2021 14:10:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The challenges include streets very crowded with cars, heavier traffic, fewer trees, urban feel vs. neighborhood feel where kids can go play, undesirable neighbors. There is also the drainage aspect. More land that is not permeable equals more drainage problems. We already have enough drainage problems.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

We don't want this to happen. We live in a single family neighborhood and would like to keep it that way. By increasing the size restrictions to secondary units, you are making this neighborhood a more densely populated neighborhood. We don't want that. People are moving out of the more densely populated areas to have some breathing room. Those areas are becoming further and further away from downtown Houston. This will make downtown Houston even more of a ghost town than it already is.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If more than one unit is on a lot, there should be more parking associated with that unit.

Q4. Should parking vary based on proximity to various modes of transit?

The only mode of transit in the suburbs is a car. This is not a good question.

Q5. What might be some other aspects that should be considered?

We live in a neighborhood where kids can ride their bikes and play outside in yards. We moved here because of that aspect. What you are proposing will change the entire feel of that neighborhood. We don't want a super urban feel. We don't want to live on top of other families like in more populated cities (New York, San Francisco, etc, any city in Europe).



Respondent No: 205

Login: Anonymous

Responded At: Jul 21, 2021 14:17:40 pm

Last Seen: Jul 21, 2021 14:17:40 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits to increasing the number of lots where deed restrictions or other restrictions are in place.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The 900 square feet restriction is a good idea. We should not allow missing middle developments in single family housing areas.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

We should not change this requirement.

Q4. Should parking vary based on proximity to various modes of transit?

We need to make sure that we have sufficient off-street parking. Proximity to transit should not be a factor.

Q5. What might be some other aspects that should be considered?

Making the city denser by changing the density of single family housing areas should not be done.



Respondent No: 206

Login: Anonymous

Responded At: Jul 21, 2021 14:19:45 pm

Last Seen: Jul 21, 2021 14:19:45 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The city streets and utilities cannot absorb the increased use plus the reduction in property values for single dwelling homes.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Do not see a benefit for the homeowner and only benefit is for the developer.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Disagree completely

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The city is becoming too crowded and completely ignoring deed restrictions that protect the integrity of our neighborhoods. If this is being considered then Houston needs to implement zoning.



Respondent No: 207

Login: Anonymous

Responded At: Jul 21, 2021 14:23:22 pm

Last Seen: Jul 21, 2021 14:23:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits. It increases the likelihood of crime.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits and will only cause an increase in crime.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes as it causes cluttered streets and crime.

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

I'm against all concepts



Respondent No: 208

Login: Anonymous

Responded At: Jul 21, 2021 14:23:54 pm

Last Seen: Jul 21, 2021 14:23:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

- Drainage and building footprint would exceed the % of lot that is allowed to be covered with hardscape. - Larger footprint eliminates backyard play space for kids. - Neighbor privacy/noise/traffic issues. - Congested parking on already narrow streets. - Damage to big trees. - Neighborhood infrastructure/amenities overwhelmed. - Higher turn-over of residents in multi-units vs single family homes - Reduced property values

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Any new ADUs should all be limited to 900sq. ft., whether attached or detached. I do not favor any size increase - or elimination of same. Existing units grandfathered. See responses listed in #1.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be a requirement for any new ADUs, whether attached or detached, to provide at least 1 off-street parking spot/unit. Existing units grandfathered.

Q4. Should parking vary based on proximity to various modes of transit?

If your question is really asking if off-street parking requirements should be altered or relaxed based on proximity to transportation modes, I say, "No". This query is too ambiguous - define "proximity". And just because there is a major route located a few blocks away does not change the congestion with parking on the already narrow streets.

Q5. What might be some other aspects that should be considered?

- Character of neighborhood - a multistory complex does not blend into a street/community consisting of only single story homes. - Property values are not necessarily enhanced with the presence of multiunit complexes. - Community safety - Do not override deed restrictions. The "Walkable Spaces" program was not a success. There are pieces of sidewalks that are disconnected to anything. Consider fixing/finalizing the sidewalk program to gain public trust before you launch into a much bigger, and more personal and convoluted space.



Respondent No: 209

Login: Anonymous

Responded At: Jul 21, 2021 14:32:51 pm

Last Seen: Jul 21, 2021 14:32:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

In order to meet the Sustainable development goals, we need to concentrate opportunities and reduce land expansion. As such building on existing lots will help in that regard.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The entire rationale should be based on lot density irrespective of type of units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Depending on the type of street. Parking should look at the lot, the street, and the adjacent intermodal networks.

Q4. Should parking vary based on proximity to various modes of transit?

Certainly. Need to promote more shared parking scenarios also.

Q5. What might be some other aspects that should be considered?

Height of structures, impact on light and air. on and off-site impact on trees.



Respondent No: 210

Login: Anonymous

Responded At: Jul 21, 2021 14:34:29 pm

Last Seen: Jul 21, 2021 14:34:29 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges would be less on street parking and more traffic. More people which brings crowding and more noise. I do not see any benefits.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

We want single family homes. We are in this type of neighborhood where kids can ride bicycles and more green space. We want young people to have the American dream of owning their own single family home.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Right now the current off-street parking requirement is working. We do not want to change this requirement.

Q4. Should parking vary based on proximity to various modes of transit?

Would need more explanation to determine if a change is needed.

Q5. What might be some other aspects that should be considered?

Flooding! More buildings and less green space will cause more flooding during hurricanes and rainy season.



Respondent No: 211

Login: Anonymous

Responded At: Jul 21, 2021 14:38:21 pm

Last Seen: Jul 21, 2021 14:38:21 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None whatsoever

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

Should not be allowed



Respondent No: 212

Login: Anonymous

Responded At: Jul 21, 2021 14:40:06 pm

Last Seen: Jul 21, 2021 14:40:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits from increasing the number of units per lot. This will tend to destroy the character of the established single-family neighborhoods in Houston. This will decrease and not increase the diversity of housing options in our city. It is a bad idea.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This is a very bad idea. The intention of secondary units of limited (900 square feet) was to enable the use of such existing structures in many established neighborhoods. However, increasing or eliminating the size limits will fundamentally change the character of these neighborhoods. We do not want a city where more people are crammed into established neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There is already insufficient off-street parking in many of the relevant neighborhoods. This requirement definitely should be maintained and increased in the event that the size limit for secondary detached units is raised or eliminated.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Houston benefits from diverse neighborhoods with diverse characteristics and designs. We should value that diversity.



Respondent No: 213

Login: Anonymous

Responded At: Jul 21, 2021 14:42:14 pm

Last Seen: Jul 21, 2021 14:42:14 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Detrimental to those that purchased an existing home. They bought in the area specifically because of the existing restriction(s). I have an idea. Read the results of this survey before investing \$400K in an outside consultant report.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Once again, changing the restrictions that were a part of the decision to purchase in any given area is unfair to the existing owners.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Any increase in density will have a negative impact on existing infrastructure. I notice in places were density has been increased (W Main, between Las Palmas and Wesleyan) the street parking is always full. Ordinances to mitigate are difficult and/or impossible to enforce as a practical matter.



Respondent No: 214

Login: Anonymous

Responded At: Jul 21, 2021 14:54:00 pm

Last Seen: Jul 21, 2021 14:54:00 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am opposed to increasing the number of units per lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no reason to increase or eliminate the maximum size of accessory dwelling units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 215

Login: Anonymous

Responded At: Jul 21, 2021 14:57:16 pm

Last Seen: Jul 21, 2021 14:57:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Devaluation of existing single-family homes. Increase in crime as population density increases.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Mixing single-family and multi-family units completely changes the dynamics of the neighborhood. I am very much opposed to this effort.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

This is an ill-conceived concept that will ruin quiet neighborhoods.



Respondent No: 216

Login: Anonymous

Responded At: Jul 21, 2021 14:57:55 pm

Last Seen: Jul 21, 2021 14:57:55 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I don't see any benefits. Challenges include water supply, available parking, and traffic flow. What happens to existing property values?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Sorry, I haven't thought about this, and have no knowledge.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't know how the parking and traffic problems can be solved.

Q4. Should parking vary based on proximity to various modes of transit?

Everyone's situation is different. There is no "one size fits all."

Q5. What might be some other aspects that should be considered?

Property values of the existing residents.



Respondent No: 217

Login: Anonymous

Responded At: Jul 21, 2021 14:58:44 pm

Last Seen: Jul 21, 2021 14:58:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too many rats in a cage.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Drainage



Respondent No: 218

Login: Anonymous

Responded At: Jul 21, 2021 14:59:06 pm

Last Seen: Jul 21, 2021 14:59:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Why would anyone think it is a good idea to have more than two units on these lots? On-street parking is already tight on some of the streets and other streets are not very wide and yet someone thinks it is a good idea to put more vehicles onto those streets by increasing residential density?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the size of such units will increase their cost, enabling the builder and landlord to make more money - is that a desirable goal? It also allows more people to live in the unit and on-street parking is already tight on some of the streets and other streets are not very wide. Why would it be a good idea to put more vehicles onto those streets by increasing residential density?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This question is worded very poorly such that it is not possible to give an intelligent answer. "The current . . . requirement . . . is one additional space." Does "one additional space" mean that a total of two is required or does it mean that a total of nine is required? Who writes these questions? I sure hope no one paid some consulting outfit thousands of dollars to come up with such a poor effort.

Q4. Should parking vary based on proximity to various modes of transit?

This question is worded very poorly such that it is not possible to give an intelligent answer. What does "various modes of transit" mean? Do you mean "mass transit"? How can parking "vary"? Do you mean "should the requirement for the number of off-street parking spaces go down if the lot is located within a 5 minute walk of a mass transit stop"? Who writes these questions? I sure hope no one paid some consulting outfit thousands of dollars to come up with such a poor effort.

Q5. What might be some other aspects that should be considered?

How about considering the size of the lot before deciding whether additional units should be allowed on the lot? How about considering whether the water and sewer systems in that neighborhood have the capacity to accommodate additional residential hook-ups? Do the closest schools have room for more students? You're asking these questions about additional units as if they are a completely abstract idea and have no relation to the reality of each particular location.



Respondent No: 219

Login: Anonymous

Responded At: Jul 21, 2021 14:59:58 pm

Last Seen: Jul 21, 2021 14:59:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking/crowding; degrade property values; overcrowd schools; unfair to people who purchased homes assuming the current constraints

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This cannot be answered fully without understanding whether the height restrictions will be changed. Generally the elimination of the size restriction will encourage the elimination of yard space. This will contribute to the problems mentioned in #1.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should be two

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

This would be a drastic increase in city power over neighborhoods that have enjoyed some level of autonomy. This will encourage further flight of wealth and residents from the city of Houston to outlying areas and decrease Houston's attractiveness of a business destination.



Respondent No: 220

Login: Anonymous

Responded At: Jul 21, 2021 15:10:29 pm

Last Seen: Jul 21, 2021 15:10:29 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

City ordinance should not trump deed restrictions for single family neighborhoods. Although the city defines single family as a duplex or single home on a lot, deed restrictions for most area do not allow this arrangement, in neighborhoods where deed restrictions are in place.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges include parking issues, drainage/flood control and removal of pervious surfaces. Adding more units where aging storm drain infrastructure cannot keep up with current demand and NO FUNDS to make Infrastructure repairs in neighborhoods that have been waiting for decades.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The proposal may work in non deed restricted areas, but should not overturn existing restrictions. For unrestricted areas, it makes sense to require additional parking. We are having a horrible time near Rice in duplexes that have been converted to 12+ unit student housing. Students qualify for parking permits and they are selling them to their friends. It's a mess.

Q4. Should parking vary based on proximity to various modes of transit?

Need more info to answer this question. Assume you mean that if there are more transit modes available them parking might not be needed.

Q5. What might be some other aspects that should be considered?

How will infrastructure upgrade be made to keep up with demand of greater density? if this ordinance is passed?



Respondent No: 221

Login: Anonymous

Responded At: Jul 21, 2021 15:11:19 pm

Last Seen: Jul 21, 2021 15:11:19 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Detriment. It can increase crowding in single family neighborhoods which is not what the average family wants. That is why they chose single family dwellings.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Basically, the same answer as above. It will potentially crowd areas that are currently single family units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Seems to be an adequate requirement.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

If it ain't broke, don't try to fix it.



Respondent No: 222

Login: Anonymous

Responded At: Jul 21, 2021 15:15:01 pm

Last Seen: Jul 21, 2021 15:15:01 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It would destroy property values, increase traffic on residential streets, and deny those who want to live in a single family subdivision that right. This idea smells like a developer's dream, and we all know developers have run HOuston since it's inception.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing ADU sizes would continue paving over Houston and increase flooding, also lose of trees would not help with climate change.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Have respect for HOA. People buy into neighborhoods based on these and the city should not have any right to override deed restrictions.



Respondent No: 223

Login: Anonymous

Responded At: Jul 21, 2021 15:17:50 pm

Last Seen: Jul 21, 2021 15:17:50 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This would definitely add to the inner city density. With Houston's poor public transportation, this would only exacerbate the parking issues in a neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the maximum size only allows for more people to habitate the building which again, exacerbates the parking issues in a neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO! If one were to have friends or relatives over to socialize, where would they park?

Q4. Should parking vary based on proximity to various modes of transit?

NO!

Q5. What might be some other aspects that should be considered?

This would destroy the fabric of neighborhoods that don't already have this type of arrangement.



Respondent No: 224

Login: Anonymous

Responded At: Jul 21, 2021 15:20:28 pm

Last Seen: Jul 21, 2021 15:20:28 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Additional traffic, neighborhood values diminish, lack of control of HOAs to keep neighborhoods nice and consistent.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Would prefer to keep the same

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

This is not a good idea for all areas. I am sure there are areas of town where this type of building works but NOT in established neighborhoods. Why would you do this to our wonderful neighborhoods?



Respondent No: 225

Login: Anonymous

Responded At: Jul 21, 2021 15:24:30 pm

Last Seen: Jul 21, 2021 15:24:30 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see NO benefits

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

secondary units must be increased

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

NONE



Respondent No: 226

Login: Anonymous

Responded At: Jul 21, 2021 15:34:20 pm

Last Seen: Jul 21, 2021 15:34:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More and more cars being added to the street and driveways. There is no benefit. Too many people living on the property, period.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the size only means they will try and add even more people living on within the property.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be no secondary detachment, it will only be abused.

Q4. Should parking vary based on proximity to various modes of transit?

doesn't matter, parking will be abused also.

Q5. What might be some other aspects that should be considered?

Who will really monitor the policy and make sure abuses don't occur?



Respondent No: 227

Login: Anonymous

Responded At: Jul 21, 2021 15:36:28 pm

Last Seen: Jul 21, 2021 15:36:28 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

this could put a strain on sewer, water, drainage services possibly increasing street flooding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

more concrete, less trees and grass

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

to be nice, yes. the additional unit needs a space to park but again, too much concrete replacing trees, grass.

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

how will an increase in population impact social services, police, fire as well as the environment/climate change



Respondent No: 228

Login: Anonymous

Responded At: Jul 21, 2021 15:45:44 pm

Last Seen: Jul 21, 2021 15:45:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Just look at the decay on Gessner at Bellaire to see how Duplexes work long term. This is a terrible idea.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No change.....PERIOD

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If this terrible idea goes forward....the off street parking requirement should be increased...

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The harm to existing neighborhoods. Increased population density is not a good thing



Respondent No: 229

Login: Anonymous

Responded At: Jul 21, 2021 15:50:15 pm

Last Seen: Jul 21, 2021 15:50:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits. I do see congestion/increased noise/traffic/parking problems inside what should be quiet neighborhoods. Trees would have to be eliminated from lots as well.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See above response

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, depending on the size of the residence that is constructed. Parking on the street is dangerous. If allowed to park on both sides of the street, emergency vehicles cannot pass. The more people that live in a residence, the more cars there will be to contribute to this problem.

Q4. Should parking vary based on proximity to various modes of transit?

Of course!

Q5. What might be some other aspects that should be considered?

Parking, access to public transportation, traffic congestion inside a neighborhood, multi story housing next to single family homes decreases privacy and the beauty of living in a neighborhood, crime that comes with densely populated areas, overcrowded schools



Respondent No: 230

Login: Anonymous

Responded At: Jul 21, 2021 15:52:37 pm

Last Seen: Jul 21, 2021 15:52:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I like the 2 unit rule. Green space helps to lower the temperatures in our neighborhoods. Houston is a very hot city. I think the home footprint needs to be able to support green space.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't think ADU's should have a size restriction. Houston lots are not standard. if the homeowner wants to build an adu they should build what works on their land.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO. we have too many cars parked in the streets currently. when you have a large truck on the side of the street, traffic can't flow.

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

When it rains, will the additional ADU inhibit the mitigation of the water from the lot.



Respondent No: 231

Login: Anonymous

Responded At: Jul 21, 2021 15:52:43 pm

Last Seen: Jul 21, 2021 15:52:43 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More available houses and lots of money for developers/builders

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More available houses and lots of money for developers/builders.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

May need to be 2 spaces unless there is parking space on the lots.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Multifamily buildings should not be allowed when there are housing restrictions in place--unless no on in the neighborhood objects to it. Neighborhood housing restrictions should be respected.



Respondent No: 232

Login: Anonymous

Responded At: Jul 21, 2021 16:00:37 pm

Last Seen: Jul 21, 2021 16:00:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges would include increased density and power use (especially as we move to EVs). This would put additional pressure on our already fragile distribution system along with existing buried infrastructure.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating the limit would effectively enable two large structures to be built on a site designed for lower density.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No - many of our neighborhoods do not include sidewalks. Eliminating this requirement would create a tremendous expense as we would be required to make our neighborhood safer with additional cars parked on the street and limiting the ability for our city to support bikes, walkers and children playing

Q4. Should parking vary based on proximity to various modes of transit?

No - that should be the choice of the property buyers and renters as to the place they wish to live. Forcing changes would be a "taking" of value based on existing market.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 233

Login: Anonymous

Responded At: Jul 21, 2021 16:01:09 pm

Last Seen: Jul 21, 2021 16:01:09 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

As it applies to single residential lots, I do not see any benefit. Leave existing neighborhoods as they are.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, I don't see any benefit to existing single family home neighborhoods. Developers have had too much control over Houston and its buildings and they only want to make money. They do not care about the residents.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

That is part of the problem with the proposed ordinance. There is already not enough street parking. As it is, one parking space is usually problematic.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

How will impact neighborhoods that have already adopted the ordinance that DOES NOT ALLOW more than one residence per lot??? Houston needs better planning. This "livable spaces" does not sound like a good idea.



Respondent No: 234

Login: Anonymous

Responded At: Jul 21, 2021 16:02:34 pm

Last Seen: Jul 21, 2021 16:02:34 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The biggest problem with increasing the number of dwelling units per parcel is that the infrastructure (sewer, water and roads) have been cited as having failing grades by several U.S. Government agencies as well as the City. Until there is a definitive effort that does not have monies, from the "Drainage Fund" be reallocated to "the greater good," there is no reason to expect that the problems would not be exacerbated by denser packing of dwelling units.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If the object of this exercise is to increase dwelling density, then there is no reason to restrict the size of ADUs. See "1." for objections to size.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. This will only add to the traffic congestion in urban areas to a greater extent than is seen currently. This is also a safety issue if you have to park at some distance from your home.

Q4. Should parking vary based on proximity to various modes of transit?

No. The smacks of government oversight on how many cars a dwelling can have. Houston is not a public transportation friendly city. Having a car is mandatory for much of the population.

Q5. What might be some other aspects that should be considered?

This was fought out in the late 1990s over Chapter 42 regulations. The lot size per dwelling unit was modified taking infrastructure and need into consideration. At this point the infrastructure as seriously deteriorated and there is no need to create more problems for the City that cannot be managed or paid for in the urban areas.



Respondent No: 235

Login: Anonymous

Responded At: Jul 21, 2021 16:07:03 pm

Last Seen: Jul 21, 2021 16:07:03 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lowring Property value.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Lowering property value.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO.

Q4. Should parking vary based on proximity to various modes of transit?

Again, as long as it does not lower property values. Home owners do not need parking in front of their homes to accommodate other means of transits.

Q5. What might be some other aspects that should be considered?

It is OK as it is. This sounds like builders trying to get property to further bunch up the inner-city.



Respondent No: 236

Login: Anonymous

Responded At: Jul 21, 2021 16:10:08 pm

Last Seen: Jul 21, 2021 16:10:08 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Crime and drug trafficking

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Airbnb holding parties in quiet neighborhoods

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Require all on lot, no street parking overnight

Q4. Should parking vary based on proximity to various modes of transit?

Only for apartments

Q5. What might be some other aspects that should be considered?

This is a waste of 400,000 for your cronies



Respondent No: 237

Login: Anonymous

Responded At: Jul 21, 2021 16:15:08 pm

Last Seen: Jul 21, 2021 16:15:08 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing number of units depends on the definition. Multiple OWNERS per lot will result in town homes which absorb all of the permeable surface and in almost all cases REDUCES the number of families occupying the square footage of the lot. That means less affordable housing, not more! Building taller potentially increases the number of units but also requires on site parking to manage street parking on narrow residential streets while crowding out currently occupied single family homes by REDUCING livability for long time (and often elderly) residents.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

What about deed restrictions?? Would new rules supersede these rules? And what about stealth dormitories (two story duplex cut into multiple rooms and rented to individuals for monthly room rates??). No increase in building size, so not addressed by square footage limits, while dramatically increasing density.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

What should be changed is the style of the permit (plastic pass with effective dates written in marker. These are "updated" annually with a bottle of finger nail polish remover and a black marker). Also better enforcement of the number of passes issued per building as well as street patrol for illegal parking. On our block, multiple unrelated individuals occupy a single building unit, all on the same lease. Each present a copy of the lease to request parking permits, resulting in as many as 16 passes for the same "duplex". My street is one block dead end, with 12 houses on each side of street. You can imagine the congestion!

Q4. Should parking vary based on proximity to various modes of transit?

On site parking and street parking Requirements must be coordinated for that to work. Again, street parking permits issued without more oversight will result in increased congestion on narrow residential streets if sufficient on site parking is not required of the building owners.

Q5. What might be some other aspects that should be considered?

Transit options assume a homogeneous local population. Young professionals require work hour schedules to consolidated areas, young families have different needs and retirees do also. Short trip options are nearly non existent.



Respondent No: 238

Login: Anonymous

Responded At: Jul 21, 2021 16:22:46 pm

Last Seen: Jul 21, 2021 16:22:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Overcrowding of residential areas. Will this ordinance override existing well established deed restrictions?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See above response

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Don't change

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 239

Login: Anonymous

Responded At: Jul 21, 2021 16:23:19 pm

Last Seen: Jul 21, 2021 16:23:19 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We have enough people crowded into these areas with little parking and on trash say forget it. You can never have guest as they have to park so far away. NO

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again limit size and you limit the amount of people which needs to be down.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

So is the city going to invent more space! Good grief

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 240

Login: Anonymous

Responded At: Jul 21, 2021 16:27:55 pm

Last Seen: Jul 21, 2021 16:27:55 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Without question this devalues the existing neighborhood by substantially increasing volume of traffic, infrastructure, lack of green space, among others criteria, to the detriment of all residents. Adding congestion to the max possible is not only adverse in many respects but has proven ineffective and long-term diminishing of the very essence of a "livable" residential neighborhood that everyone seeks to enjoy.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating size restrictions and packing structures in like ants with no restrictions is totally unconscionable and clearly benefits developers only under the guise of "livability", leaving a mass of voluminous structures in its wake.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Take a look at West 24th Street in Houston to see a "livable" example of stacked cars on either side of the road, sans sidewalk with a retention ditch, allowing only 1 car to pass at a time on a former 2 lane street is an enhancement.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Ideas that truly enhance and benefit all key stakeholders involved, not just the profit potential of capital investors whose are infused as a investment experiement with long-term return. How about holding focus groups inviting the community, current residents of all ages, the media, environmentalists and perspectives from residents in prior cities who have engaged this concept and what they feel about the processes after the short and long-term measurement for research-based data beyond a pr campaign.



Respondent No: 241

Login: Anonymous

Responded At: Jul 21, 2021 16:35:58 pm

Last Seen: Jul 21, 2021 16:35:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 242

Login: Anonymous

Responded At: Jul 21, 2021 16:45:54 pm

Last Seen: Jul 21, 2021 16:45:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased urban density in terms of housing may be established in many larger cities but with Houston's vast geographic area, and ability to continue growing outward, altering the character of the existing single-family lot would lead to greedy developers and combative home owners. I am not in favor.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits - a checked box for some politicians and developers Challenges - fight to keep the current standards and mode of living

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Keep as is

Q4. Should parking vary based on proximity to various modes of transit?

Too vague of a question

Q5. What might be some other aspects that should be considered?

Rich or poor, if you cherish you home, property and privacy, no one wants a multi-story, multi-unit, multi-family, multi-car residential or commercial building next door to them.....unless they are selling out.



Respondent No: 243

Login: Anonymous

Responded At: Jul 21, 2021 16:49:04 pm

Last Seen: Jul 21, 2021 16:49:04 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I DO NOT want any form of Increasing density and over taxing our already Strained Infrastructure...

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No Benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No comment

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Why are there Laws/Guidelines for OVERCROWDING in Prisons/Jails and not the same concern for cities. More people is Not better...



Respondent No: 244

Login: Anonymous

Responded At: Jul 21, 2021 16:51:30 pm

Last Seen: Jul 21, 2021 16:51:30 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Zero benefits. Leave the rules as they are. The greatest benefit of Houston is that it has no geographical constraints, other than Galveston bay. We should not be pretending that this city has limited space. Living closer together causes problems and really solves nothing, except for meeting imaginary goals set by the greens.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There should only be one or two dwellings on a lot. I don't see what the point is to put more than that.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, it should not be changed. The residential streets are already too crowded with parked cars and service vehicles. I worry frequently that fire trucks, police and ambulances will have a hard time picking their way through any neighborhood to get to an emergency.

Q4. Should parking vary based on proximity to various modes of transit?

Not at all. Most people should drive cars. The bus is a terrible way to get around and the metro trains are a very minor transportation that only select people can even get to. Good to get from a parking lot to the stadium, maybe.

Q5. What might be some other aspects that should be considered?

The greatest benefit of Houston is that it has no geographical constraints, other than Galveston bay. We should not be pretending that this city has limited space. Living closer together causes many problems and really solves nothing, except for imaginary goals set by the greens.



Respondent No: 245

Login: Anonymous

Responded At: Jul 21, 2021 16:51:41 pm

Last Seen: Jul 21, 2021 16:51:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It will bring down the value of single family dwelling nearby and increase traffic /parking in the neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

secondary units could outsize the original and reach property boundaries thereby infringing on the privacy and home values of next door neighbors and more.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It needs to be more. Although thje street parking may be legal it can be awkward, and crowd the neighborhood. Decreasing the value of living in the neighborhood. I have seen neighborhoods with not enough parking and they are unsightly and create stress.

Q4. Should parking vary based on proximity to various modes of transit?

I don't think it will encourage or hinder other modes of transit.

Q5. What might be some other aspects that should be considered?

Quality of life. If there will be multiple housing on a single lot in a neighborhood let it start with a brand new development. Not cramming additional people into existing neighborhoods.



Respondent No: 246

Login: Anonymous

Responded At: Jul 21, 2021 16:51:47 pm

Last Seen: Jul 21, 2021 16:51:47 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Bad idea. It would increase traffick.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Leave it alone.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Don't change the parking.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 247

Login: Anonymous

Responded At: Jul 21, 2021 16:51:53 pm

Last Seen: Jul 21, 2021 16:51:53 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

We already have severe flooding issues. Adding more and denser housing that by it's very nature is almost 100% concrete/pavement makes the situation much worse.



Respondent No: 248

Login: Anonymous

Responded At: Jul 21, 2021 16:54:01 pm

Last Seen: Jul 21, 2021 16:54:01 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Do not want added density to compete with street parking, WiFi, trash cans, mailboxes and other utility services.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Do not want huge multi unit buildings in the mix of single family.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, should have two spaces off street spaces to keep the cars off the street.

Q4. Should parking vary based on proximity to various modes of transit?

Not sure of the question.

Q5. What might be some other aspects that should be considered?

Most of our streets are too narrow to accommodate on-street parking on both sides as well as leaving space for driving through



Respondent No: 249

Login: Anonymous

Responded At: Jul 21, 2021 16:59:02 pm

Last Seen: Jul 21, 2021 16:59:02 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot allows for increased population density, decreased property values, and will likely lead to the affected areas gaining in crime and attracting less educated residents of lower income.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

We have that in my home town and it LOOKS awful.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If it is changed at all, the requirement should be increased from one space to two. Nothing makes a neighborhood look trashy quite like having all kinds of cars parked on the streets.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

It seems to me that at least 75% of the residents in the affected areas should be known to be supportive and no more than 15% opposed before moving forward. The current residents/owners bought property and established homes based on the codes in place at the time they moved in. It is a terrible idea that non-residents would propose making changes without FIRST ensuring the existing residents are overwhelmingly supportive. Contractors should have NO voice in determining whether the existing standards are changed.



Respondent No: 250

Login: Anonymous

Responded At: Jul 21, 2021 17:03:23 pm

Last Seen: Jul 21, 2021 17:03:23 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Houston already suffers from a lack of zoning. Property owners should be heard before reducing the few existing limits of zoning

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The existing limits are workable as seen in many existing examples

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 251

Login: Anonymous

Responded At: Jul 21, 2021 17:18:52 pm

Last Seen: Jul 21, 2021 17:18:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None! Deed restrictions regarding single family residences should be honored.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit. No benefit to increasing density in existing single family neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Leave our single family neighborhoods alone!! Traffic is already untenable as well as crime!!!



Respondent No: 252

Login: Anonymous

Responded At: Jul 21, 2021 17:25:52 pm

Last Seen: Jul 21, 2021 17:25:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too much density in one small area. What are plans for drainage, public infrastructure (police, fire, etc) with so many additions?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as above

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Addl parking should be allowed as space permits

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 253

Login: Anonymous

Responded At: Jul 21, 2021 17:41:37 pm

Last Seen: Jul 21, 2021 17:41:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am opposed to spending city funds on this proposal

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 254

Login: Anonymous

Responded At: Jul 21, 2021 17:43:38 pm

Last Seen: Jul 21, 2021 17:43:38 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Unwanted construction and traffic congestion

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Please get out of our homes. We have deed restrictions that we have agreed to.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Leave our property alone

Q4. Should parking vary based on proximity to various modes of transit?

Save our neighborhood

Q5. What might be some other aspects that should be considered?

We don't want this missing house project.



Respondent No: 255

Login: Anonymous

Responded At: Jul 21, 2021 17:52:58 pm

Last Seen: Jul 21, 2021 17:52:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Such a law would destroy current subdivisions protected by Home Owner Associations! The ability of the residents to maintain a certain quality of residences, and the maintenance and uses thereof, would be lost permanently to the residents. You would forever lose the ability to create an environment you desire, to protect and enhance the current and future influences affecting your family. Your environment would be controlled by bureaucrats --- NOT homeowners! Homeowners make better choices than bureaucrats, and do so more timely. Which is precisely why Houston has rejected ZONING each time it has been proposed!!! Further more, if you think the intrusion of bureaucrats into your life choices would end with the current proposal, you don't understand how government works: it ALWAYS seeks more power and grows to attain that. (The proverbial "camel's nose under the tent flap.")

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The benefit to the homeowner is nil and the negatives are disaster. This proposal is nothing but a surreptitious attempt to exert government power and get partial zoning --- passed by FIVE County Commissioners --- instead of putting it to the VOTE of the MILLIONS of residents who live in Houston.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Not by bureaucrats. Home owners can address that via their deed restrictions if they so chose.

Q4. Should parking vary based on proximity to various modes of transit?

NO! Let home owners control their living circumstances.

Q5. What might be some other aspects that should be considered?

Help Home Owner Associations change or enforce their CURRENT deed restrictions.



Respondent No: 256

Login: Anonymous

Responded At: Jul 21, 2021 17:54:57 pm

Last Seen: Jul 21, 2021 17:54:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Small lots, parking issues, lack of old neighborhood feeling where we all know each other

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, parking is already a huge issue

Q4. Should parking vary based on proximity to various modes of transit?

No!

Q5. What might be some other aspects that should be considered?

Additional crime, more than normal traffic on already congested streets to a family neighborhood with lots if children



Respondent No: 257

Login: Anonymous

Responded At: Jul 21, 2021 18:06:23 pm

Last Seen: Jul 21, 2021 18:06:23 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased traffic; overwhelming ditches. Too much concrete that doesn't allow for soil absorption during rain

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. Should be two. At least

Q4. Should parking vary based on proximity to various modes of transit?

No. Everyone in houston drives anyway

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 258

Login: Anonymous

Responded At: Jul 21, 2021 18:35:42 pm

Last Seen: Jul 21, 2021 18:35:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Affordable! But please require mitigation... the city has let townhouse developments ignore the 65% max!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

That's a good size!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Decrease parking requirements.

Q4. Should parking vary based on proximity to various modes of transit?

That could help.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 259

Login: Anonymous

Responded At: Jul 21, 2021 18:42:42 pm

Last Seen: Jul 21, 2021 18:42:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

no benefit seen. cons: more people more noise less parking space, more traffic

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

no benefit for either increasing or eliminating

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

don't change

Q4. Should parking vary based on proximity to various modes of transit?

no i LIKE THE PARK AND RIDE LOTS

Q5. What might be some other aspects that should be considered?

more density results in more flooding and less green space absorbs rain.



Respondent No: 260

Login: Anonymous

Responded At: Jul 21, 2021 18:45:37 pm

Last Seen: Jul 21, 2021 18:45:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

1. Parking is the first problem that comes to mind. If a lot was created for a single family unit and garage, increasing the living space and also making room for cars is tough. 2. Noise is the second problem - more people packed more closely together means more noise. 3. Strain on neighborhood amenities (pool, clubhouse, tennis courts, etc) - When neighborhoods were built they expected a certain number of families using the amenities based on the number of houses. If you start doubling the number of families per lot, the amenities may become overrun. 4. Land Values - A house in a single family development is going to have a higher value than the same house in a neighborhood full of duplexes and quadplexes. 5. Homeowners Expectations - When you buy a home in a single family development you are paying for the privilege of having a quieter, more private place to live. You could have chosen to rent an apartment or townhome, which would have been cheaper. When you own a house, you pay the property insurance, the property taxes and all of the maintenance for the house. Having the City come in after that fact and take away that away that you paid for is inexcusable.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think the size of the building(s) should be based on the lot size.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. There should be enough parking to account for a car for each person of driving age in the living unit.

Q4. Should parking vary based on proximity to various modes of transit?

No. 1. Builders will use this to include as few parking spots as possible thus creating a street-parking nightmare for those living in those units. 2. People can't afford move just because they finally get enough money together to buy a cheap car. 3. Lots of houses are close to a bus stop but they also have driveways. These living units should be treated the same.

Q5. What might be some other aspects that should be considered?

Schools could become more crowded as more families move in. Traffic in/out of neighborhoods would increase. Police and Fire coverage will need to change as more units are built. The basic issue is: Neighborhoods are planned for the right number of livable units. Coming in after the fact and changing the number of livable units in a neighborhood will having a ripple effect on so many areas (also listed in the survey Q1 above). This is a City Planner's nightmare.



Respondent No: 261

Login: Anonymous

Responded At: Jul 21, 2021 18:50:40 pm

Last Seen: Jul 21, 2021 18:50:40 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Limiting the number of people who can live on a certain size piece of land makes sense for small towns, BUT NOT FOR BIG CITIES! Cities require affordable housing for millions of people, and that means high population density. Limitations on population density serve to protect and enrich established owners at the expense of people who want to move to that area. It is grossly unfair!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Limiting the number of people who can live on a certain size piece of land makes sense for small towns, BUT NOT FOR BIG CITIES! Cities require high population density. Limitations on population density serve to protect and enrich established owners at the expense of people who want to move to that area. It is grossly unfair!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Cities are responsible to provide transit. Traditionally this has meant streets for cars to drive on. Building owners should bear the expense of providing parking space for their residents. In the case of parking on the street in established neighborhoods, the streets are in effect parking garages provided for free by the cities, and the cities should charge parking fees. The revenue should be used for mass transit.

Q4. Should parking vary based on proximity to various modes of transit?

I don't understand the question.

Q5. What might be some other aspects that should be considered?

Stop running Houston like it was the size of Brenham. Run Houston like a big city.



Respondent No: 262

Login: Anonymous

Responded At: Jul 21, 2021 18:53:45 pm

Last Seen: Jul 21, 2021 18:53:45 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

overcrowding - will change the look and feel of a neighborhood

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

residents will have no say in the major change this will bring about effecting their property values

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

neighborhoods/ residents should have the final say about additional parking. cars parked in the streets create a hazard for traffic flow and emergency vehicle access.

Q4. Should parking vary based on proximity to various modes of transit?

perhaps

Q5. What might be some other aspects that should be considered?

the city government should not be mandating to established neighborhoods these changes that will undoubtedly bring about adverse consequences on property value, comfort of living and lifestyle



Respondent No: 263

Login: Anonymous

Responded At: Jul 21, 2021 18:58:29 pm

Last Seen: Jul 21, 2021 18:58:29 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot in our subdivision would reduce the value of the existing properties and change the complexion of the neighborhood. We have a wide variety of people and family types but it is a fairly cohesive group of families.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It would increase the density of people in our neighborhoods causing crowding issues on the streets for parking and taking away green spaces around the homes.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

That requirement is fine for a 900sqft max size. That is likely to be a one bedroom unit. I do not support increasing the size so I do not support needing more parking.

Q4. Should parking vary based on proximity to various modes of transit?

No, same parking requirements everywhere.

Q5. What might be some other aspects that should be considered?

If an area has deed restrictions in place there is not a need to force a change. The people of that area are governing themselves and have selected that neighborhood because they wanted and are willing to live by the restrictions. Forcing change will remove peoples ability to choose for themselves.



Respondent No: 264

Login: Anonymous

Responded At: Jul 21, 2021 19:34:08 pm

Last Seen: Jul 21, 2021 19:34:08 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits but instead I see nothing more than a favor to developers by Mayor Turner.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Over development of plots will lead to higher level of flooding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Limiting the number of housing on a single plot limits the number of vehicles on the street

Q4. Should parking vary based on proximity to various modes of transit?

Unknown

Q5. What might be some other aspects that should be considered?

Keep housing to single family home



Respondent No: 265

Login: Anonymous

Responded At: Jul 21, 2021 19:46:37 pm

Last Seen: Jul 21, 2021 19:46:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits. The challenges are that people and pets will have less green space around their homes, less privacy, more difficulty maintaining privacy. A neighborhood of single family homes is completely different than a multi-unit dwelling unit and I believe that it is critical that people get to choose the type of neighborhood they desire.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

if the size limitation is eliminated or increased, then a single family home can easily be turned into a multi family dwelling, which completely defeats the purpose of the restriction. A yard, greenspace, and privacy are important to many people.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No. Every home should have parking available

Q5. What might be some other aspects that should be considered?

do not ruin neighborhoods by demanding that multi-family dwellings be allowed on single family home lots.



Respondent No: 266

Login: Anonymous

Responded At: Jul 21, 2021 19:55:20 pm

Last Seen: Jul 21, 2021 19:55:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Adult children on same lot w/elderly parents. Ability to care for and monitor them as the situation arises.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I donotknow.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, input.

Q4. Should parking vary based on proximity to various modes of transit?

Parking is currently not being enforced. This would create a nightmare.

Q5. What might be some other aspects that should be considered?

If adding to existing neighborhoods, what about deed restrictions; or, is this for new areas w//o restrictions in place. Too many questions to be considered and what is the purpose.



Respondent No: 267

Login: Anonymous

Responded At: Jul 21, 2021 19:56:19 pm

Last Seen: Jul 21, 2021 19:56:19 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Busy roads/traffic, not enough police presence, not enough parking. These are all reasons to NOT increase density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Considering traffic, lack of parking, and lack of police presence as is, we should not do anything that aids increasing density.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should not be removed.

Q4. Should parking vary based on proximity to various modes of transit?

That's a strong NO. Inner Houston does not have a great public transportation system and many of us have NO interest in using it. Our city and its weather does NOT lend itself to public transport.

Q5. What might be some other aspects that should be considered?

Increase police presence, cover the ditches and build sidewalks. The city is pretty maxed out. Encourage businesses to open offices OUTSIDE the loop, not inside.



Respondent No: 268

Login: Anonymous

Responded At: Jul 21, 2021 19:56:26 pm

Last Seen: Jul 21, 2021 19:56:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increase traffic in residents neighborhoods with not enough parking for all residents.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Overcrowding with multiple people.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

4 adult driversbin one unit 4cars and one parking space. Parking on street and in yard.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

No multiple dwellings in residential neighborhoods.



Respondent No: 269

Login: Anonymous

Responded At: Jul 21, 2021 20:03:49 pm

Last Seen: Jul 21, 2021 20:03:49 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Let's get more people living in HOUSTON and paying taxes in HOUSTON! People want to live close to shopping, bars, eating, work, play, etc. and this will help that. Build more housing!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Just a bunch of NIMBY I'd imagine.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, eliminate parking minimums!

Q4. Should parking vary based on proximity to various modes of transit?

Yes. Homes close to light rail lines or BRT lines or the 82 Westheimer shouldn't have to require parking.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 270

Login: Anonymous

Responded At: Jul 21, 2021 20:08:43 pm

Last Seen: Jul 21, 2021 20:08:43 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The city and Turner are once again looking out for their deep pocketed friends. It's stupid. There are enough places to live.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

You will ruin the fabric of many neighborhoods. It already sucks to live in an anything goes town as far as zoning goes - are you trying to make it even more blighted?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

We don't need cars parked in the street. Are you trying to increase pedestrian fatalities and make this town even less bike friendly than it already is?

Q4. Should parking vary based on proximity to various modes of transit?

Stay out of my neighborhood.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 271

Login: Anonymous

Responded At: Jul 21, 2021 20:16:12 pm

Last Seen: Jul 21, 2021 20:16:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefit is that locals will have more freedom to build more living spaces as needed, or as a family expands. This is a common practice with families and cultures that like to build detached homes in the backyard like mother in law suites. This benefits everyone because the need to sprawl and the development of farmland/wooded areas could be mitigated so will future flooding from development could be also be mitigated.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 sq ft is enough for someone to live in it but there is not reason why should we limit. As long height is no more more than 3 stories high affecting the neighborhood's character.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. Parking requirement is what makes a place become car oriented. Please look on how neighborhood could benefit from being walkable, and connected to transit. Requiring space just incentivize large unused parking spaces wich contribute to flooding and heat island effect.

Q4. Should parking vary based on proximity to various modes of transit?

Parking should not be a requirement. Promote the idea of zero setbacks instead.

Q5. What might be some other aspects that should be considered?

Please take into account transportation equity. A denser houston means better use of the Metro system and less traffic. We cant keep subsidizing single family lots in a city that is choking in car traffic from the suburbs. Think of Houston more than giving easy access to Katy or the Woodlands.



Respondent No: 272

Login: Anonymous

Responded At: Jul 21, 2021 20:19:19 pm

Last Seen: Jul 21, 2021 20:19:19 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Density of family and terrific congestion with traffic in single family neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The present city neighborhood streets can not handle more cars and trucks

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no, too many neighborhoods are solid with parked cars and trucks around the multi-family units now making it extremely dangerous to drive down those streets.

Q4. Should parking vary based on proximity to various modes of transit?

two maximum parking places per lot free, then permits purchased for added cars.

Q5. What might be some other aspects that should be considered?

Paid parking over 2 spaces.



Respondent No: 273

Login: Anonymous

Responded At: Jul 21, 2021 20:23:09 pm

Last Seen: Jul 21, 2021 20:23:09 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing density in existing neighborhoods will exacerbate already problematic traffic.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Most of us select single family homes for the quiet and privacy the afford. Changing these limitations could nullify those virtues.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This requirement should not changed in existing neighborhoods. This could be changed for new developments designed with higher density in mind.

Q4. Should parking vary based on proximity to various modes of transit?

No. Existing neighborhoods should remain as they were designed.

Q5. What might be some other aspects that should be considered?

Increasing density in a city that is already very crowded will degrade the quality of a city that currently provides a wide variety of residential options. This seem like a tactic for revenue generation by the city or profit creation by developers. This will not improve the quality of living for the existing people of Houston.



Respondent No: 274

Login: Anonymous

Responded At: Jul 21, 2021 20:34:44 pm

Last Seen: Jul 21, 2021 20:34:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too much traffic, not enough parking, increases flooding Very dumb idea

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See 1

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

At least 2 spaces!

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

More units equal greater density, more concrete and more flooding. We don't need this!



Respondent No: 275

Login: Anonymous

Responded At: Jul 21, 2021 20:52:48 pm

Last Seen: Jul 21, 2021 20:52:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units will increase population density, increasing the number of kids attending neighboring schools, increasing the number of vehicle drivers and increasing water drainage requirements.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating a maximum will increase the amount of land under roof which will increase the amount of rainwater that streets will have to drain.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This requirement should be increased to one parking space per apartment. The secondary detached unit may house several wage earners, each of whom will drive to work, requiring a vehicle.

Q4. Should parking vary based on proximity to various modes of transit?

No, because those who can afford the new homes won't take a bus.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 276

Login: Anonymous

Responded At: Jul 21, 2021 21:07:48 pm

Last Seen: Jul 21, 2021 21:07:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

None



Respondent No: 277

Login: Anonymous

Responded At: Jul 21, 2021 21:23:30 pm

Last Seen: Jul 21, 2021 21:23:30 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Adds more cars, less green space, and potentially increases flooding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Once again- adds more cement, less green space- and Houston has enough of a flooding problem and has plenty of these types of structures already.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Not having any more additional types of this construction. Houston has plenty.



Respondent No: 278

Login: Anonymous

Responded At: Jul 21, 2021 21:55:52 pm

Last Seen: Jul 21, 2021 21:55:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see NO benefits and/or challenges to increasing the number of units per lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

NO, NO, NO !!!!!!!!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO, NO, NO !!!!!

Q4. Should parking vary based on proximity to various modes of transit?

NO, NO, NO !!!!!

Q5. What might be some other aspects that should be considered?

WHOSE SIDE ARE YOU ON ???



Respondent No: 279

Login: Anonymous

Responded At: Jul 21, 2021 22:27:54 pm

Last Seen: Jul 21, 2021 22:27:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It's ridiculous. We are already beyond overcrowded in the inner city, 47 year Houston heights resident. Just stop it

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Please stop cramming so many houses and vehicles in our sweet neighborhood



Respondent No: 280

Login: Anonymous

Responded At: Jul 22, 2021 02:39:41 am

Last Seen: Jul 22, 2021 02:39:41 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Properties will become unaffordable to buy as only landlords purchase and build more units for rent, if this requirement is changed.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More flooding / less porous surfaces

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

As electric vehicles continue to replace gas vehicles, more off-street parking will be required since it's impossible to charge a car parked on a public street.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 281

Login: Registered

Responded At: Jul 22, 2021 04:15:47 am

Last Seen: Jul 22, 2021 10:38:23 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The Lot share of each unit will decrease making them cheaper per square feet of home while the neighborhood will get crowded with morecars and traffic and less gardens and reducet environment.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Crowded neighborhoods cheaper units, smaller gardens. More cars, some parked on the streets. Duplex or three story units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Reduced gardens, increased pollution, increased street parking, Poorer owners



Respondent No: 282

Login: Anonymous

Responded At: Jul 22, 2021 04:50:47 am

Last Seen: Jul 22, 2021 04:50:47 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

That sounds like a great way to lower home values for the rest of us and fast-track the last phases of making this the next Detroit.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Solid slumlord potential

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Don't do it

Q5. What might be some other aspects that should be considered?

Look we're trying to keep this place nice. I get it—I would like to earn some fat development money too. But if this happens the good people of the world are out of here and you can lord over a box of ashes.



Respondent No: 283

Login: Anonymous

Responded At: Jul 22, 2021 05:28:21 am

Last Seen: Jul 22, 2021 05:28:21 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: Parking cars. Cars, and the space to park them, take up a huge amount of usable land. Increasing the density would need to be accompanied by reductions in parking requirements - down to zero in some cases. With Transportation as a Service on the rise, and increased awareness and infrastructure for walking and biking, it should be possible to accommodate more people / acre with less cars. Pedestrian/vehicle collisions: More people, more traffic. Reduce speed limits and enforce them! Schools: We just rebuilt our neighborhood elementary school (Rummel Creek Elem). The census increase was only for +50 kids in the rebuild. The school would quickly get overwhelmed if a lot of children moved into the elementary school watershed. Sense of neighborhood: Understandably, the more people per sq mile, the less you know who is living near you. 4x density will mean one's sense of community would shrink. An active community (HOA or other) would need to address this. Corollary to the above: "Who belongs here?" meaning...with higher density, comes a lot more people, so it's possible that crime increases as traffic and people moving in and out increase. Benefits: It's not clear to me if the property taxes of my expensive Memorial neighborhood (\$800k+ per home) would pay for the rebuild of our city infrastructure...perhaps...but there are other areas of low density (1/4 homes) at low value (<\$200k) where I suspect the prop taxes do not support the maintenance and reconstruction of the streets, sewer, water, etc. These areas could be made more productive instead of floating construction bonds. Increased density will revitalize commercial corridors on through streets (Memorial, Westheimer, Briar Forest) due to increased pool of potential customers in the vicinity.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the size of ADUs >900 sq. ft. means that it's probably not a "granny flat" but rather it's large enough for a family. This leads back to the parking, traffic, and school issues above.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This parking space may be difficult to accommodate on the existing lot with existing infrastructure (2400+ sq. ft. ranch style on 1/4 acre). So it's a limitation to dropping in a small ADU (www.boxabl.com/ or <https://www.dweller.com/>) behind an existing house. Eliminating this requirement is sensible as Transportation as a Service, e-bikes, and neighborhood BEVs are becoming readily available. Increased focus on biking infrastructure will reduce car demand.

Q4. Should parking vary based on proximity to various modes of transit?

Yes! Transit-oriented development (< 1/2 mi from service point) should have much lower parking requirements per unit.

Q5. What might be some other aspects that should be considered?

Multi-function space. Commercial on the bottom and residential on the top. Let people have the option of living very close to work & let the building owner diversify his revenue stream for improved resiliency during downturns. Reduce parking requirements for COMMERCIAL activity (<https://actionlab.strongtowns.org/hc/en-us/search?utf8=%E2%9C%93&query=parking>). Fire-fighting, EMS and police services would need to be scaled to accommodate the density. I understand that many street sizes are dictated by the size of the fire truck. May need more, but smaller, substations for these critical teams. Roundabouts! Long overdue. Keep traffic moving at low speeds, reduce the cost of an intersection (no signals) and continuously put 4 cars into an intersection at all times. Reduces emissions and noise. Move to mid-block walk-overs for pedestrians, which is safer for them anyway.



Respondent No: 284

Login: Anonymous

Responded At: Jul 22, 2021 05:51:52 am

Last Seen: Jul 22, 2021 05:51:52 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking, privacy, safety

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

We don't have public transportation enough for people to do away with their cars so they need enough parking

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 285

Login: Anonymous

Responded At: Jul 22, 2021 06:02:11 am

Last Seen: Jul 22, 2021 06:02:11 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I know that Texans value their space but increasing units per lot has many drawbacks. It immediately creates parking and traffic issues, sometimes severely. It increases the strain on water usage and sewage disposal. It adds to a trash accumulation and disposal problem growing as the population increases.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Without reasonable limits, people will build without regard for their neighbors. The developers will abscond with their money and the new buyers will not realize until later that they have increased the burden on their new neighbors. People are not innately responsible.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Additional parked cars on the street increase the likelihood of accidents, not only vehicular but to pedestrians and children at play. A nearby park (Nottingham) has overflow street parking and it is terrifying to see children dart across without supervision or abiding by crosswalks. It can lead to deadly situations and hard-to-live-with scenarios.

Q4. Should parking vary based on proximity to various modes of transit?

Parking should be well-thought out for whatever type of facility increases the population density. Any failure to plan is, in effect, planning to fail.

Q5. What might be some other aspects that should be considered?

Any increasing in housing density will have an impact on city services and local schools if certain neighborhoods are targeted for too much build-up. Tracking or monitoring population density with 'bubble' maps could at least advise permitting authorities to areas that exceed reasonable limits. Maybe they could even act/react accordingly and say 'no more in this specific area'.



Respondent No: 286

Login: Anonymous

Responded At: Jul 22, 2021 06:02:24 am

Last Seen: Jul 22, 2021 06:02:24 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see ANY in allowing this .. we have minimum lot size in our particular area and WE DO NOT WANT THIS CLUTTERED and most probably CHEAPLY done construction .. we have fought this with EVERYTHING IN US for years .. we beg the City of Houston not to do this

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think you are asking for trouble .. we have this same exact requirements in our deed restrictions .. we have a number of LARGE lots in our Riverside Terrace ... and people have still overbuilt outside the 900 sq feet .. it is very unattractive to see another LARGE structure appear on this lovely lots .. I could see allowing 1000 sq ft .. because then you can have 2 bedrooms or a one bedroom study addition .. over the garage .. done well that could be attractive but the issue is people push the line (sq ft) no matter what .. just like the speed limit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no .. but if you allowing this overdevelopment parking WILL BE an issue and that will also increase crime all of this unsightly parking on the street ... and we will look like New York/Chicago and all those other UGLY Northern cesspools

Q4. Should parking vary based on proximity to various modes of transit?

I would have to research this .. and I know parking management is a very specific part of urban planning

Q5. What might be some other aspects that should be considered?

construction materials are key in this .. if it happens .. and I am very concerned about the Turner attitude about housing .. this affordable housing construction in neighborhoods is horrible .. horrible for the homeowners that have to deal with these places .. we live in Riverside Terrace a BEAUTIFUL HISTORIC neighborhood under siege by the City of Houston and apathy by our representation at this time .. who we understand is under Turner's thumb .. we reach out to her and get NOTHING .. but we greatly appreciate being on your distribution list .. from our other properties



Respondent No: 287

Login: Anonymous

Responded At: Jul 22, 2021 06:02:57 am

Last Seen: Jul 22, 2021 06:02:57 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

If public transport with safe access were in place it may be more palpable, but we're 50 years away from that according to METRO's plan. Even though we have the parking space, we still don't have the road to accommodate the traffic. Plus, is there anyone who cares about the pollutions from our public service councils?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 288

Login: Anonymous

Responded At: Jul 22, 2021 06:10:18 am

Last Seen: Jul 22, 2021 06:10:18 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

An increase would invite overbuilding, worsen parking of cars on the street, and leave less room for trees and landscaping. There are plenty of townhomes and luxury apartments available in Houston to meet those needs.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing or removing the size restriction will invite single family lots to be turned into duplexes or worse. This could radically change the character of a neighborhood for the worse.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This does not need to be changed as long as the 900 square foot size restriction remains intact. Increasing the size allowed should require one additional off-street parking space.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 289

Login: Anonymous

Responded At: Jul 22, 2021 06:16:52 am

Last Seen: Jul 22, 2021 06:16:52 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Better use of space given high cost of land and fact that IN REALITY 6-8 units are platted/carved from 5,000 lots.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Stupid to have 900 sq feet as limitation because Houston historically has had secondary units (garage apartments) that exceed 900 sq ft -- mine did!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

Not really since neither bike nor public transit are major traffic modes in Houston (except for park and ride)

Q5. What might be some other aspects that should be considered?

Land costs, land costs and land costs--Houston is densifying and it should act like a big city.



Respondent No: 290

Login: Registered

Responded At: Jul 22, 2021 06:19:48 am

Last Seen: Jul 22, 2021 13:12:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There is no benefit. Increasing the number of units will increase traffic and change the character of the neighborhood in a detrimental way.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No change is necessary

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

I am a retired real estate developer for over 40 years. I understand how developers think and changing this ordinance would be like giving the fox a key to the hen house.



Respondent No: 291

Login: Anonymous

Responded At: Jul 22, 2021 06:29:36 am

Last Seen: Jul 22, 2021 06:29:36 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

easements restrictions and right-a-way is given by the City authorities

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

to eliminate this restriction will help people that need an ADU to give them a temporary place to stay while they fix their house

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no.

Q4. Should parking vary based on proximity to various modes of transit?

yes.

Q5. What might be some other aspects that should be considered?

width of the road, easement entrances



Respondent No: 292

Login: Anonymous

Responded At: Jul 22, 2021 06:44:32 am

Last Seen: Jul 22, 2021 06:44:32 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Density, lack of street parking, strain on utility infrastructure, decreased property values, increased crime rates.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Density, lack of street parking, strain on utility infrastructure, decreased property values, increased crime rates.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

The profit motives of those attempting to advance this ordinance.



Respondent No: 293

Login: Anonymous

Responded At: Jul 22, 2021 06:47:22 am

Last Seen: Jul 22, 2021 06:47:22 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If allowed, secondary units must be at least 850 square feet.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Apartment or condominiums?



Respondent No: 294

Login: Anonymous

Responded At: Jul 22, 2021 06:47:51 am

Last Seen: Jul 22, 2021 06:47:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

traffic, undesirable people i.e. long term welfare recipients

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

none

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 295

Login: Anonymous

Responded At: Jul 22, 2021 06:50:43 am

Last Seen: Jul 22, 2021 06:50:43 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Slum overcrowding in short order and a land grab by developers

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Jam packed over crowding and declining values

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Stay as is so emergency vehicles can navigate residential streets

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

We need more open spaces for our homes not less,this would eventually lead to row houses like in older cities of northeast



Respondent No: 296

Login: Anonymous

Responded At: Jul 22, 2021 06:57:18 am

Last Seen: Jul 22, 2021 06:57:18 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased density creates a breakdown in social well being. As I recall, many studies have been historically documented using mice...

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Mental health requires space, increased density defeats this.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I have lived where there is only street parking. It creates strife and higher theft.

Q4. Should parking vary based on proximity to various modes of transit?

NO!

Q5. What might be some other aspects that should be considered?

Increased density increases social strife and crime.



Respondent No: 297

Login: Anonymous

Responded At: Jul 22, 2021 06:57:43 am

Last Seen: Jul 22, 2021 06:57:43 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

these type units should only be allowed in neighborhoods designed for them. allowing their construction in an existing neighborhood will devalue the existing homes and create traffic and safety issues. Do not do this!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If this is done with a master plan in mind, it works. But Houston is not like Chicago, Boston, etc. we dont rely on mass transit in town. if you want to enjoy what you are planning to do, drive through the neighborhoods in the Heights and Washington area! These streets are not safe to drive on and pedestrians are unsafe as well.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

a developer should be required to provide parking for the residents and guests. residential city streets are for commuting, not parking

Q4. Should parking vary based on proximity to various modes of transit?

No - get over the fact that people in Houston need a car! Med Center folks that live in town may take the train to work, but they don't take it to the store, ballgame, entertainment, etc. If you don't have a car you are the significant minority.

Q5. What might be some other aspects that should be considered?

This type of ordinance needs to go before the voters during an election. City Council and the City Development Departments should not have the ability to make such an impactful change to citizens.



Respondent No: 298

Login: Anonymous

Responded At: Jul 22, 2021 07:06:40 am

Last Seen: Jul 22, 2021 07:06:40 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Adding additional units or size will turn the SFU neighborhood into an apartment one.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Do not change the ADU limits, apartments will take over and parking lots.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Do not promote multi family dwellings

Q4. Should parking vary based on proximity to various modes of transit?

No parking should not change. These areas are nice as they are .

Q5. What might be some other aspects that should be considered?

Multi family units will promote crime.



Respondent No: 299

Login: Anonymous

Responded At: Jul 22, 2021 07:11:41 am

Last Seen: Jul 22, 2021 07:11:41 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see any benefit. There is ample land in and around Houston for future construction. Increasing density for a single family lot defeats the purpose of a single family home.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again there is no real benefit. If someone adds on to the existing structure to expand living space as families grow it makes sense to not have a size restriction. However a secondary unit with no maximum size is a way around the single family lot restriction.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Traffic consequences due to multiple family structures. Trash pickup, road maintenance, Schools, water runoff and flooding.Lack of green space



Respondent No: 300

Login: Anonymous

Responded At: Jul 22, 2021 07:13:42 am

Last Seen: Jul 22, 2021 07:13:42 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

This city needs zoning. That it has no zoning is absolutely mind-boggling. Absolutely, positively mind boggling. If this plan brings zoning, I am all for it.



Respondent No: 301

Login: Anonymous

Responded At: Jul 22, 2021 07:15:39 am

Last Seen: Jul 22, 2021 07:15:39 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the density of a neighborhood WILL NOT solve the problem you are trying to address, but WILL destroy the beauty and serenity that many of us have paid for in our home selections.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see NO benefits of increasing the maximum size!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 302

Login: Anonymous

Responded At: Jul 22, 2021 07:15:55 am

Last Seen: Jul 22, 2021 07:15:55 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Space for children to play, too many cars.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Current homes were not built for this. It changes the neighborhood feel, congestion and parking.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There must be requirements for off street parking. Our streets are not for parking owners cars.

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

school availability



Respondent No: 303

Login: Anonymous

Responded At: Jul 22, 2021 07:21:11 am

Last Seen: Jul 22, 2021 07:21:11 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot will damage the overall aesthetics of the neighborhood, and it will bring more concentration of people with less services, causing more and accelerated degradation of that and adjacent areas.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

A "free for all" in the entire area in the way people decide to build is NOT the way to any standard of living for anyone. The restrictions are necessary.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking should remain off the street.

Q4. Should parking vary based on proximity to various modes of transit?

No. Parking should be off the streets.

Q5. What might be some other aspects that should be considered?

Instead of creating a better patters of growth, increasing the number of units will detract from urban harmony and invite many additional problems and burdens to the ones we originally have in these areas.



Respondent No: 304

Login: Anonymous

Responded At: Jul 22, 2021 07:21:36 am

Last Seen: Jul 22, 2021 07:21:36 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

parking for one, there's schools that can not handle a increased capacity, decreased property value. And then there's our dilapidated electric grid that can't handle the power now.. Then let's add traffic and a transit system they was never built to accommodate so many vehicles ...

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Does this mean I rent out my garage for humans ? This will happen ..

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The streets will get loaded with vehicles, becoming difficult for emergency vehicles ..

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

We should be able to vote on these changes. Each subdivision..



Respondent No: 305

Login: Anonymous

Responded At: Jul 22, 2021 07:27:39 am

Last Seen: Jul 22, 2021 07:27:39 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We must increase access to housing. We are crushing the middle class.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

ADUs make sense. The "grandma flat" is actually incredibly valuable to service providers who support our communities. Not everyone can commute +1hr every day.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Minimum parking requirements are a relic of the post-war era. They drive far too much parking, which goes under utilized.

Q4. Should parking vary based on proximity to various modes of transit?

We should institute a MAXIMUM parking restriction. Down with excess parking!

Q5. What might be some other aspects that should be considered?

Please think about everyone in this town that makes \$50k or less. Houston used to be a place where you could have a decent wage and raise a family with dignity, not stressing paycheck to paycheck. We must preserve access to opportunity, and that means access to decent housing at a price that our community can afford.



Respondent No: 306

Login: Anonymous

Responded At: Jul 22, 2021 07:31:25 am

Last Seen: Jul 22, 2021 07:31:25 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Stay with single family homes in neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

stay with single family homes in neighborhoods

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

single family homes do not have these issues. stay with single family homes.

Q4. Should parking vary based on proximity to various modes of transit?

no parking issues with single family homes.

Q5. What might be some other aspects that should be considered?

concentrate on cleaning up the criminal element in this city so people can be safe going about town again.



Respondent No: 307

Login: Anonymous

Responded At: Jul 22, 2021 07:34:20 am

Last Seen: Jul 22, 2021 07:34:20 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lack of parking spaces, increased traffic, reduction in property values within the neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This is a terrible idea and undermines those who have made the investment to live in the areas under consideration for ADU regulation modifications. Diversification of housing options effectively brings down property values and desirability of a neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Neighborhoods that are currently majority home owners should not be forced to increase the population of renters. If the city is inclined to welcome more individuals or families with low household income, those who own will leave and seek out less dense areas outside the city limits.

Q4. Should parking vary based on proximity to various modes of transit?

Yes. Currently public transportation options are very limited. Safety is also a concern. Until this changes, parking restriction should remain unchanged as should current ADU limitations.

Q5. What might be some other aspects that should be considered?

Property values, tax revenue, access to schools and public transportation, traffic flow, road width, walk ability, flood plain maps, resident's opinion, historical success of measures such as the one being proposed (which are dismal).



Respondent No: 308

Login: Anonymous

Responded At: Jul 22, 2021 07:35:48 am

Last Seen: Jul 22, 2021 07:35:48 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Concerns center on increased traffic density with no additional infrastructure support. Less grassy space will hamper drainage again with no additional infrastructure support.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Pretty much the same here. Additional density create concerns about traffic density with no additional infrastructure support. Less grassy space will hamper drainage again with no additional infrastructure support.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This is impractical. Most families have 2 oversized SUVs or pickup trucks with many having a 3rd vehicle. Street parking will become a lottery.

Q4. Should parking vary based on proximity to various modes of transit?

Good grief no. Our vaunted public transit systems are not conducive to getting people where they need to be especially when it comes to shopping or making multiple errand stops. Still can't carry a week's worth of groceries or the results from a Costco trip on a Metro bus or on the idiot light rail. the city is still too hot and humid for 6 months of the year for any serious walking unless one is exercising. and don't forget the sudden downpours taht can drench a walker in 30 seconds.

Q5. What might be some other aspects that should be considered?

rounding up and deporting the people who are living in Houston illegally...



Respondent No: 309

Login: Anonymous

Responded At: Jul 22, 2021 07:42:19 am

Last Seen: Jul 22, 2021 07:42:19 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: Noise and light pollution More concrete and less drainage Increased demand for public services such a trash (where will the cans go? Unsafe division of existing units into smaller ones More units rented as Airbnb-type units

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. If anything, requirement should be for two spaces.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 310

Login: Anonymous

Responded At: Jul 22, 2021 07:52:55 am

Last Seen: Jul 22, 2021 07:52:55 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 311

Login: Anonymous

Responded At: Jul 22, 2021 07:58:30 am

Last Seen: Jul 22, 2021 07:58:30 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The current COH infrastructure is not designed for the additional stress that would be added by building multi family dwellings in Single Family Residential areas. It would also damage the property value of the existing homes.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It in no way benefits those who choose to own and live in Single Family Homes.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If you do not build multi family dwellings in Single Family areas, there is no need to address this issue. You are attempting to solve a problem that YOU created.

Q4. Should parking vary based on proximity to various modes of transit?

No, if you need to adjust parking for other forms of transportation, then you should move closer to the form of transport you need. It is not for society to adjust to you, it is you that should address the needs of where you choose to live.

Q5. What might be some other aspects that should be considered?

If the majority of SFD owners wanted to live in a multi family area, they would have chosen to purchase in a multi family area. You should also prepare for a major dispute with the Homeowners Association in all these areas. It will also cause a mass exodus by many current residents in Houston. It is just a bad idea that is not wanted by anyone in Houston other than developers. It is time to try to stop fixing what is not broken.



Respondent No: 312

Login: Anonymous

Responded At: Jul 22, 2021 08:14:11 am

Last Seen: Jul 22, 2021 08:14:11 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It will add to density on our streets, schools, sewers, water, flooding, crime etc. We are already at capacity. This is a grab for power by the mayor. This money should not be spent on a supposed 'neutral' company to give advice on the neighborhoods we live in and have the right to enjoy. Our HOAs should not be overruled by the city.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Secondary units should not be allowed. Increasing the number and size will only add to problems like crime, vacancy, water run off, units being rented when they should not be.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This requirement should not be changed. Secondary units should not be allowed Deed restrictions of HOAs should be honored and not taken over by the city. MAJOR OVERSTEP BY CITY

Q4. Should parking vary based on proximity to various modes of transit?

I have lived in major cities with subways, etc. Very little parking is provided and you pay for leaving your car at a train station. People walk from their homes, regardless of weather or have someone drop them off and then go back home. It isn't an inconvenience. It is just the way they live.

Q5. What might be some other aspects that should be considered?

The Mayor and his administration including judges should consider the will of the people. We do not want our neighborhoods crowded with dense development. This administration has already flooded my home and many other homes without ANY WARNING! So, stop your power grab. Do something you are supposed to do like fight crime and not let people out of jail, stop raising our taxes, the list can go on and on.



Respondent No: 313

Login: Anonymous

Responded At: Jul 22, 2021 08:15:27 am

Last Seen: Jul 22, 2021 08:15:27 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are many challenges to be expected by increasing the number of units per lot. Traffic will increase with increased units; which will make neighborhoods less friendly to families, children, and neighborhood relationships. In addition, the increased number of units will stress city services like water, sewer, and trash. Houston's water system is already aging and in need of many upgrades.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There are many challenges to be expected by increasing the number of units per lot. Traffic will increase with increased units; which will make neighborhoods less friendly to families, children, and neighborhood relationships. In addition, the increased number of units will stress city services like water, sewer, and trash. Houston's water system is already aging and in need of many upgrades.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Secondary detached units should require additional off-street parking. I requirement off street parking space per 1000 sq ft of structure.

Q4. Should parking vary based on proximity to various modes of transit?

No it should not.

Q5. What might be some other aspects that should be considered?

Houston should focus on being a family friendly. Families need homes with space to spend outdoors. Houston has amazing weather and families would like to enjoy the outdoors in their yards.



Respondent No: 314

Login: Anonymous

Responded At: Jul 22, 2021 08:19:36 am

Last Seen: Jul 22, 2021 08:19:36 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

NO BENEFITS - MANY CHALLENGES AND PEOPLE LEAVING THE CITYpEOPLE

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

THERE IS SUCH SMALL SPACE BETWEEN HOMES ALREADY, NO PLACE FOR KIDS TO PLAY NOW. WE NEED SOME PEACE FROM TRAFFIC ALSO. THAT IS JUST MORE CARS, TRUICKS, DIRTY AIR ALSO!!NO

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO - STREETS NOW ARE FULL OF CARS WHO VISIT TOWNHOMES WITH MO PARKING SPACES ALREADY, PARENTS NEED THEIR SPACES FOR SCHOOL EVENTS, SWIM MEETE, ETC.

Q4. Should parking vary based on proximity to various modes of transit?

NOTHAT IS JUST ANOTHER REASON NOT TO PROCEED WITH THE DUMB IDEA OF MULTI HOUSING. CROWED HOUSES WITH TOO MANY PEOPLE WILL CAUSE MORE VIOLENCE..

Q5. What might be some other aspects that should be considered?

CITIZENS HAVE WORKED LOMG HARD YEARS TO PAY FOR THEIR HOMES; DAY TO DAY LIVING IS BECOMING MORE STRESSFUL DAILY AS WE FACE MORE AND MORE SERIOUS DISEASES, TAXES, PROBLEMS WITH SCHOOLS. AND MANY OTHERS .



Respondent No: 315

Login: Anonymous

Responded At: Jul 22, 2021 08:21:37 am

Last Seen: Jul 22, 2021 08:21:37 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Crowds the area. Causes drainage issues. Change the look and feel of the neighborhood. Neighborhoods have their own identity and deed restrictions. This should not be overridden by a blanket one size fits all plan the city may have. It is difficult enough to keep neighborhoods looking nice. without zoning all we have are our HOA guidelines...DO NOT MAKE THIS CHANGE!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

NO BENEFIT! Crowds the area. Causes drainage issues. Change the look and feel of the neighborhood. Neighborhoods have their own identity and deed restrictions. This should not be overridden by a blanket one size fits all plan the city may have. It is difficult enough to keep neighborhoods looking nice. without zoning all we have are our HOA guidelines...DO NOT MAKE THIS CHANGE

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO.....Crowds the area. Causes drainage issues. Change the look and feel of the neighborhood. Neighborhoods have their own identity and deed restrictions. This should not be overridden by a blanket one size fits all plan the city may have. It is difficult enough to keep neighborhoods looking nice. without zoning all we have are our HOA guidelines...DO NOT MAKE THIS CHANGE

Q4. Should parking vary based on proximity to various modes of transit?

NO!

Q5. What might be some other aspects that should be considered?

Neighborhoods only have their deed restrictions which are created by those that live and have lived there. The city should not override these. Smashing more housing into an area which has single family lots with one home ruins the livability for families and too often includes housing that does not match to current housing in the neighborhood. It is not all about creating low income housing.....do you want more people to move out of the city.....is it becoming a low income city...Great....



Respondent No: 316

Login: Anonymous

Responded At: Jul 22, 2021 08:22:53 am

Last Seen: Jul 22, 2021 08:22:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking is already limited with several cars on streets. Additional dwelling would reduce on lot parking and increase street parking

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, it should factor in the # of bedrooms and assume 2 cars per bedroom

Q4. Should parking vary based on proximity to various modes of transit?

No, limited public transit is available

Q5. What might be some other aspects that should be considered?

Water drainage factor. Less grass means more strain on the water drainage. Also number of trash cans on street during trash day



Respondent No: 317

Login: Anonymous

Responded At: Jul 22, 2021 08:25:53 am

Last Seen: Jul 22, 2021 08:25:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Not good for the neighborhood. Houston does not need this with all the flooding we have.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Crowded neighborhoods and more flooding because the land will not be able to absorb water. Bad for the community.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Bad for traffic and congestion



Respondent No: 318

Login: Anonymous

Responded At: Jul 22, 2021 08:37:19 am

Last Seen: Jul 22, 2021 08:37:19 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Is sure a plus to have more density

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Ser above

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Housing humans is primary concern, not cars

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Mid and high rise living is same thin as "musing middle" high rise miss middle top and bottom! Unrestricted freedom of living.
My lot my choice!



Respondent No: 319

Login: Anonymous

Responded At: Jul 22, 2021 08:39:42 am

Last Seen: Jul 22, 2021 08:39:42 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are a lot of apartments already around the neighborhood that are always looking for renters. Do not need more. Vote to leave housing requirements as they are.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 square feet for detached secondary unit should be plenty of space. I do not see a benefit to increasing the maximum size of dwelling unit. Why allow when larger detached building? Can more readily lead to abuse of other property restrictions.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking is fine as is. However, if allow for larger size, which means more people, would need more parking space.

Q4. Should parking vary based on proximity to various modes of transit?

No. Enough parking should be provided.

Q5. What might be some other aspects that should be considered?

I live in mature community. Therefore, new building should take place where space can be provided for this new building.



Respondent No: 320

Login: Anonymous

Responded At: Jul 22, 2021 08:43:41 am

Last Seen: Jul 22, 2021 08:43:41 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Neighborhoods with single family residences are made up of homeowners who bought homes there, specifically to avoid unwanted development of apartments, town houses, condos. It is not fair to those homeowners to change the nature of their neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There is no benefit. This will result in tightly packed housing that wasn't the intention of the original neighborhood plan.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Should this measure go ahead, only one place should be allowed.

Q4. Should parking vary based on proximity to various modes of transit?

If the area has various modes of transit, the parking spaces should be limited to one.

Q5. What might be some other aspects that should be considered?

At best, this measure will work in loosely-constructed mixed-use areas with businesses already located within the neighborhood. At worst, this measure could completely devalue and ruin established neighborhoods. I'm sure the city doesn't want to see lowered property values (resulting in lower taxes to the City) because it allowed such neighborhoods to be ravaged.



Respondent No: 321

Login: Anonymous

Responded At: Jul 22, 2021 08:45:27 am

Last Seen: Jul 22, 2021 08:45:27 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits. The challenges relate to existing infrastructure that meets needs for development under the regulations not being able to meet the needs for development under the proposed changes, as well as an extremely likely decrease in property values should the proposed changes come into effect -- which would be terrible results and probably not lead to a corresponding change (reduction) in amounts of property taxes paid.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as my response to No. 1

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 322

Login: Anonymous

Responded At: Jul 22, 2021 08:49:26 am

Last Seen: Jul 22, 2021 08:49:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

A residential neighborhood should remain single family dwelling as described in the deed restrictions.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

A more pressing parking issue relates to apartment complexes being allowed to A. Have inadequate parking for the number of units/ residents. In our neighborhood the overflow for parking goes into our residential streets. People coming and going all hours filling up all the curb parking where homeowners can't park in front of their homes. I live next door to a residential care home. Allowed by federal law. This has completely changed the character of our once quiet cul de sac street. Unintended consequences of a good idea.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

In general I think this is a bad idea. Look at what has happened in Houston Heights. Let feed restrictions dictate buildings size and use. That is what we bought our properties based on.



Respondent No: 323

Login: Anonymous

Responded At: Jul 22, 2021 08:54:24 am

Last Seen: Jul 22, 2021 08:54:24 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Degradation of existing neighborhoods

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Degradation of existing neighborhoods

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No changes

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Existing regulations should not be changed!



Respondent No: 324

Login: Anonymous

Responded At: Jul 22, 2021 08:55:00 am

Last Seen: Jul 22, 2021 08:55:00 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The current rule of 2 units/lot clearly applies to areas of the city where the deed restrictions have expired. Neighborhoods where residents over the years have made efforts to enforce, improve and renew deed restrictions should be not be subject to any new rules that may affect residential development density. It would seem to me that increasing density of housing units in most cases will overwhelm the utility infrastructure, including sanitary and storm sewer , water lines and streets, most of which haven't been updated in decades.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think size of secondary units can be controlled by creating and enforcing height restrictions and front, rear and side setbacks for all unrestricted single family lots.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I think the requirement of one additional parking space should be maintained.

Q4. Should parking vary based on proximity to various modes of transit?

Possibly, but bus routes can easily be changed or eliminated over time. Proximity to one of the commuter rail lines would be a more permanent factor.

Q5. What might be some other aspects that should be considered?

Areas where there are streets with open ditches rather that curb and gutter severely limit on street parking and make traffic in these areas congested. Street improvements by either the city or the developer (or both) might be a requirement before greater density is allowed.



Respondent No: 325

Login: Anonymous

Responded At: Jul 22, 2021 09:05:22 am

Last Seen: Jul 22, 2021 09:05:22 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: -Homeowner may see it as an extra source of income in leasing the separate space -Provide extra livable room for family members in need or guests/visitors while maintaining primary family privacy -Additional local cashflow within areas this would be allowed in -Availability for people to reside in more desirable areas their current incomes/careers just can't allow (Assuming a leasing situation) Cons: -Not enough parking for additional residents available to prevent overflow onto streets, causing traffic flow issues or primary resident parking issues. Also, more traffic translates to more wear and tear on roads, to which many in Houston are already battered and beaten with no quick repairs or corrections available -Additional exposure for primary neighborhood/tax-paying residents to issues and/or conflicts with non-permanent residents, to which primary residents may have little control over mitigating any instances -For areas without governing or oversight bodies/committees, regulations or guidelines cannot be established to help maintain the quality of livable habitation being established or residents occupying the space, possibly leading to neighborhoods becoming undesirable and devaluing the area. This in turn can drive people away to other areas/counties with more desirable/actual single family resident lots, and would drive local cash flow/money away -Schools are already in abundance with students as it is, and allowing more units on single lots could produce the potential for additional children to be placed in schools that currently have low space/resources as it is; depending on the area, land is scarce to construct new schools to accommodate the additional amounts of students appropriately, so this would be adding more fuel to an education issue that already exists. (If somehow that issue can be resolved though, it would in turn lead to more jobs so I guess +1 point for that part, if it can be met) - Additional security issues. In our area we currently we have enough issues with nightly disturbances/gunshot events with the mix of apartment complexes around single home residence neighborhoods (West Houston), allowing "multi-family" type residences to now be established within the actual neighborhoods could only allow for those issues to overflow into established/governed communities. Side note: We absolutely love Ted Heap's Constable Precinct 5, not only for their diligence in already trying to keep issues at bay throughout their large area, but also for their constant community outreach and involvement

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits: -More livable space to accommodate for a more family friendly residence/provide the possibility for families to have sufficient space for comfort Cons: -The potential for very limited space/privacy for adjacent lots that would maintain a single residence lot -Parking issues in instances where majority or whole lot is used for structure, which would directly lead to residents parking on streets, flooding traffic access, and potentially causing overflow to other residents properties -Providing adequate utilities for assumed influx of newly allowed multiple large spaces based on currently established public lines, without causing a need for reconstruction of utility lines or affecting standard quality for others

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Not relating this concept to this potential new multiple dwelling initiative, if the lot/space currently allows for an additional space then by all means amend the requirement, but amending it to allow parking on street as an additional option, I feel, would not be a viable solution; multiple areas of Houston were not planned and constructed space-wise to allow for more than two-way traffic. Allowing for cars to sit on the street and hinder the flow of traffic/egress and emergency vehicles, without making accommodations for "street parking" within ones' lot, just produces a bigger problem and more potential for accidents/damage

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

I am 100% for people being included in a high quality of life and within desirable areas of their cities, Houston is one of the best with MANY great things to offer, but I completely disagree with this initiative being a solution for the following reasons: - Multifamily residences are a type of building/structure that are already designed and developed to promote an accessible lifestyle in more desirable places for any person/family. It is no secret that these establishments have been booming in the Houston area over the last 5-10 years throughout Downtown, Eado, the Heights, Washington, etc., and if these are not providing sufficiently to a certain group, it seems like a more viable solution could be found in getting with developers to see how these other needs can be met with these multi-family structures that already meet the general needs that this multi-dwelling initiative is seemingly seeking. Houston is currently planning to build/develop an amazing 9-hole golf course facility in Eado to continue developing that area, it shouldn't be a stretch to cleanup/develop other spaces to provide better communities for families to flourish in. Don't focus on reinventing the wheel, figure out how the wheel can meet the needs of your vehicle -Organizations such as Habitat for Humanity or Baker Ripley already work towards providing a solid foundation for a positive Home and Lifestyle environment, regardless of what area you are in. I personally have worked for Habitat for Humanity, and one of the things I loved about the organization is that they don't just give people a home because they are in need, their method and procedures make sure to instill Values and Appreciation with the homeowners for their new home through their requirements of hours spent building another families home before they can get to required hours spent building their own home; hours can also be worked by other friends and family to help towards reaching their necessary goal. This method creates not only Pride and Appreciation for a neighbors home and family, but Pride and Appreciation for their own home amongst everyone that was involved or contributed to their process. Giving people access to something does not guarantee their Pride and Appreciation for what they have which in turn can lead to less respect for the others around them and more serious safety issues. Having respect and the desire to properly maintain what you have, regardless of where you are, should be a goal and starting point in trying to develop better communities and areas, not integrating additional spaces into currently more desired areas; more attention and resources to organizations like Habitat for Humanity, a group that already works towards helping families in need while promoting a better respect and appreciation for life and community, could be a better alternative in reaching quality of life for all



Respondent No: 326

Login: Anonymous

Responded At: Jul 22, 2021 09:05:24 am

Last Seen: Jul 22, 2021 09:05:24 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am TOTALLY opposed to this. It will create over crowding schools, change in my neighborhood feel for the worse and decline in my property value.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Single family dwellings and lots should stay just that SINGLE FAMILY. DO not ALLOW THIS TO PASS.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

DO NOT pass this!! It is a bad idea for so many reasons. I bought in a single lot, single family neighborhood for that reason.

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

DO NOT ALLOW Livable Places Action Committee to pass two dwelling units per lot or encourage a variety of housing types. This will further distroy my neighborhood, city and schools.



Respondent No: 327

Login: Anonymous

Responded At: Jul 22, 2021 09:10:13 am

Last Seen: Jul 22, 2021 09:10:13 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I don't see any benefit to citizens who value lower population density and privacy from neighbors. There are currently many opportunities in this city to live in high density apartment/condo/townhouse developments if one chooses. A lot of folks who champion high density living for the general population live in low density areas such as River Oaks: "It's good for thee, but not for me".

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Changing the restriction on size of accessory dwelling units is a "stealth" method of achieving the goal of increasing population density without voter approval.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No comment

Q4. Should parking vary based on proximity to various modes of transit?

I don't think proximity to public transit is relevant to the need for parking. Autos are a requirement in our community, most of which will never be accessible via public transit.

Q5. What might be some other aspects that should be considered?

Houston is not the same as New York City or San Francisco or European cities. Local politicians should stop trying to emulate those cities.



Respondent No: 328

Login: Anonymous

Responded At: Jul 22, 2021 09:23:38 am

Last Seen: Jul 22, 2021 09:23:38 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Increased. Does not apply in many other High density areas such as the heights.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Already dense areas need assistance to align with these rules.



Respondent No: 329

Login: Anonymous

Responded At: Jul 22, 2021 09:23:47 am

Last Seen: Jul 22, 2021 09:23:47 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I feel that a single family unit lot should remain just that. This allows for a true neighborhood feel. Also, a single family unit lot is not intended for multi-unit buildings, and neighborhoods will lose the feel of community. As a result, neighborhoods could also become less safe, as crime thrives where residents don't know and watch out for each other.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The challenge of increasing the maximum size of ADUs would be that likely, the buildings would go up and taller to accommodate this increase in square footage. This would change the whole make up of a residential community. And again, this increase of people per square foot of land, increases the density of population in a neighborhood, therefore resulting in the overcrowding in parking areas, making neighborhood streets busier and less safe for children playing, and it will cause a breakdown of the feel of community that neighborhoods offer.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I believe this doesn't need to be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No comment

Q5. What might be some other aspects that should be considered?

I really don't understand the reason for changing the status of single family unit lots, except to overcrowd neighborhoods. I have nothing against apartments, townhomes, etc, however, those tend to be more transient tenants and less vested in the properties/ communities.



Respondent No: 330

Login: Anonymous

Responded At: Jul 22, 2021 09:27:09 am

Last Seen: Jul 22, 2021 09:27:09 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Disadvantages: Lower property values of adjacent properties, lack of parking, reducing green-space and permeable areas, increased likelihood of flooding, increased demand on sewers, electric, water and other infrastructure. Advantages: make more bucks for the City and developers.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefit: make for bucks for the City and developers.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Need to require a real, dedicated auto parking space, not a garage space filled with personal goods.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Consider input from subdivisions or local residents. Do not allow changes to previous City commitments to neighborhoods such as Minimum Lot Size. Start thorough enforcement of Ch. 42 and quit granting waivers.



Respondent No: 331

Login: Anonymous

Responded At: Jul 22, 2021 09:30:51 am

Last Seen: Jul 22, 2021 09:30:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Over crowding. Lowering of property values for existing single family homes.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as above

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

See #1



Respondent No: 332

Login: Anonymous

Responded At: Jul 22, 2021 09:36:44 am

Last Seen: Jul 22, 2021 09:36:44 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see why my water bill will be going up now. You will be using it to build up the sewer and water lines as you shove more people into smaller areas. Most of the examples addresses listed are in areas that are the older infrastructure of Houston.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Less area for parking in areas that are already cramped for space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Where will these people park? Houston has a horrible bus/train system and people must have a car to commute to get even the basic needs.

Q4. Should parking vary based on proximity to various modes of transit?

No, you are limiting people on when and where they can go if you say they cannot have a car. We are not in New York City or Washington DC where people do not have cars at all.

Q5. What might be some other aspects that should be considered?

Come to the realization that not everyone lives the same lives and people have different needs. Stop shoving all of us into the same mold.



Respondent No: 333

Login: Anonymous

Responded At: Jul 22, 2021 09:37:01 am

Last Seen: Jul 22, 2021 09:37:01 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I live in a single family neighborhood intentionally. If i wanted to live in the midst of multifamily homes I would have chosen to do so. I do not want more than 1 neighbor on the lot beside me. Multifamily homes will not keep the property the same as it will be the others job. It will be loud and parking etc is not set up in established neighborhoods for multifamily homes per lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There is a limit based on your property lines and easement restrictions.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This is a reason why multifamily should not be allowed in established neighborhoods. 90% of the time there will be more than 1 vehicle. I should not have to fight for parking at my own home which I have paid for.

Q4. Should parking vary based on proximity to various modes of transit?

No there should not be any multifamily homes in existing single family neighborhoods.

Q5. What might be some other aspects that should be considered?

You are enabling developers to get make a profit and then they leave and no one keeps up the property just like flooding. I have paid for my single family home and should not have to contend with a multifamily home as my neighbor. I should not have to fight for parking in front of my property and worry about my value decreasing because I now have a multifamily home beside me



Respondent No: 334

Login: Anonymous

Responded At: Jul 22, 2021 09:39:26 am

Last Seen: Jul 22, 2021 09:39:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

PART OF THE APPEAL OF HOUSTON IS THE SPACE BETWEEN HOMES AND THE VARIETY IN TYPES OF HOUSING. WE CURRENTLY HAVE TRAFFIC PROBLEMS AND DRAINAGE PROBLEMS THAT HAVE NOT BEEN RESOLVED. ADDING INCREASED RESIDENTIAL DENSITY WILL ONLY AGGREGATE HOUSTON'S POPULATION RELATED ISSUES.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

A GARAGE APARTMENT CAN BE AN ASSET TO A HOME. A SECOND LARGE BUILDING INCREASES THE PROBLEMS LISTED IN #1. A SECOND BUILDING NOT VISIBLE FROM THE STREET INCREASES THE OPPORTUNITY FOR CRIME SINCE THERE WILL NOT BE VISIBILITY FROM THE ROAD.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

THERE SHOULD BE A MINIMUM OF 2 SPACES. IN SOME NEIGHBORHOODS, SUCH AS RICE MILITARY, THERE IS SO MUCH ON STREET PARKING THAT IT IS DIFFICULT TO DRIVE DOWN THE STREETS SAFELY. SAFE ROAD PASSAGE IS PARTICULARLY AN ISSUE WHEN THERE IS A CAR COMING FROM BOTH ENDS OF THE STREET.

Q4. Should parking vary based on proximity to various modes of transit?

NO. THE TYPICAL HOUSTON FAMILY USES ONE CAR PER ADULT DAILY. THAT SOMETIMES INCREASES WITH OLDER CHILDREN WHO DRIVE.

Q5. What might be some other aspects that should be considered?

DO NOT PERSUE THIS ORDINANCE.



Respondent No: 335

Login: Anonymous

Responded At: Jul 22, 2021 09:40:04 am

Last Seen: Jul 22, 2021 09:40:04 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the allowed housing units would create parking issues, and increase flooding issues

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing or eliminating the maximum size could affect neighbor quality of life issues and create possible flooding issues

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The general setbacks to the current dwellings and the ambiance of the neighborhood



Respondent No: 336

Login: Anonymous

Responded At: Jul 22, 2021 09:44:13 am

Last Seen: Jul 22, 2021 09:44:13 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I don't see any benefit to this is it overcrowds the area.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit and as it will change the character of the neighborhood and cause overcrowding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Most families have more than one vehicle so that would not be enough.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

It is detrimental to property values to mix different types of housing in one area.



Respondent No: 337

Login: Anonymous

Responded At: Jul 22, 2021 09:54:39 am

Last Seen: Jul 22, 2021 09:54:39 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits, do not change

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increase to 1200 square feet, no other changes

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, do not change

Q4. Should parking vary based on proximity to various modes of transit?

On case by case basis

Q5. What might be some other aspects that should be considered?

Keep residential communities intact, do not change anything, it's working...



Respondent No: 338

Login: Registered

Responded At: Jul 22, 2021 09:55:15 am

Last Seen: Jul 22, 2021 16:52:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Nothing. This is a bad idea!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Terrible idea to have this enacted

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Do not enact this.



Respondent No: 339

Login: Anonymous

Responded At: Jul 22, 2021 09:55:56 am

Last Seen: Jul 22, 2021 09:55:56 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I foresee additional flood control problems as more of the ground is covered with hard surfaces. I see that many of these locations are absolute dumps with fenced in yards. One doesn't fence in your yard unless there are problems with excessive people walking through your yard and either dumping trash in your yard or disturbing you in some other way..

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't see a good reason to change. Again there are issues with storm runoff.

Q4. Should parking vary based on proximity to various modes of transit?

This is Houston, if you haven't noticed. There are only two viable modes of transit available, car and bus, The buses don't run often enough to supplant cars to a great degree. Have you considered how you could go to the grocery store depending on the bus schedule?

Q5. What might be some other aspects that should be considered?

I would be very against anything that would abrogate existing deed restrictions. The lawsuits that would follow could be devastating to any improvements you may be considering.



Respondent No: 340

Login: Anonymous

Responded At: Jul 22, 2021 09:57:29 am

Last Seen: Jul 22, 2021 09:57:29 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

High density living is already an issue in our city and particularly in areas with narrow streets.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges are reducing green spaces and increasing zero lot lines. Our city has a flooding problem and added concrete is a bad idea.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If streets cannot accommodate additional parking, then the property of the residence should make space for residents' vehicles.

Q4. Should parking vary based on proximity to various modes of transit?

Houston must have better mass transit before this issue can even be discussed.

Q5. What might be some other aspects that should be considered?

Spending any amount of money to do a study on this issue is a waste in my opinion. If this should move forward, I believe it would be more of a detriment than a benefit to our city.



Respondent No: 341

Login: Anonymous

Responded At: Jul 22, 2021 10:11:05 am

Last Seen: Jul 22, 2021 10:11:05 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The single-family lot restrictions, as seen in Village Place, are a terrible waste of space. Expansive lawns and houses that give the inhabitants the fantasy of living on a Southern plantation or a miniature English estate. The lawns are expensive to maintain, create pollution with mowers and leaf blowers and constantly need fertilizer and carcinogenic pesticides and serve no purpose than "curb appeal" for fantasy seekers. The construction of the upscale 2 townhouses on one lot plan shows a lack of green space and more concrete surface to cause more flooding. Responsible urban planning needs to consider provision for more green space - neighborhood parks, community gardens, for example, fully accessible in each block.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Homes with a garage apartment or guest cottage enable people of diverse incomes to live in the city.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Please consult with responsible urban planners and not just individuals who are interested only in their individual property, my big house, my big yard, my own pool, and not concerned with the needs of the community and ecological concerns.



Respondent No: 342

Login: Anonymous

Responded At: Jul 22, 2021 10:13:12 am

Last Seen: Jul 22, 2021 10:13:12 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

population density is ruining the city. Just like multiple family units. by increasing the density you incerease non permiable space and extra traffic and surface heat.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

once again, to lose the open spaces in our neighborhoods is a bad idea and totally ruins neighborhoods and lifestyles.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no. but in no way should there be more than two units on a single lot.

Q4. Should parking vary based on proximity to various modes of transit?

no.

Q5. What might be some other aspects that should be considered?

Turning our city into an urban nightmare like the cities to our north is not necessary with the land area that the city has for normal living and space between housing. The area inside the loop around 59 is an example of cramming a lot of peol=ple into a smallll area. The infrastructure does not support it and traffic is a nightmare for all.



Respondent No: 343

Login: Anonymous

Responded At: Jul 22, 2021 10:18:30 am

Last Seen: Jul 22, 2021 10:18:30 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

My neighborhood has plenty of existing apartment buildings which meet the needs of the community.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This is sufficient as it is. 900 SF is perfect for a MIL apartment or a college student who is back at home.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 344

Login: Anonymous

Responded At: Jul 22, 2021 10:22:37 am

Last Seen: Jul 22, 2021 10:22:37 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased population density, traffic snarls and a marked increase in crime.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Decrease in privacy, property values and increase in serious crime.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No it should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No absolutely not.

Q5. What might be some other aspects that should be considered?

The loss of the American Dream single family home and descent into third world living arrangements.



Respondent No: 345

Login: Anonymous

Responded At: Jul 22, 2021 10:41:18 am

Last Seen: Jul 22, 2021 10:41:18 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: increased population density and reduced urban sprawl and reduced single vehicle commuting Challenges: none

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See above.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking spaces off street should equal the number of independent housing units on the lot

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Off street Parking spaces of one per household unit should limit car use and drive more public transport use.



Respondent No: 346

Login: Anonymous

Responded At: Jul 22, 2021 10:44:01 am

Last Seen: Jul 22, 2021 10:44:01 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I believe the neighborhood residents should make the determination of how many units per lot is allowed. And once that decision is made via deed restrictions, it should be honored and protected by the city.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, the neighborhood and its residents should have primary voice in these decisions.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Do not change this requirement.

Q4. Should parking vary based on proximity to various modes of transit?

nope, parking should not be based on proximity to various modes of transit.

Q5. What might be some other aspects that should be considered?

The current residents and owners of the neighborhood should be the primary decision makers for the type of development or not in their neighborhood.



Respondent No: 347

Login: Anonymous

Responded At: Jul 22, 2021 10:53:54 am

Last Seen: Jul 22, 2021 10:53:54 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Congestion. Less outdoor space for children and walking. Renting vs. owning.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

same as # 1

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

Property values would likely be affected. It is not fair to families who may have saved for years in order to buy a home in a single family neighborhood.



Respondent No: 348

Login: Anonymous

Responded At: Jul 22, 2021 10:57:57 am

Last Seen: Jul 22, 2021 10:57:57 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No. Decreasing the amount of green space is bad for all concerned, not to mention property values

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

A minimum of 2 spaces per unit should be required.

Q4. Should parking vary based on proximity to various modes of transit?

There should be a minimum of 2 spaces available per dwelling unit. Public transportation is a joke in Houston

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 349

Login: Anonymous

Responded At: Jul 22, 2021 10:58:47 am

Last Seen: Jul 22, 2021 10:58:47 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I oppose this proposition because it leads to more crowded, unkept properties. I think it is not as attractive a single-house dwellings and would detract from the beauty of the streets/neighborhood of single homes. I do not think it's attractive when people park their RVs in the driveways either. Sometimes residents have guests living in the RV and those, I have found, can be very undesirable. These situations also lead to crowded parking, which results in parking on the grass. I have seen how apartment complexes in Houston are not well maintained and that leads to the deterioration of single-family streets, which can lead to more crime.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

People without enough income will group together to live in a small space and that leads to all kinds of problems in terms of upkeep of property and lower-income residents ruining the value of properties and ruining the appearance of the neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It is imperative that available parking is proportionate to size of units. Otherwise, streets are crowded and traffic flow is impaired. One must also consider flooding of streets. There is a two-story single-family home on my street and yet there are approximately 8-10 cars always parked in their front circular driveway and the street in front. It's a sloppy mess, especially since some of the vehicles are work trucks. Such sights ruin the attractiveness of the street and lower property values.

Q4. Should parking vary based on proximity to various modes of transit?

Yes and ease of traffic flow.

Q5. What might be some other aspects that should be considered?

More people in a specified space means more traffic. Houston already has a traffic problem. With no zoning, much construction has lead to flooding of streets. There should be no threat that nice neighborhoods would not remain nice neighborhoods. More people also means more law enforcement.



Respondent No: 350

Login: Anonymous

Responded At: Jul 22, 2021 11:00:13 am

Last Seen: Jul 22, 2021 11:00:13 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

One per allowed adult resident.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Lowering property values to existing units.



Respondent No: 351

Login: Anonymous

Responded At: Jul 22, 2021 11:05:50 am

Last Seen: Jul 22, 2021 11:05:50 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits to increasing the number of units per lot

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits to increasing or eliminating the maximum size of ADUs.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, This should not be changed. Streets should not be counted on to be a parking lot for homeowners.

Q4. Should parking vary based on proximity to various modes of transit?

I am not sure of what is exactly meant by this question.

Q5. What might be some other aspects that should be considered?

Single family dwellings in Houston should not morph into multi-family dwellings.



Respondent No: 352

Login: Anonymous

Responded At: Jul 22, 2021 11:26:06 am

Last Seen: Jul 22, 2021 11:26:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There is no benefit to increasing the allowable number of units per single family lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing or eliminating the maximum size of ADUs will allow those who are able to build oversized spaces for their sole use not necessarily to rent or lease.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, it should be changed to allow no on-street parking for all single family lots.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Increasing available units on single family lots does not solve the sprawl, traffic, housing cost or crime rates in Houston. Houston historically maintains a 90% Multifamily occupancy rate. This indicates that all those who choose to live in multi unit environments are already doing so otherwise it would be 100%. This is a solution in search of a problem.



Respondent No: 353

Login: Anonymous

Responded At: Jul 22, 2021 11:29:07 am

Last Seen: Jul 22, 2021 11:29:07 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Current infrastructure - roads and services (post office, trash, etc) cannot accommodate a doubling of the population in certain areas. Also it brings down property values of established neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Larger units would encourage even more people living in a space which would push properties over a reasonable capacity. Plumbing, electricity, etc usage would increase putting a strain on the already taxed system.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

in addition to the number of units, the size of units, and parking, also consider how this could become aesthetically unpleasing. And ultimately bring the median income of Houston even lower.



Respondent No: 354

Login: Anonymous

Responded At: Jul 22, 2021 11:39:42 am

Last Seen: Jul 22, 2021 11:39:42 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We already can't drive during normal hours because of the traffic. Our water pressure is minimal, our narrow streets are blocked with construction vehicles, delivery vans, etc to the point you have to play bumper cars to get home. There is NO BENEFIT to this proposal other than keeping the builders who make political donations happy.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There is NO benefit. Crowding more people into less space. No parking , no sidewalks, neighbors on top of neighbors. Ridiculous.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be a requirement for four additional parking spaces.

Q4. Should parking vary based on proximity to various modes of transit?

No. Parking is parking.

Q5. What might be some other aspects that should be considered?

The traffic, the size of the streets, the congestion, the infrastructure, the loss of property values, increase in crime, burglaries, neighborhood aesthetics



Respondent No: 355

Login: Anonymous

Responded At: Jul 22, 2021 11:44:54 am

Last Seen: Jul 22, 2021 11:44:54 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenge is overcrowding infrastructure (roadways, schools), adding more people to neighborhoods not designed for this.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again not in favor of adding more people when the neighborhood wasn't designed for it.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, streets are already congested.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 356

Login: Anonymous

Responded At: Jul 22, 2021 11:52:15 am

Last Seen: Jul 22, 2021 11:52:15 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More contamination and less green area. Less oxygen for this earth.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Increase crime to the area.

Q4. Should parking vary based on proximity to various modes of transit?

There should be available safe parking area.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 357

Login: Anonymous

Responded At: Jul 22, 2021 11:57:02 am

Last Seen: Jul 22, 2021 11:57:02 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see it as a "downgrade" for an existing neighborhood made up of single family homes. It would also impede the authority of an existing HOA, which already faces multiple challenges anyway. Not a good idea in my opinion.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The size certainly should NOT be increased if a law passes allowing these ADUs to be constructed.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

To me, this entire idea is very disruptive and a negative feature to a neighborhood entirely made up of single family homes. I, for one, am proud of my neighborhood and love living here. I think allowing ADUs would have a very negative impact.



Respondent No: 358

Login: Anonymous

Responded At: Jul 22, 2021 12:06:06 pm

Last Seen: Jul 22, 2021 12:06:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More traffic and less green space

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

So whoever lives next door can have some crap house built up to the lot line. No thank you

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

How you're going to ruin neighborhoods



Respondent No: 359

Login: Anonymous

Responded At: Jul 22, 2021 12:12:38 pm

Last Seen: Jul 22, 2021 12:12:38 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increased traffic, over-crowding

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 360

Login: Anonymous

Responded At: Jul 22, 2021 12:14:25 pm

Last Seen: Jul 22, 2021 12:14:25 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit. Just a reduction in existing home values, and overpopulation of already cramped lots.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 361

Login: Anonymous

Responded At: Jul 22, 2021 12:15:18 pm

Last Seen: Jul 22, 2021 12:15:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing allowable density can create challenges to property maintenance and traffic congestion (as well as parking issues) which will drive down property values, which current owners sought in their initial purchases.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same neighborhood congestion issues as I highlighted in answering Question #1.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

One additional off-street parking place is totally inadequate. In our neighborhood we do not allow overnight street parking on our private streets.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Increased density quite logically becomes a multiplier to issues of safe, peaceful living - just due to the increased number of people adding to permutations and combinations of congestion. A prime attractiveness for those of us who bought in neighborhoods with restrictive covenants and by-laws was the inherent limitations on density and associated traffic and crime. Changing the rules 'mid-stream' for current owners is an unfair change to the terms & conditions of our investment - decidedly unjust!



Respondent No: 362

Login: Anonymous

Responded At: Jul 22, 2021 12:22:27 pm

Last Seen: Jul 22, 2021 12:22:27 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits Don't do it!!!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

NO Changes, Do not change you are destroying the fabric of our communities with these proposals

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO Dont change it. No changes

Q4. Should parking vary based on proximity to various modes of transit?

No Changes

Q5. What might be some other aspects that should be considered?

NO changes Needed, YOU HAVE wasted 400,000 tax dollars with this community destructive research program.



Respondent No: 363

Login: Anonymous

Responded At: Jul 22, 2021 12:23:53 pm

Last Seen: Jul 22, 2021 12:23:53 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Doing this will increase traffic in already busy neighborhoods. Is there adequate parking for additional units? If people need to park in the street, will emergency vehicles be able to get through? How will this additional development impact rain runoff and potential flooding

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

My concern would be with the environmental impact of further development and potential for increased flooding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If you are changing, you should require more off street parking.

Q4. Should parking vary based on proximity to various modes of transit?

No. Not at this time. If a true light rail network becomes a reality for more places beyond downtown and med center, then maybe. But I don't expect that to happen in my lifetime.

Q5. What might be some other aspects that should be considered?

What are the perceived problems that are leading you to thinking this increase in dwellings per lot is a good idea? I think this is a very bad idea.



Respondent No: 364

Login: Anonymous

Responded At: Jul 22, 2021 12:33:09 pm

Last Seen: Jul 22, 2021 12:33:09 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see NO benefit by increasing unit numbers on lot. I am absolutely AGAINST it!!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Again, we DO NOT WANT "secondary detached units on single-family lots" regardless of parking spaces.

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 365

Login: Anonymous

Responded At: Jul 22, 2021 12:35:41 pm

Last Seen: Jul 22, 2021 12:35:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

worsening traffic, crime

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 366

Login: Anonymous

Responded At: Jul 22, 2021 12:43:11 pm

Last Seen: Jul 22, 2021 12:43:11 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Not enough services (electric, water, sewage) available to serve more units. Exploitation of resources already in short supply. Negative impact on property values.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There will be no recreational space available on individual properties: too close to neighbors, anger issues, noise and animal issues.Parking problems.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Not sure what the answer is here, not much additional space available.

Q4. Should parking vary based on proximity to various modes of transit?

Only in already densely planned neighborhoods such as those in the city center.

Q5. What might be some other aspects that should be considered?

Livability. If we wanted to live on top of each other, we would have selected that form of housing. To impose more people in less space in existing space seems to ignore all homeowner rights.



Respondent No: 367

Login: Anonymous

Responded At: Jul 22, 2021 12:47:08 pm

Last Seen: Jul 22, 2021 12:47:08 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

A horrible idea! Our area is already jammed packed. Two homes on a lot is too much. Where will they park? The city just wants more tax income. Fill up all the apartments being built first. Then revisit this.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Leave it alone. There should not be structures from property line to property line.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No unless it goes to zero. Our streets are so narrow. Currently, parking anywhere is a pain in the ass. With all the apartments going up there's too many cars in the streets as it is.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The current residents already living in the city. Construction headaches while building your extra ADU's



Respondent No: 368

Login: Anonymous

Responded At: Jul 22, 2021 12:55:14 pm

Last Seen: Jul 22, 2021 12:55:14 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Over crowding neighborhoods and schools. I am against adding additional housing units to single family lots

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Over crowding neighborhoods and schools. I am against adding additional housing units to single family lots

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, we do not want more cars parking on streets or increasing the number of cars for a single family lot.

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

Over crowding neighborhoods and schools. I am against adding additional housing units to single family lots



Respondent No: 369

Login: Anonymous

Responded At: Jul 22, 2021 13:10:22 pm

Last Seen: Jul 22, 2021 13:10:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Leave the subdivisions alone. They are fine the way they are. Do NOT increase this allotment - it is not a sustainable plan. Houston already has too much development to be sustainable during our constant flooding issues. We need MORE green spaces and parks. this type of development is adding to our flooding problems. STOP!!!!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If Max sizes are eliminated - we lose green spaces that absorb water and we add to the flooding issues. Do NOT agree with this approach. No changes to existing restrictions needed.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No - do not change the existing restrictions. They are fine the way they are. This is a huge negative impact to flooding. We need more green spaces.

Q4. Should parking vary based on proximity to various modes of transit?

No. Houston is not mass transit friendly. It never has been and never will be as it is too spread out with multiple centers. Focus in a different way to create "clusters" so we have small town areas within the city. Look at existing developments like city center and encourage remote work to reduce traffic on the streets and utilization of hybrid work models and revitalize old shopping centers by making them a mixed use of retail/living/working spaces to create walkable areas that support and sustain a better lifestyle for the environment and the population.

Q5. What might be some other aspects that should be considered?

There are a myriad of abandoned building throughout the city - review the ability to create mini town squares that include water fountains, shade trees, walkable environments. Houston is too big to be a walkable city but if specific areas are able to create oasis of beauty, neighborhoods that thrive with harmonious aspects - bringing together satellite work spaces, dining, shopping, and the arts - it reduces the over all traffic situation and revitalizes "dead" zones by bringing them back to life and brings a sense of pride in the city. The city has a great sense of community and any new additions need to fit in and can by creating "neighborhoods" where relationships can thrive - mixed use spaces work well in abandoned retail spaces - this includes additions of mini-university satellite spots for continuing education, small theatres, neighborhood cafes, encouragement of 2 days in the office and 3 days remote work reduces traffic. MORE police is needed - office them with the mixed use neighborhoods and embed them into the neighborhoods to become part of them. We should always have our police. They are a welcome part of ALL our communities. More mini green spaces with smaller shade trees, fountains, encouragement of outdoor space usage which brings people together and provides external calmness and increases the joy of nature. For all exterior places in these types of scenarios -we will need lots of outside fans to blow the mosquitoes away. We have plenty of space in the city - just like a closet - but it isn't being utilized correctly.



Respondent No: 370

Login: Anonymous

Responded At: Jul 22, 2021 13:14:42 pm

Last Seen: Jul 22, 2021 13:14:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit. Increasing density without increasing infrastructure is STUPID and IRRESPONSIBLE! Congestion is already overbearing in Houston causing polluted air, traffic jams, intercity violence, etc.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Not totally true. Additions exceeding 600 sq. ft. require an environmental impact study and an approved permit. Also, deed restrictions have to be complied with, otherwise residents are not permitted equal protection under the law. We supposedly live in a democracy--NOT a dictatorship!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Street widths in Houston are embarrassingly narrow thanks to the lack of intelligent developmental regulations. At present, increasing street parking will all but ensure streets will become increasingly congested. Presently, if a car is parked on the street, oncoming traffic must move into the oncoming lane to pass. If two cars are parked across from one another, traffic must carefully squeeze through if possible. Leadership in Houston has still not progressed beyond "COWTOWN" mentality. Additionally, there are not sidewalks in most neighborhoods. More evidence of "deep" thinking and large city design standards.

Q4. Should parking vary based on proximity to various modes of transit?

Seriously?? Parking is constrained now with ridiculously narrow streets. WTFU!

Q5. What might be some other aspects that should be considered?

Honor deed restrictions.



Respondent No: 371

Login: Anonymous

Responded At: Jul 22, 2021 13:18:20 pm

Last Seen: Jul 22, 2021 13:18:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units allows for a wider variety of housing types and offers different pricing levels for each type. it also reduces the land and infrastructure cost per unit.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There's no difference between an attached unit or a detached unit if two are allowed on one lot. The not to exceed should be eliminated.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should be eliminated. requiring parking spaces for affordable housing is counter productive. it requires more land which increases cost of the project and car ownership does not contribute to making a place more affordable.

Q4. Should parking vary based on proximity to various modes of transit?

Parking should not be a requirement dictated by the city.

Q5. What might be some other aspects that should be considered?

Eliminating deed restrictions that ban non single family residential or require their definition of "Single Family Lot" to match the city's definition of more than 1 unit per lot.



Respondent No: 372

Login: Anonymous

Responded At: Jul 22, 2021 13:18:59 pm

Last Seen: Jul 22, 2021 13:18:59 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It is a terrible idea. Houston does not need increased housing density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 square feet is plenty for a detached secondary unit. A maximum for attached secondary units would be a good idea.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change please. There is too much on-street parking already.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

The entire idea is bad.



Respondent No: 373

Login: Anonymous

Responded At: Jul 22, 2021 13:21:00 pm

Last Seen: Jul 22, 2021 13:21:00 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The term "missing middle" refers to housing that includes duplexes, quadruplexes, town homes, and condo complexes. Residential areas do not have the parking facilities related to these types of livable spaces, traffic adjustment ability, along with school and community pools/tennis courts etc. to accommodate these changes. Also, as tenants, they will not have to pay for community upkeep yearly. I am against these changes.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Obviously, this was tried in West University and it is interesting that it seems to have been "forgotten". With no zoning laws, loopholes will abound!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This should be kept at a minimum. A secondary detached unit can house 4 people each with a car. There could be as much as 8 cars that are associated with a property like this. Many homes have three and four cars per home.

Q4. Should parking vary based on proximity to various modes of transit?

Where will there be room to park with all these additional cars.

Q5. What might be some other aspects that should be considered?

There are no examples as to lot size and perspective ideas that are presented....topics are broad and vague....this is not a yes or no topic.



Respondent No: 374

Login: Anonymous

Responded At: Jul 22, 2021 13:21:42 pm

Last Seen: Jul 22, 2021 13:21:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges - changing the dynamics of neighborhoods with only single family dwellings. I purposely moved to an area of town and neighborhood because I didn't want a mix of dwelling types to get a more "family" feeling neighborhood that hopefully isn't as noisy or busy as a neighborhood that is more densely built. Benefits - I think most parts of town that would best support increasing the number of units per lot already do not have these restrictions so therefore there are unnecessary.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges - changing the dynamics of neighborhoods with only single family dwellings. I purposely moved to an area of town and neighborhood because I didn't want a mix of dwelling types to get a more "family" feeling neighborhood that hopefully isn't as noisy or busy as a neighborhood that is more densely built. Increasing or eliminating the max size for ADUs would greatly alter this.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I do not believe this should have to be changed as long as it is allowed to have two spots but only one is mandatory. If you change to make more than one mandatory, that may be a financial hardship to those with units that only support one currently.

Q4. Should parking vary based on proximity to various modes of transit?

No, I don't believe it should vary because just because you are near modes of transit like buses doesn't mean you should have to forsake having a car and use that mode of transit. That should be an individual choice and owner/renter can choose housing that meets their needs.

Q5. What might be some other aspects that should be considered?

Houston doesn't have zoning like many other places in the country so we are a unique mix. But those that choose to have a more traditional feeling neighborhood of single dwelling homes have sought those out and should have to risk having that changed. There are plenty of places in the City for multi unit dwellings and I do not think we need more government telling everyone that should have to allow that in their neighborhoods.



Respondent No: 375

Login: Registered

Responded At: Jul 22, 2021 13:29:45 pm

Last Seen: Jul 22, 2021 19:57:43 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

My deed restrictions from my Hoa are that only single family dwelling . I agree my neighborhood is more than 50 years old. Because of Harvey we have some empty houses but not much. Putting more dwellings in a lot is horrible will not go with what the founders of this community wanted. We finally have lush green shrouds and trees. We have the former Dow building lot and that they are in the beginning of construction and what do they do take out 30 or even 40 year old trees that beautify the area.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It makes it look overcrowded and cheap.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Now a days if you have more than 2 kids that can drive. There is no place only on the driveway. Having more people means more cars and more congestion

Q4. Should parking vary based on proximity to various modes of transit?

There has to be assigned parking for the tenants and I have seen in the area of montrose than sometimes even the owners of the house can't reach the driveway. Will make wrecker drivers rich

Q5. What might be some other aspects that should be considered?

Closer the downtown the height, montrose and even the med center are a headache. There use to be more green areas instead of more concrete.living in that areas it's not affordable it's extremely expensive. Yeah there you see more people waking but it is not affordable. Old houses are being commercialized for bars or even so called Spas. With the new taxes imposed on us this year and years to come.You will make Houston more of a commuter city that it already is. Houston has always had a reputation of affordable living but not Recently. This ordinances destroy communities that are established and you know your neighbors name. But some of the streets you want to take over by Ordinance will only make developer more rich and make Houston less affordable. The New York model works in New York but not in Houston. There is not enough buses, their unreliable and they clog up our street when the driver stops for coffee from McDonald's I have experienced it many times in busy Westheimer going to downtown and in Holcombe in the Med Center.



Respondent No: 376

Login: Anonymous

Responded At: Jul 22, 2021 13:35:11 pm

Last Seen: Jul 22, 2021 13:35:11 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits would allow for an increase in tenants but a decrease in home space.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see eliminating the aDUS will allow more livable space

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no that should remain the same

Q4. Should parking vary based on proximity to various modes of transit?

yes

Q5. What might be some other aspects that should be considered?

Proximity to food access and medical access



Respondent No: 377

Login: Anonymous

Responded At: Jul 22, 2021 13:38:21 pm

Last Seen: Jul 22, 2021 13:38:21 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We should not have multi-family dwellings in established single family neighborhoods. It will look awful and will conflict with the community cohesiveness these established neighborhoods enjoy.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no need for that.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Consider the fact that residents in these neighborhoods don't want to have the look and feel of their neighborhoods disturbed, particularly due to the actions of politicians who put political correctness ahead of residents' wishes.



Respondent No: 378

Login: Registered

Responded At: Jul 22, 2021 13:39:25 pm

Last Seen: Jul 22, 2021 20:26:59 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Please do not increase the number of units. The idea is horrible. As a senior citizen, I worked hard to find a home and community I'd be comfortable in. And I've been here 30 years. Please listen to the people. Most of us think the idea is not good.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I am opposed to increasing or eliminating the maximum size of ADUs. Please listen to the people. We work hard to choose homes and neighborhoods we are comfortable and feel safe in. We don't need additional security risks.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. The requirement is better than building more and ugly and unsafe parking spaces.

Q4. Should parking vary based on proximity to various modes of transit?

The current way is fine. Please, please listen to the people.

Q5. What might be some other aspects that should be considered?

As this survey does, please continue to listen to the citizens in Houston. The county didn't get it right after the big flood; land management still is run by builders and realtors who will asphalt most anything.The people, as usual, weren't served. Instead, they got shafted, again. This entire idea again is horrible. Thank you for asking, however.



Respondent No: 379

Login: Anonymous

Responded At: Jul 22, 2021 13:39:55 pm

Last Seen: Jul 22, 2021 13:39:55 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 380

Login: Anonymous

Responded At: Jul 22, 2021 13:42:09 pm

Last Seen: Jul 22, 2021 13:42:09 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It would enable individuals to rent or buy affordable housing near their places of employment, where previously they could not.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Affordable housing

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 381

Login: Anonymous

Responded At: Jul 22, 2021 13:44:53 pm

Last Seen: Jul 22, 2021 13:44:53 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Less parking

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Traffic, flooding, unattractiveness, infrastructure



Respondent No: 382

Login: Anonymous

Responded At: Jul 22, 2021 13:49:17 pm

Last Seen: Jul 22, 2021 13:49:17 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Traffic is of great concern because allowing 2 families on a space intended for one family will double the number of automobiles traveling on the residential streets. This also worsens local air quality. Additionally, if this increases the impervious area on the lot, flooding becomes a concern, with the reduction in green space that would have previously allowed rainfall to seep into the soil. It seems that Houston will look like New York City or Chicago, with multi-family units on what are currently single-family lots.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits from eliminating size restrictions.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I oppose additional parking. Are we talking about the suburbs or inner city neighborhoods? This is unclear.

Q4. Should parking vary based on proximity to various modes of transit?

Again, if we are looking at inner city parking, I might answer differently. I am not understanding if these questions are intended for suburban neighborhoods.

Q5. What might be some other aspects that should be considered?

The streets given as examples are inner-city streets. I cannot comment about those areas. But if these changes will affect the suburbs, I protest on these grounds: Traffic is of great concern because allowing 2 families on a space intended for one family will double the number of automobiles traveling on the residential streets. This also worsens local air quality. Additionally, if this increases the impervious area on the lot, flooding becomes a concern, with the reduction in green space that would have previously allowed rainfall to seep into the soil. It seems that Houston will look like New York City or Chicago, with multi-family units on what are currently single-family lots.



Respondent No: 383

Login: Anonymous

Responded At: Jul 22, 2021 13:49:22 pm

Last Seen: Jul 22, 2021 13:49:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Greatly increasing the potential number of residents in a specified area.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

We want neighborhoods to have multi-unit dwellings not within single family dwellings but outside of them.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change to the parking requirement. It needs to be enforced.

Q4. Should parking vary based on proximity to various modes of transit?

Not sure what this question is asking.

Q5. What might be some other aspects that should be considered?

We need to maintain the integrity of our neighborhoods by continuing to prohibit multi-unit housing to get in between.



Respondent No: 384

Login: Anonymous

Responded At: Jul 22, 2021 13:50:52 pm

Last Seen: Jul 22, 2021 13:50:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

NO benefit. A single-family lot is exactly that.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

NO benefit.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Only one space should be required.

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

Location, location, location



Respondent No: 385

Login: Anonymous

Responded At: Jul 22, 2021 13:59:21 pm

Last Seen: Jul 22, 2021 13:59:21 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This will result in congestion and devalue our single dwelling properties. No benefit to me as a single family home owner.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Out of control units will be built. No benefit to those of us who are single family home owners.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, people don't currently honor this requirement. Additional people living in the same amount of space will lead to unsightly parking congestion.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

HOUSTON has an abundance of apartments.?We do not need to allow these "more than two dwelling" units to be built. As a homeowner, I am against this idea.



Respondent No: 386

Login: Anonymous

Responded At: Jul 22, 2021 14:00:39 pm

Last Seen: Jul 22, 2021 14:00:39 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Not in favor of this. It will cause greater traffic and parking issues. Children currently play on the streets within these neighborhoods and street parking will endanger their lives.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The 900 square feet is the max. needed for support of the single family and their support needs. There is no need to make these spaces larger, which would encourage a second family with additional parking and traffic needs.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

We have to limit parking on the streets. this is a safety issue and the ordinances that are put in place should not introduce any safety concerns.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

The city should be focused on additional spaces for children to play and improve their safety. Created increased density jeopardizes their safety.



Respondent No: 387

Login: Anonymous

Responded At: Jul 22, 2021 14:04:16 pm

Last Seen: Jul 22, 2021 14:04:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Overcrowding, parking problems leading to overcrowding of streets, potential higher crime rate, overcrowding of schools.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as above

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 388

Login: Anonymous

Responded At: Jul 22, 2021 14:05:44 pm

Last Seen: Jul 22, 2021 14:05:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Definitely a bad idea. Living conditions are crowded enough without forcing more people into the same square footage.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See above.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be no guaranteed parking spaces.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 389

Login: Anonymous

Responded At: Jul 22, 2021 14:06:39 pm

Last Seen: Jul 22, 2021 14:06:39 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefit of these units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, do not change.

Q4. Should parking vary based on proximity to various modes of transit?

NO.

Q5. What might be some other aspects that should be considered?

Not changing the current law.



Respondent No: 390

Login: Anonymous

Responded At: Jul 22, 2021 14:10:26 pm

Last Seen: Jul 22, 2021 14:10:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Texans love our open space and the reason why our city is so spread out. Please don't change this because it will only increase our problems not help us. If you want to increase population density, build up not tighter...

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Please leave as is...

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't want vehicles parked in the street; it disrupts the flow of traffic even inside neighborhoods (many people don't know the proper way to yield)...

Q4. Should parking vary based on proximity to various modes of transit?

Sure but my prior point still remains; no parking on the streets.

Q5. What might be some other aspects that should be considered?

Build up not tighter and keep traffic moving even if you force residents to begin using mass transit.



Respondent No: 391

Login: Anonymous

Responded At: Jul 22, 2021 14:13:54 pm

Last Seen: Jul 22, 2021 14:13:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The current infrastructure can not even accommodate the over-population and density housing that has already taken place. Moreover there is plenty of housing in Houston. No one is redeveloping in areas such as Southpark, Denver Harbor, Galena Park, 5th Ward ... There are existing places that development can take place without over building in "popular areas". Focus on making all Places Livable, likeable, and affordable throughout Houston.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing restrictions take away from the anesthetics of the community. None of these propositions take place in affluent neighborhoods like river oaks, memorial, etc. Stop sacrificing middle class tax payers to pay for these housing schemes that only profit businesses and not the community

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't understand this question. However with these multi lots proposed will add to more street parking and congestion.

Q4. Should parking vary based on proximity to various modes of transit?

Apartment and town home builders already do not allot enough parking for residents and their visitors. So start there first.

Q5. What might be some other aspects that should be considered?

Utilities and water infrastructure to old systems that already are over taxed and need overhaul. Increased flooding because more concrete and less land. It's already difficult to get trash picked up on timely schedule, doe dense living will add to this. I question how many apartments are actually filled. Everyday there is a new unit built in an already population dense location. Then the other concern is how to logistically move people through the city or out of area that has been over populated during morning traffic or in the event of evacuations.



Respondent No: 392

Login: Anonymous

Responded At: Jul 22, 2021 14:15:34 pm

Last Seen: Jul 22, 2021 14:15:34 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no advantages to increasing the number of units per lot. I think it would destroy our neighborhoods & make Houston an undesirable place to live.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no advantages to increasing or eliminating the maximum size of ADUs. I think it would destroy our neighborhoods & make Houston an undesirable place to live.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

Our current arrangement is perfect. We do not need to make the changes that are proposed. If they are I think it would destroy our neighborhoods & make Houston an undesirable place to live.



Respondent No: 393

Login: Anonymous

Responded At: Jul 22, 2021 14:18:11 pm

Last Seen: Jul 22, 2021 14:18:11 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see benefits to this change. Zoning laws can be changed, but this method does not consider the decrease in property value that current owners will experience.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits. Lack of size restrictions can only create a more crowded look, decreasing property value.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I am opposed to the proposed change, but if it is allowed, the off street parking ruling must be part of it.

Q4. Should parking vary based on proximity to various modes of transit?

No opinion on this.

Q5. What might be some other aspects that should be considered?

More dense neighborhoods usually lead to more crime, litter, and less home value.



Respondent No: 394

Login: Anonymous

Responded At: Jul 22, 2021 14:21:54 pm

Last Seen: Jul 22, 2021 14:21:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are NO benefits absolutely. This is a terrible idea!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

ADU is a garage. What else. I feel you want people to live in small doghouses calling them houses.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change - we do not want our neighborhoods to look like parking garages.

Q4. Should parking vary based on proximity to various modes of transit?

Lets be honest - there is no meaningful transit in Houston. Nor there could be one

Q5. What might be some other aspects that should be considered?

Don't fix what is not broken. Hands off Houston neighborhoods !!!



Respondent No: 395

Login: Anonymous

Responded At: Jul 22, 2021 14:24:55 pm

Last Seen: Jul 22, 2021 14:24:55 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: devaluing current property value, population density without appropriate infrastructure investments, not representing the people that already live in these single family home neighborhoods

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges: devaluing current property value, population density without appropriate infrastructure investments, not representing the people that already live in these single family home neighborhoods

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes or it will add a lot of vehicles parking along the street

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

What about representing the people that already live in these neighborhoods and have been contributing tax dollars? Why is that not the priority?



Respondent No: 396

Login: Anonymous

Responded At: Jul 22, 2021 14:25:16 pm

Last Seen: Jul 22, 2021 14:25:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

no benefit at all, in fact I see it as detrimental to people's health with the noise increasing traffic would bring, a strain on services (like water access and internet access), increase student body at the schools that might not have the capacity to serve the increase number of students which would impact our schools already poor performance and low ratings.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit at all unless you are also increasing the number of roads, we will need more roads if we are to increase the number of people living here

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

the decrease in quality of life gentrification would bring to the area, there are several underdeveloped areas in the city that would benefit from increasing population density but not here. we have poor performing schools, high crime and already high noise pollution levels due to highway proximity, increasing population density is no solution



Respondent No: 397

Login: Anonymous

Responded At: Jul 22, 2021 14:27:16 pm

Last Seen: Jul 22, 2021 14:27:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too much traffic if increasing units per lot

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

So not increase density - will cause traffic issues

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should be 2 spaces per each unit

Q4. Should parking vary based on proximity to various modes of transit?

No. People don't use public transportation much

Q5. What might be some other aspects that should be considered?

Don't add density at this time. Those of us living in Houston already have parking problems and service issues, such as dredging ditches.



Respondent No: 398

Login: Anonymous

Responded At: Jul 22, 2021 14:27:37 pm

Last Seen: Jul 22, 2021 14:27:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There is no benefit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Signs



Respondent No: 399

Login: Anonymous

Responded At: Jul 22, 2021 14:30:23 pm

Last Seen: Jul 22, 2021 14:30:23 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None. This action would alter the integrity of the established neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again. What makes the neighborhood streets are not compatible or aesthetic.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Only if this action does not compromise the appearance of the street overall .

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Would you personally or your family, want to live next door to this proposed housing project? I think not.



Respondent No: 400

Login: Anonymous

Responded At: Jul 22, 2021 14:32:13 pm

Last Seen: Jul 22, 2021 14:32:13 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: more traffic, more noise, less privacy, more pollution, change of neighborhood character, increase in conflicts and crime. Benefits - ZERO>

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Basically building another dwelling on a single family lot? Again.. Challenges: more traffic, more noise, less privacy, more pollution, change of neighborhood character, increase in conflicts and crime. Benefits - ZERO.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Secondary detached unit should NOT be used as livable space. As such it does not need additional parking spaces.

Q4. Should parking vary based on proximity to various modes of transit?

In Houston parking is not a function of various modes of transit. You are talking about Houston and not New York, right? Then forget about transit.

Q5. What might be some other aspects that should be considered?

I believe there is a misplaced effort to destroy Houston neighborhoods. Stop it.



Respondent No: 401

Login: Anonymous

Responded At: Jul 22, 2021 14:40:16 pm

Last Seen: Jul 22, 2021 14:40:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am concerned that current single family home (SFH) / neighborhoods that convert to multiple houses on one lot are not going to be able to manage the need for increased residential parking. It will affect Vision Zeros goals of allowing safe streets for pedestrians and autos. I am also concerned about the increase in crime as single family housing neighborhoods that convert to multi housing neighborhoods are occupied by renters and not owners. Renters are not as involved in communities and I see that those conversions tend to allow the neighborhood standards to fall, resulting in more crime.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think that the changes will result in rentable space by people who are not engaged with their community. It will result in more crime and a lowering of home values. It also affects the infrastructure of the neighborhood; lack of street parking, storm drainage, and sanitary sewer drainage.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, it should require 2 additional spaces, if it is approved. This approval won't change the fact that high density housing doesn't have enough parking for home owners, much less, their guests.

Q4. Should parking vary based on proximity to various modes of transit?

I do not understand the question. However, my interpretation of the question is that one would "assume" that if the housing change was near a rail station or bus then the parking requirement would be lessened. In this case I would not change the parking requirement because most people own a car in Houston and use that car rather than public transportation. Keep the 2 car parking space requirement so that it is in the ordinance, if approved.

Q5. What might be some other aspects that should be considered?

Flooding, streets, storm water drainage and sanitary sewer infrastructure improvements should be borne by the developer of the missing middle housing ordinance if approved. The city can't afford to pay for it. The developer benefits financially from building additional housing, the existing home owners suffer because the already over burdened infrastructure can't handle any more! If the ordinance is approved the developers must pay for their building and insure that the infrastructures can handle the additional capacity.



Respondent No: 402

Login: Anonymous

Responded At: Jul 22, 2021 14:42:23 pm

Last Seen: Jul 22, 2021 14:42:23 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

In today's housing market people might prefer to live in a multi-family homes. I agree that mixing large complexes with single family houses might not be the best idea, but buildings housing 2-4 families would bring young families into the neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 sq ft is an outdated size. It is too small for Texas living.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

One is enough as a requirement. It's up to the owner to decide if they need more

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Duplexes should be permitted in single family neighborhood. HOAs should not be permitted to prohibit those.



Respondent No: 403

Login: Anonymous

Responded At: Jul 22, 2021 14:53:24 pm

Last Seen: Jul 22, 2021 14:53:24 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This will not have a positive impact on the community as high density dwelling as to traffic and noise.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, this is NOT wise as traffic and noise will be a major issue.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Each unit should have adequate parking as to not have people parking on the street.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

HOA's should NOT have to deal with this plan as their neighborhood has protections and should not be subject to ANY alterations.



Respondent No: 404

Login: Anonymous

Responded At: Jul 22, 2021 14:54:35 pm

Last Seen: Jul 22, 2021 14:54:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits will be affordability and increase in home ownership for less affluent and seniors

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits will be allowing extended families to live together.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Keep it, because parking in dense areas is already evry difficult.

Q4. Should parking vary based on proximity to various modes of transit?

Houston is a car city and there needs to be off street parking built along with any new residential construction.

Q5. What might be some other aspects that should be considered?

Build housing units with private outdoor spaces like small gardens and yards- not just balconies.



Respondent No: 405

Login: Anonymous

Responded At: Jul 22, 2021 14:55:30 pm

Last Seen: Jul 22, 2021 14:55:30 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Leave it alone.



Respondent No: 406

Login: Anonymous

Responded At: Jul 22, 2021 15:03:06 pm

Last Seen: Jul 22, 2021 15:03:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits. On the other hand, traffic, pollution, crime, and more importantly, FLOODING will INCREASE. Instead of building more in Houston, City Council needs to address ways to reduce FLOODING, CRIME, AND TRAFFIC!!!!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits. On the other hand, traffic, pollution, crime, and more importantly, FLOODING will INCREASE. Instead of building more in Houston, City Council needs to address FLOODING!!!!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

The impact on traffic congestion, increased pollution, increased crime, and more importantly, FLOODING should be considered. Houston's biggest problems of FLOODING, CRIME, AND TRAFFIC is what City Council should be addressing not allowing developers to continue to uglify Houston.



Respondent No: 407

Login: Anonymous

Responded At: Jul 22, 2021 15:07:15 pm

Last Seen: Jul 22, 2021 15:07:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It would decrease the value of my home!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It will also decrease the value of my home and the appearance.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 408

Login: Anonymous

Responded At: Jul 22, 2021 15:13:57 pm

Last Seen: Jul 22, 2021 15:13:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not agree to more than 1 unit per single-family lot. Must also meeting home owners association established guidelines for the area of interest.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not agree to a secondary unit of any size on a single-family lot.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I do not agree to a secondary unit of any size on a single-family lot. No parking on the street in excess of 6 continious hours on all single-family lots.

Q4. Should parking vary based on proximity to various modes of transit?

Parking space can be developed in a designated commercial area for parking to take public transit. Not in a residential area.

Q5. What might be some other aspects that should be considered?

Improve the roads in Harris County



Respondent No: 409

Login: Anonymous

Responded At: Jul 22, 2021 15:17:01 pm

Last Seen: Jul 22, 2021 15:17:01 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Reduced property values

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Reduced property values

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Na

Q4. Should parking vary based on proximity to various modes of transit?

Unsure

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 410

Login: Anonymous

Responded At: Jul 22, 2021 15:17:36 pm

Last Seen: Jul 22, 2021 15:17:36 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Traffic

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

density in neighborhood

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

too many cars



Respondent No: 411

Login: Anonymous

Responded At: Jul 22, 2021 15:20:58 pm

Last Seen: Jul 22, 2021 15:20:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Do not increase

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

do not increase

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change

Q4. Should parking vary based on proximity to various modes of transit?

No change in parking

Q5. What might be some other aspects that should be considered?

Protect our residential property and the appearance of our homes.



Respondent No: 412

Login: Anonymous

Responded At: Jul 22, 2021 15:25:21 pm

Last Seen: Jul 22, 2021 15:25:21 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

-0- benefits and challenges of an HOA managing the properties.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

DO NOT delete current size restrictions

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Make not changes

Q4. Should parking vary based on proximity to various modes of transit?

Absolutely not

Q5. What might be some other aspects that should be considered?

VOTE the LIBs out of office



Respondent No: 413

Login: Anonymous

Responded At: Jul 22, 2021 15:26:16 pm

Last Seen: Jul 22, 2021 15:26:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The destruction of single family homes.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Townhouses and apartments built behind single family homes.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be enough off-street parking realistically serve the actual number of residents

Q4. Should parking vary based on proximity to various modes of transit?

No, currently there is only street parking for most of the city rail line. The lack of parking restricts its usefulness to many of us who would like to use it but have no place to park.

Q5. What might be some other aspects that should be considered?

With proper urban development guidelines our city could grow appropriately without destroying our beautiful inner city neighborhoods. The lack of planning and design is sad. We could do so much better.



Respondent No: 414

Login: Anonymous

Responded At: Jul 22, 2021 15:28:58 pm

Last Seen: Jul 22, 2021 15:28:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This is a terrible idea leading to overcrowding and crime and it is also a fire hazard and a health threat in this time of Covid. It's awful the City spent so much money to consider this when families have so many other needs--like getting the schools open and fixing those that are low performing.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This creates terrible crowding--it just packs more people into a smaller space. In the age of Covid, it is awful to do this since families will more easily transmit disease and will become superspreader areas. Also, we don't want neighborhoods of "tiny houses " wedged in next to or on the lots with regular houses. Just build more subdivisions of regular houses spaced properly.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No--we don't need to cram more cars into residential areas.

Q4. Should parking vary based on proximity to various modes of transit?

No-- developers just want to add more parking so they can cram more people in.

Q5. What might be some other aspects that should be considered?

This is a terrible mistake to try and create more crowded housing just so developers can make more money. The City should focus on making our city more attractive to families by opening the libraries and opening more parks.



Respondent No: 415

Login: Anonymous

Responded At: Jul 22, 2021 15:35:37 pm

Last Seen: Jul 22, 2021 15:35:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased density will increase load on schools, police and traffic .

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as #1

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Changed to two.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The decrease in property value of changing the neighborhood to twice as dense.



Respondent No: 416

Login: Anonymous

Responded At: Jul 22, 2021 15:37:26 pm

Last Seen: Jul 22, 2021 15:37:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefit would be more affordable housing in nicer neighborhoods. The maximum number of units could be 8.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should match the number of units available on the property.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Cost of living and wage stagnation Make the need for housing more critical.



Respondent No: 417

Login: Anonymous

Responded At: Jul 22, 2021 15:38:48 pm

Last Seen: Jul 22, 2021 15:38:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More traffic. Lower housing prices that push people out. More crime. Look at cottage grove and the turnover. It's horrible. Not safe for families to walk around pushing them further out making schools worse. Less value in houses. We moved out as fast as possible. Less parking so more on street and l'm sidewalks. Turning good nice neighborhoods into ones no one can walk around in.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as above ! Less property tax and more people living in one space so less parking more traffic ect.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

People have more than one car per house. They will just park in the street illegally causing more traffic and congestion. Drive through cottage grove and it turns a two way into a one way.

Q4. Should parking vary based on proximity to various modes of transit?

No one uses public transit anyways.

Q5. What might be some other aspects that should be considered?

The types of families that live there. Parking. Schools. Crime. Police activity.



Respondent No: 418

Login: Anonymous

Responded At: Jul 22, 2021 15:42:46 pm

Last Seen: Jul 22, 2021 15:42:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

1) Traffic. Introducing more people introduces more cars. City can already not keep up with most street repairs. 2) Density brings more of pollution. Look at the cities with higher dense populations and you'll see more pollution. 3) Flooding...the more impervious space there is, the more flooding there will be. With commercial building increasing too, this would be a huge concern. 4) A lot of those homes do not look good. 5) Some neighborhoods identities are in the style of homes, why change it?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits are money, obviously. Challenges will be the land. Again, if you fill the entire space up with building, and there's no where left for the water to go, we will flood. We already have a flooding problem, why make it worse? If we want to be more dense, we have to address flooding first.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. If we change it, we'll just have more cars clogging the residential streets (and won't be able to invite guests).

Q4. Should parking vary based on proximity to various modes of transit?

No. Public transit in Houston is terrible, and it doesn't provide access to the entire city. Until that is addressed, people will need their cars.

Q5. What might be some other aspects that should be considered?

Studies of crime based on density.



Respondent No: 419

Login: Anonymous

Responded At: Jul 22, 2021 15:47:09 pm

Last Seen: Jul 22, 2021 15:47:09 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Absolutely NO Benefit!!!!!! Increased traffic, increased crime, lower property values!!!! Remember we had flooding here in 2017 due to the increased building, building over our 21-acre ponds destroying the wildlife and replacing with a silly little retention pond!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

AGAIN!!!! Absolutely NO Benefit!!!!!! Increased traffic, increased crime, lower property values!!!! Remember we had flooding here in 2017 due to the increased building, building over our 21-acre ponds destroying the wildlife and replacing with a silly little retention pond!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Absolutely NOT! So we're now going to possibly restrict fire trucks from proper access.

Q4. Should parking vary based on proximity to various modes of transit?

NO!!! The city should do studies before putting in modes of transit to make sure there is enough parking, not damage our properties from flooding and lower property values.

Q5. What might be some other aspects that should be considered?

What about River Oaks and Tanglewood or is their political power so strong they don't have to worry about the above!



Respondent No: 420

Login: Anonymous

Responded At: Jul 22, 2021 15:47:47 pm

Last Seen: Jul 22, 2021 15:47:47 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

That would lead to horrible over crowding, escalated rage and traffic on streets not designed to handle it. Did you ever take psychology? Over crowding leads to break down in social order and collapse of the population. If your goal is for humans to self destruct, then more dwellings per lot is the answer. I just don't want to be here for it.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I'm all for a mother-in-law suite and/or guest/care takers quarters. Anything additional is excessive on a single-family lot. I have no problem increasing the size of the structure as long as it doesn't impede on the neighbors lot. I think there needs to be a restriction as to how many people can have residence on a single family lot.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Cars parked on neighborhood streets are an invitation to thieves. They also restrict flow of traffic and restrict vision so are dangerous for children and animals. Cars should be in the garage or in the driveway.

Q4. Should parking vary based on proximity to various modes of transit?

Parking lots or designated parking areas should be assigned for transit locations.

Q5. What might be some other aspects that should be considered?

If the city is looking at increasing units per lot, then the motive must be money. Why not reinstate red light cameras? That would increase revenue and encourage good behavior..



Respondent No: 421

Login: Anonymous

Responded At: Jul 22, 2021 15:58:35 pm

Last Seen: Jul 22, 2021 15:58:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Will cause too much overcrowding in neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Things are just fine the way they are.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The fact that this whole new concept hasn't been given enough publicity!



Respondent No: 422

Login: Anonymous

Responded At: Jul 22, 2021 16:05:50 pm

Last Seen: Jul 22, 2021 16:05:50 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It will increase traffic and parking issues

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

We have to much density now. It's too congested.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Families have more than one car. One parking space is inadequate.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Current infrastructure is not capable of handling more traffic and water and trash, etc,



Respondent No: 423

Login: Registered

Responded At: Jul 22, 2021 16:23:57 pm

Last Seen: Jul 22, 2021 23:15:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Additional detached secondary unit needs to be at least 800 square feet to be liveable and must have necessary space for additional parking

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Additional detached secondary unit needs to be at least 800 square feet to be liveable and must have necessary space for additional parking

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

street parking regulations and parking on grass must be beefed up enforcement.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

school, drainage, postal address for mail delivery, impact to neighborhood, HOA rules.



Respondent No: 424

Login: Anonymous

Responded At: Jul 22, 2021 16:37:10 pm

Last Seen: Jul 22, 2021 16:37:10 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits to adding additional units.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

We should decrease the maximum size.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Keep as is.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Developers are considered more than individual homeowners in a Houston. They do nothing but contribute to our flooding problems. They should be better regulated.



Respondent No: 425

Login: Anonymous

Responded At: Jul 22, 2021 16:43:25 pm

Last Seen: Jul 22, 2021 16:43:25 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit to that at all. To much concrete. Think about, rain water, fires, over crowded lots.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I have watched single family homes torn down. Up to six townhouses built on that same lot. Now no access to street when it rains hard. That was not an improvement. To much hard surface that does nothing to absorb water.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, streets are almost impossible to navigate after everyone gets home. Almost every home does not have enough parking. The fix should be parking on the lot for every that vehicle is going to live at that lot. Two vehicle parking spaces for a one bedroom, four parking spaces for a two bedroom, five for a three bedroom, and so on. Simple.

Q4. Should parking vary based on proximity to various modes of transit?

No. It should be based on number of bedrooms in home. Period, end of story.

Q5. What might be some other aspects that should be considered?

Water runoff during any one of our sudden pop up rains. Then we get days of rain, those cause runoff of rainwater. Tropical storms, hurricanes, more runoff. Think hurricane Harvey. Think any of future hurricanes, or tropical storms. Anyone remember tropical storm, Allison? That will happen again. Even with the alleged "flood control" improvements, streets are flooding more. The water comes that much closer to my home. More and more is being built up around me. That much more concrete is covering the ground. Water has no where to go. Then emergency responders have to figure out which building is which. That leads to delays in response time. Over crowded lots. Build more truly affordable apartments? Fourteen hundred dollars for a one bedroom apartment? Secretary's, wait staff, essential workers, we don't make that kind of money. We also don't qualify for section eight assistance.



Respondent No: 426

Login: Anonymous

Responded At: Jul 22, 2021 16:43:56 pm

Last Seen: Jul 22, 2021 16:43:56 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

In our subdivision it would eliminate all backyard space and on some lots eliminate a portion of the front yard. The lots are not large enough to increase the number of units per lot. The result will be to do away with space for children's play equipment (swings, etc.), workout equipment, outdoor cooking area, swimming pool, etc.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The same issues noted in Question 1 above.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. The problem in our subdivision with adding even one additional space is to (a) either require an additional area be added to the garage to accommodate the additional car or (b) result in cars being parked behind each other on the driveway, because most driveways are not wide enough for two cars to park side by side. The result of item (b) will be to make the residents be moving cars every time any car other than the back car needs to exit the driveway onto the street.

Q4. Should parking vary based on proximity to various modes of transit?

If you are referring to public transportation, the answer is no. Public transportation is not available and does not circulate within the subdivision. Only one street that traverses the subdivision from east to west has a bus stop adjacent to the subdivision. Another street that traverses the subdivision from east to west has buses that drive along it, but there is no bus stop within the subdivision. The subdivision has almost 1500 properties so is quite large and the public transportation is only close (within reasonable walking distance) to about 25-30 home.

Q5. What might be some other aspects that should be considered?

NOT MOVING FORWARD WITH THW TWO DWELLING PER LOT APPROACH AT ALL!! But if you decide to move forward consider the following. a) The existing restrictive covenants that currently provide there be one single family residential dwelling on each lot. Will you force subdivisions that have been in existence for 40-50 years to change their look? Override their restrictive covenants? Likely force people to move out of their homes, because one of the reasons they bought in the subdivision was they liked the way the subdivision is configured and bought their property on that basis? (b) Allowing the subdivision to vote on whether to have more than one single family residential on each lot. If you want to require the two dwelling approach in new subdivisions that is one thing. For existing subdivisions, the property owners should be allowed to vote whether or not they want the change. Preferably the vote to change should be a majority vote of the property owners. Alternatively, it could be drafted such that each property owner has the right to decide whether or not he/she/it wants to allow two dwellings on his/her/its lot.



Respondent No: 427

Login: Anonymous

Responded At: Jul 22, 2021 16:49:51 pm

Last Seen: Jul 22, 2021 16:49:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

No



Respondent No: 428

Login: Anonymous

Responded At: Jul 22, 2021 16:59:57 pm

Last Seen: Jul 22, 2021 16:59:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see many challenges and/or issues: 1) It increases the density and as a result the related issues of more people, more cars and street parking (even with public transportation), more traffic (service vehicles (maintenance, garbage), and probably a reduction of green space. 2) Also it changes the appearance of the neighborhood. In neighborhoods like the Heights you'd risk destroying the neighborhood feel of the streets with the craftsmen cottages.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More crowding, losing the feel of neighborhoods. Also by increasing square footage means cost of owning or renting will increase.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Of course! Where I live there can be 4 cars for a family of 4. Increasing s/f and density will require more parking.Then what will you do? tear down buildings to build parking lots in these neighborhoods?

Q4. Should parking vary based on proximity to various modes of transit?

Crazy idea. In Houston, people have to be able to get to many different parts of the city. Even in a unit with two people, one person may be able to get to work using public transportation, but the other person will have to use a car. This idea works in big dense cities like NY, Boston or Chicago...but most people move into those neighborhoods 1) knowing they will have to use mass transit, and 2) move into those areas because they can't afford to live in less dense areas

Q5. What might be some other aspects that should be considered?

1) this will require more city bureaucracy. This slows projects, increase costs, and usually leads to more corruption (people paying to get around the rules). This results in less affordable housing which means its harder for the low and mid-income people to find housing in urban neighborhoods. 2) What about existing deed restrictions. Are you going to override them. Deed restrictions have been an integral part of Houston neighborhoods.



Respondent No: 429

Login: Anonymous

Responded At: Jul 22, 2021 17:01:15 pm

Last Seen: Jul 22, 2021 17:01:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Congestion and higher crime, thus driving down property values

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Multiple families living in congested quarters causing neighborhood chaos

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Concerns about property values decreasing and crime increasing. If anything, seniors should be considered as well as age requirements.



Respondent No: 430

Login: Anonymous

Responded At: Jul 22, 2021 17:08:21 pm

Last Seen: Jul 22, 2021 17:08:21 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: higher population density leading to ever worsening traffic on roads not designed to handle the existing load, increased risk for flooding due to reduced runoff area, reduced property values, reduced sense of "neighborhood" feel due to inconsistent development.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See question 1 response.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Excessive street parking not only looks terrible, it can be difficult and unsafe to navigate. Our neighborhood streets are too narrow to have street parking consistently and makes it very difficult for regular vehicles to get through. Much worse for delivery vehicles and yard crews.

Q4. Should parking vary based on proximity to various modes of transit?

No. At least i west houston there is no reliable form of transportation other than your car. Combining the miserable climate in Houston for the majority of the year with zero capability to store things at my office, biking to work is not feasible.

Q5. What might be some other aspects that should be considered?

The existence of multiple family dwellings already in an area, existing traffic levels, existing load on the roadways versus the design intent



Respondent No: 431

Login: Anonymous

Responded At: Jul 22, 2021 17:13:44 pm

Last Seen: Jul 22, 2021 17:13:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too many cars

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Too many people in a small space and too many cars

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Crime will go up and property values will go down



Respondent No: 432

Login: Anonymous

Responded At: Jul 22, 2021 17:26:34 pm

Last Seen: Jul 22, 2021 17:26:34 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking will be an issue. Streets will now be filled with cars rather than a place for people to drive on or children to play on. Lower income housing will not maintain the lot at the same standard that is currently happening. Overall appearance looks trashy. It is no longer a neighborhood and more like an apartment complex.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There will no longer be front yards on properties. The curb appeal in these areas will diminish. Builders will build all the way to the edge of their lot eliminating yards.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

A lot should not be able to have more vehicles than what can fit on their lot.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Homeowners in these areas should vote on this issue not the council. We don't live in downtown for a reason. This clutters our area.



Respondent No: 433

Login: Anonymous

Responded At: Jul 22, 2021 17:30:50 pm

Last Seen: Jul 22, 2021 17:30:50 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We bought our home in our subdivision based on current regulations and deed restrictions. It is not fair to change such laws/regulations after our purchase was made. Don't move the goalposts.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The size limitations should not be changed since purchases were made under the existing laws/regulations.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 434

Login: Anonymous

Responded At: Jul 22, 2021 17:59:31 pm

Last Seen: Jul 22, 2021 17:59:31 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Traffic congestion. It could hardly be worse, but this would indeed make it worse



Respondent No: 435

Login: Anonymous

Responded At: Jul 22, 2021 18:17:11 pm

Last Seen: Jul 22, 2021 18:17:11 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The streets and lots cannot handle the extra cars from multiple units.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Parking

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Require more off street parking

Q4. Should parking vary based on proximity to various modes of transit?

No should be off street

Q5. What might be some other aspects that should be considered?

Adding additional units and parking will reduce land that can absorb water and lead to flooding



Respondent No: 436

Login: Anonymous

Responded At: Jul 22, 2021 18:26:54 pm

Last Seen: Jul 22, 2021 18:26:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

traffic, crime,

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

each living space should have two parking spaces and a storage unit

Q4. Should parking vary based on proximity to various modes of transit?

No, very few people ride the bus

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 437

Login: Anonymous

Responded At: Jul 22, 2021 18:37:04 pm

Last Seen: Jul 22, 2021 18:37:04 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The challenge would be the negative effect of this type of housing dropping property values for the neighborhood and the crime rate increasing.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't know

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Poll these communities to find out how they feel about the consequences of these programs. Considering these decisions radically impact homeowners and communities, it should not be left up to committees and should be voted on by the people.



Respondent No: 438

Login: Anonymous

Responded At: Jul 22, 2021 18:39:37 pm

Last Seen: Jul 22, 2021 18:39:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Should not be allowed in single family residential areas.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Decrease in home values.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No street parking.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Do current owners have the ability to stop this insanity?



Respondent No: 439

Login: Anonymous

Responded At: Jul 22, 2021 18:41:18 pm

Last Seen: Jul 22, 2021 18:41:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased traffic, parking problems, school overcrowding

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 sq ft units generally house multi general toon families. Over that & you have increases in traffic, parking overflow more students enrolling in local schools resulting in resining or overcrowding

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be a minimum of 2 spaces located adjacent to each other not one car in front of the second.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

School overcrowding. Increases in kids who have extra needs due to family situations ie ESL students



Respondent No: 440

Login: Anonymous

Responded At: Jul 22, 2021 18:52:04 pm

Last Seen: Jul 22, 2021 18:52:04 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More cars parked on the street. Neighborhood more congested.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Less green space. We purchase in the suburbs because we want wider open spaces and don't want our neighbors windows to be 5 feet from ours.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

Typically subdivisions are formed for families. Increasing the number of units per lot, could result in more rental units and create a more transient neighborhood



Respondent No: 441

Login: Anonymous

Responded At: Jul 22, 2021 18:56:52 pm

Last Seen: Jul 22, 2021 18:56:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits to adding/increasing units per lot. Increasing units will increase traffic and more construction will add to the chance of flooding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating the size mandates will allow over crowding on lots and again, add to the probability of flooding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, it should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The requirements should remain as they stand.



Respondent No: 442

Login: Anonymous

Responded At: Jul 22, 2021 18:59:22 pm

Last Seen: Jul 22, 2021 18:59:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

forcing multi family housing in established neighborhoods will lead to Forced Displacement. This should be allowed only in neighborhoods with more than 10% vacant land.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

keep same

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

increase requirement or maintain status quo to keep our roads clear

Q4. Should parking vary based on proximity to various modes of transit?

no. increasing the access will lead to abuse

Q5. What might be some other aspects that should be considered?

do not force this on established neighborhoods



Respondent No: 443

Login: Anonymous

Responded At: Jul 22, 2021 18:59:24 pm

Last Seen: Jul 22, 2021 18:59:24 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits, just increasing population density to an already overcrowded city, poor streets, and other infrastructure.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Bigger building footprints means less space for trees and other vegetation. Our green city is already becoming nothing but buildings, asphalt, and concrete.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Just keep all the parked cars off the street and on the property of the inhabitants. Plus, EV's need to be close enough to the home to plug in.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Keep our beautiful neighborhoods beautiful by not increasing density, traffic, etc. I hate this proposal!



Respondent No: 444

Login: Anonymous

Responded At: Jul 22, 2021 19:11:35 pm

Last Seen: Jul 22, 2021 19:11:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too dense, with not enough parking.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, not enough parking spaces.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. There is a shortage of parking spaces. Three story - 3 bedroom, three bath houses many times have at least five, sometimes six people living there. That's 5-6 vehicles with two garage spaces available. Street parking is almost non-existent.

Q4. Should parking vary based on proximity to various modes of transit?

No. It needs to be based on the actual number of people expected to be living in a unit.

Q5. What might be some other aspects that should be considered?

Proximity to colleges and universities, proximity to entertainment/restaurant centers, and proximity to the rail lines. All have groups of individuals who might walk or bicycle to work if there were safe bicycle routes instead of requiring access to a vehicle. They typically are not high wage earners who would benefit from the availability of a garage apartment or tiny house which is more affordable.



Respondent No: 445

Login: Anonymous

Responded At: Jul 22, 2021 19:21:19 pm

Last Seen: Jul 22, 2021 19:21:19 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

too much congestion in established neighborhoods, and their schools

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

no opinion

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

at least 1 space per unit

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

if new units are considerably cheaper they may pull in more gang activity



Respondent No: 446

Login: Anonymous

Responded At: Jul 22, 2021 19:25:20 pm

Last Seen: Jul 22, 2021 19:25:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see a pro to this except to hurt property values of the neighborhood that you do it in.... Look at where it has been done!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, I think it would change and decrease property values. Who are you doing this for? You sure are not protecting the neighborhood value

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

I feel that you are not looking at the people that bought in neighborhoods and worked hard to afford those areas. Looking at other states where this has been done values went down and crime went up.... It seem to me the only person that wins is the developers. If the people who are making these decisions would not want this next door to them then you should not support it



Respondent No: 447

Login: Anonymous

Responded At: Jul 22, 2021 19:27:22 pm

Last Seen: Jul 22, 2021 19:27:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It provides more options for responsible people other than apartments. Encourages diversity rather than high income or low income.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Everyone should have a chance to have a lawn, a home, and not be piled on top of noisy neighbors like sardines.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No opinion

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

I trust your judgement.



Respondent No: 448

Login: Anonymous

Responded At: Jul 22, 2021 19:34:26 pm

Last Seen: Jul 22, 2021 19:34:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

This will be no benefit to homeowners



Respondent No: 449

Login: Anonymous

Responded At: Jul 22, 2021 19:52:15 pm

Last Seen: Jul 22, 2021 19:52:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 450

Login: Anonymous

Responded At: Jul 22, 2021 19:57:11 pm

Last Seen: Jul 22, 2021 19:57:11 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 451

Login: Anonymous

Responded At: Jul 22, 2021 20:24:11 pm

Last Seen: Jul 22, 2021 20:24:11 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking is the biggest concern, followed by walkable/bikeable streets and public transport that would allow non-car owners to live in pedestrian friendly neighborhoods where they can walk to grocery, restaurants, and other retail establishments

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

area drainage is the biggest concern for Houston, if they would be paving over or otherwise reducing natural drainage areas (i.e. grass) Otherwise, sq ft or size is not a huge concern, as they are limited by lot size. Perhaps limit the height or # of storeys of secondary unit structures.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This is a reasonable requirement

Q4. Should parking vary based on proximity to various modes of transit?

that would make sense--walkable zones (good sidewalks, area grocery, restaurant and retail establishments) could have fewer parking space requirements.

Q5. What might be some other aspects that should be considered?

minimum distance required to leave adequate space between houses/edge of property line--especially in cases of new construction/rebuild next to existing residential.



Respondent No: 452

Login: Anonymous

Responded At: Jul 22, 2021 20:35:46 pm

Last Seen: Jul 22, 2021 20:35:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits. Terrible idea.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

These are a terrible ideas. Too much congestion, noise and crime already. The \$400,000 for this is a misuse of tax dollars. I will be looking closely at who votes for these and will not vote for those individuals for mayor, city council or other elected positions. Deed restrictions in neighborhoods should not be impacted; these deed restrictions are very important for neighborhoods since we have no zoning to protect us.



Respondent No: 453

Login: Anonymous

Responded At: Jul 22, 2021 20:46:40 pm

Last Seen: Jul 22, 2021 20:46:40 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits and I will be a challenge.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefit in increasing the max size of an accessory dwelling and I will be a challenge.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Leave single family dwelling neighborhoods the hell alone or you will run your tax base to another place and be left with Detroit. They will recast a movie around Snake Plisken called "Escape from Hoiston"



Respondent No: 454

Login: Anonymous

Responded At: Jul 22, 2021 21:10:12 pm

Last Seen: Jul 22, 2021 21:10:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit in my neighborhood

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit in my neighborhood

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should be three additional spaces

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Leave existing Deed Restricted neighborhoods out of any of these discussions



Respondent No: 455

Login: Anonymous

Responded At: Jul 22, 2021 21:21:26 pm

Last Seen: Jul 22, 2021 21:21:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Hurts the environment by covering more land causing more water run off and flooding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Will cause overcrowding where single family home should only be.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

An increase in size would probably provide an increase in people living there. A parking spot for each person that lives there who is of driving age and add one each time a person becomes of driving age. If 5 people live in the dwellings on the property of driving age then 5 parking spaces off street should be there. If 2 kids also live there, once they turn of driving age, parking spaces should be provided for them also.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Limit the number of people that can live on the property.



Respondent No: 456

Login: Anonymous

Responded At: Jul 22, 2021 21:34:45 pm

Last Seen: Jul 22, 2021 21:34:45 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too many people on one lot. More opportunities for flooding in an already flood prone area. Sub-standard housing.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see absolutely not benefit to this proposal. Who wants to live in a 900 square foot dwelling? What kinds of folks will be drawn to this probably sub-standard housing?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

How is this even sustainable? Many streets have no parking at all. So if two additional people with two additional vehicles live in this (God knows what kind of dwelling) where exactly are they going to park. I don't want them parking in front of my house.

Q4. Should parking vary based on proximity to various modes of transit?

No, most people have vehicles and need somewhere to park them and this just causes more people per square foot.

Q5. What might be some other aspects that should be considered?

DO NOT PASS THIS HORRIBLE PROPOSAL FOR A FEW PEOPLE TO MAKE M,ORE MONEY, CAUSE MORE FLOODING AND ALLOW UNDESIRABLE INDIVIDUALS INTO OUR NEIGHBORHOODS.



Respondent No: 457

Login: Anonymous

Responded At: Jul 22, 2021 21:46:51 pm

Last Seen: Jul 22, 2021 21:46:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

People's homes are their own. If eye sores become evident, why not invite the person (owner) to an HOA meeting to discuss the situation in a civilized manner, having fees charged if said eye sores are bringing down the value of the neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, I would like to hear both sides. Will this be part of our next HOA meeting?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

? I would like to hear a town meeting.

Q4. Should parking vary based on proximity to various modes of transit?

? I would like to hear a town meeting.

Q5. What might be some other aspects that should be considered?

I would like to hear a town meeting.



Respondent No: 458

Login: Anonymous

Responded At: Jul 22, 2021 22:06:52 pm

Last Seen: Jul 22, 2021 22:06:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

A huge challenge in increasing the number of units per lot is that it would exacerbate our flooding problems. In addition, it would require additional city services which are already stretched.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

A huge challenge in increasing the number of units per lot is that it would exacerbate our flooding problems. In addition, it would require additional city services which are already stretched.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

Parking should not be changed.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 459

Login: Anonymous

Responded At: Jul 22, 2021 22:13:14 pm

Last Seen: Jul 22, 2021 22:13:14 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Traffic may be a concern to access the areas

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Crowding on lots could negatively impact flow of traffic and movement

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Two spots would help reduce people needing to park on the streets and so reduce obstructed roads

Q4. Should parking vary based on proximity to various modes of transit?

No. That does not seem fair.

Q5. What might be some other aspects that should be considered?

Traffic flow in and out of neighborhoods needs to be considered. Also, you will have address the fears, founded or not, of current homeowners who think this will ruin their neighborhood and increase crime by bringing in "undesirable" people who don't "deserve" to live there.



Respondent No: 460

Login: Anonymous

Responded At: Jul 22, 2021 22:29:24 pm

Last Seen: Jul 22, 2021 22:29:24 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits at all. Challenges: Decrease the value of current housing.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits at all. Challenges: Decrease the value of current housing.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Leave things as they are.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Not implementing such housing plans. Thank you.



Respondent No: 461

Login: Anonymous

Responded At: Jul 23, 2021 01:38:19 am

Last Seen: Jul 23, 2021 01:38:19 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 462

Login: Anonymous

Responded At: Jul 23, 2021 04:09:50 am

Last Seen: Jul 23, 2021 04:09:50 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It would lessen the value of my home. It would allow undesirables into the neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See above

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

11303 ella lee lane No otherwise the streets would be filled with vehicles.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Do not allow multi home units to be built on single residential lots. It will lower the value of my house, it will add to congestion of my neighborhood, it would allow individuals who otherwise could not live in my neighborhood access to it.



Respondent No: 463

Login: Anonymous

Responded At: Jul 23, 2021 04:39:50 am

Last Seen: Jul 23, 2021 04:39:50 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Single family housing only

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Keep as is

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 464

Login: Registered

Responded At: Jul 23, 2021 06:15:38 am

Last Seen: Jul 23, 2021 12:23:27 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 465

Login: Anonymous

Responded At: Jul 23, 2021 05:22:39 am

Last Seen: Jul 23, 2021 05:22:39 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see benefits to increasing the number of units per lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not see any benefits to increasing our eliminating the maximum size of ADUs.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Neighborhoods and the respective home owners associations should have the ability to keep single family homes from being developed in their neighborhoods.



Respondent No: 466

Login: Anonymous

Responded At: Jul 23, 2021 05:25:12 am

Last Seen: Jul 23, 2021 05:25:12 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Infrastructure overload and collapse.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Infrastructure overload and collapse

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Reality is 2 to 5. Make street parking stretcheable.

Q4. Should parking vary based on proximity to various modes of transit?

Multistory park and ride.

Q5. What might be some other aspects that should be considered?

Capacity of existing infrastructure and its expandability or lack of thereof.



Respondent No: 467

Login: Anonymous

Responded At: Jul 23, 2021 05:33:09 am

Last Seen: Jul 23, 2021 05:33:09 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There may be parking issues when increasing residences per lot- making a neighborhood look like a parking lot. It changes the natural beauty of a neighborhood and interferes with deed restrictions which help to maintain desirability of a neighborhood

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not like the idea of duplexes and apartments - multi family dwelling in neighborhoods with single family lots

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Because cars will park on the street and endanger pedestrians and block street traffic. Also makes it ugly.

Q4. Should parking vary based on proximity to various modes of transit?

Do not agree with this ordinance

Q5. What might be some other aspects that should be considered?

I disagree with this ordinance- single family neighborhoods should remain a part of Houston to get away from the "crowded feel of city living. Like rats in an overcrowded cage- they start attacking each other.



Respondent No: 468

Login: Anonymous

Responded At: Jul 23, 2021 05:36:45 am

Last Seen: Jul 23, 2021 05:36:45 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Horrible idea.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Horrible idea.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Horrible idea.

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 469

Login: Anonymous

Responded At: Jul 23, 2021 05:40:11 am

Last Seen: Jul 23, 2021 05:40:11 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More traffic, increased crime and lower property values.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Changing appearance of neighborhood and lowers property value.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be no parking on the street. Invites crime. No more than one additional car for ADU.

Q4. Should parking vary based on proximity to various modes of transit?

No parking on streets in neighborhoods by non-residents parking to get to public transit.

Q5. What might be some other aspects that should be considered?

More people, more cars, more lose pets, more crime. Lower property values. Some people work hard for their money and their right to live in a e neighborhood. If you want that too then work for it. But don't destroy what other people work hard for.



Respondent No: 470

Login: Anonymous

Responded At: Jul 23, 2021 05:47:51 am

Last Seen: Jul 23, 2021 05:47:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Detrimental to the value and quality of life of the neighborhood and will cause parking problems

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Detrimental to the value and quality of life of the neighborhood

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 471

Login: Anonymous

Responded At: Jul 23, 2021 05:52:54 am

Last Seen: Jul 23, 2021 05:52:54 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Over crowding, more traffic, flooding

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No adu. Over crowding

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Over crowding

Q4. Should parking vary based on proximity to various modes of transit?

No, based on size of owned lot

Q5. What might be some other aspects that should be considered?

Flooding, over crowding



Respondent No: 472

Login: Anonymous

Responded At: Jul 23, 2021 05:54:14 am

Last Seen: Jul 23, 2021 05:54:14 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit at all. Challenges will be overcrowding of neighborhoods, increase in crime, lack of privacy, deterioration of property value

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Overbuilt secondary units, loss of neighborhoods

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Crime, loss of the beauty of our neighborhoods



Respondent No: 473

Login: Anonymous

Responded At: Jul 23, 2021 05:55:10 am

Last Seen: Jul 23, 2021 05:55:10 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Overcrowding of roads and, schools that they are not planned for.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefit in cramming more people in smaller spaces

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Developers are not in this to improve neighborhoods. Case in point the parking garage at Domain at Dairy Ashford and Memorial where local residents were promised by their management that the garage would be improved to block the brightness of the light and improvements would be made to make it more slightly. Never happened.



Respondent No: 474

Login: Anonymous

Responded At: Jul 23, 2021 06:00:15 am

Last Seen: Jul 23, 2021 06:00:15 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think this is great-allows affordable housing for people who need it!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 475

Login: Anonymous

Responded At: Jul 23, 2021 06:04:06 am

Last Seen: Jul 23, 2021 06:04:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It should stay limited as it is now. No multiple dwellings on single lots.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 SF seems to be ok, no larger.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. two spaces since most families have two cars

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Building on every square foot of a lot will also increase flooding,



Respondent No: 476

Login: Anonymous

Responded At: Jul 23, 2021 06:10:46 am

Last Seen: Jul 23, 2021 06:10:46 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Over crowding, lowers property values

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Lowers property values, over crowding

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Not allowing....this will lower property values and over crowding in neighborhoods.



Respondent No: 477

Login: Anonymous

Responded At: Jul 23, 2021 06:12:03 am

Last Seen: Jul 23, 2021 06:12:03 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Overcrowding and destruction of the neighborhood itself.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Lot overcrowding and no continuity of the neighborhood's lots.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If you try to cram more houses on a lot- then the parking would be awful. How can you require people to park off the streets?
This sounds absurd.

Q4. Should parking vary based on proximity to various modes of transit?

Geez! Don't overcrowd the lots and this won't need to be asked.

Q5. What might be some other aspects that should be considered?

Please don't do this to Houston neighborhoods. One house on one lot. Don't overcrowd.



Respondent No: 478

Login: Anonymous

Responded At: Jul 23, 2021 06:21:39 am

Last Seen: Jul 23, 2021 06:21:39 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None. Overcrowding, more traffic, more noise, bigger drain on limited resources

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More people in less space

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Whether the current residents want the change in their neighborhood



Respondent No: 479

Login: Anonymous

Responded At: Jul 23, 2021 06:25:02 am

Last Seen: Jul 23, 2021 06:25:02 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There is always the increase in use of concrete, traffic, and parking. Many neighborhoods are already having issues with flooding. If there isn't enough parking for the current residents, where are the new residents going to park. When there is flooding, there will be so much more property damage due to the lack of ground coverage to absorb the water. We already have too much concrete!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

if the reasoning is for more families to be able to live in specific neighborhoods - heaven help the 4+ sized families in a 900 sq. ft dwelling. It is definitely doable, but i would think it would be tight.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no, streets that are clogged up with cars cause traffic and safety concerns.

Q4. Should parking vary based on proximity to various modes of transit?

no, parking should be based on off-street availability.

Q5. What might be some other aspects that should be considered?

It seems that the only ones who will truly benefit this are the people who make money during/after disasters. We know that increasing the concrete coverage will cause flooding to be more rampant. This seems like such a bad idea to propose in a city where horrific flooding is becoming more and more prevalent.



Respondent No: 480

Login: Anonymous

Responded At: Jul 23, 2021 06:25:59 am

Last Seen: Jul 23, 2021 06:25:59 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing density in already developed areas creates challenges to parking, traffic, and flooding due to decreased green space for water run-off. It also challenges existing sewer and water infrastructures.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Houston has a flooding problems. Increasing building footprints in developed areas means less area for water run-off and challenges the water and sewer infrastructures. Increased square footage increases number of residents, impacting traffic and parking issues on roadways.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I think it should be at least two. It could house a 2-car family, or else a visitor parking space.

Q4. Should parking vary based on proximity to various modes of transit?

No. Just because transit is available doesn't mean additional residents will not create the need for additional parking.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 481

Login: Anonymous

Responded At: Jul 23, 2021 06:27:37 am

Last Seen: Jul 23, 2021 06:27:37 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Bad idea. Will ruin the look of a neighborhood. Tend to be 2+ stories and built cheap.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 482

Login: Anonymous

Responded At: Jul 23, 2021 06:36:11 am

Last Seen: Jul 23, 2021 06:36:11 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

this could create excessive increase of density in a block without the proper infrastrucure like parking, vehicle traffic volume, garbage bins, etc

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 sqft is the optimal for accesory, if it is increased then it can become a full family house which we want to prevent, maybe an increase to a max of 1,100 but no more

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

i think one is ok

Q4. Should parking vary based on proximity to various modes of transit?

don't think so

Q5. What might be some other aspects that should be considered?

take care of our city for the long term, and avoid short term solutions with negative impact



Respondent No: 483

Login: Anonymous

Responded At: Jul 23, 2021 06:36:18 am

Last Seen: Jul 23, 2021 06:36:18 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I'm concerned about flooding issues, traffic issues, increased crime and degradation of once nice subdivisions and property values.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits to this.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes, no extra cars if close to bus routes

Q5. What might be some other aspects that should be considered?

Don't force this on us, we don't want it. My once nice subdivision is now surrounded by low income apts and crime is exploding.



Respondent No: 484

Login: Registered

Responded At: Jul 23, 2021 07:06:09 am

Last Seen: Jul 13, 2021 15:22:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We believe that adding additional units to a single-family lot will increase traffic and create more impervious surfaces on the lot, thus also increasing flooding risks. That's a big deal to those of us who've been flooded and know what it's like.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing or eliminating the maximum size of ADUs will probably increase traffic and certainly increase the flooding risks by creating additional impervious surfaces on the lot.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. We should not be encouraging MORE cars in Houston given the existing traffic problems. We don't want Houston streets to become like the streets in New York City.

Q4. Should parking vary based on proximity to various modes of transit?

Yes. Assuming good alternative modes of transportation are in close proximity, folks should be encouraged to have less parking spaces available.

Q5. What might be some other aspects that should be considered?

We do not want ANY City ordinances regarding the number of units permissible on a single-family lot to override existing deed restrictions of a Homeowner's Association or HOA. Folks who are able to buy a house in an HOA rely on the protections in the deed restrictions of the HOA and assume such restrictions can only be altered if the residents of the HOA choose to do so under the procedures set forth in the deed restriction documents.



Respondent No: 485

Login: Anonymous

Responded At: Jul 23, 2021 07:07:50 am

Last Seen: Jul 23, 2021 07:07:50 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Currently available infrastructure such as roads, parking, drainage and possibly power consumption will not sustain significantly higher population density in many of the older neighborhoods. The subdivisions that I am familiar with in my area were definitely not designed with this type of building/living in mind. Traffic (and specifically, parking) would be a problem, I believe. There tends to be higher instance of crime in higher population density areas.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Primary problem I see is the elimination of green space and trees. I definitely don't want to live in an area that is nothing but zero lot line "McMansions" as what has been happening in other areas of Houston. I also am not interested in living right next door to multi-family dwelling units. Prefer the quiet, open space of my neighbors yards and mine. Noise is one of the primary drawbacks of high density living. No thanks!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. As mentioned in a previous comment, this is one of the biggest problems I see with creating a higher density living environment in neighborhoods that were NOT designed for that. I most definitely don't want to see the streets in my neighborhood become full-time parking areas. It is hazardous and unsightly and definitely takes away from the tranquility of the neighborhood. It would also promote more crime in the form of burglary of motor vehicles. If additional living space were to be created, there would need to be OFF STREET parking space to accommodate it. This alone would probably render the idea of higher density living space unrealistic.

Q4. Should parking vary based on proximity to various modes of transit?

No. Street parking should be avoided at all cost, regardless of the proximity of "other" modes of transportation. Two completely different subjects.

Q5. What might be some other aspects that should be considered?

There are plenty of areas of high density living spaces already available in Houston, as well as plenty of space to build new communities that are designed around this concept. Please don't come in and destroy established areas by building multi-family, high density living spaces into areas that were not designed and built for that. Thank you.



Respondent No: 486

Login: Anonymous

Responded At: Jul 23, 2021 07:09:57 am

Last Seen: Jul 23, 2021 07:09:57 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There will be the challenge of how does existing SF density sized utilities work with the added strain from more users? Whose responsibility will it be to upsize sewer lines, waterlines, etc?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More area means more users and additional water, wastewater, and parking needs. This relates to my answer in 1. above.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, if the SF exceeds what is currently allowed, it is probably because it is anticipated to be more than one individual, which typically means more than one vehicle.

Q4. Should parking vary based on proximity to various modes of transit?

No. Proximity should not be assumed to create a mass transit user.

Q5. What might be some other aspects that should be considered?

Current proposed federal legislation appears to want to change zoning requirements for SF lots too. Since Houston has no zoning, what would federal zoning law mean for Houston?



Respondent No: 487

Login: Anonymous

Responded At: Jul 23, 2021 07:33:40 am

Last Seen: Jul 23, 2021 07:33:40 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

NO benefit @ all . Will decrease our property values

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit @ all.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Am not an advocate of on street parking. Vehicle thefts more prevalent.

Q4. Should parking vary based on proximity to various modes of transit?

No! Mass transit not viable option in Houston. Buses are empty! Money wasted!

Q5. What might be some other aspects that should be considered?

Property values. Loss of control of vetting owners! Unfair allotment of units just to satisfy some number without regard to area's property value!



Respondent No: 488

Login: Anonymous

Responded At: Jul 23, 2021 07:47:28 am

Last Seen: Jul 23, 2021 07:47:28 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see NO benefit to this, whatsoever!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Leave our SINGLE FAMILY subdivisions ALONE!



Respondent No: 489

Login: Anonymous

Responded At: Jul 23, 2021 07:55:51 am

Last Seen: Jul 23, 2021 07:55:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

NO benefits. More Crime, more congestions and 400,000 to do this survey-- we are stupid-- strike that our leaders are stupid.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing this is not a granny flat but a whole house. NO NO NO

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO. More congestion more loss and wear in infrastructure that this \$400,000 survey too away from.

Q4. Should parking vary based on proximity to various modes of transit?

Seriously this is a stupid question. Mass transit already has assigned open parking.

Q5. What might be some other aspects that should be considered?

Giving us back our money that this survey cost. Seriously 400,000 for 5 questions that could have been done and SHOULD have been done my mailchimp, constant contact, etc. Total libtard ideas that are destroying our city. This is not Kalifornia. Dont make it that way.



Respondent No: 490

Login: Anonymous

Responded At: Jul 23, 2021 07:56:23 am

Last Seen: Jul 23, 2021 07:56:23 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Added traffic, cars etc. YOU JUST WANT MORE TAX DOLLARS!!!!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Added traffic, cars, congestion on narrow streets. YOU JUST WANT MORE TAX DOLLARS!!!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

STOP ADDING MORE LIVING SPACES!!!

Q4. Should parking vary based on proximity to various modes of transit?

Absolutely not. Just because there's a bus stop near by doesn't mean it goes to where my job is.

Q5. What might be some other aspects that should be considered?

We need zoning in Houston!!



Respondent No: 491

Login: Anonymous

Responded At: Jul 23, 2021 08:14:33 am

Last Seen: Jul 23, 2021 08:14:33 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 492

Login: Anonymous

Responded At: Jul 23, 2021 08:46:10 am

Last Seen: Jul 23, 2021 08:46:10 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Gives property owners more freedom without infringing on the rights of others and better allows the housing supply to meet market demand.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Gives property owners more freedom without infringing on the rights of others.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, the city should let the market decide on how much parking to provide.

Q4. Should parking vary based on proximity to various modes of transit?

No, on-site parking requirements should be eliminated everywhere.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 493

Login: Anonymous

Responded At: Jul 23, 2021 08:50:59 am

Last Seen: Jul 23, 2021 08:50:59 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see more congestion and parking problems.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, I see no advantages, less yard for children and animals, and more crowded neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I think more parking spaces are a necessity.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

The character of the existing neighborhood. If no other lots in the neighborhood have multiple dwellings on the lot, then do not change the regulations to allow more dwellings on a lot.



Respondent No: 494

Login: Anonymous

Responded At: Jul 23, 2021 08:52:35 am

Last Seen: Jul 23, 2021 08:52:35 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There is NO benefit to increase the number of units per lot. It will depreciate land value for surrounding owners and increase crime, traffic, and problematic drainage, which is already a problem for Houston.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

ADUs need to be restricted to a designated size to prevent intrusion to other properties. NOT a benefit.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO. This will increase the amount of pavement/cement in the area, which will affect the proper drainage the area needs. Houston needs to keep the natural environment to prevent flooding and stormwater pollution.

Q4. Should parking vary based on proximity to various modes of transit?

Need a better question... If we discussing Metro parking lots then yes. If we are discussing neighborhood parking then NO. People should not be allowed to park in neighborhood to catch a bus.

Q5. What might be some other aspects that should be considered?

Need a better question again.... If we are discussing ADUs still, these units should not be placed in established neighborhoods or around the established neighborhoods. Build on untouched land and make a sustainable living area for the new build. The establish neighborhoods are already having trouble trying to keep up with the current demand for its own residents. The system DOES NOT need more stress.



Respondent No: 495

Login: Anonymous

Responded At: Jul 23, 2021 09:02:18 am

Last Seen: Jul 23, 2021 09:02:18 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Don't understand how staking buildings so close together is safe. I think it is a fire and safety hazard.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Taking over the view and violating people's privacy by over shadowing their properties with 2 or 3 story building should not be legal.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Roads are never expanded or considered when adding residents this again should've be considered a safety hazard. Builders should not be able to add any additional housing and crowd the roads even more.

Q4. Should parking vary based on proximity to various modes of transit?

No one wants cars driving through their property

Q5. What might be some other aspects that should be considered?

Stopping builders from building unsafe crowded ugly residences and violating original neighborhood property owner rights and devaluing their propertied and making them unsafe



Respondent No: 496

Login: Anonymous

Responded At: Jul 23, 2021 09:10:57 am

Last Seen: Jul 23, 2021 09:10:57 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Neighborhoods with restrictive covenants should be excluded from any enforcement.



Respondent No: 497

Login: Anonymous

Responded At: Jul 23, 2021 09:15:36 am

Last Seen: Jul 23, 2021 09:15:36 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Way too much traffics we have no sidewalks. Streets not wide enough to accommodate th traffic.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Traffic. We have no sidewalks. Our electric lines are already overtaxed and go out almost every time it rains!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No and not enough parking now without these developments.

Q4. Should parking vary based on proximity to various modes of transit?

NO ADDITIONAL parking if any kind is even possible our streets are already experiencing large traffic

Q5. What might be some other aspects that should be considered?

Our main entries to these neighborhoods mainly Kirkwood and memorial are in horrible condition. We have NO sidewalks so increased traffic is dangerous for this YOUNG children population neighborhood. There is NO accommodation for these units



Respondent No: 498

Login: Anonymous

Responded At: Jul 23, 2021 09:22:16 am

Last Seen: Jul 23, 2021 09:22:16 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not believe increasing density in our already over-crowded city is good for Houston, its residents or our quality of life.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not believe increasing density in our already over-crowded city is good for Houston, its residents or our quality of life.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

Do not over-crowd Houston's already dense population !!!



Respondent No: 499

Login: Anonymous

Responded At: Jul 23, 2021 09:24:25 am

Last Seen: Jul 23, 2021 09:24:25 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Overcrowding in a city with lots of traffic issues.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More drainage issues and population density issues.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

Adding multi-units to one lot will increase population density, decrease the amount of permeable soil and create more traffic and flooding issues.



Respondent No: 500

Login: Anonymous

Responded At: Jul 23, 2021 09:26:58 am

Last Seen: Jul 23, 2021 09:26:58 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Not a good idea. Utility supply and drainage will almost double in that area. The city will then want to increase supply and pay for it by raising ALL water and sewer bills. Once the rates are increased they never come down. The city officials will just spend it on something else.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Not good. I will just increase the population density with no benefits.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Off street parking for all units required. Suggest 1.5 spaces per unit

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

Police and fire protection and solid waste collection would need to increase.



Respondent No: 501

Login: Anonymous

Responded At: Jul 23, 2021 09:32:56 am

Last Seen: Jul 23, 2021 09:32:56 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too much traffic, older neighborhoods smaller streets. Too many people, security. Single family homes losing value

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Lot's having no limit would turn into tenements, add on units to a home only take away value they do not add

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, even with that you are going to take up streets that do not have the space for cars to park on each side. Emergency vehicles cannot even get through in our neighborhood on many streets if cars are on both side

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Emergency access, traffic studies, crime etc



Respondent No: 502

Login: Anonymous

Responded At: Jul 23, 2021 09:37:27 am

Last Seen: Jul 23, 2021 09:37:27 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Pro: more housing in that particular geographic area Con: more cars, traffic, noise Concern: would a change lead to the neighborhood having a lower quality in terms of care of properties, appearance of the neighborhood. People spend their lives working to have a nice house in a nice environment and if they have inveted in that they deserve to have ithat preserved

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Con: raising or eliminating size restrictions could lead ot too much crowing of too much inventory on the same lot

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

there should be enough off street parking for all permanent residents

Q4. Should parking vary based on proximity to various modes of transit?

no coment

Q5. What might be some other aspects that should be considered?

Not sure the value of this survey. Such tight limited questions. It would take a month of work to visit neighborhoods, learn about occupancies, at different times of day and week, and practices (how many people live in these units? I see one that brings in over \$10,000/month. is it technically 2 units or are 10 people living there. I am concerned about what a change in the law would do to the QUALITY of the neighborhood. keeping it nice, quiet, clean, and not jammed with cars. This results from the character of the people that live in the neighborhood but to the extent that ordinances encourage reasonable densities and practices they can help. May I assume that NONE OF THESE NEIGHBORHOODS have deed restrictions? i.e., that any land use and density issues are now regulated by COH Planning Ordinances? Would any neighborhood that HAD deed restrictions still be living in adherence to them? Much much bigger issues than can be addressed in these 5 questions.



Respondent No: 503

Login: Anonymous

Responded At: Jul 23, 2021 09:37:53 am

Last Seen: Jul 23, 2021 09:37:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The roads and Utility infrastructure do not support it today. The potential drop to our home values, Poor sidewalks & road congestion.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Drop in property values

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no we already have too many cars on the streets.

Q4. Should parking vary based on proximity to various modes of transit?

space is already crowded

Q5. What might be some other aspects that should be considered?

The roads and Utility infrastructure do not support it today. The potential drop to our home values, Poor sidewalks & road congestion.



Respondent No: 504

Login: Anonymous

Responded At: Jul 23, 2021 09:46:12 am

Last Seen: Jul 23, 2021 09:46:12 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefit increased housing options. Challenges increased traffic congestion, infrastructure unable to support increased demand

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenge reduction of green space

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Reality is one vehicle per adult resident

Q4. Should parking vary based on proximity to various modes of transit?

Interesting thought but would require further study

Q5. What might be some other aspects that should be considered?

To broad a question to respond



Respondent No: 505

Login: Anonymous

Responded At: Jul 23, 2021 09:52:43 am

Last Seen: Jul 23, 2021 09:52:43 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I don't want to increase population density in the area. Major traffic is already challenged with the current level of density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't want to increase population density in the area. Major traffic is already challenged with the current level of density.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't think it should be changed.

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 506

Login: Anonymous

Responded At: Jul 23, 2021 10:00:51 am

Last Seen: Jul 23, 2021 10:00:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It would increase traffic and add infrastructure issues to a planned community that is not based upon such a model; it would also decrease the property value in any neighborhood based upon single family housing lots.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as 1.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. This is dangerous and may yield issues for children and emergency vehicles

Q4. Should parking vary based on proximity to various modes of transit?

There is no subway in Houston, so this is meaningless.

Q5. What might be some other aspects that should be considered?

I do not not think these changes are advisable. I campaign against anyone proposing such radical changes.



Respondent No: 507

Login: Anonymous

Responded At: Jul 23, 2021 10:01:59 am

Last Seen: Jul 23, 2021 10:01:59 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see absolutely no benefits! Increasing the number of units per lot is a bad idea!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I believe there should be a restriction as to the size of attached secondary units! ADU'S make very little sense for most residential neighborhoods!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I would not change this requirement!

Q4. Should parking vary based on proximity to various modes of transit?

No, in my opinion.

Q5. What might be some other aspects that should be considered?

Urban planning is important. Neighborhoods are important, especially for families. Less dense is always better!



Respondent No: 508

Login: Anonymous

Responded At: Jul 23, 2021 10:02:29 am

Last Seen: Jul 23, 2021 10:02:29 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Please do not put multi units on lots! It will bring down property values and congestion on roadways will be even more! Houston area has plenty of land to build on verses re-working existing neighborhoods that have been here for years! No multi-unit lots!!!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No multi-unit lots!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No multi-unit lots

Q5. What might be some other aspects that should be considered?

No multi-unit lots



Respondent No: 509

Login: Anonymous

Responded At: Jul 23, 2021 10:38:20 am

Last Seen: Jul 23, 2021 10:38:20 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There should NOT be an increase in the number of units per lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Am against more than one unit per lot.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Off street parking should not be happening. Traffic is congested enough.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 510

Login: Anonymous

Responded At: Jul 23, 2021 10:53:17 am

Last Seen: Jul 23, 2021 10:53:17 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The challenge is it would add more residents to areas that are unprepared, because of streets designed for less traffic, and sewer systems developed for fewer residents. Also, there would be less drainage, leading to additional flooding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The same as above. If a development was designed for 50 households then 100 households will strain everything.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

People have spent a considerable portion of their finances selecting a residence that appeals to their needs and tastes. If these residences are now part of a completely different aesthetic, then property values could plummet, leading to a collapse of a family's net worth and an inability to provide proper schooling or retirement for that family.



Respondent No: 511

Login: Anonymous

Responded At: Jul 23, 2021 11:03:19 am

Last Seen: Jul 23, 2021 11:03:19 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Adding multiple units per lot will mean more concrete on each lot and thus worsen the flooding issue that already exists. Until we solve the flooding issue, we would just be adding to the biggest problem Houston is currently facing.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, more units per lot increases the flooding issues. It also changes the landscape of the neighborhoods. These changes are typically not welcomed in neighborhoods that are not primarily for rental income. People buy in neighborhoods wanting what that neighborhood offers. They do not wish to have investors come in and turn the neighborhood into a rental community.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Almost no home has just one car. Each unit needs at least 2 spaces. We already have a giant parking issue in older neighborhoods where people have come in and over built on lots. Again more concrete means we are adding to our flooding issue that is far from resolved.

Q4. Should parking vary based on proximity to various modes of transit?

No. Parking is required. Period. Most households use cars - at least 2 of them.

Q5. What might be some other aspects that should be considered?

Flooding! The more you cram in to the limited space, the bigger this issue becomes! Lots should have a minimum size and the number of units per lot should remain one. There should also be a maximum amount of concrete allowed per lot as well as a maximum height per unit.



Respondent No: 512

Login: Anonymous

Responded At: Jul 23, 2021 11:04:25 am

Last Seen: Jul 23, 2021 11:04:25 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Ok as is

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Limit attached to a reasonable size

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes two

Q4. Should parking vary based on proximity to various modes of transit?

As reasonable

Q5. What might be some other aspects that should be considered?

Taxes. Trash pickup. Emergency services



Respondent No: 513

Login: Anonymous

Responded At: Jul 23, 2021 11:35:29 am

Last Seen: Jul 23, 2021 11:35:29 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see any benefits or challenges to increasing the number of units per lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not see any benefits or challenges of increasing or eliminating the maximum size of accessory dwelling units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, this should not be changed most people have two cars. That is plenty spaces for a family.

Q4. Should parking vary based on proximity to various modes of transit?

Based on various modes of transit, which is the Metro Bus System is in a lot of locations. In fact, i took it for several years downtown.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 514

Login: Anonymous

Responded At: Jul 23, 2021 11:38:46 am

Last Seen: Jul 23, 2021 11:38:46 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too much density of population leads to problems.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No change needed ini Houston.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, dod not change.

Q4. Should parking vary based on proximity to various modes of transit?

Do not vary. Do not change.

Q5. What might be some other aspects that should be considered?

The history of Houston development has been one of success. It's not broken--don't "fix. it".



Respondent No: 515

Login: Anonymous

Responded At: Jul 23, 2021 11:51:06 am

Last Seen: Jul 23, 2021 11:51:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see any benefits at all to current owners of property in the neighborhoods. I see more concerns about traffic, noise and parking, and a change to existing lifestyle as chosen by those who are current residents.I also would be concerned that these types of dwellings would encourage short term i.e. vacation rentals, which means more transient activity in the neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I feel the current size restrictions are sufficient.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

No. While public transport is wonderful to have, every individual has their own circumstances and often public transportation is not an option or desirable.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 516

Login: Anonymous

Responded At: Jul 23, 2021 11:53:58 am

Last Seen: Jul 23, 2021 11:53:58 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More homes per lot equals more strain on the infrastructure, increasing traffic, strain on sewers, increased parking, increased strain on school teacher per student, increased flooding. We've all witnessed how the increase in population and congestion creates unintended consequences on our 60 year old infrastructure. This city hasn't kept up with improving infrastructure or police per citizen etc. why would you want to just add to the problems we all have now?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More homes per lot equals more strain on the infrastructure, increasing traffic, strain on sewers, increased parking, increased strain on school teacher per student, increased flooding. We've all witnessed how the increase in population and congestion creates unintended consequences on our 60 year old infrastructure. This city hasn't kept up with improving infrastructure or police per citizen etc. why would you want to just add to the problems we all have now?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes more cars per lot. Multiple people in one house will be car owners

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

More homes per lot equals more strain on the infrastructure, increasing traffic, strain on sewers, increased parking, increased strain on school teacher per student, increased flooding. We've all witnessed how the increase in population and congestion creates unintended consequences on our 60 year old infrastructure. This city hasn't kept up with improving infrastructure or police per citizen etc. why would you want to just add to the problems we all have now?



Respondent No: 517

Login: Anonymous

Responded At: Jul 23, 2021 12:01:07 pm

Last Seen: Jul 23, 2021 12:01:07 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Over crowding In the Dairy-Ashford, Briar Forrest Area the lots already seem too small and crowded with auto's.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 518

Login: Anonymous

Responded At: Jul 23, 2021 12:30:54 pm

Last Seen: Jul 23, 2021 12:30:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

NO, that is not a good idea! I am opposed to it.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

People need a little space and yards. Too many people already crammed in our city. NO

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO There is not enough space as it is. I SAY NO

Q4. Should parking vary based on proximity to various modes of transit?

NO, leave it alone

Q5. What might be some other aspects that should be considered?

Too much traffic, dangerous to pedestrian traffic. NO



Respondent No: 519

Login: Anonymous

Responded At: Jul 23, 2021 12:32:02 pm

Last Seen: Jul 23, 2021 12:32:02 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking space availability will be a challenge

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Will allow for additional persons, increasing the parking space requirements

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Increased parking space requirements will allow additional vehicles on the premises or on the street

Q4. Should parking vary based on proximity to various modes of transit?

no comment

Q5. What might be some other aspects that should be considered?

no comment



Respondent No: 520

Login: Anonymous

Responded At: Jul 23, 2021 12:45:25 pm

Last Seen: Jul 23, 2021 12:45:25 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

no benefit to increasing the number of units per lot

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

no benefit to increasing the maximum size of ADUs

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no change, one additional space is sufficient

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 521

Login: Anonymous

Responded At: Jul 23, 2021 12:48:57 pm

Last Seen: Jul 23, 2021 12:48:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am not in favor of increasing the number of units per lot. There is no benefit to doing this, traffic and drainage impacts, parking all over the street limiting access of the emergency responders are among the significant negative impacts.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I am not in favor of increasing the number of units per lot. There is no benefit to doing this, traffic and drainage impacts, parking all over the street limiting access of the emergency responders are among the significant negative impacts.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking in developments (i.e. Rice Military) is out of control and results in vehicles all over the street ROW. In many cases only a single vehicle can pass due to parking on both sides of the roadway. Most households in Houston have more than 1 car per unit. The secondary unit should be eliminated.

Q4. Should parking vary based on proximity to various modes of transit?

Parking should not be based on modes of transportation - living close to a bus stop means nothing. You still need to drive to the grocery store or work, METRO does not get you to specific places.

Q5. What might be some other aspects that should be considered?

You should get the consensus of the community by obtaining actual signatures from each household impacted in the area considered.



Respondent No: 522

Login: Anonymous

Responded At: Jul 23, 2021 12:49:59 pm

Last Seen: Jul 23, 2021 12:49:59 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see extra traffic problems, more congestion, and parking problems. I don't like this idea!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits. Single family dwelling is just what it says and should stay that way.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

None. I'm majorly against this idea!!!



Respondent No: 523

Login: Anonymous

Responded At: Jul 23, 2021 13:04:30 pm

Last Seen: Jul 23, 2021 13:04:30 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit, stop it.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit, stop it.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No benefit, stop it.

Q4. Should parking vary based on proximity to various modes of transit?

No benefit, stop it.

Q5. What might be some other aspects that should be considered?

Let it as-is, it's not broken.



Respondent No: 524

Login: Anonymous

Responded At: Jul 23, 2021 13:09:25 pm

Last Seen: Jul 23, 2021 13:09:25 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Ruining the integrity of the neighborhoods, do not allow!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Do not , no benefits are seen.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Safety, do not allow. Property values will go down.



Respondent No: 525

Login: Anonymous

Responded At: Jul 23, 2021 13:14:10 pm

Last Seen: Jul 23, 2021 13:14:10 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No advantage just a city that is trying to increase property taxes. It will look like a third world country with people/cars/trash cans all jammed on top of each other. ABSOLUTELY A TERRIBLE IDEA!!!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

NO ADVANTAGE of increasing or eliminating the maximum of size.WHY ARE WE EVEN HAVING THIS CONVERSATION???

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO!!!

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

HANDICAPPED ONLY PARKING



Respondent No: 526

Login: Anonymous

Responded At: Jul 23, 2021 13:38:01 pm

Last Seen: Jul 23, 2021 13:38:01 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

added traffic in our neighborhoods, cheaper housing as most developers do not go to the expense of creating housing with quality materials thus dropping property values in our and other neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

our neighborhoods that have abided by the current restrictions will lose their character by allowing this change

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, housing should be required to provide parking within a garage or an area next to the garage on premises.

Q4. Should parking vary based on proximity to various modes of transit?

Less parking is better as it will encourage people to use mass transit.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 527

Login: Anonymous

Responded At: Jul 23, 2021 14:00:48 pm

Last Seen: Jul 23, 2021 14:00:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Less lot upkeep Share back yards or lots maybe? People have to learn to get along if they live closer together. Consider the safety issue. Selling units will work better. People that come and go (renters) don't think they have the same responsibility as a homeowner.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think they should be compatible. makes for a nicer looking neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I think a change has to be thought about because now days more sons and daughters and their families are moving back in with their parents. If they have cars they need to be considered in the planning.

Q4. Should parking vary based on proximity to various modes of transit?

No because not everyone takes or uses other modes of transportation

Q5. What might be some other aspects that should be considered?

Safety, Health, security, If we have to live close together we have to learn to get along and there is a way to do security checks to make sure we live by upstanding people if that is possible. Need to talk with schools to make sure kids can stay in the near by schools and not have to leave and go to another area because of school capacity. In underserved uneconomically challenged areas make sure the owners or renters can afford the home. Maybe can convert railroad box cars into low income homes and have an area like traylor lots to put them on. For larger families maybe attach two cars together. Just a thought!



Respondent No: 528

Login: Anonymous

Responded At: Jul 23, 2021 14:48:14 pm

Last Seen: Jul 23, 2021 14:48:14 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Not wanted or desirable

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Not wanted

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Traffic congestion and safety of children in each neighborhood



Respondent No: 529

Login: Anonymous

Responded At: Jul 23, 2021 14:50:35 pm

Last Seen: Jul 23, 2021 14:50:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenging: Overcrowding in schools and streets. Benefits: Can't think of any for us.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges: drainage and permeable space. Flooding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Challenges: drainage and permeable space. Flooding and overcrowding.

Q4. Should parking vary based on proximity to various modes of transit?

Absolutely not.

Q5. What might be some other aspects that should be considered?

What is the point of all of this? Texas is a big state and there is no need to increase the density to this degree. Why??????



Respondent No: 530

Login: Anonymous

Responded At: Jul 23, 2021 15:05:02 pm

Last Seen: Jul 23, 2021 15:05:02 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Home that have a detached garage should not be allowed to have a 3rd ADU on the lot, Many of these homes add structures and turn them into "group" homes with no regulation by the city if a license is not secured.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See above. HOAs have limitations on the size of structures on lots.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

In my subdivision, many of the homes have 5-6 cars parked on the street. Sometimes there are cars on both sides of the street that block emergency vehicles.

Q4. Should parking vary based on proximity to various modes of transit?

Yes.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 531

Login: Anonymous

Responded At: Jul 23, 2021 15:32:42 pm

Last Seen: Jul 23, 2021 15:32:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Don't see any benefits, only negatives.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

1) current owners' expressed desires. Maintaining property values. Maintaining character of neighborhoods. Decentralized control of neighborhoods' destiny and desires.



Respondent No: 532

Login: Anonymous

Responded At: Jul 23, 2021 16:07:29 pm

Last Seen: Jul 23, 2021 16:07:29 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Traffic

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Leave the current stipulations in place! No changes



Respondent No: 533

Login: Anonymous

Responded At: Jul 23, 2021 16:22:21 pm

Last Seen: Jul 23, 2021 16:22:21 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think the name single family speaks for itself and the dynamic of an entire neighborhood would change by allowing more units. People move to specific areas of the city for specific needs and wants and this will decrease all existing home values and discourage new homeowners from moving into the area.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This seems inconsistent and I would think that the attached secondary unit should have same size restriction.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

That sounds like a correct amount of parking.

Q4. Should parking vary based on proximity to various modes of transit?

I think it should be based more on width of street and ability for through traffic to continue unimpeded.

Q5. What might be some other aspects that should be considered?

Community associations should have a vote in own community.



Respondent No: 534

Login: Anonymous

Responded At: Jul 23, 2021 16:30:42 pm

Last Seen: Jul 23, 2021 16:30:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 535

Login: Anonymous

Responded At: Jul 23, 2021 17:13:37 pm

Last Seen: Jul 23, 2021 17:13:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Yes, it will be ugly. Out city needs room for nature. Density also causes flood problems.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This will make neighborhoods unattractive. Density causes flooding and traffic issues. Poor quality of life.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 536

Login: Anonymous

Responded At: Jul 23, 2021 17:15:09 pm

Last Seen: Jul 23, 2021 17:15:09 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The challenges are more intra-neighborhood traffic. Instead of a property with maybe two cars per lot for a single family dwelling with more units on the same lot you may have up to 4 to 6 .

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The challenges is increasing the size of the ADU invites more people to be in residence.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Good luck enforcing the one extra space per lot. There is going to be at least 4 to 6 cars per lot curbing around the block

Q4. Should parking vary based on proximity to various modes of transit?

Sure. More parking near alternative modes of transit such as bus stops, and bike shares

Q5. What might be some other aspects that should be considered?

Traffic density.



Respondent No: 537

Login: Anonymous

Responded At: Jul 23, 2021 17:36:37 pm

Last Seen: Jul 23, 2021 17:36:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too much congestion in one lot. I.E., cars parked, additional trash, too many properties exposed to the same weather event, fire hazards (buildings too close to each other)

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If units are too large may block neighbors view, may be an attraction for sex trafficking/ human trafficking sites.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. Some people own more than one vehicle or use work provided trucks, etc.

Q4. Should parking vary based on proximity to various modes of transit?

No comment

Q5. What might be some other aspects that should be considered?

Crime rings could potentially use increased units/unit sizes to gather and reside in creating potential for mischief. When too many people live together the potential for family violence can increase without enough space.



Respondent No: 538

Login: Registered

Responded At: Jul 23, 2021 17:37:34 pm

Last Seen: Jul 24, 2021 00:26:55 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Destruction of current neighborhoods and overcrowded neighborhoods

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Too many people living on one lot and resulting personal clashes.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should not be changed. Driveways should not look like used car lots.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Private homes on individual lots would be subjected to every negative aspect and loss of privacy by having multi-family units built up around them.



Respondent No: 539

Login: Anonymous

Responded At: Jul 23, 2021 18:56:29 pm

Last Seen: Jul 23, 2021 18:56:29 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Overcrowding, more traffic and infrastructure problems.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Taking up more relastate and longterm crowding if it's increased.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should not be allowed with any expansion.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Whether Harris County can afford any increases WITHOUT increasing our property and school taxes.



Respondent No: 540

Login: Anonymous

Responded At: Jul 23, 2021 19:49:07 pm

Last Seen: Jul 23, 2021 19:49:07 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I have lived in Stonehenge for 25 plus years I may be wrong but I believe they constructed 3 houses on to lots and it is all cul de sacs and it was not thought out well the cul de sac streets are barely wide enough for two cars and the poor garbage truck or other large vehicles take the entire street. I am stuck in my house many times because the drive way is so short I can't back out without using the full street and so many people don't understand and park on the street behind my driveway. Parking is severely limited and if more was added there would be more verbal disputes. Our homes were considered patio homes thank good there is no more land to build. If someone had a large tract or multiple lots could see having a duplex or three connected town houses or a mother in law addition but only if parking is available 2 cars per house or section. Many homes have five cars.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think 900 is adequate

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes to two

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Street lighting. Security of mail boxes. Place for trash containers if recycling encouraged. Driveways from garages that can hold the length of a SUV. Legitimate street parking on a street for guests. Easy to read house numbers. Rules about honking horns and loud radios while sitting on the street in a vehicle. Proper drainage



Respondent No: 541

Login: Anonymous

Responded At: Jul 23, 2021 22:32:35 pm

Last Seen: Jul 23, 2021 22:32:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More low income residents, more uninvited crime.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The smaller the units, the more they'll build.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

More inoperable vehicles will be there, plus an abundance of cars makes it easier to steal tires, catalytic converters & from vehicles.

Q4. Should parking vary based on proximity to various modes of transit?

Regarding transit: bus traffic will tear up our streets & cause traffic delays.

Q5. What might be some other aspects that should be considered?

Transients & Section 8 residents will destroy property with trash by ruining curb appeal, thus lower property values will occur.



Respondent No: 542

Login: Anonymous

Responded At: Jul 24, 2021 04:55:51 am

Last Seen: Jul 24, 2021 04:55:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Density creates more congestion and strain on local resources. There are NO benefits.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO

Q4. Should parking vary based on proximity to various modes of transit?

When there are "real" other modes of transit then different parking options can be explored but right now driving remains predominant mode of transit.

Q5. What might be some other aspects that should be considered?

Homeowners have invested substantial amounts to live in SF home communities. Adding multi unit complexes unnecessarily to these areas only serves to increase congestion, drain on local resources and reduce property values.



Respondent No: 543

Login: Anonymous

Responded At: Jul 24, 2021 05:23:01 am

Last Seen: Jul 24, 2021 05:23:01 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Consider the property values of homeowners in Houston.



Respondent No: 544

Login: Anonymous

Responded At: Jul 24, 2021 05:59:02 am

Last Seen: Jul 24, 2021 05:59:02 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Population denisty becomes too high for designed area once you allow sub-divided units to be built.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 545

Login: Anonymous

Responded At: Jul 24, 2021 06:03:59 am

Last Seen: Jul 24, 2021 06:03:59 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More buildings more flooding. Not a good idea in Houston.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More apartment complexes more buildings more flooding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Terrible idea in Houston where we flood frequently



Respondent No: 546

Login: Anonymous

Responded At: Jul 24, 2021 06:28:09 am

Last Seen: Jul 24, 2021 06:28:09 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units will cause more traffic, congestion and crime in a given area.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

the only way to increase size on a standard lot is to build up. This is inconvenient for the neighbors who will now have people peering down on them. They taller buildings will also shade neighboring yards killing grass and plants.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be 4 off street parking spots per unit. Otherwise there will be an increase in street parking which causes traffic and congestion.

Q4. Should parking vary based on proximity to various modes of transit?

No. This is not New York. Everyone still needs a car to get around at some point.

Q5. What might be some other aspects that should be considered?

Increased population density results in increased crime.



Respondent No: 547

Login: Anonymous

Responded At: Jul 24, 2021 06:33:42 am

Last Seen: Jul 24, 2021 06:33:42 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

i see no benefits, just the deterioration of our neighborhoods and community!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

keep it as small as possible if existing and do not allow any others

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no, we do NOT want to see our streets littered with cars at all hours!!

Q4. Should parking vary based on proximity to various modes of transit?

NO!!!!!!!!!!!!!!

Q5. What might be some other aspects that should be considered?

let HOA's control it's own communities needs, NOT the city after more taxes!!



Respondent No: 548

Login: Anonymous

Responded At: Jul 24, 2021 06:35:58 am

Last Seen: Jul 24, 2021 06:35:58 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Only challenges. Safety issues, utility issues, traffic issues

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

With no size restrictions you will have people being able to look into your house for being too close to you. Also you would lose the benefits of having a yard and a view.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking at work or in an apartment is already an issue. In a neighborhood with houses we should not have that problem.

Q4. Should parking vary based on proximity to various modes of transit?

What modes of transit? Apart from car you can't say that Houston has modes of transit!

Q5. What might be some other aspects that should be considered?

Since more people can work from home there are plenty of places around Houston outskirts to build new subdivisions with proper design, planned utilities and good access.



Respondent No: 549

Login: Anonymous

Responded At: Jul 24, 2021 07:22:05 am

Last Seen: Jul 24, 2021 07:22:05 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Single family means single family. No changes



Respondent No: 550

Login: Anonymous

Responded At: Jul 24, 2021 07:33:25 am

Last Seen: Jul 24, 2021 07:33:25 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Homeowners buy a home to avoid living in dense, apartment-like, multi-family living situations. Increasing the number of units per lot, changes the appeal of the neighborhood for single-family owners. It opens the door to more renters who may have a less vested interest in the needs of the neighborhood. This would be detrimental for small neighborhood communities like mine where we have to work together to keep neighborhood costs manageable (i.e., community work days, citizens on patrol, etc.). The city has been unable to control traffic flow / congestion and this will only increase if there is an increase in number of units per lot. You will also see an increase in street parking causing concern with emergency vehicles not being able to safely and quickly enter neighborhoods to render aid.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, you run the risk of changing the appeal of single-family neighborhoods. Builders will come in and build zero lot boundaries and homeowners will no longer have space. You take away the appeal of a single-family home. As stated above, the city has been unable to control traffic flow / congestion and this will only increase if there is an increase in number of units per lot. You will also see an increase in street parking causing concern with emergency vehicles not being able to safely and quickly enter neighborhoods to render aid.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 551

Login: Anonymous

Responded At: Jul 24, 2021 08:50:28 am

Last Seen: Jul 24, 2021 08:50:28 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

crowding people increasing frustration. Increased city services required with limited tax revenue. Parking challenges, increased demands for schooling.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

do not change

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 552

Login: Anonymous

Responded At: Jul 24, 2021 11:29:44 am

Last Seen: Jul 24, 2021 11:29:44 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There is no benefit to increasing units in areas that are single family and are restricted/ zoned from having multi family. We want to keep our neighborhoods where our children can play and we know our neighbors. We need to avoid the density problems (public utility and parking) that come from overbuilding. This is a land grab by developers willing to pay for access!!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again secondary structure issues are handled by existing regulations and enforced by individual / community HOA's. There is no need for new dictates from the city.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

You should consider how your constituents will view your approval to spend this money, needlessly ,and having Austin based consultants and a marketing agency (Black Sheep) with a progressive agenda tell Houston what it needs. I reviewed who is being hired. I e Cedric Douglas is not an engineer /architect/ planner. What are you his qualifications? This project is a betrayal of The citizens of Houston and a boondoggle for Developers and friends of folks in high places.



Respondent No: 553

Login: Anonymous

Responded At: Jul 24, 2021 12:13:30 pm

Last Seen: Jul 24, 2021 12:13:30 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I don't see any benefit. Challenges: Parking. Trash collection. Recycling. Privacy. Noise. Security. Safety. Everything gets compounded.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Sizes of attached secondary units (no restrictions) and accessory dwelling units (limited to 900 square feet) should remain as they are at present.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

I don't think so.

Q5. What might be some other aspects that should be considered?

Nothing to add here.



Respondent No: 554

Login: Anonymous

Responded At: Jul 24, 2021 12:22:23 pm

Last Seen: Jul 24, 2021 12:22:23 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Do not see any advantage to adding more living spaces to crowd neighborhoods. Totally against.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefit to increasing or eliminating the size of accessory dwelling units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

The secondary attached or detached units should be regulated.



Respondent No: 555

Login: Anonymous

Responded At: Jul 24, 2021 13:22:52 pm

Last Seen: Jul 24, 2021 13:22:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit. JUST MORE CARS, LESS PARKING, OVERLOADED NEED FOR UTILITIES ON LIMITED EXISTING RESOURCES

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO CHANGE!

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

No benefit. JUST MORE CARS, LESS PARKING, OVERLOADED NEED FOR UTILITIES ON LIMITED EXISTING RESOURCES



Respondent No: 556

Login: Anonymous

Responded At: Jul 24, 2021 13:29:20 pm

Last Seen: Jul 24, 2021 13:29:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges include less green space, more cars and less places to park them, expectations and sunk costs of those who already live in that area and don't want increased density next door. That being said, Houston is so unique with our lack of zoning that I'm not sure this is needed when you can already have a single-family home residing next to a duplex, a townhouse, an office building, a retail strip, and/or an apartment complex. We have "mixed use" already without even actively trying to achieve that.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Bigger ADUs mean less green space if a yard is eliminated or reduced in size. There has been a lot of research lately about less affluent areas of cities having less trees/green space which means less scenery and more heat island effect. Bigger ADUs seem to compound that issue by having more impervious cover....unless this is all combined with increasing park space or the like.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should remain at least at one space required.

Q4. Should parking vary based on proximity to various modes of transit?

In theory yes, but in practical terms, no. The reality is that most Houstonians need cars and that will be slow to change. People will go to great lengths to find places to park vs. giving up their car if their home doesn't have adequate parking. Los Angeles comes to mind - having lived there, parking is a nightmare yet I had no plans to give up my car.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 557

Login: Anonymous

Responded At: Jul 24, 2021 13:53:11 pm

Last Seen: Jul 24, 2021 13:53:11 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I live on Greenwood Street in the East End. Many of the homes in the neighborhood have casitas (ADUs). Some are rental properties; some house extended family members. Most have maintained some yard/garden for outdoor activity. I think the casitas add to the character and viability of the neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The main issue I have with larger ADUs is the potential to eliminate outdoor space per house. I think the size of the ADU should be a function of the lot size and the size of the footprint of the primary dwelling.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

As with my answer to question 2, larger ADUs would require additional parking. The size of the ADU should be based on the lot size and the footprint of the primary dwelling. My daughter owns a two story duplex; each unit is about 2500 square feet. She lives in one unit and four tenants in the other unit. She has space for 6 cars on the property, plus area for a spacious garden with ornamentals, fruit trees, and veggie beds. Down the street from her is a multiunit dwelling housing 3 families. The yard is paved over to make parking for the dwellers' various vehicles.

Q4. Should parking vary based on proximity to various modes of transit?

Not necessarily. It would depend on the lifestyle and the financial means of those living close to mass transit. Building a multiple units near mass transit without allocating space for parking would stress the neighborhood. The neighborhood streets would be burdened with additional car parking. People need cars to do basic shopping, for example. There is one grocery in the neighborhood...Brother's on Canal. The grocery stores readily accessible by the train (trolley) are the Whole Foods and the Phoenicia, which may strain some people's budgets.

Q5. What might be some other aspects that should be considered?

Privacy: Ensure the placements of windows in 2 story ADUs do not encroach on the neighbor's privacy. Flooding: Will the increase in hard cover cause property and street flooding? Landlord and tenant education on their rights and responsibilities: the COVID moratoriums on evictions showcased real ignorance on the part of both landlords and tenants. Emergency services: do the emergency services (fire, medical, and police) in the area need to be beefed up in response to an increase in ADUs? What is the impact on the schools? The impact on the wear and tear on city services (trash pickup, social services) and infrastructure (streets, parks, water mains, drainage, electrical grid)? Is the neighborhood's internet connection robust or marginal?



Respondent No: 558

Login: Anonymous

Responded At: Jul 24, 2021 14:59:10 pm

Last Seen: Jul 24, 2021 14:59:10 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see NO benefits. The challenge is seeing the need for more than 2 units on a SINGLE-FAMILY lot. How many units does a single family need?!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, I see NO benefits. The challenge of increasing or eliminating the maximum size of accessory dwelling units is that people will cram oversized buildings on lots which will result in crowding of neighbors. Really, do I have to explain this?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

How about you leave my single family lot alone?



Respondent No: 559

Login: Anonymous

Responded At: Jul 24, 2021 15:00:32 pm

Last Seen: Jul 24, 2021 15:00:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Our schools are already filled to capacity. and there are not enough green spaces for children to play. As it is, the children are playing the the neighborhood streets.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as above

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

yes

Q5. What might be some other aspects that should be considered?

Crime in area, crowded schools, Over population, no green spaces for children, car vandalism, homeless areas



Respondent No: 560

Login: Anonymous

Responded At: Jul 24, 2021 15:04:59 pm

Last Seen: Jul 24, 2021 15:04:59 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: Parking! Also increased burden on plumbing/waste systems not deigned for higher volume. Benefits: more flexible options for buyers

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't see a benefit - what about effect on drainage/impervious surface area? Flood risk

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't see a need to change the requirement

Q4. Should parking vary based on proximity to various modes of transit?

Good thought.

Q5. What might be some other aspects that should be considered?

I like the idea of increasing the variety of housing options in Houston, but there should be a minimum lot size for multi-unit dwellings so we don't overwhelm our sewer systems and increase flood risk and traffic.



Respondent No: 561

Login: Anonymous

Responded At: Jul 24, 2021 16:09:12 pm

Last Seen: Jul 24, 2021 16:09:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Strain on infrastructure and utilities. Add to flood issues which City has not lived up to promises to correct:

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Additional structures should not be allowed

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Having any vehicles parked on street is a hazard to first responders and people walking on streets where there are no sidewalks.

Q4. Should parking vary based on proximity to various modes of transit?

Only if public transportation is available in that area to the residents.

Q5. What might be some other aspects that should be considered?

People live in Houston so as not live on top of one another. This plan will Destroy the lifestyle of those living here and those that move here for the open space. Horrible idea.



Respondent No: 562

Login: Anonymous

Responded At: Jul 24, 2021 20:23:15 pm

Last Seen: Jul 24, 2021 20:23:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased crime for low income housing addition

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Devalues current residences

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Congestion and traffic accidents

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Increased crime



Respondent No: 563

Login: Anonymous

Responded At: Jul 24, 2021 20:55:48 pm

Last Seen: Jul 24, 2021 20:55:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Over crowded neighborhood s, parking is an issue. Like the north eastern cities.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Less green, more structures. Again parking will become an issue.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No it should not, change!

Q4. Should parking vary based on proximity to various modes of transit?

No, it should not change!

Q5. What might be some other aspects that should be considered?

If you want Houston to look like Hoboken NJ, or NYC. This will start you down this path. Also please consider possible human trafficking ramifications.



Respondent No: 564

Login: Anonymous

Responded At: Jul 25, 2021 01:49:32 am

Last Seen: Jul 25, 2021 01:49:32 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits because building more will increase flooding risks as the land has already problems to absorb heavy rain.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same comment as in 1)

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

2 off street parking places seem more reasonable as people often use their garage for storage

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Walkways should be compulsory at least on one side of the streets, and bicycles lanes too,for questions of health and safety.



Respondent No: 565

Login: Anonymous

Responded At: Jul 25, 2021 04:06:31 am

Last Seen: Jul 25, 2021 04:06:31 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Houston is a car town. More units in distributed residential areas instead of high density apartments in mixed use complexes means more traffic.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't see bigger ADUs as any more of a problem than town houses.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should be changed to half the number of bedrooms, rounded up.

Q4. Should parking vary based on proximity to various modes of transit?

No. Even if your primary commute is not by car, too many shopping trips require going across town, so you still need a car.

Q5. What might be some other aspects that should be considered?

The current townhouse building without supporting infrastructure like wider roads is a nightmare. This will allow current property owners to turn their yard into, essentially, a town home. I don't object to them having that right, but it isn't going to solve housing prices. That requires a massive amount of high density units built in neighborhoods where work and shopping do not require a car. Which requires zoning laws.



Respondent No: 566

Login: Anonymous

Responded At: Jul 25, 2021 05:32:09 am

Last Seen: Jul 25, 2021 05:32:09 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

increased density would contribute to traffic congestion, street safety, and likely crime.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This would be inherently unfair to current owners who invested in presumed less-dense 'controlled' neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

In HOA controlled neighborhoods this would cause a safety issue because our streets, which are owned by the association, are smaller than city owned streets.

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

This is a blatant example of trying to reduce the authority of the HOA's that protect out neighborhoods.



Respondent No: 567

Login: Anonymous

Responded At: Jul 25, 2021 06:54:09 am

Last Seen: Jul 25, 2021 06:54:09 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits include allowing property owner the potential for extra income from rental; as stated above, it gives an extra option for someone who wants a more private, neighborhood feel rather than a big complex.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't see the maximum dwelling size as an issue; however eliminating it could allow more flexibility for the property owner to build what the want.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I think the requirements for off street parking shouldn't exist. If the street already allows for parallel parking, why take up more of the lot space with pavements (especially non permeable)?

Q4. Should parking vary based on proximity to various modes of transit?

I think as long as on street parallel parking exists alongside the property, or it's within a couple blocks of a bus or metro line, off street parking should not be required. In an outer suburban area with no mass transit, it still shouldn't be a requirement so long as parallel parking exists on said street.

Q5. What might be some other aspects that should be considered?

As far as places go that I've seen, Houston already has many garage apartments, etc. that existed long before modern planning rules, and I think it's a great idea to include options that allow property owners the opportunity to make a little extra income (especially if they have the space) and to sprinkle in extra, usually affordable housing options in traditional neighborhoods.



Respondent No: 568

Login: Anonymous

Responded At: Jul 25, 2021 09:35:00 am

Last Seen: Jul 25, 2021 09:35:00 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Two spaces

Q4. Should parking vary based on proximity to various modes of transit?

No. This is Houston. We drive cars.

Q5. What might be some other aspects that should be considered?

Too much density of people leads to more crime.



Respondent No: 569

Login: Anonymous

Responded At: Jul 25, 2021 09:54:26 am

Last Seen: Jul 25, 2021 09:54:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits and additional parking issues

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits in increasing the maximum size

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Not enough - should be increased IF the units are allowed which they should not be.

Q4. Should parking vary based on proximity to various modes of transit?

No - people do not use mass transit, because of the lack of coverage

Q5. What might be some other aspects that should be considered?

This will have a negative impact to property values and will only help developers who benefit from government-funded programs.



Respondent No: 570

Login: Anonymous

Responded At: Jul 25, 2021 11:18:42 am

Last Seen: Jul 25, 2021 11:18:42 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 571

Login: Anonymous

Responded At: Jul 25, 2021 11:33:37 am

Last Seen: Jul 25, 2021 11:33:37 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Loss of green space, drainage issues, sewage issues. In general adding a building with normal living space would require adding sewage, electrical, water, and gas. That is why most detached secondary units are garages.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Neighborhoods are generally designed by architects and engineers. If you allow open season to homeowners to create additional structures it would create an ugly neighborhood because of the different types of buildings, materials used, and general design.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Property values, increases in school districts, taxation, and lowering living conditions.



Respondent No: 572

Login: Anonymous

Responded At: Jul 25, 2021 12:35:08 pm

Last Seen: Jul 25, 2021 12:35:08 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am strongly against allowing more than 1 unit on a single family lot. They are single family lots for a reason and the list above can easily be expanded once an ordinance is passed. This sounds like something developers are pushing to enrich their pockets and not something to provide affordable housing. I am appalled that the "Black Sheep Agency" is involved in this when it is an advertising agency and has no qualifications to work on such an important issue for our community.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits except for developers who can make money by expanding and adding or creating secondary units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should not be changed. The single family lot is for a single family. There should be no requirement for any off street parking for a secondary detached unit. Again this sounds like a way to make the secondary unit more attractive so developers can build more units and enrich themselves with no consideration to the impact on the neighborhood.

Q4. Should parking vary based on proximity to various modes of transit?

No it should not. There is no need to make it more attractive to build multiple units on a single family lot.

Q5. What might be some other aspects that should be considered?

Posting how many developers, builders, real estate agents, and friends of city council members and the mayor are supporting this measure. I would like to see who is benefiting from destroying our neighborhoods.



Respondent No: 573

Login: Anonymous

Responded At: Jul 25, 2021 13:01:15 pm

Last Seen: Jul 25, 2021 13:01:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see benefits. I think it will be a challenge to create a cohesive & continuous, safe and well maintained community.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change. If the maximum square footage of these units is increased or if, at the current limits, the inhabitants of these units have on average more than one motorized vehicle, the off-street parking should be increased to 2 spaces.

Q4. Should parking vary based on proximity to various modes of transit?

Partially, and partially based on the known information about current area tenants.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 574

Login: Anonymous

Responded At: Jul 25, 2021 13:22:58 pm

Last Seen: Jul 25, 2021 13:22:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Such a plan would lead to increased congestion in area streets, crowding in local schools and a reduction in property values of the surrounding single family neighborhoods. I see no benefits to such a plan. Inviting residents into an area where the cost of housing exceeds their financial capabilities doesn't benefit anyone.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See my response to question # 1

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This would be disastrous. The only thing I see that a change to allow more off-street parking for a residential lot would be to create an eyesore of vehicles parked in yards, driveways or areas other than garages. Such an action would significantly decrease property values of surrounding neighborhood homes.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

This plan sounds much to me like a workaround to bring low income housing into otherwise moderate+ priced housing. Bad idea



Respondent No: 575

Login: Anonymous

Responded At: Jul 25, 2021 13:34:44 pm

Last Seen: Jul 25, 2021 13:34:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Obviously, the more densely developed, the better for the developer and potentially for residents that don't have an issue with more dense development. But if this effort in any way infringes on the right of neighborhoods to control development through deed restrictions, this whole effort must be a non-starter. The goal of creating more affordable housing is laudable, but those who live in deed restricted neighborhoods have made investment decisions based on an expectation of what the neighborhood will look like. Any attempt to change that via government fiat is unacceptable and will be strenuously opposed.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See answer 1 above.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If more dense development is going to be allowed more off-street parking should be required.

Q4. Should parking vary based on proximity to various modes of transit?

No. Public transit availability can change.

Q5. What might be some other aspects that should be considered?

See answer 1. Attempting to affect existing deed restrictions will be met by numerous lawsuits and keep the city in the courts for a long time (as well as costing a lot of money).



Respondent No: 576

Login: Anonymous

Responded At: Jul 25, 2021 13:36:16 pm

Last Seen: Jul 25, 2021 13:36:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There is no benefit. The end result will be overcrowded neighborhoods and schools,

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. Increase to 2 spaces.

Q4. Should parking vary based on proximity to various modes of transit?

Mo.

Q5. What might be some other aspects that should be considered?

Please consider the burden extra housing will place on schools.



Respondent No: 577

Login: Anonymous

Responded At: Jul 25, 2021 17:09:31 pm

Last Seen: Jul 25, 2021 17:09:31 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

NONE! ZERO! ZIPPO! and it's a STUPID IDEA ! All you're trying to do is infiltrate nice neighborhoods. We don't want additional units AKA multi-family housing in our neighborhoods OR in between neighborhoods!!!!!!!!!!!!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

NO BENEFIT WHATSOEVER. This is an attempt to insert multi-family living into single-family areas and it is a DUMB idea.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

ELIMINATE IT!

Q4. Should parking vary based on proximity to various modes of transit?

What a loaded question... Either leave the existing single extra space or eliminate it altogether.

Q5. What might be some other aspects that should be considered?

NONE !!!! This is NOT going to be popular and current DEED RESTRICTIONS should be able to keep this from happening in well-managed and governed neighborhoods. This is another STUPID idea being pushed by LIBERAL elected officials in Houston! We don't want sanctuary city status, we don't want multi-family housing or missing middle housing in our neighborhoods or between existing neighborhoods - PERIOD ! Look what happened to Lakeside Estates and Lakeside Forest when Marvin Leggett built the TRASHY apartments between the two neighborhoods!!! The entire area went to hell and was gang infested and crime ridden. (DO SOME HOMEWORK AND LOOK THAT ONE UP) Why don't you focus on something more important like CRIME rather than trying to stick people YOU want to have in OUR neighborhoods!!!!!!!!!!!!!!!!!!!!!!!!!!!!



Respondent No: 578

Login: Anonymous

Responded At: Jul 25, 2021 17:13:01 pm

Last Seen: Jul 25, 2021 17:13:01 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too many people!!! Strain on our streets, plumbing, traffic, city garbage, electricity, water gas and more will be the result. We do not want to be packed in like rats.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The only benefit is to the land lord who can collect rent. I see no benefit to our city!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This is terrible! We are not China and have no aspirations to live on top of each other like they do.

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Long term costs to our city



Respondent No: 579

Login: Anonymous

Responded At: Jul 25, 2021 17:25:41 pm

Last Seen: Jul 25, 2021 17:25:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit! Bad idea

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Schools are already over crowded in the neighborhood, don't need to add more families

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

That would make streets and parking a nightmare

Q4. Should parking vary based on proximity to various modes of transit?

It is wrong for the city to decide to change our neighborhoods. We bought into this neighborhood because it is a single family dwelling. I don't want my property value going down,

Q5. What might be some other aspects that should be considered?

What the people in the neighborhoods want!



Respondent No: 580

Login: Anonymous

Responded At: Jul 25, 2021 18:04:38 pm

Last Seen: Jul 25, 2021 18:04:38 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit. It should not be allowed.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

None



Respondent No: 581

Login: Anonymous

Responded At: Jul 25, 2021 18:37:01 pm

Last Seen: Jul 25, 2021 18:37:01 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Infrastructure and integrity of neighborhood

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Integrity of neighbor and infrastructure

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No more additions

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The destruction of family neighborhoods with yards for kids to play in, increased traffic , and more concrete jungle creeping into established neighborhoods



Respondent No: 582

Login: Anonymous

Responded At: Jul 25, 2021 20:05:57 pm

Last Seen: Jul 25, 2021 20:05:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Devaluation of existing homes as this will increase renters. Too many people at one lot & over flow of vehicles

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Devaluation of surrounding /existing homes. Larger sf would allow for larger groups of people.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No - it should be enforced. Too many vehicles in residential area blocks flow of traffic & increase vehicle vandalism / break-in.

Q4. Should parking vary based on proximity to various modes of transit?

Don't understand the question

Q5. What might be some other aspects that should be considered?

Existing homeowners that do not wish to have a multi-family facility right next door. Ownership of properties.



Respondent No: 583

Login: Anonymous

Responded At: Jul 25, 2021 20:22:53 pm

Last Seen: Jul 25, 2021 20:22:53 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot encourages non-resident investors to purchase lots, as it increases the available rent per investment. This will decrease home ownership across the effected neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again this would encourage commercial purchasing of lots for rental unit development. By removing the size limit it allows developers to put any number of livable rent producing units on a lot.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. This limits the reasonablilty of having additional tenants in a secondary unit. Limiting the commercial value of each lot.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Consider the broader implication of allowing builders to cram additional units onto residential lots. If it has to happen make sure the primary is restricted to a primary residence. If duplexes are invloved you could mke the requirement that they are sold as primary residences... The goal is to make sure we increase home ownership across incomes, not increase the number of renters.



Respondent No: 584

Login: Anonymous

Responded At: Jul 25, 2021 20:33:03 pm

Last Seen: Jul 25, 2021 20:33:03 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

With the current commercialization of residential spaces I see this as a ploy by those who have stakes in commercial real estate to reap the benefits of increasing rental income. The removal of this restriction will only cause increase in invested purchasing of residential lots and a decrease in home ownership in Houston.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This paces the way to over pack residential lots. Benefiting only commercial investors. It will not appreciably decrease rent costs for people, but it will decrease home ownership in Houston.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. This keeps a hurdle preventing commercial abuse of secondary detached units.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Keep in mind the goal is to make housing affordable to own... not to line the pockets of commercial investors. One solution would be that all the units on the lot must be sold as primary residence for 30 years. If it is secondary units on the lot maybe make the restriction that the primary unit has to be a primary residence.



Respondent No: 585

Login: Anonymous

Responded At: Jul 25, 2021 21:34:32 pm

Last Seen: Jul 25, 2021 21:34:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit. Screw this dumbass idea

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit. Screw this dumbass idea

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Make it four spaces

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Screw this dumbass plan. Leave our deed-restricted neighborhoods alone



Respondent No: 586

Login: Anonymous

Responded At: Jul 26, 2021 07:24:22 am

Last Seen: Jul 26, 2021 07:24:22 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits to homeowners or potential homeowners to increased units per lot. This is only good for developers that make money on the construction and sale of a building and don't care about the future conditions of the community/neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as above, there are no benefits to homeowners or potential homeowners to increase secondary unit sizes per lot. This is only good for developers that make money on the construction and sale of a building and don't care about the future conditions of the community/neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No this should not change.

Q4. Should parking vary based on proximity to various modes of transit?

No this should not change.

Q5. What might be some other aspects that should be considered?

The vast majority of homeowners in these single family neighborhoods do NOT want these multi-family type of ordinances to be allowed as we know it will have a detrimental and irreversible affect on the neighborhoods. The City Council should listen to its constituents as they are supposed to represent us.



Respondent No: 587

Login: Anonymous

Responded At: Jul 26, 2021 07:31:36 am

Last Seen: Jul 26, 2021 07:31:36 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, make it two, to keep cars off the street.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Are the lots grass so they can drain? We need drainage more than blight.



Respondent No: 588

Login: Anonymous

Responded At: Jul 26, 2021 07:47:05 am

Last Seen: Jul 26, 2021 07:47:05 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit to increasing the number of units per lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefit to increasing or eliminating the maximum size of accessory dwelling units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking requirements should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

Parking should not be changed to based on proximity to modes of transit.

Q5. What might be some other aspects that should be considered?

Any changes to the current residential single family requirements would negatively impact Houston's quality of life.



Respondent No: 589

Login: Anonymous

Responded At: Jul 26, 2021 08:11:37 am

Last Seen: Jul 26, 2021 08:11:37 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Overcrowding and too close living environment. People need SPACE.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Overcrowding and too close living environment. People need SPACE.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, at least two parking spaces for each unit and absolutely no street parking. If it doesn't fit then it can't be built.

Q4. Should parking vary based on proximity to various modes of transit?

Don't understand the question. off street parking should be available to allow for free flow of street traffic

Q5. What might be some other aspects that should be considered?

Restrict lot subdivision to areas that are already subdivided. Leave single unit lots alone. Some people really like to live in an area that is not a beehive!



Respondent No: 590

Login: Anonymous

Responded At: Jul 26, 2021 08:42:14 am

Last Seen: Jul 26, 2021 08:42:14 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

this will change the character of Houston by making it denser and less family friendly

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

they should be kept modest in size so that they don't become equivalent to a separate house. they are ok for parents as is but not for a full family

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no change

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 591

Login: Registered

Responded At: Jul 26, 2021 08:44:08 am

Last Seen: Jul 26, 2021 15:20:29 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Overbuilding a lot(unless requirements are placed to limit SF), parking and increased number of driveways.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None. In fact there should be limitations on ground coverage for lots greater than 3,500SF. Even though detention requirements are in place, a minimum amount of permeable area should be required no matter the size or use of the property.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Reduce the requirement for all residential parking. Allow market based parking everywhere, incentivize proximity to bus, rail, trail etc. by allowing more units/ SF. Incentivize preservation of on street parking.

Q4. Should parking vary based on proximity to various modes of transit?

Yes. Or provide incentives to allow more units based on proximity to multiple modes of transit.

Q5. What might be some other aspects that should be considered?

Stop allowing two car driveways for lots less than 35-40'. This eliminates street parking and makes streets unsafe. Incentivize corner lots to have more units as compared to internal lots. Require adequate sidewalk and additional trees along all public streets.



Respondent No: 592

Login: Anonymous

Responded At: Jul 26, 2021 09:22:01 am

Last Seen: Jul 26, 2021 09:22:01 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Decrease in property values Congestion resulting in parking availability Taxpayers who pay high rates of Property taxes should not be punished because others can not afford single dwelling houses!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No value whatsoever ever! Not in favor of the ordinance. Smaller than 900 sq. Feet! Who could want that for a primary dwelling!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Problems with parking already exist. No need to overburden the congestion.

Q4. Should parking vary based on proximity to various modes of transit?

No. Public transportation is not very utilized NOW!!!

Q5. What might be some other aspects that should be considered?

Tax rates. Overcrowding of neighborhoods. Increase in number of residents in a dwelling! Diminishing HOA bylaws already in existence!



Respondent No: 593

Login: Anonymous

Responded At: Jul 26, 2021 09:45:33 am

Last Seen: Jul 26, 2021 09:45:33 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Population density goes up. Traffic increases, privacy drops dramatically. Horrible idea. Flood risk increases with increase in impervious space!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increase in flood risk due to additional impervious space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO!

Q4. Should parking vary based on proximity to various modes of transit?

No! We have a poor mass transit system in this city.

Q5. What might be some other aspects that should be considered?

This is not New York, San Francisco, or any other place where space is a concern. We have no zoning here so there is little in the way of controls for relaxing these ordinances.



Respondent No: 594

Login: Anonymous

Responded At: Jul 26, 2021 09:47:24 am

Last Seen: Jul 26, 2021 09:47:24 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Its called single family residences for a reason.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

What will be gained from this nonsense

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking on streets is bad enough as it is. Leave well enough alone

Q4. Should parking vary based on proximity to various modes of transit?

NO, Neighborhood parking is tight enough as it is. Why make it worse

Q5. What might be some other aspects that should be considered?

Why in the world is COH council even considering spending this amount of money on such as stupid idea. For crying out loud use you brain for once and think something thru, money does not grow on trees, at least not my trees.



Respondent No: 595

Login: Anonymous

Responded At: Jul 26, 2021 09:47:25 am

Last Seen: Jul 26, 2021 09:47:25 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Putting more people in the same physical space, increasing population density, increases traffic which is not desirable.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as above. Increasing housing density increases traffic. The city already can't keep the streets in good condition, and traffic is already a problem.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

The greater the population density, the more problems you have with traffic, trash, noise, crime, and related issues. More density is not desirable.



Respondent No: 596

Login: Anonymous

Responded At: Jul 26, 2021 09:52:22 am

Last Seen: Jul 26, 2021 09:52:22 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing units per lot will decrease neighborhood property values.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing units per lot will increase crime rates in safer neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Do not ruin nicer neighborhoods by increasing lower value units



Respondent No: 597

Login: Anonymous

Responded At: Jul 26, 2021 09:56:53 am

Last Seen: Jul 26, 2021 09:56:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Adding additional low cost units (smaller), would create a situation with parking (more cars on the street), increased traffic, which creates a dangerous environment for children due to increase traffic. This is an experience that we don't want to face (as others we know have).

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The size and architecture of such units could impact or change a neighborhood from family residential to income generating rentals...This may impact the stability of the neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking is a general issue for all multi-tenant buildings. One space is never enough, which creates car lined neighborhood streets...enforcement costs, and neighbors fighting over parking...

Q4. Should parking vary based on proximity to various modes of transit?

Not sure how this solves anything..

Q5. What might be some other aspects that should be considered?

Better and improved zoning versus less zoning....and increasing options...that end up creating congestion and safety issues.



Respondent No: 598

Login: Anonymous

Responded At: Jul 26, 2021 10:10:37 am

Last Seen: Jul 26, 2021 10:10:37 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Established neighborhoods are attractive to buyers that do not have more than 2 units attached as it build a small community within the larger community. These residences have less move-in and move-out rates and keeps crime rates lower.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 Sq Feet is perfect for home offices or "mother in law" type dwellings.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. This already causes so many traffic issues.

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

The age of the neighborhood. HOA's will be heavily affected. If existing deed restrictions exist, will this change supersede these rules?



Respondent No: 599

Login: Anonymous

Responded At: Jul 26, 2021 10:13:51 am

Last Seen: Jul 26, 2021 10:13:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am concerned that this ordinance will permit developers to construct dense housing that includes duplexes, quadruplexes, town homes, and condo complexes housing in residential neighborhoods where it may not currently be allowed – or wanted.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I am concerned that this ordinance will permit developers to construct dense housing that includes duplexes, quadruplexes, town homes, and condo complexes housing in residential neighborhoods where it may not currently be allowed – or wanted.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I am concerned that this ordinance will permit developers to construct dense housing that includes duplexes, quadruplexes, town homes, and condo complexes housing in residential neighborhoods where it may not currently be allowed – or wanted.

Q4. Should parking vary based on proximity to various modes of transit?

I am concerned that this ordinance will permit developers to construct dense housing that includes duplexes, quadruplexes, town homes, and condo complexes housing in residential neighborhoods where it may not currently be allowed – or wanted.

Q5. What might be some other aspects that should be considered?

I am concerned that this ordinance will permit developers to construct dense housing that includes duplexes, quadruplexes, town homes, and condo complexes housing in residential neighborhoods where it may not currently be allowed – or wanted.



Respondent No: 600

Login: Anonymous

Responded At: Jul 26, 2021 10:18:13 am

Last Seen: Jul 26, 2021 10:18:13 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I have chosen to live in a neighborhood with single family homes only, with homes spread out from one another - my neighborhood has been this way for decades, and the city of Houston has no problem charging me significant taxes for this choice. Allowing the change to the number of units per lot will directly undermine my neighborhood, and the reason I chose to live in my home. I do not want to live in a crowded area, and you are taking away my right to choose. Should you want to proceed, you should compensate those homeowners you are forcing into a changed living situation to ensure that all are treated fairly in this situation.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

ADUs should be the choice of the homeowner, as it is their property, and therefore, their choice.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The number of required off-street parking should correlate to the number of bedrooms/occupants of the unit.

Q4. Should parking vary based on proximity to various modes of transit?

No - People should have the right to choose their mode of transport, especially in a city like Houston, this should not be a factor in determining number of parking spots.

Q5. What might be some other aspects that should be considered?

The neighborhood - if the neighborhood consist of single family homes only, then those areas should not be forced to add multi-family units.



Respondent No: 601

Login: Anonymous

Responded At: Jul 26, 2021 10:20:42 am

Last Seen: Jul 26, 2021 10:20:42 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Not enough parking and allows for neighbors to become rental units instead of building family neighbors. This is only helping developers not families. There are tons of new condos and apartments and Houston doesn't have a housing shortage.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Why is there a need for larger units? Again I'm paying taxes to live in a stable family neighbor. I might as well become a renter, this way if I dont like my neighbors or changes I can easily move.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No parking on streets. Streets are not meant for people to park. Such a hassle when cars park on streets just because they dont want to use their garage or driveway.

Q4. Should parking vary based on proximity to various modes of transit?

No should be based on single family home, apt etc.

Q5. What might be some other aspects that should be considered?

We pay a lot of taxes to live homes not rental units. Do you charge renters taxes? I'm investing in a home not a rental unit and I want to be safe. This type of change will allow ABB.



Respondent No: 602

Login: Anonymous

Responded At: Jul 26, 2021 10:26:07 am

Last Seen: Jul 26, 2021 10:26:07 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Property values decrease and congestion and crime will increase.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More congestion and crime.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Slow path to more crime and congestion. Thus making HOUSTON a less desirable place to live.



Respondent No: 603

Login: Anonymous

Responded At: Jul 26, 2021 10:26:35 am

Last Seen: Jul 26, 2021 10:26:35 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Sounds like a really bad idea. It will increase crowding of our neighborhoods and clutter up the streets with more parked cars. We should not allow this kind of overcrowded planning.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminate the maximum size? No way. That would make it attractive to build 6 story pencil-stick houses next to a primary, ordinary house. Over crowding, challenging our street capacity and the capacity of other utilities. The secret is to build out, not up. There is plenty of land around here.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Off-street parking should be mandatory. I would change the requirement for a secondary unit to TWO cars, and try to limit people from parking on the street at all. Some places it is hard to see how a fire truck or ambulance can make it though the streets with all of the poorly parked cars.

Q4. Should parking vary based on proximity to various modes of transit?

What good does that do? Everyone has a car even if they happen to live close to the "METRO" toy train. Nobody rides the bus. Some families have three cars. The off-street parking should be mandatory and not be related to how close you are to an airport or an Amtrak station.

Q5. What might be some other aspects that should be considered?

Stop pretending that we are crammed into a tiny valley or on an island. There is no reason to cram people together like some politicians want. It won't solve any "REAL" problems - just paying service to fake problems that the green crowd likes to invent to push their agendae.



Respondent No: 604

Login: Anonymous

Responded At: Jul 26, 2021 10:27:51 am

Last Seen: Jul 26, 2021 10:27:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

no benefit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 sq.ft max. is good.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

No suggestions



Respondent No: 605

Login: Anonymous

Responded At: Jul 26, 2021 11:05:48 am

Last Seen: Jul 26, 2021 11:05:48 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Sufficient now

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Sufficient now

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Sufficient now

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

I am Not in favor of \$ rental units on single family lots.



Respondent No: 606

Login: Anonymous

Responded At: Jul 26, 2021 11:16:41 am

Last Seen: Jul 26, 2021 11:16:41 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lowers our property value and potentially hinders our safety, reduces our community feel and turns our neighborhood into "just another place to live" rather than the family, community feel it presently has.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Takes away our neighborhood feel and will drive families out of our area and force them to the surrounding suburbs.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Where will people park their cars? You are going to drive a lot of families out of these communities.



Respondent No: 607

Login: Anonymous

Responded At: Jul 26, 2021 11:23:17 am

Last Seen: Jul 26, 2021 11:23:17 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I definitely oppose the idea of attached duplexes. Having lived in Lewisville Texas, I saw firsthand the devaluation of subdivisions. As for townhomes, developers have tried this before in Alief and the property was poorly managed. The development turned into low-income housing units and high crime.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If you can build a comfortable granny house above a garage that maintains the integrity of the subdivision, it is okay. Good luck with your MIL.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. If you want a detached unit, you build it over the garage.

Q4. Should parking vary based on proximity to various modes of transit?

No. Neighborhoods should not become parking lots for mass transit users.

Q5. What might be some other aspects that should be considered?

Use the \$400,000 on something beneficial to all citizens. Flood Control, Fire Department, Repair of Streets. QUIT WASTING OUR TAX DOLLARS. YOU HAVE A DEFICIT IN THE BUDGET. PULL YOUR HEADS OUT! USE OUR MONEY WISELY. DON'T SPEND WHAT YOU DON'T HAVE.



Respondent No: 608

Login: Anonymous

Responded At: Jul 26, 2021 11:48:48 am

Last Seen: Jul 26, 2021 11:48:48 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Bad idea. Traffic, congestion, not what a pandemic needs!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 609

Login: Registered

Responded At: Jul 26, 2021 13:16:44 pm

Last Seen: Jul 26, 2021 19:20:01 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

See no benefit.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

We bought a single family residence with detached garage. Adding more structures would clutter our lot and the neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. This is a nice neighborhood, not a small city.O

Q4. Should parking vary based on proximity to various modes of transit?

Only other mode of transportation is bus with stops on Briar Forest. Good transportation for residents near bus stops, but not convenient for all neighborhood residents.

Q5. What might be some other aspects that should be considered?

Real Estate values of homes in Lakeside Estates and Lakeside Forest.



Respondent No: 610

Login: Anonymous

Responded At: Jul 26, 2021 12:00:49 pm

Last Seen: Jul 26, 2021 12:00:49 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The only "benefit" is excessive density that will help destroy the character and quality of life of residents that currently live in the neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The only "benefit" is excessive density that will help destroy the character and quality of life of residents that currently live in the neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should be a minimum of 1 parking spot per bedroom.

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

Consider the net effect of the quality of life of residents that currently live in the neighborhoods.



Respondent No: 611

Login: Anonymous

Responded At: Jul 26, 2021 12:02:16 pm

Last Seen: Jul 26, 2021 12:02:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Neighborhood loosing value and saftey due to excessive housing

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

High construction next to sfh blocking any nice view

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, keep it as is

Q4. Should parking vary based on proximity to various modes of transit?

Keep it as is

Q5. What might be some other aspects that should be considered?

We who have invested in buying a home in a quiet neighborhood to raise our family will be destroyed by extreme urbanization. More ppl, more traffic , less saftey. Please keep the neighborhood as it is. Its already chaotic outside, dont need it inside.



Respondent No: 612

Login: Anonymous

Responded At: Jul 26, 2021 12:09:28 pm

Last Seen: Jul 26, 2021 12:09:28 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More flooding, more parking problems, more noise. There is no upside to this. A lower quality of life for everyone is what this would mean .

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 613

Login: Anonymous

Responded At: Jul 26, 2021 12:29:22 pm

Last Seen: Jul 26, 2021 12:29:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This would drastically lower property values in my neighborhood and cause serious traffic congestion and exacerbate parking issues

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This would drastically lower property values in my neighborhood and cause serious traffic congestion and exacerbate parking issues

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

yes

Q5. What might be some other aspects that should be considered?

property values



Respondent No: 614

Login: Anonymous

Responded At: Jul 26, 2021 12:31:41 pm

Last Seen: Jul 26, 2021 12:31:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This would lead to lower income housing, crowded streets, more crime, lower property values. This would would also reduce green space, lead to over crowding of all systems including electrical power grid.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Decreasing property values, increasing and already densely populated area and stressing all of the infrastructure

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Personal safety is an issue on our streets today. Anything increasing the number of cars parked on the street further decreases visibility of pedestrians and cyclist and increases risk of life

Q4. Should parking vary based on proximity to various modes of transit?

No, housing increase should not be allowed.

Q5. What might be some other aspects that should be considered?

This is a pure and simple money grab for property taxes. At the end of the day, the value of real property will decrease, crime will increase, personal injury will increase, power quality will decrease and it will impact our green space



Respondent No: 615

Login: Anonymous

Responded At: Jul 26, 2021 12:57:08 pm

Last Seen: Jul 26, 2021 12:57:08 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

ABSOLUTELY NO BENEFIT!! A potential for increased crime and traffic jams in quiet neighborhoods!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Keeping the size limitations, at least, will prohibit expansion and overcrowding of neighborhoods. Again, no benefit to increasing the maximum size of accessory dwelling units!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

DEFINITELY NOT! This will create a bottleneck of traffic for garbage pickup, recycling, and maintenance vehicles in quiet neighborhoods.

Q4. Should parking vary based on proximity to various modes of transit?

No! Single-family unit neighborhoods should not have to provide parking for public transportation. It is a RESIDENTIAL NEIGHBORHOOD!

Q5. What might be some other aspects that should be considered?

Make affordable housing available on unincorporated land just outside of the City and provide adequate transportation to THAT area. DO NOT INFRINGE ON QUIET, FAMILY NEIGHBORHOODS!



Respondent No: 616

Login: Anonymous

Responded At: Jul 26, 2021 12:58:39 pm

Last Seen: Jul 26, 2021 12:58:39 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Definitely do not want this! I want my neighborhood to stay suburban, not urban.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Definitely am not in favor of this at all. Want my neighborhood to stay suburban, not urban

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Definitely am not in favor of this at all. Want my neighborhood to stay suburban, not urban

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 617

Login: Anonymous

Responded At: Jul 26, 2021 13:06:15 pm

Last Seen: Jul 26, 2021 13:06:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking nightmare, too much foot traffic, litter generated.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See above; shouldnt be allowed in first place.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

One parking space? This question alone shows how this is a bad idea . . . you're going to increase occupant capacity but limit available parking to one? No way it could be more than that because parking is already is bad as it is! How are you gonf to police these parking limits? With the already stretached HPD? Now were going to have them writing parking tickerts?

Q4. Should parking vary based on proximity to various modes of transit?

No, this is Houston Texas, people drive cars. "...various modes of transit" . . . you mean BUS STOPS? This is Houston Texas . . .what other mode of transit would that be? The train at the med center?

Q5. What might be some other aspects that should be considered?

How about focus on the homeless population, and mental health outreach and programs for spaying and neutering pets in lower income neighborhoods? How about prosecuting criminals for their crimes and not sending them right back out into our streets?! How about enforcing ordinances already on the books and returning to law and order instead of trying to enact governemental "feel good" ordinances? How about that?



Respondent No: 618

Login: Anonymous

Responded At: Jul 26, 2021 13:13:12 pm

Last Seen: Jul 26, 2021 13:13:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Leave it alone

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Leave it alone

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Seriously? Parking bad enough as it is.

Q4. Should parking vary based on proximity to various modes of transit?

you mean . . . bus stops or airports?

Q5. What might be some other aspects that should be considered?

How about focus on crime and support law enforcement and don't let criminals out that keep repeat offending? That would give everyone "LIVEABLE SPACES"; shopkeepers and companies would move into the area, people could ride bikes and cars and not get acosted, kids could play outside. Its not rocket science! \$400,000.00 for this? Unbelievable . . . but ya feel good huh?



Respondent No: 619

Login: Anonymous

Responded At: Jul 26, 2021 13:32:39 pm

Last Seen: Jul 26, 2021 13:32:39 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits. This type of plan only drives down property values. The only ones that benefit are contractors.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There is only a downside when additional housing units are jammed into a neighborhood. Property values decrease and traffic increases. There will also be a noticeable reduction in quality of life for the neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Quality of life of current residents needs to be considered. People purchased single family homes for the quality of life. Changing the regulations negatively impacts the home value and corresponding investment value of the home owner.



Respondent No: 620

Login: Anonymous

Responded At: Jul 26, 2021 13:33:01 pm

Last Seen: Jul 26, 2021 13:33:01 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits to increasing this number. I can think of many challenges/problems that could come from it such as parking constraints, noise issues, and privacy issues. I also see environmental issues such as less yard space and more concrete which would affect drainage, more trash created per lot, and increased traffic on streets that were not designed to support this increase.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating or increasing the maximum size limit essentially turns accessory dwelling units into primary dwelling units for a second family, thus turning single-family lots into multi-family lots. The same challenges/problems from my answer to question 1 apply.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I believe it should be changed to at least two additional spaces for new construction only. Old construction should be grandfathered in to the one additional space requirement.

Q4. Should parking vary based on proximity to various modes of transit?

Absolutely not. Just because various modes of transit are available, does not necessarily mean they apply to each dwelling unit or family.

Q5. What might be some other aspects that should be considered?

Annexing county property and building these types of housing, rehabilitation of old vacated industrial properties, rehabilitation of dilapidated or vacant strip malls, etc. are all options that should be explored.



Respondent No: 621

Login: Anonymous

Responded At: Jul 26, 2021 13:35:35 pm

Last Seen: Jul 26, 2021 13:35:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There is a lot more noise (or you can hear more noise) when there are multiple units per lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There would be less drainage the larger the adu is.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No opinion as long as it's not causing traffic issues or blocking other people's property.

Q4. Should parking vary based on proximity to various modes of transit?

No opinion

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 622

Login: Anonymous

Responded At: Jul 26, 2021 13:46:14 pm

Last Seen: Jul 26, 2021 13:46:14 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units is unsightly and would clash with/ruin the existing look/aesthetic within this area. It would lead to increased traffic, something this part of town cannot handle.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If you're talking about a garage apartment, which I think you are (so why not use that example so it's not confusing), then as long as it matches the existing structure, and parking isn't push onto the street, then let the owner add what they want.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Off street parking is already a problem throughout this area. It creates massive bottlenecks when trying to exit my own neighborhood, and creates additional traffic backups in areas that act as main throughways.

Q4. Should parking vary based on proximity to various modes of transit?

No, parking should be confined to within the plot of land of any unit.

Q5. What might be some other aspects that should be considered?

Stop trying to over urbanize the area. It's Texas and people like/want their space. Single family homes with yards. That's why we're further away from the city. This isn't New York or Boston, and the addition of units just because you can (because lets be honest, you want the tax money) doesn't work well. Here, it would make absolutely no sense to have mixed housing. There are already various apartment and duplex complexes in the area, and they do not mesh well.



Respondent No: 623

Login: Anonymous

Responded At: Jul 26, 2021 13:52:37 pm

Last Seen: Jul 26, 2021 13:52:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits. It will lower property values.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Current rules make sense, no reason to change them.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change needed

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Respect the single family dwellings by neighborhood and do not allow for more than one unit per lot



Respondent No: 624

Login: Anonymous

Responded At: Jul 26, 2021 13:59:45 pm

Last Seen: Jul 26, 2021 13:59:45 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More concrete to promote flooding. Less green space & change the community that anyone chooses to live - either rent or buy

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Many areas have deed restrictions that already address this point. For example, Set back lines and utility easement footage. The ultimate result is to keep the persona of a particular area consistent & blend in w/existing housing. Each person has an individual liking & attraction for a specific community

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

For safety, should remain the same. Each property own currently addresses the parking of & car movement within a household

Q4. Should parking vary based on proximity to various modes of transit?

No. People choose to live close to their personal needs.

Q5. What might be some other aspects that should be considered?

Status quo. This proposed realignment opens up vast development opportunities to developers who in time would continue to expand their development & takeover an original layout of a community



Respondent No: 625

Login: Anonymous

Responded At: Jul 26, 2021 14:23:59 pm

Last Seen: Jul 26, 2021 14:23:59 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not want higher density housing in my neighborhood. We have deed restrictions for a reason.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

There are plenty of apartment buildings and townhouses in this city. Single family residence neighborhoods should be allowed to keep their character.



Respondent No: 626

Login: Anonymous

Responded At: Jul 26, 2021 14:56:33 pm

Last Seen: Jul 26, 2021 14:56:33 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Main benefit is better land usage. Challenge is parking which is already a problem.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see more challenge than benefit - challenge being that you cannot efficiently utilize the land. Any restrictions of this type locks people out of potential housing and lowers potential property ownership benefits.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change. Too many vehicles parking on the street already.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 627

Login: Anonymous

Responded At: Jul 26, 2021 15:02:31 pm

Last Seen: Jul 26, 2021 15:02:31 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I don't see benefits to increasing the over-crowding of neighborhoods. Increased traffic, need for parking, etc. all will contribute to a decline in quality of life in these established areas.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see developers building out right up to property lines to create more overcrowding and destroying the nature of our established neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Possibly a second off-street space for already existing detached units if this helps clear the streets.

Q4. Should parking vary based on proximity to various modes of transit?

Need an example please.

Q5. What might be some other aspects that should be considered?

The aspect of existing single family homes in established neighborhoods being ruined by overdevelopment should deter this type of building. Overcrowding and traffic congestion is bad enough already.



Respondent No: 628

Login: Anonymous

Responded At: Jul 26, 2021 15:03:01 pm

Last Seen: Jul 26, 2021 15:03:01 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: more housing. More rental income for landlords, lower cost for tenants. Challenges: nimbys

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More rental units! More space for our neighbors

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Destroy it. No mandatory minimums

Q4. Should parking vary based on proximity to various modes of transit?

Build more transit then yes

Q5. What might be some other aspects that should be considered?

Transit construction



Respondent No: 629

Login: Anonymous

Responded At: Jul 26, 2021 15:08:33 pm

Last Seen: Jul 26, 2021 15:08:33 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The problem is not the lot. The problem is that people with more funds than the current residents buy the plots to build homes the current residents can't afford to live in. Any ADU would be marketed as a potential Airbnb. We need affordable housing that helps the current residents!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

To make spaces really livable, stop allowing concrete batch plants to be located in the middle or residential neighborhoods



Respondent No: 630

Login: Anonymous

Responded At: Jul 26, 2021 15:25:06 pm

Last Seen: Jul 26, 2021 15:25:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

If you allow more than two, more affordable housing can occur. Go to 4 max, any more and its apartments

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Detached needs to be a little larger, say 1200 sf. If you are under 900 then no parking is required

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

yes, keep it for over 900 sf

Q4. Should parking vary based on proximity to various modes of transit?

yes somewhat. If you are within a few blocks of a rail line then of course

Q5. What might be some other aspects that should be considered?

how much current on street parking is available



Respondent No: 631

Login: Anonymous

Responded At: Jul 26, 2021 15:29:31 pm

Last Seen: Jul 26, 2021 15:29:31 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Can benefit if allowed to build small houses in your backyard and not raise taxes

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Do away with attached units like the townhouses in residence where single family homes exist

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should be 2 spaces for a family

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Same side of street parking



Respondent No: 632

Login: Anonymous

Responded At: Jul 26, 2021 15:33:20 pm

Last Seen: Jul 26, 2021 15:33:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased demand for curbside parking

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The lot should dictate the size

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If the primary does not have a driveway or garage, there should be a 2 space minimum

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

The existing demand for on street parking



Respondent No: 633

Login: Anonymous

Responded At: Jul 26, 2021 15:34:06 pm

Last Seen: Jul 26, 2021 15:34:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It is beneficial to use space when it is excessive. If the lot is not that big, cramping several houses in that space just result in loss of green space and additional vehicles, many of them using the streets to park.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I agree with increasing but not eliminating the maximum to avoid excess. We all think differently and opening a window wide may become a pandora box. I am in favor of setting a percentage of the lot rather than a fixed sqft., with some limit on the vertical (in feet not # of floors).

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It needs to be proportional to the size of the secondary detachment. If the limit is increased, the number of spaces needs to be increased.

Q4. Should parking vary based on proximity to various modes of transit?

Depends on the effectiveness of public transit. In other words, a service that is timely and doesn't take three times as long. For example, it takes 90 minutes to go from IAH to Galleria by bus. With very few exceptions Houston doesn't offer "decent" public transportation. And, using a bicycle is also a limited option in this huge city with no mass transit.

Q5. What might be some other aspects that should be considered?

Safety and security should be critical elements in the evaluation. Are neighborhood streets going to be less safe with more cars and traffic? Would there be more opportunities for criminals? Is flooding going to get worse as we reduce the land that can absorb part of the water?



Respondent No: 634

Login: Anonymous

Responded At: Jul 26, 2021 15:37:30 pm

Last Seen: Jul 26, 2021 15:37:30 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing these units in certain neighborhoods would be a burden to established residents. Would presser them to change the look of their homes and would be a distress not being able to afford the taxes

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increase to detached units could possible bring an additional income for somre

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Two space

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

No townhouses next to single family homes and if possible all calls part on one side



Respondent No: 635

Login: Anonymous

Responded At: Jul 26, 2021 15:39:12 pm

Last Seen: Jul 26, 2021 15:39:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Houston desperately needs additional affordable housing units, and the most efficient and environmentally sustainable way to expand housing is through increased density. If we can provide smaller ADUs as infill then it also makes it possible to offer accessible housing at different scales to seniors and smaller households.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The maximum size should be eliminated to make it as easy as possible to add ADUs in various neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Houston needs to embrace density in order to meet its housing goals. This means that we need to dramatically reduce required off-street parking spaces, particularly if the developments are within walking distance to public transportation.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, units within walking distance should not require any additional parking.

Q5. What might be some other aspects that should be considered?

The permitting process needs to be dramatically streamlined to make it easier for people to build ADUs.



Respondent No: 636

Login: Anonymous

Responded At: Jul 26, 2021 15:48:16 pm

Last Seen: Jul 26, 2021 15:48:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Density is better. Fannie Mae makes residential loans on 1-4 family properties, so it's better to permit up to 4 units on a single lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Let the market decide. What's the point in capping the size?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Do not require parking minima. This makes housing more expensive for those that might not be able to afford a car.

Q4. Should parking vary based on proximity to various modes of transit?

I'd prefer to eliminate parking minima, but, at a minimum, there should not be parking minima within a mile of light rail or BRT stops.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 637

Login: Anonymous

Responded At: Jul 26, 2021 15:50:53 pm

Last Seen: Jul 26, 2021 15:50:53 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think it depends on the size and/or dimensions of the lot. I have an 11,000 foot lot is extremely deep. I have an ADU on my property, but could easily fit another one or two as dwelling above the building footprint of my existing garage. However, the 5000 square foot lot I used to live on would not have been able to handle a third unit. There would have only been room for a unit above my garage.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

My lot could easily support a structure over 900 square feet. Once again, I think it depends on the size and/or dimensions of the lot.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I would eliminate this requirement or vary based on proximity to various modes of transit as per question 4.

Q4. Should parking vary based on proximity to various modes of transit?

Absolutely. Eliminate the additional parking requirements.

Q5. What might be some other aspects that should be considered?

Look at some of the the LEED Location and transportation credits for determining parking requirements and possibly the number of units/ADU size. <https://www.usgbc.org/credits?Category=%22Location+%26+transportation%22>



Respondent No: 638

Login: Anonymous

Responded At: Jul 26, 2021 15:55:43 pm

Last Seen: Jul 26, 2021 15:55:43 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

RETROFITTING MORE THAN 2 UNITS INTO EXISTING IS A BAD IDEA. TRAFFIC, NOISE, ACCESS ETC ARE ALL UNKNOWNNS. PEOPLE HAVE BUILT THEIR LIVES WITHIN THE EXISTING RULES - SO LEAVE US ALONE.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

WE SUPPORT THE EXISTING RULES - THEY HAVE SERVED US WELL.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

MAXIMUM 1-SPACE!! IF ANYTHING, NO STREET PARKING FOR SDUs.

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

WE SUPPORT THE EXISTING RULES - THEY HAVE SERVED US WELL.



Respondent No: 639

Login: Anonymous

Responded At: Jul 26, 2021 16:00:35 pm

Last Seen: Jul 26, 2021 16:00:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It would increase traffic and congestion

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There shouldn't be secondary units

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No it should not. We do t want cars crowding residential streets

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Don't turn residential neighborhoods into urban blight



Respondent No: 640

Login: Anonymous

Responded At: Jul 26, 2021 16:02:50 pm

Last Seen: Jul 26, 2021 16:02:50 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: more slabs in a neighborhood means less ground/trees to absorb flood waters. Houston floods. So much of urban neighborhoods is paved. Paving more without draining infrastructure worries me. Also, traffic in and out of neighborhoods especially during rush hour. Noise pollution. People living on top of people adding to stress (have you seen the murder and crime rates climb?!). Benefits: more living options. The ability to have affordable rentals, living space.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Too much paving. See above concerns about flooding. Supporting infrastructure (sewage, etc). How do you prevent a multi-apartment situation? Pro: having room for extended family.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Residential streets often don't have room to have street parking galore.

Q4. Should parking vary based on proximity to various modes of transit?

I'm not sure what this question is leading to. Houston is a car city. People need parking.

Q5. What might be some other aspects that should be considered?

If changes lead to a huge increase in population in a neighborhood, infrastructure, police, fire, traffic all need additional support. Will the city of Houston support that? There should not be incentives to remove old established homes to build a bunch cookie cutter new builds. People shouldn't be forced out because they can't pay taxes on a new, gentrified neighborhood that was traditionally lower income but is suddenly "hot."



Respondent No: 641

Login: Anonymous

Responded At: Jul 26, 2021 16:11:54 pm

Last Seen: Jul 26, 2021 16:11:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Allowing more units will reduce housing prices and even more people the opportunity to live in the places they want to live in.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Bigger ADUs would be useful to more people and allow for adding more homes without tearing down houses.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

We should not require off-street parking for secondary units. Not everyone has a car.

Q4. Should parking vary based on proximity to various modes of transit?

I don't think we have to; in places that don't have transit there is already a wrong incentive to provide the parking.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 642

Login: Anonymous

Responded At: Jul 26, 2021 16:32:47 pm

Last Seen: Jul 26, 2021 16:32:47 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None. Too much of a strain on the over worked infrastructure. Also will have a very negative effect on property values.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None. Too much of a strain on the over worked infrastructure.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

This "Livable Places" plans is absolutely WRONG for Houston. Trying to cram more living places into lots designed for one single family home will destroy the very over worked and fragile infrastructure we now have. This will turn Houston into a cesspool like New York City. We have the fortunate ability to ever expand outward into adjacent areas where new housing could be built. DO NOT disturb the current communities with the destruction this plan would create. Ask the citizens of Houston what they think. Put it to a vote by paper ballots which are water marked in such a way as they can not be duplicated.



Respondent No: 643

Login: Anonymous

Responded At: Jul 26, 2021 16:44:29 pm

Last Seen: Jul 26, 2021 16:44:29 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot will in many instances erode the virtues of single-family neighborhoods: providing on each lot enough room and flexibility for a limited number of (presumably related) people to incorporate a small amount of land into their living routine.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating the maximum size for ADUs will permit real estate developers to convert any single-family neighborhood to a jumble of uses that could involve both high-density population as well usage that is essentially non-residential in character. In either event, the purpose of the single-family classification is defeated.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

More parking is always preferred, but increasing the amount of off-street parking should not be used as a means of justifying the change to more, or bigger size, ADUs.

Q4. Should parking vary based on proximity to various modes of transit?

No. Public transit in Houston is good, but not good enough to be relied on as an equivalent substitute for a car. Houston is still, and probably always will be, a car-based type of urban experience.

Q5. What might be some other aspects that should be considered?

Houston has an abundant supply of apartment complexes, at a variety of price points, all over town. Many of them are in reasonable proximity to public transportation. If any of these apartments need to be renovated, that is an easier, more cost-effective job than trying to shoe-horn a variety of new-build units into quiet residential streets. The absence of zoning in Houston is what has permitted the proliferation of such a large number of apartments, but has also forced single-family residential subdivisions to rely on deed restriction enforcement to protect themselves against the encroachment of non-residential usage. There is no justification for attacking the status of the few subdivisions that have managed to retain their single-family status when there is ample land to construct more apartments to satisfy future housing demands.



Respondent No: 644

Login: Anonymous

Responded At: Jul 26, 2021 17:09:33 pm

Last Seen: Jul 26, 2021 17:09:33 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Against, need more green spaces with houses.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing secondary units would lose sense of privacy.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should require at least one space. Do not want parking on street. Dangerous and just not workable in terms of driving. Definitely not encouraging walking and sense of neighborhoods.

Q4. Should parking vary based on proximity to various modes of transit?

No, that just gets too confusing.

Q5. What might be some other aspects that should be considered?

Green spaces and potential for flooding due to excess amounts of cement.



Respondent No: 645

Login: Anonymous

Responded At: Jul 26, 2021 17:23:20 pm

Last Seen: Jul 26, 2021 17:23:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Fenced Multiple Ugly high buildings on a lot without a porch that home owners drive staright into and enter their home throug the garage. Maybe safer but discourages interaction with the community. Typical modern block like architecture that looks like an eyesore among traditional homes.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Depends on the lot size. A small lot with two large structures built to the edge of the property line could look ugly. And eliminates natural green space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

More off street parking is needed because families have more than one vehicle. A two way street becomes a narrow one way street with too many vehicles in the way of passing cars, bikes and pedestrians. Angled in parking might help.

Q4. Should parking vary based on proximity to various modes of transit?

Maybe. But transit situations change often in Houston. Routes changed or canceled. Metro stops and transit centers change too. Even highway entrances and exits change. And there's construction everywhere in Houston. My whole street has been closed for weeks on two different occasions in the last 12 years.

Q5. What might be some other aspects that should be considered?

How does housing affect the community. Does it encourage neighbors to see and meet each other which is a better component of safety than being cloistered inside. Does housing help those in need, the elderly, encourage diversity, recognize the history of the neighborhood. These aspects are important to truely beneficial communities.



Respondent No: 646

Login: Anonymous

Responded At: Jul 26, 2021 17:26:00 pm

Last Seen: Jul 26, 2021 17:26:00 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No need to add units per lot. This is not New York or San Francisco A as

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No changes need to made with our units per plot

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should stay at one space

Q4. Should parking vary based on proximity to various modes of transit?

No parking is fine as is

Q5. What might be some other aspects that should be considered?

No changes. Houston is not San Francisco or New York. Leave mass housing to those areas that created own issues.



Respondent No: 647

Login: Anonymous

Responded At: Jul 26, 2021 17:41:39 pm

Last Seen: Jul 26, 2021 17:41:39 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None. People choose to live in the suburbs with large lots for a reason. If they wanted to live on a small lot with a mix of housing, then they would live near town.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges - more traffic; more cars parked on the road

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Leave the suburbs out of this plan. People move to the suburbs to be in less dense housing situations.



Respondent No: 648

Login: Anonymous

Responded At: Jul 26, 2021 17:46:08 pm

Last Seen: Jul 26, 2021 17:46:08 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see absolutely zero benefit to any neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There is no benefit to ADUs in the first place.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Does not apply

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

None



Respondent No: 649

Login: Anonymous

Responded At: Jul 26, 2021 18:35:20 pm

Last Seen: Jul 26, 2021 18:35:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Adding so many units to a primary unit is a bad idea, and unfair to the neighbors who live nearby. Build affordable housing instead.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Ugly overdevelopment. Bad idea. Don't change the regulations.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Same.

Q4. Should parking vary based on proximity to various modes of transit?

No. Houston has awful public transit.

Q5. What might be some other aspects that should be considered?

Stopping these bad ideas should be considered.



Respondent No: 650

Login: Anonymous

Responded At: Jul 26, 2021 20:23:22 pm

Last Seen: Jul 26, 2021 20:23:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 651

Login: Anonymous

Responded At: Jul 26, 2021 20:26:05 pm

Last Seen: Jul 26, 2021 20:26:05 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits..parking and over crowding

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits over crowding and parking problems

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No will cause congestion and parking problems

Q4. Should parking vary based on proximity to various modes of transit?

No will cause over crowding

Q5. What might be some other aspects that should be considered?

Quality of life



Respondent No: 652

Login: Anonymous

Responded At: Jul 26, 2021 20:41:35 pm

Last Seen: Jul 26, 2021 20:41:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The number of units per lot will make areas over populated. Also, water, electricity and sewer capacity are up to the limit. I'm not in favor of increasing the number of units per lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

ADUs shall be limited to 900 square feet maximum. Allowing ADUs to be bigger will put more pressure in the utilities services.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. off-street parking makes neighborhood safer, cleaner and make the USPS service easier.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Allowing ADUs per lot will reduce our green areas and trees.



Respondent No: 653

Login: Anonymous

Responded At: Jul 26, 2021 21:33:07 pm

Last Seen: Jul 26, 2021 21:33:07 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 654

Login: Anonymous

Responded At: Jul 26, 2021 23:24:41 pm

Last Seen: Jul 26, 2021 23:24:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 655

Login: Anonymous

Responded At: Jul 26, 2021 23:32:53 pm

Last Seen: Jul 26, 2021 23:32:53 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not seen any benefits to increasing the number of units. Individuals that bought homes expect their community to remain that way.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The challenges of the Livable Place perspective ignores the homeowners that bought with a main focus other than being an opportunity zone for the city!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The Livable Places perspective is not the best option for current owners. The best option is the development of more condominiums with additional parking but restricted to large lots only. The on entity to benefit from Livable Places is the city! This process lends to gentrification! Multiple dwellings one lit should not be an option!

Q4. Should parking vary based on proximity to various modes of transit?

Parking is irrelevant since existing communities should not be an option. Houston only does this in what they call low income areas.

Q5. What might be some other aspects that should be considered?

The fair option is to develop ALL communities with larger condos/apartments and include parking spaces. The Livable Places program is not being developed in more expensive communities. Changing existing developments by declaring them as low income, opportunity zones, food desserts and marginalized communities is unacceptable. The only option should be high rise developments where there is already adequate transportation, jobs, green space and over achieving schools. Stop taking advantage of minority communities!



Respondent No: 656

Login: Anonymous

Responded At: Jul 27, 2021 00:00:55 am

Last Seen: Jul 27, 2021 00:00:55 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It is not these units are not acceptable. Take a look at the duplexes on W Fuqua. They are called the ghetto of Missouri City. I am sure these unit, when new, were good. But look at them now.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Garage apartments are questionable. I cannot vision a group of garage apartments. A picture of ones already built would be more acceptable.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes it should be changed. The city fines people who park across the sidewalks. Sidewalks need to be clear for people with disabilities. More space eliminates this problem, or get rid of the citations.

Q4. Should parking vary based on proximity to various modes of transit?

No. Everything needs to be uniformed.

Q5. What might be some other aspects that should be considered?

Always consider what the area will look like 10-20 yrs down the road. Don't just build to get a tax credit with no incentive for homeownership. Tax credit should be less, and homeownership more.



Respondent No: 657

Login: Anonymous

Responded At: Jul 27, 2021 00:37:00 am

Last Seen: Jul 27, 2021 00:37:00 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 658

Login: Anonymous

Responded At: Jul 27, 2021 03:42:59 am

Last Seen: Jul 27, 2021 03:42:59 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

additional cars increases congestion & creates parking issues and noise. Increasing the number of units also encourages bad contractors from buying up lots and stacking large numbers of units on them.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

increasing the size allows for two equal size units, which is efficient.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If the size changes then the off-street parking requirements should change. The bigger the unit the greater the off-street parking requirement should be,

Q4. Should parking vary based on proximity to various modes of transit?

No, off-street parking should always be based on unit size, not proximity to light rail or other alternative transport.

Q5. What might be some other aspects that should be considered?

Sight lines should be maintained, trees should be planted with all new buildings, all new construction should require solar panels on the roof, contractors should be vetted more thoroughly.



Respondent No: 659

Login: Anonymous

Responded At: Jul 27, 2021 04:27:37 am

Last Seen: Jul 27, 2021 04:27:37 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

For one, this will increase neighborhood congestion. Second, I think this will depreciate the value of other homes in the area

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Structures will start to look too large for the lot sizes

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

This is very likely to reduce the value of homes in neighborhoods where this occurs through nothing done by the homeowner.



Respondent No: 660

Login: Anonymous

Responded At: Jul 27, 2021 05:58:45 am

Last Seen: Jul 27, 2021 05:58:45 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits. Challenges: homes in residential areas become like apartments. It may be difficult for neighborhood associations to enforce regulations. Crowded streets. Nothing, nothing good about this decision, I'm sure made by a lot of "progressives". Ugh.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits and numerous challenges. If it ain't broke, don't fix it.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Crowded street parking is unsafe!

Q4. Should parking vary based on proximity to various modes of transit?

Can't even answer this question.

Q5. What might be some other aspects that should be considered?

Why is the LSAC sticking their unwelcome noses into our neighborhoods? If they would leave well enough alone, a survey wouldn't be necessary. No one living in these neighborhoods wants this "great idea". Smh.



Respondent No: 661

Login: Registered

Responded At: Jul 27, 2021 07:18:07 am

Last Seen: Jul 27, 2021 13:25:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Traffic would be a major issue if you add more people to an area, unless streets are changed or parking is required to be added by the landowner this would be an issue.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

you will get some very "random" styles of building in a neighborhood. what would stop someone from just building up? plus the footprint of the additional buildings is going to cover more land that currently absorbs rain, without that land there is more run off and more flooding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

it should be aligned with the number of people that could comfortably live in the dwelling. maybe a one spot per a certain amount of square feet of dwelling calculation.

Q4. Should parking vary based on proximity to various modes of transit?

no.

Q5. What might be some other aspects that should be considered?

the concerns of neighbors and entire neighborhoods. people buy into an area because they like the look and feel, we need to be restricting what can be built in areas, not allowing the city to become one big apartment complex. we are NOT land locked, there is plenty of room for expansion. if peoples housing needs are being hampered by lack of public transportation (which i doubt in this day and age) then we need to rethink Metro, where is the light rail expansion?? also there are many run down apartment complexes in Houston that need to be refurbished, the city needs to work on ordnances that put tighter restrictions / requirements on apartment owners to make their properties livable.



Respondent No: 662

Login: Anonymous

Responded At: Jul 27, 2021 06:56:10 am

Last Seen: Jul 27, 2021 06:56:10 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not like it . Destroys the neighborhood layout and takes away green space

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Not encouraging that

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This should be left to decide between neighbors . should not be forced upon . Plenty of times there are get togethers or family coming to visit for days and car is parked on the road

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

Remodeling existing home should be allowed where an extra room is built over the garage or the home .



Respondent No: 663

Login: Anonymous

Responded At: Jul 27, 2021 07:09:26 am

Last Seen: Jul 27, 2021 07:09:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits - None Challenges - Neighborhood congestion

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits - None Challenges - Neighborhood congestion

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. It should not be changed

Q4. Should parking vary based on proximity to various modes of transit?

No. Neighborhood preferences should take priority.

Q5. What might be some other aspects that should be considered?

Neighborhood deed restrictions, HOA restrictions, traffic capacity of streets and neighborhood.



Respondent No: 664

Login: Anonymous

Responded At: Jul 27, 2021 07:22:29 am

Last Seen: Jul 27, 2021 07:22:29 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits to denser housing, it creates parking and traffic issues and overloads city services and schools

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits to denser housing, it creates parking and traffic issues and overloads city services and schools

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

yes - parking and traffic are major issues with this kind of housing arrangement - many people have 2 cars and often third cars as teens begin to drive.

Q4. Should parking vary based on proximity to various modes of transit?

no - people in Houston do not leverage public transit

Q5. What might be some other aspects that should be considered?

overload on schools as population density increases, and other city services



Respondent No: 665

Login: Anonymous

Responded At: Jul 27, 2021 07:26:51 am

Last Seen: Jul 27, 2021 07:26:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It will: reduce my property values living next to a multi unit property; increase traffic reducing the quiet feel of the neighborhood; likely increase crime; increase stress on systems (trash, schools, water, drainage) and property taxes to pay for stressed systems.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing impervious surfaces increases storm water runoff. Large buildings and their associated parking areas are already exempt from flood control taxes. The increased runoff will cause increased flooding that will cause increased taxation to remediate the flooding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

If I wanted to live in a multi unit housing area, I would have moved there.



Respondent No: 666

Login: Anonymous

Responded At: Jul 27, 2021 07:31:57 am

Last Seen: Jul 27, 2021 07:31:57 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It is absolutely a detriment.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Flooding, first and foremost, and concrete increases with structure changes. Secondly overcrowding. Third, sanitation. The city is falling miserably at picking up trash.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be no street parking.

Q4. Should parking vary based on proximity to various modes of transit?

No. There should be no street parking.

Q5. What might be some other aspects that should be considered?

I absolutely do not want this in my neighborhood. I chose it because it is SINGLE FAMILY DWELLINGS. How about the government fixes the problems that exist (failure at water maintenance resulting in increased taxes, failure to pick up trash in a timely manner, paying firemen appropriately, and hiring more police officers for a city growing exponentially) instead of creating more problems which they will inevitably mismanage?



Respondent No: 667

Login: Anonymous

Responded At: Jul 27, 2021 07:37:10 am

Last Seen: Jul 27, 2021 07:37:10 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot will both cause parking issues as well as plumbing/ sewage/ flooding issue. If a lot was designed to have a single family worth of water usage/ sewage, then it is unlikely it will be able to handle the increased load. Additionally, more concrete and structures means less places for water to go. Flooding is already such a big issue in Houston, we do not need to increase the risk of this issue.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Once again, increasing the amount of concrete per lot will only increase the flooding issue.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This should be changed to say that no on-street parking is allowed.

Q4. Should parking vary based on proximity to various modes of transit?

Parking on the street should not be allowed for secondary dwellings

Q5. What might be some other aspects that should be considered?

Houston has no zoning laws and is largely unregulated as far as taking accountability for the effects of building multiple units on infrastructure that was designed for single units. The builder must be responsible for expanding the infrastructure (plumbing/ electricity loads/ sewage/ drainage) if this practice is to continue.



Respondent No: 668

Login: Anonymous

Responded At: Jul 27, 2021 07:51:35 am

Last Seen: Jul 27, 2021 07:51:35 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit - it reduces the value of surrounding properties

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit. Please leave the current restrictions in place

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The proposed changes should not be considered



Respondent No: 669

Login: Anonymous

Responded At: Jul 27, 2021 07:52:01 am

Last Seen: Jul 27, 2021 07:52:01 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

If a single-family lot is allowed to have more than 2 units I would see this as an issue. There is very limited parking in the neighborhood I live in and the surrounding neighborhoods. I have an issue finding parking where I currently live and if you add more families to one lot, the street sizes and driveways are not expanding so there will be no where to park.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If the property has the space to have a detached structure larger than 900 square feet I do not see an issue with allowing that. Frankly I think it is ridiculous that the city has power to restrict how big you build on your property.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, I believe that if a homeowner has the capabilities of renting out a second dwelling (detached unit with a full kitchen) then an additional parking space should be required. If the homeowner is building a detached bonus room with no kitchen, I do not believe an additional parking space is required.

Q4. Should parking vary based on proximity to various modes of transit?

No, everyone in Texas has a car. Everyone in Houston has a car. The vast majority of the homes in the city cost 400K+, those people have cars, they are not riding the bus.

Q5. What might be some other aspects that should be considered?

I believe that a detached building on a property should not be considered a secondary living unit unless there is a full built out kitchen. Additional parking should only be required the second dwelling has a full built out kitchen, not a kitchenette, a full kitchen. Full kitchen being full counter top, full sized kitchen size, full sized range and full fridge. A tiny counter top with a bar sink and mini fridge does not making a second living dwelling.



Respondent No: 670

Login: Anonymous

Responded At: Jul 27, 2021 08:12:06 am

Last Seen: Jul 27, 2021 08:12:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This is unacceptable as the suburbs should remain as homes with single family units on the lot..

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The attached or detached units should not exceed 900 sqft. because it is for grandparents or parents (family members) who wish to retire with or have their own place next to family.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No it should not.

Q4. Should parking vary based on proximity to various modes of transit?

no.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 671

Login: Anonymous

Responded At: Jul 27, 2021 08:17:31 am

Last Seen: Jul 27, 2021 08:17:31 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Upkeep. Having recently moved from Chicago, I can tell you first hand, more units in a single family lot would accrue more trash, waste, etc yet without requiring a management solution. Of course this varies from owner to owner, but regulating or demanding upkeep would be my main concern. And keeping track of who is primarily responsible and that they are indeed the person who can answer to problems. (Say if person on the deed is elderly, yet the house is mainly occupied by other family members, and communication is lost.)

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It all is in the fine print. If there are proper regulations that contractors and engineers have to abide by, then fine. But if not, then proper codes, dignified space usage, resource waste, and unsightly development is all dependent on each scenario.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

Yes. It should be consolidated and convenient to help utilize public transit. ...hopefully helping to make public transit more efficient.

Q5. What might be some other aspects that should be considered?

I would say that with the frequent disruptions in power and potential threats of flooding, etc, I would put the utmost seriousness in organization (esp with regulations) to help make efficient and consistent as possible all new developments.



Respondent No: 672

Login: Anonymous

Responded At: Jul 27, 2021 08:26:06 am

Last Seen: Jul 27, 2021 08:26:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking difficulty. No space for cars if cover more of land. Flooding likely increases the more permeable areas are paved, built over. Increasing density is not desirable everywhere. Encroaching on neighbor's air space is not a good thing.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Attached secondary units should have restrictions. It is a fact the city has allowed secondary units to be built as large as the primary units. This causes lower property values for neighboring properties. Secondary units should say limited to 900.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Off-street parking should be provided for all secondary units, as many spaces as there are cars. Unfortunately, present solution seems to be parking in the front yard.

Q4. Should parking vary based on proximity to various modes of transit?

No. That is not viable.

Q5. What might be some other aspects that should be considered?

Leave people alone who are the owners paying the taxes.



Respondent No: 673

Login: Anonymous

Responded At: Jul 27, 2021 08:52:12 am

Last Seen: Jul 27, 2021 08:52:12 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We moved to a single-family home neighborhood to get away from multi-family style. I am sure there are benefits for some people wanting to move into these neighborhoods for cheaper, but we worked out asses off to live here. I also hate seeing how greedy developers take a small lot and put 6 condos on it. They exploit people.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, I have lived in Montrose and the parking down there is absolutely stressful and it looks bad. It crowds streets and also makes it more difficult for people to cross those streets and be seen by passing cars. Kids can't play in these streets.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

For the love of God do not do this. We dreamed of having our own home in a neighborhood with single-family homes. For once look over making a fucking profit and look at what's actually best for the people of your city. There are already plenty of apartments and duplexes and 10000 condos on one lot.



Respondent No: 674

Login: Anonymous

Responded At: Jul 27, 2021 08:53:37 am

Last Seen: Jul 27, 2021 08:53:37 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see benefits to allowing more than 2 units (secondary not to exceed 900 sqft). Several challenges include: crowding streets with additional vehicle parking, putting additional strain on existing/aging infrastructure, more trash cans and recycling bins cluttering the streets. There could be additional strain on the school system as well.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating max size of ADUs will result in eliminating yards/green space. Greenery is important for many reasons.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, it should only be one space.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 675

Login: Anonymous

Responded At: Jul 27, 2021 08:59:43 am

Last Seen: Jul 27, 2021 08:59:43 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit. Family not living together these days because of their jobs. Challenge is to get people to rent if the location appears congested.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

One must ask the question why a 900 sq ft restriction? Why only for detached units? If restriction lifted, who is going to rent it? Would larger square footage bring more people to the area? Not necessarily.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Most definitely YES! With couples working these days and going separate ways, AT LEAST 2 spaces should be allowed.

Q4. Should parking vary based on proximity to various modes of transit?

It should not vary. There is no guarantee people will be using public transit. Most of Houston has expanded to allow for more cars instead of trains or buses. This is not NYC.

Q5. What might be some other aspects that should be considered?

If trying to make Houston more popular for all types of people, including those who are on low income, then CAR POOLING should be further promoted on the basis of place of work and living location.



Respondent No: 676

Login: Anonymous

Responded At: Jul 27, 2021 09:12:29 am

Last Seen: Jul 27, 2021 09:12:29 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The lots are too small to allow parking for the primary residence let alone additional residents and their visitors. It makes for congested streets, and it's dangerous for children due to limited visibility of children from the street.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Parking.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Ideally would include parking for two cars on the lot.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Upgrading water mains to keep up with increased demand. Upgrading internet lines due to increased users in a vicinity.



Respondent No: 677

Login: Anonymous

Responded At: Jul 27, 2021 09:15:44 am

Last Seen: Jul 27, 2021 09:15:44 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We don't want more than one single family home per lot!!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

We don't want more than one single family home per lot!!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

We don't want more than one single family home per lot!!

Q4. Should parking vary based on proximity to various modes of transit?

We don't want more than one single family home per lot!!

Q5. What might be some other aspects that should be considered?

We don't want more than one single family home per lot!!



Respondent No: 678

Login: Anonymous

Responded At: Jul 27, 2021 09:37:02 am

Last Seen: Jul 27, 2021 09:37:02 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The challenges I see to increasing number of units per lot are many. The largest concern would be flooding our schools with even more children than there already are. Teachers and school staff are already outnumbered and struggling to succeed with the students already in place. Adding more families to these districts will only make their task of educating our community's youth more difficult. Yes, the county/city may receive more taxes by having more residents, but as we all know this income is rarely spent with the community and its educators in mind. This action does not benefit the future of our youth or the community they grow up in.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I believe the maximum size needs to stay in place. Houston is a commuter city. Every single family has at the very least one vehicle. The more vehicles we add to an area the more danger we present our children. Crossing roads are already dangerous, but adding more cars parked

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Houston is a commuter city. Every single family has at the very least one vehicle. The more vehicles we add to an area, especially an area not designed for some many residents, the more danger we present our children. Crossing roads are already dangerous as it is, but adding more cars parked on the roads not only looks horrible, but obstructs smaller pedestrians from walking safely in their own neighborhood. We should not put our children's safety at risk for this.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Current residents do not want their neighborhoods to be packed. That is why we have all strived to save up enough money to move to the suburban areas of the city. We have done everything we can to provide a safer and quieter area than the metropolitan areas provide for our families. We do not want this. Why take away the security and safety so many of us have worked countless hours for? So that more people can be squeezed in? There are other options that make much more sense than overcrowding neighborhoods and their school districts.



Respondent No: 679

Login: Anonymous

Responded At: Jul 27, 2021 09:41:59 am

Last Seen: Jul 27, 2021 09:41:59 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit whatsoever

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit whatsoever

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Neighborhood degradation



Respondent No: 680

Login: Anonymous

Responded At: Jul 27, 2021 09:45:52 am

Last Seen: Jul 27, 2021 09:45:52 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges are there will be more people in the neighborhood, more traffic and it will be cheaper housing in a neighborhood of established and higher priced homes. I am totally against it.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The same as stated above. Any way you try to present it, you are advocating for a larger population in an established neighborhood -- more congestion, more traffic and in the long run, lower prices for homes in established neighborhoods. Totally against it.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The street I live on is a U street, so traffic is mostly the people living within the U. Our current neighbors who are right next door and another one across the street, have apartments built out above their garages. When my husband and I come home from the office at night which is around 11:00 to midnight, our street becomes a "tunnel" because of the number of cars from just those two houses. Totally against it.

Q4. Should parking vary based on proximity to various modes of transit?

Maybe. We're not thatclose to public transit. If you don't have a car, you're not likely to get anywhere very quickly.

Q5. What might be some other aspects that should be considered?

Why are you trying to change our neighborhoods? People in neighborhoods in the suburbs to get AWAY from those things. If you live in Texas, you already pay high property taxes. If something like this is implemented, the value of our properties will go down exponentially, but I doubt our property taxes would probably stay the same. I am totally against this proposal. NIMBY!!!



Respondent No: 681

Login: Anonymous

Responded At: Jul 27, 2021 09:47:25 am

Last Seen: Jul 27, 2021 09:47:25 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Over crowding. Need for more transportation and resources (stores, restaurants, etc)

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Over crowding. Need for more transportation and resources (stores, restaurants, etc)

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Safe spacing



Respondent No: 682

Login: Anonymous

Responded At: Jul 27, 2021 10:06:36 am

Last Seen: Jul 27, 2021 10:06:36 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

no benefits

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

detrimental to the neighborhood

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 683

Login: Anonymous

Responded At: Jul 27, 2021 10:11:53 am

Last Seen: Jul 27, 2021 10:11:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lowering property value for neighboring communitirs. Congestion & potential for crime

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 684

Login: Anonymous

Responded At: Jul 27, 2021 10:40:41 am

Last Seen: Jul 27, 2021 10:40:41 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Eliminating restrictions on the number of units per lot would in theory allow for high rise construction in residential neighborhoods. Nobody should support such a rule change. Any rule changes should be incremental to enable flexibility for the homeowner but protect against changing the fundamental character of the neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same answer as above. Any rule changes should be incremental to allow more flexibility for the homeowner to improve his property but still protect against fundamental changes to the neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No comment.

Q4. Should parking vary based on proximity to various modes of transit?

No. Homeowners should not be penalized by restricting parking just because they happen to be close to transit lines.

Q5. What might be some other aspects that should be considered?

Any rule changes should help improve flood protection and not undermine flood protection. Any proposed changes should be tested against this criteria and those that do not pass this criteria should not be considered.



Respondent No: 685

Login: Anonymous

Responded At: Jul 27, 2021 11:11:43 am

Last Seen: Jul 27, 2021 11:11:43 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More congestion in neighborhoods. Lowering property values.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits. Drainage problems and parking problems.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Don't know.



Respondent No: 686

Login: Anonymous

Responded At: Jul 27, 2021 11:20:46 am

Last Seen: Jul 27, 2021 11:20:46 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Negatives only. Parking, density, loss of property values.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This can negatively effect property values for neighbors.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

2 spaces per unit minimum.

Q4. Should parking vary based on proximity to various modes of transit?

No. In our neighborhood, the streets are used for walking and children. Street parking is dangerous.

Q5. What might be some other aspects that should be considered?

Loss of light from taller structures.



Respondent No: 687

Login: Anonymous

Responded At: Jul 27, 2021 13:33:54 pm

Last Seen: Jul 27, 2021 13:33:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

while raining,the water can not escape freely and causing flooding affects more.chance of fire increase,

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

same as above,and also noises and freely movement at house will be restricted.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no comment!

Q4. Should parking vary based on proximity to various modes of transit?

yes

Q5. What might be some other aspects that should be considered?

street traffic,increasing chances of to be endanger!



Respondent No: 688

Login: Anonymous

Responded At: Jul 27, 2021 14:17:06 pm

Last Seen: Jul 27, 2021 14:17:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Narrow streets that are already dense with parked cars and very large numbers of children playing and biking or walking—including to and from school—will be even more choked with traffic, cars parked on streets, and multiplied dangers for children of multiple types.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Narrow streets that are already dense with parked cars and very large numbers of children playing and biking or walking—including to and from school—will be even more choked with traffic, cars parked on streets, and multiplied dangers for children of multiple types.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Narrow streets that are already dense with parked cars and very large numbers of children playing and biking or walking—including to and from school—will be even more choked with traffic, cars parked on streets, and multiplied dangers for children of multiple types.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

The very large number of children who walk and/or bike to multiple nearby schools will be at greater risk of danger both due to increased traffic and increased numbers of adult residents in an already densely populated neighborhood.



Respondent No: 689

Login: Anonymous

Responded At: Jul 27, 2021 14:39:48 pm

Last Seen: Jul 27, 2021 14:39:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits-NONE Negatives-No reason to further crowd a residential lot that has already been carefully planned and appropriate deed restrictions applied. Jamming condos, townhomes, garage apartments or other such dwellings into residential neighborhoods makes no sense whatsoever.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Current restrictions make sense to me.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Neighborhoods are attractive to the homeowners for a reason...they don't want to be overcrowded. Changing this can only produce eyesores and reduce property values.



Respondent No: 690

Login: Anonymous

Responded At: Jul 27, 2021 16:22:12 pm

Last Seen: Jul 27, 2021 16:22:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Population density of the area will go up and not enough facilities to support, additionally crowding, traffic, and many other issues with increasing population density, chiefly sanitation and human detritus

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Bad due to more population in an area not meant to contain such a population

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No, fixed parking based on property size

Q5. What might be some other aspects that should be considered?

POPULATION DENSITY AND LAND VALUES BEING DRIVEN DOWN ALLOWING FOR URBAN DECAY



Respondent No: 691

Login: Anonymous

Responded At: Jul 27, 2021 18:04:37 pm

Last Seen: Jul 27, 2021 18:04:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It's stupid # 1 and foremost. More crime, trash, junky neighborhoods, traffic issues, crowding is not good, or I'd live in New York, Detroit.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If it's not broke don't fix it Trying to be like another city in this regard is not a good thing. If it was so great, why doesn't the mayor live near one of these crowded areas. NO, they always want to "improve" other neighborhoods, not theirs. For once it would be nice if someone would actually care.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO. Why do i want to live on a street loaded with parked cars? #1 it's not safe, more thefts of vehicles has been occurring since January, thefts of mail, cars will block the mail box and hamper the delivery of mail, leaking oil, dead cars never to be towed away or repaired does not bring property values up but down.

Q4. Should parking vary based on proximity to various modes of transit?

NO, these types of dwellings should not be built within established neighborhoods. If you are looking for housing there is plenty of empty land in Fulshur and Katy, Humble, east Houston. Let's put more of these places near the ship channel and in the Heights area.

Q5. What might be some other aspects that should be considered?

What the people want - DUH. How stupid is our mayor and our city councilmen/women? If they would LISTEN but they are so full of power, it's pathetic watching all this be pushed down our throats.



Respondent No: 692

Login: Anonymous

Responded At: Jul 27, 2021 18:22:38 pm

Last Seen: Jul 27, 2021 18:22:38 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Could see property values and rental prices decreasing

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing them could be an eyesore

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 693

Login: Anonymous

Responded At: Jul 27, 2021 20:45:49 pm

Last Seen: Jul 27, 2021 20:45:49 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 694

Login: Anonymous

Responded At: Jul 27, 2021 20:50:06 pm

Last Seen: Jul 27, 2021 20:50:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

WE DO NOT NEED MORE CONCRETRATION OF HOUSING, CARS, ETC. ETC.



Respondent No: 695

Login: Anonymous

Responded At: Jul 28, 2021 03:11:28 am

Last Seen: Jul 28, 2021 03:11:28 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits that outweigh the negative impacts

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO! There is limited street parking available, neighbors don't want neighbors parking in front of their home

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 696

Login: Anonymous

Responded At: Jul 28, 2021 04:53:46 am

Last Seen: Jul 28, 2021 04:53:46 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Leave neighborhoods alone. Homeowners have worked hard to obtain their dwelling and their property rights should be upheld.



Respondent No: 697

Login: Anonymous

Responded At: Jul 28, 2021 05:35:45 am

Last Seen: Jul 28, 2021 05:35:45 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

congestion

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

more traffic and less pride in neighborhood

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

yes otherwise the streets will be filled with too many cars and traffic will be congested

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

pride in single family dwellings will be diminished



Respondent No: 698

Login: Anonymous

Responded At: Jul 28, 2021 06:52:42 am

Last Seen: Jul 28, 2021 06:52:42 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: hardly any Challenges: loss of privacy for home owners due to high windows, lack of backyard space for greenery which buffers sound, adds privacy and helps the environment. Street parking will increase, leading to decreased traffic flow.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit to increasing current size. Same issues as above. Challenges: loss of privacy for home owners due to high windows, lack of backyard space for greenery which buffers sound, adds privacy and helps the environment. Street parking will increase, leading to decreased traffic flow.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should require 2 additional spaces if occupancy will increase. Houston is not mass transit friendly, so more people in a dwelling means more cars that need a place to park.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Allowing higher density per lot, will drive people to live further out. You will lose tax base, and create more commuters, more traffic, more greenhouse gases.



Respondent No: 699

Login: Anonymous

Responded At: Jul 28, 2021 07:09:39 am

Last Seen: Jul 28, 2021 07:09:39 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This will increase traffic to our already very crowded streets in addition it will bring more cars and increase parking on the streets, making it dangerous for people walking and or playing in our Neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no issue with restricting a maximum build at 900 sq. feet - it allows for better visibility and sunshine.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I would prefer no overnight street parking and everyone park in garages and driveways.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 700

Login: Anonymous

Responded At: Jul 28, 2021 08:41:28 am

Last Seen: Jul 28, 2021 08:41:28 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing this definition makes it no longer a single family residence. This could possibly lead to an influx in short term rentals in residential areas which does nothing to help the actual housing need

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't think parking should be a requirement at all. Public transport should expand and be used more. Many young people are not even getting a DL and older folks are using Uber instead.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, this is a sensible approach.

Q5. What might be some other aspects that should be considered?

Additional incentives for restoration of multi-family historic properties, ie property tax relief. Greater preservation and use of historic older community buildings, ie unused churches or schools, with subsidized units mixing in with full pay. Affordable housing units for elderly that offer "concierge" service and access to a nurse.



Respondent No: 701

Login: Anonymous

Responded At: Jul 28, 2021 10:03:04 am

Last Seen: Jul 28, 2021 10:03:04 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Currently our client is being required to provide commercial standards for an existing duplex in order to improve an existing ADU. If the unit number was increased, he would be able to build and improve each of the units without it being considered commercial and he would be able to keep the affordable housing duplex on his property. At this time, due to deed requirements he may not be able to replat and he is stuck unable to build or renovate anything on his property. (21046275)

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This ordinance should be based on lot size. You wouldn't want to over crowd a bunch of houses on a small lot, but if it was a very large lot, you should be able to utilize the land efficiently if you choose to. We encountered a project where the homeowner wanted to build a house for his aging parents on his 23 acre lot in Porter. He was required to replat the area the house was being built on since the prefab house that he had already purchased was 1100 sf.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If the street is narrow, under XX feet and away from public transportation then the additional parking spaces should be required. Also, the driveway should be considered usable space for additional parking and should not require unobstructed egress. Allow parking pads to be built over existing ditches when proper culverts are installed.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, but also based on street width

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 702

Login: Anonymous

Responded At: Jul 28, 2021 10:16:35 am

Last Seen: Jul 28, 2021 10:16:35 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Houston has 3,630 residents per square mile compared to northeastern US cities which can be over 25,000 residents per square mile. Houston needs to limit urban sprawl through higher density. In addition, higher density and less urban sprawl will lower CO2 emissions.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Larger ADU's would enable higher density and less urban sprawl with lower CO2 emissions.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

With the advance of UBER and self driving cars there will be less need for parking. This parking requirement should be eliminated.

Q4. Should parking vary based on proximity to various modes of transit?

Yes.

Q5. What might be some other aspects that should be considered?

The committee should think of ways to increase density and decrease urban sprawl and CO2 emissions. Currently Houston is one of the least dense cities in the United States and that is not good for the environment.



Respondent No: 703

Login: Anonymous

Responded At: Jul 28, 2021 10:59:59 am

Last Seen: Jul 28, 2021 10:59:59 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More than 2 units could allow for family-member generational living, particularly important for aging parents who might have to otherwise move to group facilities.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

As long as ADUs don't contribute to more flooding (by expanding upward, for example and maintaining minimum lot coverage), increasing density is better for the environment by reducing emissions due to travel.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Depending on where the property is located (i.e. inner loop vs suburban), parking requirements could be increased by the increase in square footage but this is tricky because while we need to increase density in cities we also need to have incentives for citizens to use public transit and forego vehicles. Frankly, Houston is a mess in this regard, where cars have always "ruled".

Q4. Should parking vary based on proximity to various modes of transit?

Parking based on proximity to modes of transit is one way to control car sprawl. In Houston, every working person needs a vehicle, but everyone does not need two or more.

Q5. What might be some other aspects that should be considered?

Minimum residential lot sized needs to be lowered, or we will never reach increased density. People can live in smaller "row" type houses but mandating lot sizes that are oversized for this type of building product defeats the purpose of personal scaling-down. There are many people who would like to live closer to inner city amenities that they've paid for through a lifetime of taxes but when land and property tax value is so high in these areas (Harris County), it effectively blocks middle and lower income individuals from ever hoping to experience this benefit. They are relegated to multi-family units or the pasture lands of suburbia (and even that is becoming unaffordable).



Respondent No: 704

Login: Anonymous

Responded At: Jul 28, 2021 12:04:54 pm

Last Seen: Jul 28, 2021 12:04:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not want higher density housing. Houston doesn't have the transportation infrastructure to support higher density housing. I also moved here from Manhattan because I want a house with a yard!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

Houston has no transit. Stop messing with what already works.

Q5. What might be some other aspects that should be considered?

I don't want condos with loud neighbors.



Respondent No: 705

Login: Anonymous

Responded At: Jul 28, 2021 12:08:31 pm

Last Seen: Jul 28, 2021 12:08:31 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None - more ppl in less Diane will make people stressed and contribute to crime/violence

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit- less land to soak up water will increase flooding

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. People have too many cars as is.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Tighten up on zoning and don't allow just anything to be built everywhere. Houston looks a mess.



Respondent No: 706

Login: Anonymous

Responded At: Jul 28, 2021 12:09:19 pm

Last Seen: Jul 28, 2021 12:09:19 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Decrease in value for neighborhoods, crowded lots. Rentals always devalue a property, where park?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Should not have ADU's, or on street parking. Encourages crime!

Q4. Should parking vary based on proximity to various modes of transit?

See above answer

Q5. What might be some other aspects that should be considered?

See first answer. Stop trying to cram inferior properties in the midst of established neighborhoods.



Respondent No: 707

Login: Anonymous

Responded At: Jul 28, 2021 12:09:26 pm

Last Seen: Jul 28, 2021 12:09:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Privacy, security and general overcrowding are challenges. We purchased our single family home as it gives us space as a family. It is a benefit that living in a large metro city, that we can have nice yards. It really is a highlight of Houston vs other large cities. I also worry about drainage in this city. Adding more structures and more concrete can only worsen our drainage issues.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think increasing or eliminating will overpopulate an area and bring in a lot of renters that may not be properly vetted by the landlord. Concerned about drainage and flooding with more structures being added.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I think one space is fine. I do not want the requirement to be increased.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Value of people's homes will go down. Risk losing people if they want to move because of the change and risk losing tax money if it starts to look like an overcrowded housing project.



Respondent No: 708

Login: Anonymous

Responded At: Jul 28, 2021 12:11:26 pm

Last Seen: Jul 28, 2021 12:11:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits include adding more homes to preferred areas. Houston's population continues to grow, and there's no sign of it slowing. Having more homes in preferred areas is beneficial.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This is also a good thing. Developers can be more creativity with the "high density products," to build better homes.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Many of the new designs allow for increased parking since the garages are on the first floor and the living space is above them. This allows for more than one additional space.

Q4. Should parking vary based on proximity to various modes of transit?

Not really. Transit issues in Houston are complex. In a fantasy world, sure, but the reality is Houston remains an "automobile" town.

Q5. What might be some other aspects that should be considered?

There are many neighborhoods in Houston that could use renewal. It won't happen with tight regulations.



Respondent No: 709

Login: Anonymous

Responded At: Jul 28, 2021 12:11:45 pm

Last Seen: Jul 28, 2021 12:11:45 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased density in areas without the infrastructure for it. Diminished property values and desirability for owners and renters in the area who bought specifically for the lower density use.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If sizes are allowed to increase, the owner/developer should be responsible for providing adequate off-street parking for their expected or intended traffic.

Q4. Should parking vary based on proximity to various modes of transit?

No. Houstonians (& Texans in general) have demonstrated a preference for personal vehicles. This isn't a large eastern or northern city, and Houston has for many decades ignored that when allowing developers to build without adequate parking.

Q5. What might be some other aspects that should be considered?

No ordinance change providing for denser uses should be allowed to preempt existing deed restrictions and covenants.



Respondent No: 710

Login: Anonymous

Responded At: Jul 28, 2021 12:13:23 pm

Last Seen: Jul 28, 2021 12:13:23 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Much less yard space. In my neighborhood south of Briar Forrest fairly large houses are already squeezed together.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 711

Login: Anonymous

Responded At: Jul 28, 2021 12:14:27 pm

Last Seen: Jul 28, 2021 12:14:27 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Higher Density creates security issues, crime and fire.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Security and fire issues

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

One car per space will not work!

Q4. Should parking vary based on proximity to various modes of transit?

No, family, kids, friends drive cars.

Q5. What might be some other aspects that should be considered?

Look at every high density housing system worldwide and show me a "good one" where most are happy! Wont find one....



Respondent No: 712

Login: Anonymous

Responded At: Jul 28, 2021 12:14:28 pm

Last Seen: Jul 28, 2021 12:14:28 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits at all. The City should be encouraging larger lot sizes to promote family and give children room to play.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This should be limited to single family usage, say for the expansion as a mother-in-law home and in that case size restrictions should be waived.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no comment

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Higher density should be restricted to inside the 610 loop area where it is desired. Outside the loop should be considered family friendly and larger lots should be encouraged by the city to promote family and give children space to play.



Respondent No: 713

Login: Anonymous

Responded At: Jul 28, 2021 12:19:12 pm

Last Seen: Jul 28, 2021 12:19:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit. Should not be allowed

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The size should not be increased. Larger structures would potentially enable people to operate businesses out of the structure

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Do not change

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Leave it as it is



Respondent No: 714

Login: Anonymous

Responded At: Jul 28, 2021 12:21:51 pm

Last Seen: Jul 28, 2021 12:21:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges - flooding, crime, noise and air pollution, trash, traffic, overcrowded parks & schools, already have power outages, already have drinking water and sewer problems, higher property taxes, no privacy for surrounding homes, and overcrowding. AND PEACE No benefits

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

exactly the same as above

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, most homes need 4 - adults have 1 car EACH, then children and visitors. Parking on the street is dangerous for children and pets and anyone AND sometimes emergency and trash vehicles can't get past them.

Q4. Should parking vary based on proximity to various modes of transit?

No, since most people don't use public transportation anyway

Q5. What might be some other aspects that should be considered?

School proximity, current heavy traffic, electric grid, water and sewer burden



Respondent No: 715

Login: Anonymous

Responded At: Jul 28, 2021 12:23:18 pm

Last Seen: Jul 28, 2021 12:23:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This will destroy the feel of the detached, single-family housing in my neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This will destroy the feel of the detached, single-family housing in my neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Any move toward additional density should have to account for additional parking.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

This is a solution in search of a problem. Houston already has plenty of neighborhoods without deed restrictions that would address the s0 called "missing middle."



Respondent No: 716

Login: Anonymous

Responded At: Jul 28, 2021 12:23:38 pm

Last Seen: Jul 28, 2021 12:23:38 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking, traffic density

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Parking, traffic, noise

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 717

Login: Anonymous

Responded At: Jul 28, 2021 12:24:16 pm

Last Seen: Jul 28, 2021 12:24:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I agree with the current law. Also, zip codes should have been provided for the example addresses provided. How are people supposed to know what part of town these addresses represent without a search? Something this important should have not been left out. It discourages rather than encourages visitation to the example neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The property owner and/or HOA should make these determinations. Eliminating maximum size of ADUs altogether would NOT be a good thing. There should be a maximum.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 718

Login: Anonymous

Responded At: Jul 28, 2021 12:25:23 pm

Last Seen: Jul 28, 2021 12:25:23 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefit in doing this

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

this should not be changed

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 719

Login: Anonymous

Responded At: Jul 28, 2021 12:26:13 pm

Last Seen: Jul 28, 2021 12:26:13 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It makes an old neighborhood look like New York pigeon coops.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again not for dwelling units, you are creating pigeon coops Houston is beginning to look like new York.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No changes, why should it change ? you want more cars and traffic in these narrow street making it impossible for delivery trucks while entering the neighborhood.

Q4. Should parking vary based on proximity to various modes of transit?

Now your trying to promote zoning and more gentrification, the answer to that is no.

Q5. What might be some other aspects that should be considered?

Aspects to consider, does a home owner live in his house or leases, rents it.



Respondent No: 720

Login: Anonymous

Responded At: Jul 28, 2021 12:28:44 pm

Last Seen: Jul 28, 2021 12:28:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 721

Login: Anonymous

Responded At: Jul 28, 2021 12:28:56 pm

Last Seen: Jul 28, 2021 12:28:56 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits at all. On the contrary the increase in human and vehicular traffic in our otherwise deficient street & sidewalk system would exacerbate the existing problem. Any improvements to our infrastructure takes years to see the light of day.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits at all.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No!

Q4. Should parking vary based on proximity to various modes of transit?

No!

Q5. What might be some other aspects that should be considered?

Changing the character of the neighborhood is not a good ideal in short or long term. Stay away from our neighborhood.



Respondent No: 722

Login: Anonymous

Responded At: Jul 28, 2021 12:33:44 pm

Last Seen: Jul 28, 2021 12:33:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Keep everything as it is. More density leads to violence. More density leads to mental problems. We have enough density now.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits, as a life long resident with dense apartments near my house.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Do not allow any more crowding to happen to Houston. It is already going downhill. People have been moving to Houston because it is not as dense as San Francisco or New York City. Let's not ruin a good thing.



Respondent No: 723

Login: Anonymous

Responded At: Jul 28, 2021 12:37:48 pm

Last Seen: Jul 28, 2021 12:37:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing density seem like it would affect water runoff. If you want to develop areas where this can occur, then you can plan for it. Inserting it into a single family situation is not desirable.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Size should be determined by the neighborhood deed restrictions, and they should be allowed to be set by the neighbors that live in that area. Otherwise Home builders use maximize the whole lot and build what they want regardless of the impact on the the existing community or adjacent neighbors.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

should be two, otherwise more cars on the street

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

Hard to say, but I'm not in favor of this. We already have a project in our neighborhood that a builder was granted a variance on. 6 homes on what was originally 2 lots. It's too dense, 3 stories tall and has not taken care of its own drainage- so there's at least twice the runoff of what it could have been and may 3 times. Whoever approved it was not thinking clearly.



Respondent No: 724

Login: Anonymous

Responded At: Jul 28, 2021 12:41:44 pm

Last Seen: Jul 28, 2021 12:41:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking, crowding, crime

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Crowding, too little green space remains

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. At least 2 vehicles should be required to prevent street parking as it is dangerous

Q4. Should parking vary based on proximity to various modes of transit?

No. Houston residents still have cars

Q5. What might be some other aspects that should be considered?

Environmental damage. Too little green space will remain



Respondent No: 725

Login: Anonymous

Responded At: Jul 28, 2021 12:44:45 pm

Last Seen: Jul 28, 2021 12:44:45 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

You will end up with unattractive larger & taller structures that are not germane to the neighborhood architectural legacy.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, you will end up with far more cars on the block.

Q4. Should parking vary based on proximity to various modes of transit?

Yes; larger transit centers / hubs should accommodate more parking to facilitate users easy access to the services.

Q5. What might be some other aspects that should be considered?

N A



Respondent No: 726

Login: Anonymous

Responded At: Jul 28, 2021 12:44:49 pm

Last Seen: Jul 28, 2021 12:44:49 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

no benefit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

no benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 727

Login: Anonymous

Responded At: Jul 28, 2021 12:50:20 pm

Last Seen: Jul 28, 2021 12:50:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see any benefits. What I do see is overcrowded lots with units too close to allow any real sense of privacy. The basic nature of the neighborhood is changed for the worse. People who bought their homes in a location will find that location less attractive because what attracted them to live there no longer exists. Additionally, I see streets crowded with parked cars that cannot be accommodated in garages or driveways.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not see any benefits. What I do see is oversized accessory units, too big for the lot. Oversized accessory dwelling units create privacy issues for adjacent lots. They also change the nature of single family neighborhoods into multi-family dwellings where the infrastructure was not designed for multi-family dwellings. One reason people have for selecting their home location is the look and feel of the neighborhood. Expanding the size of accessory dwelling units changes the look and feel of a neighborhood. It becomes overbuilt and overcrowded.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be no change. To do so creates congested neighborhood streets where cars parked along curbs or gutters make it impossible for 2-way traffic to flow.

Q4. Should parking vary based on proximity to various modes of transit?

No. Just because someone lives near a transit stop or transit center does not mean that parking existing parking allowances should be reduced. Transit cannot take us wherever we need to go.

Q5. What might be some other aspects that should be considered?

The question is posed in support of housing density. Existing neighborhoods should not be victim of artificially creating high density by adding units to lots or expanding accessory units. Our neighborhoods were not designed for high density.



Respondent No: 728

Login: Anonymous

Responded At: Jul 28, 2021 12:52:06 pm

Last Seen: Jul 28, 2021 12:52:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Traffic issues in an already crowded part of town. Noisy neighbors. Devaluation of single family homes in the neighborhood. Additional stress on the already overloaded utility infrastructure system. Money doesn't need to be the motivation for every change, especially when those changes radically change the existing environment.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

ADUs limited to 900 sq. ft. seems reasonable. The size of the lot should have something to do with it.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking should be available for all tenants living in the unit. Parking in the street is just dangerous.

Q4. Should parking vary based on proximity to various modes of transit?

You are asking this question in a city like Houston that is spread out and has a dearth of public transportation options?

Q5. What might be some other aspects that should be considered?

If Houston had zoning and enforcement, and some rules regarding limited permits of this type were identified and enforced, I would say maybe. But Houston housing is not regulated, no zoning ordinances exist, and the potential for unrestricted growth is unchecked. Rich people are allowed to block access to their neighborhoods. This proposal would allow more population density to already stressed areas.



Respondent No: 729

Login: Anonymous

Responded At: Jul 28, 2021 12:54:07 pm

Last Seen: Jul 28, 2021 12:54:07 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

One home per lot maintains uniformity, which is a more attractive feature for a neighborhood. Adding townhouses or duplexes within an existing single family home neighborhood would lower the property values for existing residents.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This could very well further limit greenspace and drainage capability of lots.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, we definitely don't need more cars parking on the residential streets. This creates congestion, negatively impacting egress, and is also visually detractive.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

No mixed use or dense housing in established neighbors currently zoned as single family residential neighborhoods! Homeowners have invested in neighborhoods and an attempt to legislate changes in housing density is wrong.



Respondent No: 730

Login: Anonymous

Responded At: Jul 28, 2021 12:55:04 pm

Last Seen: Jul 28, 2021 12:55:04 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This would really bring down the neighborhood and bring more crime to the area. You can't cram so many people into a lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't like it. Bad for our City.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 731

Login: Anonymous

Responded At: Jul 28, 2021 12:56:17 pm

Last Seen: Jul 28, 2021 12:56:17 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lowers the value of single family homes and creates heavier traffic on our streets in the areas that are being impacted with new Livable Space dwellings

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating the max size of ADUs eliminates housing for a lot of people that cannot afford or do not want to live in a high density areas. Houston has enough apartments and condos to accommodate those that want or need to live there.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If there is a change it should be to require two additional spaces to allow a couple or room mates to each park their vehicles on the property.

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

When you have high density living conditions, crime increases and therefore more law enforcement would be required. Not too sure Houston is willing to add additional law enforcement.



Respondent No: 732

Login: Anonymous

Responded At: Jul 28, 2021 12:56:32 pm

Last Seen: Jul 28, 2021 12:56:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We are already limited to structure size due to impermeable restrictions because of flooding potential. Our neighborhood suffered considerably from Harvey flooding. Creating more dense construction/population will only make future flooding events worse. Nothing has been done by the city in our area to reduce flooding four years after Harvey. That should be addressed before creating greater flooding hazards!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

In neighborhoods like ours, adding more structures on existing lots would require removing large, well-established trees and increasing impermeable spaces. We already have pollution issues in this city. This would further exacerbate it and destroy the environment.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

We already have street congestion from multi car families, construction/service vehicles crowding our streets. It is a major safety hazard. Allowing for more parking would increase congestion and safety issues. There currently is no enforcement of street parking limits in our area so who will enforce or control additional parking?

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

The I-45 expansion has been criticized and halted out of concern for destroying communities. We believe the Liveable Places Project would have the same impact.



Respondent No: 733

Login: Anonymous

Responded At: Jul 28, 2021 12:59:54 pm

Last Seen: Jul 28, 2021 12:59:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This is awful. I wouldn't want to live next door to this type of dwelling. House values would be less.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't want a house to be able to rent a bedroom over its garage or have any size of secondary unit around my house. Again, home values would decrease. Who wants to live next door to such a situation?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't want parking lots near my home! Ugly!!!

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

No one wants a hodgepodge of housing options in their neighborhood. A home is an Investment. It will look tacky and it will drive down values.



Respondent No: 734

Login: Anonymous

Responded At: Jul 28, 2021 13:06:56 pm

Last Seen: Jul 28, 2021 13:06:56 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The ordinance should not override Deed Restrictions



Respondent No: 735

Login: Anonymous

Responded At: Jul 28, 2021 13:07:03 pm

Last Seen: Jul 28, 2021 13:07:03 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am not in favor of adding ADU's to existing single family neighborhoods since it will create additional traffic and parking congestion to areas that are not equipped to handle the increased population.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Larger size units will produce additional need of expanding the Neighborhoods infrastructure to including sanitary, water and curbside parking and should be rejected by the city.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Current off street parking of one additional space is a minimum. Most established inner city parking is non existing for current residents and any additional living units must have additional parking required to accommodate the increase number of automobiles

Q4. Should parking vary based on proximity to various modes of transit?

Houston Metro system is not sufficient to efficiently reach many areas of the city and should not be relied on to provide transportation for more than 15% of the city residents. The majority of Houstonians need automobiles to get around the city until a proper mass transit is in place. Therefore more parking will be needed for ADU's

Q5. What might be some other aspects that should be considered?

If the city needs additional density, they should promote multi-family development in areas that have experienced excessive growth. Let the market dictate the transition from single family neighborhoods to high density commercial and multi-family development with infrastructure capacity to handle the new growth. This should not be city driven, it should be Market driven.



Respondent No: 736

Login: Anonymous

Responded At: Jul 28, 2021 13:08:51 pm

Last Seen: Jul 28, 2021 13:08:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No challenge. Keep as is.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No challenge.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. We need room for emergency vehicles.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 737

Login: Anonymous

Responded At: Jul 28, 2021 13:13:39 pm

Last Seen: Jul 28, 2021 13:13:39 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Single family lot, single family house

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Not to exceed subdivision deed restrictions

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Adhering to local deed restrictions



Respondent No: 738

Login: Anonymous

Responded At: Jul 28, 2021 13:18:22 pm

Last Seen: Jul 28, 2021 13:18:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

4 units per lot

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

1200 square feet apartments should be allowed!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no parking requirements

Q4. Should parking vary based on proximity to various modes of transit?

Yes just like the TOD ordinance

Q5. What might be some other aspects that should be considered?

NO parking requirements and 4 DU per lot



Respondent No: 739

Login: Anonymous

Responded At: Jul 28, 2021 13:21:28 pm

Last Seen: Jul 28, 2021 13:21:28 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no problem in allowing more residential units per lot. As long as it meets building codes and safety and environmental regulations, property owners should in general be allowed to build what they want on their land.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating the maximum sized sounds great. Let people build what the market wants.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking minimums should not be required by law. If someone wants to build a residence with no parking, that should be up to them!

Q4. Should parking vary based on proximity to various modes of transit?

Parking should not be required by law. An individual property owner or developer should be able to decide how much parking is needed to make their property attractive to the market. If they can find tenants that don't need parking, that's fine. If the owner decides they need to provide parking to accommodate the site, then that should be up to the owner.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 740

Login: Anonymous

Responded At: Jul 28, 2021 13:27:49 pm

Last Seen: Jul 28, 2021 13:27:49 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I don't like this idea. My neighborhood of mostly patio homes doesn't have the street parking to accommodate this type of housing. We already have problems with too many cars parked on the street.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The number of square feet should be based on the lot size.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, this should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No, we need parking and also green spaces.

Q5. What might be some other aspects that should be considered?

Green spaces and trees, in our warning climate we need to have more trees to reduce the heat held by the city.



Respondent No: 741

Login: Anonymous

Responded At: Jul 28, 2021 13:29:10 pm

Last Seen: Jul 28, 2021 13:29:10 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do NOT want multiple units per lot. It will ruin the aesthetics of our beautiful old neighborhoods. There are enough townhomes already. If multiple units were allowed in my neighborhood, I would move. It will hurt the architecture and more old trees would be torn down. This will also cause further flooding if there is less grass.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO. It ruins the aesthetics and functionality of the streets if they are filled with cars. It's impossible to navigate down the streets and more dangerous for children. It will ruin the family neighborhood feel.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

History! We do not want townhomes in our beautiful neighborhoods.



Respondent No: 742

Login: Anonymous

Responded At: Jul 28, 2021 13:32:46 pm

Last Seen: Jul 28, 2021 13:32:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Adding units will devalue the other homes in the neighborhood. People work hard to purchase homes. You are looking to ruin that. Why would anyone want to work hard for a home if the value will decrease.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Strains on underground sewer systems and utilities. Large dwellings towering over small single houses again decreasing value.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It would have to change, build parking below. The more cars on the street the more potential for car break ins.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 743

Login: Anonymous

Responded At: Jul 28, 2021 13:33:11 pm

Last Seen: Jul 28, 2021 13:33:11 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This will result in more destruction of trees in our neighborhood. Preserving greenery should be a focus in our city. Its one of are best aesthetic features. The trees in my neighborhood are not just for the residents; tenants of nearby apartments walk our neighborhood frequently for exercise and dog walking. Increasing the population density will lead to more congestion.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Smaller units are more affordable. Requiring some units to be smaller provides more affordable units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Eminent Domain. This could significantly alter the value of private property for which many hard working, tax paying people have worked very hard and paid their taxes to maintain.



Respondent No: 744

Login: Registered

Responded At: Jul 28, 2021 14:16:56 pm

Last Seen: Jul 28, 2021 20:46:10 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: 1.Sewer system capacity 2.Water supply/mains 3.aging infrastructure already cannot support existing population density 4. Resulting 'skyline' is not aesthetic- a mix of old 1 or 2-story houses alongside 3+ floor dwellings looks terrible. Benefits: could add second dwelling place on lot and rent it out thereby producing income for home-owners, could allow for extended family living together

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges: 1.Sewer system capacity 2.Water supply/mains 3.aging infrastructure already cannot support existing population density 4. Resulting 'skyline' is not aesthetic- a mix of old 1 or 2-story houses alongside 3+ floor dwellings looks terrible. Benefits: could add second dwelling place on lot and rent it out thereby producing income for home-owners, could allow for extended family living together

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If it is not changed, will be very difficult to have more dwellings on the same lot. Would need to have at least 1 space per unit

Q4. Should parking vary based on proximity to various modes of transit?

Yes, this is a possible solution. If a bus line runs near the subject property then additional space may not be needed

Q5. What might be some other aspects that should be considered?

Student density in nearby schools, additional police protection for greater population density, possibly need for more green-space as local parks would become more crowded



Respondent No: 745

Login: Anonymous

Responded At: Jul 28, 2021 13:39:05 pm

Last Seen: Jul 28, 2021 13:39:05 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am greatly concerned with flooding control with even less permeable ground area to absorb our frequent heavy rains and hurricanes, if we increase the number of housing units any higher than already allowed. I'm also concerned about increased traffic and pollution this could cause.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, with less and less permeable ground around these single-family dwellings, due to increasing the allowable size of the additional units, the same issues arise as mentioned above; especially flooding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, it should be two additional parking spaces, since a 900 sq. foot unit can easily house at least 2 people, each with their own automobile. Parking in neighborhoods where additional units are allowed, are short on available parking, with the current ordinance, as seen in Rice Military Subdivision.

Q4. Should parking vary based on proximity to various modes of transit?

NO. Even if you live close to bus stops, it doesn't equate with people owning fewer automobiles.

Q5. What might be some other aspects that should be considered?

The only neighborhoods where I would consider increasing the allowed size of housing, especially multi-housing, such as condos or apartments, or even just denser housing, would be those that are adjacent to main thoroughfares so the increased amount of people and cars, could be easily managed.



Respondent No: 746

Login: Anonymous

Responded At: Jul 28, 2021 13:39:42 pm

Last Seen: Jul 28, 2021 13:39:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased urban density can encourage more effective utilization of public transit-particularly those options such as light rail or even commuter rail that rely on ridership thresholds to justify the need and the economics of the investment. Additionally, more urban density could encourage more neighborhood based mixed use land use with local grocers, employers and recreational centers. This could work well given Houston's existing zoning(or lack of zoning) system because there would not be as many regulatory barriers to these types of mixed use communities developing organically. The challenges could be the increased social problems related to urbanization and population density-particularly if no sense of community develops and there is inadequate law enforcement. It is not clear how property values would be affected over the long term but over the short term, some subdivision of lots may reduce the value of other properties in the area. In general, loosening urban land use regulations is consistent with our state's spirit of fewer rather than more restrictions over property rights.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

One of the challenges is subdivision allowing commercial developers and individual land owners to create large apartment blocks and more rental units. Generally, mixing individually owned properties with rental units works against development of a common community spirit because renters are more transient and don't have the same community pride as comes with ownership. Rental communities can develop their own healthy cultures but it is not the same as land owners. Mixing the two will drive urban flight by owners, and decaying communities overall.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Don't change this requirement. In general we should be encouraging more mass transit and community based employment instead of an increasingly automobile based society. Nothing wrong with more urban density, but we don't want the accompanying automobile density with all of its consequences. Increasing spaces is going backward in time to an urban land use policy of yesterday rather than looking to a better future for our city.

Q4. Should parking vary based on proximity to various modes of transit?

Develop and promote mass transit to suit the urban density needed to support ridership projections for increased investment in mass transit. Invariably more parking leads to lower mass transit and is a waste of green space that is vital for community and the health and safety of people. We must reverse the disastrous automobile centric suburban development policies of real estate developer Bob Lanier. That man did more to set Houston back 50 years behind the rest of the country and the world's leading cities than anyone in Houston history. If anyone's name should be removed from public spaces (such as the 611 Walker, "transit" building) it should be his.

Q5. What might be some other aspects that should be considered?

Bicycles, pedestrians and sidewalks. Currently Houston is one of the most bicycle and pedestrian hostile cities in the world. We need grade separated bicycle networks for commuters. Our sidewalks are a disgrace because the City doesn't enforce maintenance by the property owners of their upkeep. Either have Houston Public Works be funded to take over sidewalk maintenance and hold them accountable for doing so, or tax property owners and use the money to contract with a privately run sidewalk maintenance contractor. Given the ineptitude of HPW, I think the latter is a better solution.



Respondent No: 747

Login: Anonymous

Responded At: Jul 28, 2021 13:44:12 pm

Last Seen: Jul 28, 2021 13:44:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Existing City Infrastructure was NOT designed to accommodate increases in density w/o improvements or impact fees for these increases

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Good planning procedures should direct that "secondary units" shouldnt be larger than the "primary" and same with detached as long as it doesnt exceed the overall buildable area for a specific lot size.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The amount of space(s) for the secondary units should be driven by the amount of square footage of the secondary unit. i.e. (,900 s.f. = 1, 900-1800 s.f. = 2 and so on...)

Q4. Should parking vary based on proximity to various modes of transit?

Personally, I don't think so...just due to the fact that various modes of transportation are NOT required, so there's no incentive for the person to utilize it.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 748

Login: Anonymous

Responded At: Jul 28, 2021 13:44:37 pm

Last Seen: Jul 28, 2021 13:44:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits and plenty of challenges...we have so many neighborhoods that have been ruined by the type of construction you are proposing...let's keep neighborhoods viable and stop the fleeing to the boonies that your ideas promote.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

see above

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

don't know ...just don't do it

Q4. Should parking vary based on proximity to various modes of transit?

what transit are you talking about...good transit is almost nonexistent in Houston and environs and the weather makes it almost impossible to walk the miles necessary to get to existing public transit

Q5. What might be some other aspects that should be considered?

people who have put their whole lives and fortunes into their houses in desirable (to them) neighborhoods should not be "pushed out" by these proposed multi family dwellings (we have enough low income, gov't subsidized non workers already)



Respondent No: 749

Login: Anonymous

Responded At: Jul 28, 2021 13:46:59 pm

Last Seen: Jul 28, 2021 13:46:59 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Off-street parking requirements for ADUs discourage development of affordable housing options in neighborhoods near workplaces.

Q4. Should parking vary based on proximity to various modes of transit?

If the goal is improve access to housing, or racial equity in housing, a good idea would be to evaluate the consequences parking restrictions have on various communities. Perhaps, off-street parking rules should be relaxed uniformly across the city.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 750

Login: Anonymous

Responded At: Jul 28, 2021 13:51:39 pm

Last Seen: Jul 28, 2021 13:51:39 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit - disadvantage is residential clutter and more traffic on streets that can't handle it.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

see #1

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

If we had various modes of transit that people used to commute it would be an easier question to answer.

Q5. What might be some other aspects that should be considered?

Quality of life, green spaces, widening streets where that is possible, light rail expansion.



Respondent No: 751

Login: Anonymous

Responded At: Jul 28, 2021 13:54:19 pm

Last Seen: Jul 28, 2021 13:54:19 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Crowded lots with more structures will lower property values.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same answer as #1.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Parking should be based area of facility.

Q5. What might be some other aspects that should be considered?

Current property owners acceptance or denial of proposal



Respondent No: 752

Login: Anonymous

Responded At: Jul 28, 2021 13:57:26 pm

Last Seen: Jul 28, 2021 13:57:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This will have no impact on affluent neighborhoods as deed restrictions will prevent it. In less affluent neighborhoods, folks can't afford to build ADUs or the like. Investors can come in, build ADUs and try to backdoor the ordinance to put in duplexes and quads. This would increase the number of renters in the neighborhood and put more cars on the street. These less affluent neighborhoods would be more dangerous with increased crime, more renters, and more density. No one seems to care about the Low to Mod income family anyway, so why let these stop a new ordinance?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Fannie/Freddie and FHA guidelines will make these homes more difficult to finance, so fewer Low to Mod families will be able to buy homes. The neighborhoods will be taken over by slum lords because the city raised the bar to high for working families

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Either way will have unintended consequences. Either more off street spaces are required, pushing up the cost of the project OR few are needed and the streets are full of parked cars: a danger to small children crossing the street and an obstruction for emergency vehicles.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

This is going to make some investors and developers a lot of money! And it could turn Low to Mod income folks from owners into renters. I imagine city council is going to want to make sure those investors are donating to their campaign war chests prior to passage so they can cash in, too :-)



Respondent No: 753

Login: Anonymous

Responded At: Jul 28, 2021 13:59:35 pm

Last Seen: Jul 28, 2021 13:59:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think the current law is reasonable and I fear how more flexibility could ruin property values in single family neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

When attached the owner will be more responsible for keeping the unit managed and not let things get out of control. Detached should be smaller with more restrictions.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. I think a requirement of 1 fits the size of the unit

Q4. Should parking vary based on proximity to various modes of transit?

There is some logic there

Q5. What might be some other aspects that should be considered?

Density of the population in the neighborhood and available street parking



Respondent No: 754

Login: Anonymous

Responded At: Jul 28, 2021 14:00:07 pm

Last Seen: Jul 28, 2021 14:00:07 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Traffic, crimes possibly increasing, values decreasing - not good for homeowner and taxing authorities.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no, there is already too much congestion of the existing streets, this make it worse

Q4. Should parking vary based on proximity to various modes of transit?

possibly

Q5. What might be some other aspects that should be considered?

if the sole purpose is to increase density in the City, there are potentially many more aspects that impact it negatively. a lot of homeowners have invested under the current rules, deed restrictions etc. to have it turned over and for what, more congestion, traffic, potential crime? , what is gained by the changes? I don't see any positives to this proposed change.



Respondent No: 755

Login: Anonymous

Responded At: Jul 28, 2021 14:00:32 pm

Last Seen: Jul 28, 2021 14:00:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There is no benefits. Terrible idea.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits, 900 is to big.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. We do not want secondary housing.

Q4. Should parking vary based on proximity to various modes of transit?

No more parking.

Q5. What might be some other aspects that should be considered?

None, do not consider at all. Work on stopping crime.



Respondent No: 756

Login: Anonymous

Responded At: Jul 28, 2021 14:13:37 pm

Last Seen: Jul 28, 2021 14:13:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

What are the expectations of the current neighbors? Deed restrictions can be ambiguous. Someone will always try to push the line.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 757

Login: Anonymous

Responded At: Jul 28, 2021 14:17:11 pm

Last Seen: Jul 28, 2021 14:17:11 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

greater flooding potential, more dense population per square mile, more traffic, etc, etc, etc, This would be like the experiment of may decades ago involving adding more mice in a already crowded mouse habit. NOT GOOD

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

greater flooding potential, more dense population per square mile, more traffic, etc, etc, etc, This would be like the experiment of may decades ago involving adding more mice in a already crowded mouse habit. NOT GOOD

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

greater flooding potential, more dense population per square mile, more traffic, etc, etc, etc, This would be like the experiment of may decades ago involving adding more mice in a already crowded mouse habit. NOT GOOD.....and no one wants this EXCEPT the developers who will not be living here!!!!



Respondent No: 758

Login: Anonymous

Responded At: Jul 28, 2021 14:24:28 pm

Last Seen: Jul 28, 2021 14:24:28 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This overloads a neighborhood and increases traffic and flooding, which all decrease our values.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This totally changes the nature of a family neighborhood. We may as well live in apartments or town homes where there is no parking or private spaces.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Small additional units often bring roommates and more than one additional car. I suggest changing it to an additional space per occupant. A current neighbor with 4 teenagers have 6 cars, and it creates problems even getting out of the drive-way.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Houston needs zoning laws!!!



Respondent No: 759

Login: Anonymous

Responded At: Jul 28, 2021 14:24:34 pm

Last Seen: Jul 28, 2021 14:24:34 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

Street parking should be allowed

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 760

Login: Anonymous

Responded At: Jul 28, 2021 14:30:51 pm

Last Seen: Jul 28, 2021 14:30:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenge - less drainage that can result in flooding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenge - drainage and flooding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 761

Login: Anonymous

Responded At: Jul 28, 2021 14:32:44 pm

Last Seen: Jul 28, 2021 14:32:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit of changing a neighborhood that has deed restrictions geared to single family residences becoming denser. I already have issues with the apartment buildings bordering on the neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Only primary dwellings will maintain the integrity of this neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

N/A

Q4. Should parking vary based on proximity to various modes of transit?

N/A

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 762

Login: Anonymous

Responded At: Jul 28, 2021 14:44:29 pm

Last Seen: Jul 28, 2021 14:44:29 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

My neighborhood was 'under water' during Harvey. I think the challenge here is to consider 'density' in light of flooding. The density will bring more land covered. To avoid costly disasters our vision needs to be adapted to fewer homes, less density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Will we be single sighted on this? Is this more important than avoiding a major flooding event costing billions of dollars?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

So does that mean going from trees and greenery that allow water to sink in to more concrete?

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

I hope that the city is not so short sighted that it ignores the misery and heartache that many Houstonians experienced when the city flooded. What lens will the city be looking through when they work on this project?



Respondent No: 763

Login: Anonymous

Responded At: Jul 28, 2021 14:47:14 pm

Last Seen: Jul 28, 2021 14:47:14 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Overcrowding in older neighborhoods such as those listed above.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should be 2 spaces, not 1.

Q4. Should parking vary based on proximity to various modes of transit?

No, because transit routes can and do change.

Q5. What might be some other aspects that should be considered?

Trees and green space



Respondent No: 764

Login: Anonymous

Responded At: Jul 28, 2021 14:51:43 pm

Last Seen: Jul 28, 2021 14:51:43 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This will change Larchmont from a family friendly neighborhood to a business area. Our neighborhood would be ruined!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If allowed, ADUs would ruin Larchmont! It would cease to be family friendly pocket neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Another deterrent for the continuation of Larchmont as a lovely pocket neighborhood.

Q4. Should parking vary based on proximity to various modes of transit?

No!

Q5. What might be some other aspects that should be considered?

Please stop this initiative as this would affect families that live in neighborhoods similar to Larchmont!



Respondent No: 765

Login: Anonymous

Responded At: Jul 28, 2021 14:58:06 pm

Last Seen: Jul 28, 2021 14:58:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Problems include significant increase to flood risk as well as to increased traffic and population density. Additionally problems with aesthetics and overcrowding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits. Problems include overcrowding and flood risk increasing

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should not be hanged unless it is to make it more limiting.

Q4. Should parking vary based on proximity to various modes of transit?

Possibly this might be considered.

Q5. What might be some other aspects that should be considered?

Increased population should be discouraged.



Respondent No: 766

Login: Anonymous

Responded At: Jul 28, 2021 14:58:42 pm

Last Seen: Jul 28, 2021 14:58:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think this could work but must be monitored.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO, if anything there should be two.

Q4. Should parking vary based on proximity to various modes of transit?

No Comment

Q5. What might be some other aspects that should be considered?

No Comment



Respondent No: 767

Login: Anonymous

Responded At: Jul 28, 2021 15:12:51 pm

Last Seen: Jul 28, 2021 15:12:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see any benefit. Those with single-family lots want the extra space without additional traffic, lack of adequate infrastructure, and problems from overcrowding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not see any benefit from this proposal - only problems. You put a larger secondary unit, you have more bathrooms, kitchens, etc without increasing the size necessary for proper sewer, water, or drainage - this causes problems!!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

You can't do this without paving over the grass - and destroying the ability of the ground to absorb water naturally. There WILL BE MORE FLOODING. Most families have insufficient parking for the cars for their own kids - there is no room for additional families on a regular lot.

Q4. Should parking vary based on proximity to various modes of transit?

There is a BIG difference between parking at home and parking at transit location - and you are mixing the two together, thus invalidating the question.

Q5. What might be some other aspects that should be considered?

Additional crime. There are a number of studies that show the increasing rate of crime as people are moved into closer quarters. I want my elbow room, privacy, and quiet - that is why I bought a house instead of living in an apartment!!!!



Respondent No: 768

Login: Anonymous

Responded At: Jul 28, 2021 15:17:03 pm

Last Seen: Jul 28, 2021 15:17:03 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits are very simple. More opportunities for additional ADUs. The challenges would be sufficient off street parking. Most of the addresses listed are already in high population density areas that already have street parking problems..

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I could understand increasing the size to the 1200 SF range would appeal to a broader group of people with out really causing issues that could be bothersome for neighbors.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be a minimum of one off street parking per unit. The neighborhoods listed already have terrible street parking situations.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

The number of people permitted to live in a limited size apartment should be limited to 3 per bedroom, or 5 per bathroom, or some other method of counting that would prohibit over crowding.



Respondent No: 769

Login: Anonymous

Responded At: Jul 28, 2021 15:17:09 pm

Last Seen: Jul 28, 2021 15:17:09 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges - exceeding the established number of residents. Transient population increasing. Strain on neighborhood/community resources. Figuring out payment/billing for units - who is responsible for maintenance fees, etc.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Decrease in yard, reduced green space in neighborhoods

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Probably to 2 spaces, considering there will most probably be more than one individual residing in the secondary space.

Q4. Should parking vary based on proximity to various modes of transit?

Houston has limited mass transit options period. This is (unfortunately) still a car based transportation city, so parking for residents should be available and convenient

Q5. What might be some other aspects that should be considered?

How number of residents is determined (do children count?). Relationship to square footage. Size of yard before and after additional housing is built. We do not need to keep pouring concrete over our green space.



Respondent No: 770

Login: Anonymous

Responded At: Jul 28, 2021 15:18:09 pm

Last Seen: Jul 28, 2021 15:18:09 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lots are not big enough to really do more than that unless you build up. Apt. complexes are 4-8 stories. I see some homes that are 3 or 4 stories; zero lot lines and built around a central drive way (EADO). Not appealing to me but better than huge apartment complexes.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

In my area I don't see much potential for ADUs. Lots are 25 ft wide. So you have a house and maybe a garage apt. I suppose you could consider a vertical duplex with 1 family per floor.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should be changed. How much street parking should be limited by linear footage of lot less driveway. A typical car is 15 ft long so if you have 25 ft or less frontage on the street then ONLY ONE car no matter how many units. It should also vary by width of street. Many streets should have alternate side of the street parking. My street is narrow so if cars are parked on both sides it is effectively a one way street.

Q4. Should parking vary based on proximity to various modes of transit?

Maybe but I am not convinced that limiting parking is going to drive people to public transport. Has that worked for the restaurants that have been approved with limited parking? Not as far as I can tell.

Q5. What might be some other aspects that should be considered?

San Antonio has some public multiple level parking garages that would help with street parking if they are reasonable monthly rates



Respondent No: 771

Login: Anonymous

Responded At: Jul 28, 2021 15:22:56 pm

Last Seen: Jul 28, 2021 15:22:56 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Existing water, plumbing, and parking is not adequate for increasing the number of units per lot. We have already experiences February 2021 freeze, and three (3) day electric shut down; which therein caused water outages.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Existing water, plumbing, and parking is not adequate for increasing the number of units per lot. We have already experiences February 2021 freeze, and three (3) day electric shut down; which therein caused water outages.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Existing water, plumbing, and parking is not adequate for increasing the number of units per lot. We have already experiences February 2021 freeze, and three (3) day electric shut down; which therein caused water outages.

Q4. Should parking vary based on proximity to various modes of transit?

REALLY! Who was "smoking what" to get this idea?

Q5. What might be some other aspects that should be considered?

Should not be considered. GLO is already using HURRICANE HARVEY FUNDS to remodel crappy apartments, and build new for low income housing. Maybe they should just live at the house of our Mayor and City Council



Respondent No: 772

Login: Anonymous

Responded At: Jul 28, 2021 15:27:31 pm

Last Seen: Jul 28, 2021 15:27:31 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

All of the above questions really fall under one and only one consideration that is particular to Houston...FLOODING! More density, more concrete, more buildings, more parking lots and less greenspace equal Harvey to the Harvey to the 10th degree. I know this is a national initiative, but even a twelve year old could figure out that one size doesn't fit all. Plus, Houston is already sinking measurably, so more water usage to further drain the water table and more weight, more toilets flushing, and more showers. What about Emergency Evacuation? Instead of fear mongering about climate change and projects that seem to always benefit some well connected persons friends and family, how about protecting the environment we currently have to work with and teach people to think and evaluate based on facts and stop trying this one size fits all ideas that those with the gift of gab like to sell and then disappear when the blank hits the fan...



Respondent No: 773

Login: Anonymous

Responded At: Jul 28, 2021 15:32:19 pm

Last Seen: Jul 28, 2021 15:32:19 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should be at least 2 additional spaces

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 774

Login: Anonymous

Responded At: Jul 28, 2021 15:33:40 pm

Last Seen: Jul 28, 2021 15:33:40 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do NOT See, Observe, or as it is needed in Larchmont Subdivision, Houston Tx 77056

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There are NO BENEFITS - at all. There is substantial OUTRIGHT PROPERTY DEVALUATIONS.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

All parking for cars ... SHOULD BE " OFF STREET PARKING ONLY."

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

No "Existing Subdivision" ... needs other than "single- family"; "single residential house per lot construction.



Respondent No: 775

Login: Anonymous

Responded At: Jul 28, 2021 15:34:07 pm

Last Seen: Jul 28, 2021 15:34:07 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Decreased permeability = increased flood risk

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

let's turn Houston into slum...sounds great

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO, there are already limited options for pedestrians and cyclists. More on-street parking does not make a city livable.

Q4. Should parking vary based on proximity to various modes of transit?

NO. there is not enough existing transit infrastructure to warrant this.

Q5. What might be some other aspects that should be considered?

let Houston be a suburb. if you want to live in a city, please move to New York



Respondent No: 776

Login: Anonymous

Responded At: Jul 28, 2021 15:37:58 pm

Last Seen: Jul 28, 2021 15:37:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There is no benefit, we are missing homes that families with children will enjoy and thrive. Cramming families into homes lacking yards, green spaces, or privacy is detrimental to Houston children. This also discourages families from living within Houston, further reducing the number of children in Houston schools, and also discouraging companies from moving to Houston.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should be increased, do we want cars lining every street in Houston? What a terrible place to live filled with cars, crammed with people, no green spaces, just tons of apartments and no children or families.

Q4. Should parking vary based on proximity to various modes of transit?

No. People in Houston use cars and that's the reality. You are just making it easier to cram people into small lots and small neighborhoods, making them less desirable to live. People don't move to Texas to live in a crammed space!

Q5. What might be some other aspects that should be considered?

None of this plan of just adding more units makes the city more affordable, you are simply trying to make a profit. Get your priorities in order, and establish more stringent rules for developers, this city doesn't care about people, just making a profit by issuing more building permits. That is why everyone is leaving the city. You already have apartments galore for people who want more affordable options, stop issuing permits to every apartment developer that comes along. Stop allowing every space to be filled with strip centers and stores.



Respondent No: 777

Login: Anonymous

Responded At: Jul 28, 2021 15:44:40 pm

Last Seen: Jul 28, 2021 15:44:40 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit to my property values

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There would be more people living per SF

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

We don't have enough street parking as it is. This would just make things worsw

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Current community residents



Respondent No: 778

Login: Anonymous

Responded At: Jul 28, 2021 15:51:44 pm

Last Seen: Jul 28, 2021 15:51:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not want more units on lots. It creates crowded, dense, and no green space. Houston easily floods and by adding more concrete and no green space we are creating a problem.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I would say the same thing. DO NOT eliminate the maximum size of the buildings. Spec Contractors will take advantage if we eliminate this. Where is the green space? They will pave over the lot.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Or if it is changed, there should be one more parking space, so extra cars are not crowding our narrow streets.

Q4. Should parking vary based on proximity to various modes of transit?

No. Houston is still a city that the main mode of transportaion is cars.

Q5. What might be some other aspects that should be considered?

Currently I do not live in a deed restricted area after living in one for many years. The random mixture of housing is non deed restricted areas in Houston is unplanned and over crowded with cars.



Respondent No: 779

Login: Anonymous

Responded At: Jul 28, 2021 15:59:20 pm

Last Seen: Jul 28, 2021 15:59:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 780

Login: Anonymous

Responded At: Jul 28, 2021 16:14:55 pm

Last Seen: Jul 28, 2021 16:14:55 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

If it is designated as a single family lot, it should stay that way. This plan seems to be a way for developers to make money while detracting from the quality of life from existing neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, seems to be a ploy for developers. I would need to see much more detail on this.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Not enough information here. parking depends upon the number of occupants, location in the city, available public transportation, etc. One size does not fit all.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, among other factors such as number of occupants, available space, etc.

Q5. What might be some other aspects that should be considered?

I think there is so little real data here to effectively conduct a survey to obtain informed results. There are many complex issues and so far this seems to only benefit developers.



Respondent No: 781

Login: Anonymous

Responded At: Jul 28, 2021 16:15:56 pm

Last Seen: Jul 28, 2021 16:15:56 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenge: Parking

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenge: Drainage issues and less green space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking congestion is a safety issue. Don't increase the number of housing units.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 782

Login: Anonymous

Responded At: Jul 28, 2021 16:18:49 pm

Last Seen: Jul 28, 2021 16:18:49 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too many people living in one place makes it harder to maintain standards. Too much concrete and less yard makes drainage a problem. Many people means many cars. How closely will this be regulated? What role will homeowners associations have in enforcing deed restrictions?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If size restrictions are removed, it will be difficult to maintain orderly ingress and regress without possibility infringement on other's ability to enjoy outdoor living spaces.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

We do not need to destroy our neighborhoods by shoving a bunch of living spaces together in a small area. There are already plenty of multi-dwelling opportunities for those who seek them.



Respondent No: 783

Login: Anonymous

Responded At: Jul 28, 2021 16:27:55 pm

Last Seen: Jul 28, 2021 16:27:55 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I don't see any benefit. Totally against.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't want the units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No it shouldn't change

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Too many cars and flooding



Respondent No: 784

Login: Anonymous

Responded At: Jul 28, 2021 16:32:06 pm

Last Seen: Jul 28, 2021 16:32:06 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Don't want regardless

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Don't want regardless

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Don't want regardless

Q4. Should parking vary based on proximity to various modes of transit?

No parking allowed

Q5. What might be some other aspects that should be considered?

Nothing. Get rid of it



Respondent No: 785

Login: Anonymous

Responded At: Jul 28, 2021 16:51:33 pm

Last Seen: Jul 28, 2021 16:51:33 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Please don't allow it. In areas where on-property parking was not already allocated it means more street parking, many of our residential roads are too narrow to support two-way traffic and cars parking on the street.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

They will build up.... and if it is a community of one-story, single-family homes, it will possibly destroy any privacy the neighbors have in their backyard.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should not be changed or more on-parking on property should be required. Many of our residential roads are too narrow to support two-way traffic and cars parking on the street.

Q4. Should parking vary based on proximity to various modes of transit?

No; even if they take public transportation to work, they may still have a vehicle which will possibly then be parked in the street. Many of our residential roads are too narrow to support two-way traffic and cars parking on the street.

Q5. What might be some other aspects that should be considered?

We already have flooding issues in many neighborhoods. With a larger property footprint and less yard/grass.....we will have more water run-off into water systems that are already sometimes very challenged.



Respondent No: 786

Login: Anonymous

Responded At: Jul 28, 2021 16:53:20 pm

Last Seen: Jul 28, 2021 16:53:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased parking needs. Overcrowding. Loss of green space on private lots

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Don't do it in first place. Designate areas that can have multiple homes on a lot and leave single family dwelling neighborhoods alone

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It's not adhered to. Go down any of those streets at 9pm and there's no way that is true.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

I live in Spring Branch. It's already bad enough that my single story home now has a looming two story home next door. Also, new builds do cause flooding problems. Loss of trees due to soil compaction. Sewage problems of having new builds with higher capacity water draws and sewage dumping into old systems. I miss my full source shower. I shouldn't have to time my shower to be at different times from new builds shower/clothes washing/dishwasher schedules.



Respondent No: 787

Login: Anonymous

Responded At: Jul 28, 2021 16:59:16 pm

Last Seen: Jul 28, 2021 16:59:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It will likely decrease the value of property in the surrounding area and increase traffic and flooding concerns won't be effectively managed.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Flooding concerns.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

There needs to be substantial studies done on flooding of the neighborhoods and how that will be affected with increasing land coverage. I think the city should be responsible for that.



Respondent No: 788

Login: Anonymous

Responded At: Jul 28, 2021 17:06:12 pm

Last Seen: Jul 28, 2021 17:06:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges would be storm drainage issues (loss of ground to act as a sponge), density of cars on the road, parking, loss of gardens that support pollinators, birds and other wildlife, and loss of light to any remaining gardens.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the size of secondary units would have the same challenges as adding additional units, but perhaps not additional problems with car density and parking.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

One space is reasonable, and should not be reduced.

Q4. Should parking vary based on proximity to various modes of transit?

Not until Houston has rapid transit everywhere. Many people commute across the city every day. A lot of businesses are not on good transit lines (like the pipeyards).

Q5. What might be some other aspects that should be considered?

Adding housing density should not come at the expense of storm drainage, light and greenery.



Respondent No: 789

Login: Anonymous

Responded At: Jul 28, 2021 17:10:20 pm

Last Seen: Jul 28, 2021 17:10:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It would be a benefit . For my back yard is bi enough to add more . It would also bring value to my neighborhood Kashmere Gardens

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

A benefit if you have to yard to do it . Which I do . And we need to bring Kashmere Gardens Vaule up

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes to accommodate living household

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

We need this in Kashmere Gardens and need Banks to work with us to help . Just like the heights



Respondent No: 790

Login: Anonymous

Responded At: Jul 28, 2021 17:11:22 pm

Last Seen: Jul 28, 2021 17:11:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits of increasing the units (and thus density) per lot will align Houston with other cities that are focusing on reducing commutes and the need for automobiles, therefore less CO2. A more walkable, bike-able city. The challenges will be that some property owners who purchased properties in some of the areas like University Place and Medical Center will not want more density. But, we have a huge new medical complex coming in soon and Rice U keeps expanding. This will produce more, not less, need for rental housing with many hoping to live in neighborhoods close by work and not in huge (often very expensive) multifamily complexes. Preserving and even expanding SF housing supply near these growing employment areas makes sense.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The benefits of increasing the unit size for ADUs will align Houston with other cities that are focusing on reducing the need for automobiles, therefore less CO2. A more walkable, bike-able city. In addition, the average renter household size is 2.5, according to TownCharts.com. Exceeding 900 sq ft would be helpful for living space options for the average rental. Houston is a young city, ~5+ years younger than the US in median age according to Census Bureau stats. According to Kinder, there are more renters than homeowners in the city of Houston and renters are nearing a majority in all of Harris County. 58% of Houston housing units are renter-occupied (census). Other Kinder stats: Trends in the construction of new housing show growing multi-family supply. While many units are being built, they tend to be higher priced, and existing affordable units are declining. Allowing more people to have options to rent in neighborhoods that are more close to heavy employment areas and will reduce commuting by car should be a priority. Some SF property owners will be unhappy with any increase in density.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking requirements for a secondary detached unit should be zero. With the increased desire to live in more mixed-use areas, Houston now ranks second in the nation for large cities on how much walking has increased, according to Bumper. I think understanding and supporting this trend for our city is good. So increasing housing in central areas will be helpful.

Q4. Should parking vary based on proximity to various modes of transit?

Yes. This makes a lot of sense.

Q5. What might be some other aspects that should be considered?

I think just realizing we have a renter-dominant, young city. Focusing on less cars and more people who can walk to work is the key.



Respondent No: 791

Login: Anonymous

Responded At: Jul 28, 2021 17:18:57 pm

Last Seen: Jul 28, 2021 17:18:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increases in density of structures on properties would reduce the amount of trees, yards and green spaces for urban wildlife. It will also make the city hotter with hotter roofs instead of cooler yards and trees.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Flooding will increase with more impermeable surface being built on properties. Structure fires would be more dangerous with little space between structures to fight them, and fires could spread easily over these tightly packed structures.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No - we should be pushing for fewer vehicles to encourage public transportation. This will only encourage more vehicles on the roads and more traffic.

Q4. Should parking vary based on proximity to various modes of transit?

No - how would you ever enforce this?

Q5. What might be some other aspects that should be considered?

Increases in density of structures on properties would reduce the amount of trees, yards and green spaces for urban wildlife. Do we really want to increase the density of Houston to as much as extremely dense cities like those in the Philippines or France? Adding to the density will also make evacuations for storms and floods even more difficult.



Respondent No: 792

Login: Anonymous

Responded At: Jul 28, 2021 17:25:22 pm

Last Seen: Jul 28, 2021 17:25:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More affordable housing options and higher density in city which is easier to plan around, especially transit systems. Then maybe we can afford anymore abject failures of governance like a 20 lane freeway.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

We need less limitations on the development of affordable housing. So this is a good step.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. Stop placing parking requirements and get rid of the ones currently imposed. The market can figure this out and the restrictions stifle development.

Q4. Should parking vary based on proximity to various modes of transit?

Obviously yes. But there should be no requirements.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 793

Login: Anonymous

Responded At: Jul 28, 2021 17:41:49 pm

Last Seen: Jul 28, 2021 17:41:49 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

"Flexibility" could be introduced as long as over-riding requirements are respected. Over-riding requirements could include "overall lot coverage", overall height., bedroom density etc.....

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Not sure why there is a difference

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

For a secondary (or any unit) off street parking is appropriate. The requirement should be changed to include the availability of electric car charging. In addition ALL driveways and parking spaces should be composed of "permeable" cement such that the lot drainage is as good as it could be.

Q4. Should parking vary based on proximity to various modes of transit?

No ... not in Houston. In (for example) Washington DC where train/subway transit is very available in certain locations this might be different Houston public transit is not in that league

Q5. What might be some other aspects that should be considered?

The "rules" are "prescriptive" rather than "objective". "A secondary unit may not exceed 900 square feet". Surely this can be changed if the over-riding intents are met for example, the overall coverage of the lot should not exceed 65%, but if a larger secondary unit is greater than 900 square feet AND the overall lot coverage is less than (say) 50%, perhaps the plan should be allowed.



Respondent No: 794

Login: Anonymous

Responded At: Jul 28, 2021 17:43:40 pm

Last Seen: Jul 28, 2021 17:43:40 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenge is the loss of permeable land. I believe any increase in density of building in the defined urban areas of Houston is a disaster.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There should not be any increase in the size of units allowed.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The most important factor has to be drainage and flood control.



Respondent No: 795

Login: Anonymous

Responded At: Jul 28, 2021 17:48:51 pm

Last Seen: Jul 28, 2021 17:48:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Loss of home value and lowering quality of life

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Unsightly buildings and additions

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No opinion

Q4. Should parking vary based on proximity to various modes of transit?

No opinion

Q5. What might be some other aspects that should be considered?

Ownership of property rather than rental



Respondent No: 796

Login: Anonymous

Responded At: Jul 28, 2021 17:50:54 pm

Last Seen: Jul 28, 2021 17:50:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Cramming more human beings into cities when we have lots of land to allow individuals to live in less congested conditions. I am a native Houstonian who grew up in the East End off Long Drive and Telephone Road. Do not need to make individuals per square mile any more dense. Bad for physical and mental health to live in crowded conditions.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Do not go down this road by asking questions about more individuals per square foot within the cart limits of Houston, Harris County, Texas.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Do not change this. Leave it alone.

Q4. Should parking vary based on proximity to various modes of transit?

No because busses and mass transit will be going away due to cost along with self driving vehicles.

Q5. What might be some other aspects that should be considered?

Our city of Houston does not need to experiment with any of these issues since the core is actually loosing population to the surrounding counties.



Respondent No: 797

Login: Anonymous

Responded At: Jul 28, 2021 17:51:50 pm

Last Seen: Jul 28, 2021 17:51:50 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Traffic, water, sewer, electricity - all challenges. There are NO benefits.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See answer to number 1.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

People seem to have too many cars for a plain old SFR. This increase in residences and people is just not logical.

Q4. Should parking vary based on proximity to various modes of transit?

Should not matter. If there is a close transit no car is needed.

Q5. What might be some other aspects that should be considered?

See answer to number 1. There are too many people living in Houston now. Road rage, crime, murder up. Overcrowding has caused so much anger that it is not safe to go to the store or the gym or to the bank. We need to put out a no-vacancy sign.



Respondent No: 798

Login: Registered

Responded At: Jul 28, 2021 18:16:09 pm

Last Seen: Jul 29, 2021 00:58:05 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Many studies indicate more people in close proximity is psychologically unhealthy and increases crime. 2 units per lot maximum

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 to 1000 square feet, 2 to 3 story maximum would appear to not over populate the area

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Floor plans include 2 car garage on first floor, majority of rooms, balconies on second floor and third floor

Q4. Should parking vary based on proximity to various modes of transit?

I think all new housing structures need a double garage included on the first floor of new construction. No additional street parking

Q5. What might be some other aspects that should be considered?

No trash dumpsters. Single family bins not visible from street



Respondent No: 799

Login: Anonymous

Responded At: Jul 28, 2021 17:57:33 pm

Last Seen: Jul 28, 2021 17:57:33 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Multigenerational housing is an excellent idea. Also, additional income by leasing the added unit is beneficial. Size should be determined by the space available.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Couldn't the living space begin on the second level and then parking could be under the house.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Set back lines for construction. Buildings not so close together.



Respondent No: 800

Login: Anonymous

Responded At: Jul 28, 2021 18:16:18 pm

Last Seen: Jul 28, 2021 18:16:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More people living in dense space. Overcrowded streets / parking problems.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, it should NOT be changed. Parking is such a problem. Children running around in between parked cars is so dangerous. Delivery trucks not having anywhere to stop will add to traffic frustration. NO cars should ever be parked on the street !!!!!!!

Q4. Should parking vary based on proximity to various modes of transit?

No. If one has a car, he will not use mass transit. If one does not have a car and needs mass transit, then he should choose a dwelling place with that need in mind.

Q5. What might be some other aspects that should be considered?

OVER CROWDING of an infrastructure that was not developed for this many people in one space.



Respondent No: 801

Login: Anonymous

Responded At: Jul 28, 2021 18:32:53 pm

Last Seen: Jul 28, 2021 18:32:53 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Obvious benefit of increased affordable housing. Parking appears to be the biggest challenge.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I wouldn't allow an increase in the size, if additional detached units are allowed, unless the additional unit is in the form of a second level, above the first.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, for additional unit that is added.

Q4. Should parking vary based on proximity to various modes of transit?

The problem with that is that Houston is very much still a driving city (for now). So, persons living close enough to bus/light rail to use them, will mostly still have a vehicle, and thus MORE vehicles will be left parked on the street while those folks are taking other transit.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 802

Login: Anonymous

Responded At: Jul 28, 2021 18:59:17 pm

Last Seen: Jul 28, 2021 18:59:17 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits; Spring Branch streets are narrow and already overcrowded. I support infill buildings but not smashing people on top of one another.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't think either of these changes should be made. Many people in Spring Branch, myself included, invested in our land here because it's not as lot-line-to-lot-line crowded out here the way it is becoming inside the Loop.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Not sure I have an opinion on that.

Q4. Should parking vary based on proximity to various modes of transit?

No it should be based upon the number of people who will live in or use a space.

Q5. What might be some other aspects that should be considered?

Spring Branch, until as little as 30 years ago, was still a very rural part of Houston. I don't think it should be developed the same way Inner Loop neighborhoods have gone. We bought property and built our families here because we like the space.



Respondent No: 803

Login: Anonymous

Responded At: Jul 28, 2021 19:06:01 pm

Last Seen: Jul 28, 2021 19:06:01 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Trash can clutter, cars that will congest street parking and yard management

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Who would be responsible for the property management

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, as it stands, this rule of often overlooked

Q4. Should parking vary based on proximity to various modes of transit?

No, we can't be responsible to dictate who drives or chooses public transport

Q5. What might be some other aspects that should be considered?

We don't have enough city services to manage already problematic dumping, heavy trash collection and parking monitoring.



Respondent No: 804

Login: Anonymous

Responded At: Jul 28, 2021 19:09:08 pm

Last Seen: Jul 28, 2021 19:09:08 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

do not want this. some areas are already too crowded with cars and homes

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

do not want this. some areas are already too crowded with cars and homes

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

do not want this. some areas are already too crowded with cars and homes

Q4. Should parking vary based on proximity to various modes of transit?

do not want this. some areas are already too crowded with cars and homes

Q5. What might be some other aspects that should be considered?

do not want this. some areas are already too crowded with cars and homes



Respondent No: 805

Login: Anonymous

Responded At: Jul 28, 2021 19:32:10 pm

Last Seen: Jul 28, 2021 19:32:10 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lack of parking. Increase in crime, property values decrease as homeowners sell and move to other areas such as Katy and Sugarland. Reduced landscape and increased concrete will contribute to more flooding and lack of greenery.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits, it will destroy stable neighborhoods through increased crime, over crowding, lack of parking, increase law suits, increased pollution.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Must not destroy lawns and green space.

Q4. Should parking vary based on proximity to various modes of transit?

These are separate issues.

Q5. What might be some other aspects that should be considered?

The most stable neighborhoods are owner occupied homes. Secondary units will result in increased rental units by absent landlords leading to a deterioration of the neighborhood in appearance and in quality of homeowners as the wealth leaves the area.



Respondent No: 806

Login: Anonymous

Responded At: Jul 28, 2021 19:36:36 pm

Last Seen: Jul 28, 2021 19:36:36 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Crowding without lawns

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Just seem to much on one lot , can't see would make anything more affordable

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Already too many cars on streets, particularly during construction ,challenging for traffic flow and hard to in and out of your own driveway

Q4. Should parking vary based on proximity to various modes of transit?

Why? That's the point of public transportation

Q5. What might be some other aspects that should be considered?

Water, sewer issues, added traffic on streets in my neighborhood now. Street being replaced until at least 2025, so traffic already a niigtjmarec



Respondent No: 807

Login: Anonymous

Responded At: Jul 28, 2021 19:38:46 pm

Last Seen: Jul 28, 2021 19:38:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Above examples do not fit all of Houston. Stop messing with a good thing! Stop disrupting our neighborhoods. do NOT mess with mine!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

NO! Who comes up with these ideas?? - we have millions of acres in Texas- move further out!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO, do not change it!!

Q4. Should parking vary based on proximity to various modes of transit?

NO - you canNOT magically increase parking just because you're closer / further than public transport. Do you want public transport for yourself, or everyone else so you can drive with fewer people on the road? This is a backdoor to zoning and certainly excessive regulations

Q5. What might be some other aspects that should be considered?

CONSERVE deed restrictions, HOA rights - we work very hard to ensure they remain in place. Stop messing with H-Town & Texas!!



Respondent No: 808

Login: Anonymous

Responded At: Jul 28, 2021 19:48:22 pm

Last Seen: Jul 28, 2021 19:48:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Not in favor; we specifically moved to this area from an area where this was permitted. Bad drainage, constant issues with street parking and blocking flow of traffic, short term renters increase, whom don't value the community or property; theft increase, and lack of privacy and green space.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Not in favor; we specifically moved to this area from an area where this was permitted. Bad drainage, constant issues with street parking and blocking flow of traffic, short term renters increase, whom don't value the community or property; theft increase, and lack of privacy and green space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should depend on how the property owner plans to use the space and how many vehicles are registered to that property. Street parking should be avoided. If owner is renting out, at least two spots should be provided, otherwise it becomes an issue for surrounding neighbors and flow of traffic

Q4. Should parking vary based on proximity to various modes of transit?

No. It should depend on how the property owner plans to use the space and how many vehicles are registered to that property. Street parking should be avoided. If owner is renting out, at least two additional spots should be provided, otherwise it becomes an issue for surrounding neighbors and flow of traffic

Q5. What might be some other aspects that should be considered?

Go to Rice Military and drive around during heavy traffic hours and on trash day to gather issues with cars parking on streets. Theft is significantly on the rise, there is not hardly any yards/green space. This leads to more walking in the street which then becomes a safety hazard. Please avoid 3 & 4 story units. Unless you want the community to become over run with renters who do not value the community or invest in the future of the community.



Respondent No: 809

Login: Anonymous

Responded At: Jul 28, 2021 19:53:39 pm

Last Seen: Jul 28, 2021 19:53:39 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking issues, noise, less greenery.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't support ADUs of any size.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't support ADUs increased parking leads to increased congestion and crime.

Q4. Should parking vary based on proximity to various modes of transit?

Not relevant

Q5. What might be some other aspects that should be considered?

Transitioning to ADUs will lead to run down neighborhoods as homeowners sell and move out.



Respondent No: 810

Login: Anonymous

Responded At: Jul 28, 2021 20:00:35 pm

Last Seen: Jul 28, 2021 20:00:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

You will trash the city with low quality unmaintained housing. You already allow slumlords to put section 8 tenants into uninhabitable apartments. You don't enforce any housing quality codes except for overgrown yards. It will get worse.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Bad idea.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

This is not going to solve any problems and will make neighborhoods less stable.



Respondent No: 811

Login: Anonymous

Responded At: Jul 28, 2021 20:14:40 pm

Last Seen: Jul 28, 2021 20:14:40 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Will change the fabric of many neighborhoods and decrease the value of neighboring properties. This is a terrible idea.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

People will over-build on sites and again make the value of areas decrease. Another bad idea.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. If it is changed it should be increased.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Not doing this terrible idea.



Respondent No: 812

Login: Anonymous

Responded At: Jul 28, 2021 20:51:41 pm

Last Seen: Jul 28, 2021 20:51:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Although I live in a condominium community, I am very concerned that challenging the deed restrictions that are all that are protecting existing single family homeowners, will diminish the value of all housing in Houston. I have watched cities that haven't protected individual property rights and it has not been a good result.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think it diminishes the value of all properties in any given city.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't approve of the change.

Q4. Should parking vary based on proximity to various modes of transit?

It depends on the circumstances.

Q5. What might be some other aspects that should be considered?

Retaining existing protections for homeowners.



Respondent No: 813

Login: Anonymous

Responded At: Jul 28, 2021 21:13:46 pm

Last Seen: Jul 28, 2021 21:13:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Absolutely NO benefits except to tax collections and developers

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Where will additional family members park? Visitors?

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The values of surrounding properties HOA



Respondent No: 814

Login: Anonymous

Responded At: Jul 28, 2021 22:38:18 pm

Last Seen: Jul 28, 2021 22:38:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Totally opposed! Any structure built on a single family lot other than a single family dwelling can only bring down the value to the property and neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If two lots side by side were purchased would allow for a larger dwelling unit such as a duplex or townhouse to be constructed. Again, these types of dwellings should never be allowed in an established single family dwellings neighborhood. The property value will greatly decrease!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Can't address this matter of additional parking space for a single family lot because greatly opposed to any secondary unit built in an established single family unit neighborhood. Should such be constructed can only destroy what is otherwise an inviting & nice looking neighborhood.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 815

Login: Anonymous

Responded At: Jul 29, 2021 00:27:24 am

Last Seen: Jul 29, 2021 00:27:24 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits of increasing number of units per lot is that allows for a higher supply of housing which should help with housing costs. Increasing the number of units allowed per lot also give home owners more flexibility with their property.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating the maximum size of accessory dwelling units allows for more options for people when they are looking for a place to live. The limit on ADU size doesn't allow for units that could accommodate larger families.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, there should be no minimum parking requirements. The city should not have a say on how much space a property owner has to give to cars. The parking requirements also does not take into account people who do not drive and instead walk, bike, or take public transportation. Houston has many neighborhoods where mobility without a car is possible.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, in a world where parking minimums still exist there should at least be consideration about where these minimums are being enforced. Neighborhoods like the Heights and Montrose have many mobility options, but minimum parking requirements are still applied to these areas.

Q5. What might be some other aspects that should be considered?

Triplexes and fourplexes already exist in many residential neighborhoods and fit well in them. These buildings are perfect additions to neighborhoods because they are the middle between a single family and an apartment complex. The city would benefit from making it easier to build these structures.



Respondent No: 816

Login: Anonymous

Responded At: Jul 29, 2021 01:26:23 am

Last Seen: Jul 29, 2021 01:26:23 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits could include diversifying our neighborhood with different price points to entry or increase affordable rental options. Challenges include possible parking concerns, increased traffic/speeding, tree removal for construction and potential rental violations (such as multiple family or overcrowded units which is hard to police.)

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Encroachment on lot lines and multiple story dwellings next to or backed up to single family homes with swimming pools decreases privacy and increases flood potential.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Allowing more street parking decreases safety without sidewalks and worsens curb appeal. Landlords should provide off street parking to accommodate renters.

Q4. Should parking vary based on proximity to various modes of transit?

No simply because public transit has poor access for most of Houston let alone Spring Shadows.

Q5. What might be some other aspects that should be considered?

Would limit how homes could be torn down to be replaced by multiple townhome lots as the character of the neighborhood would change as well as the traffic parking. With large townhome developments in close proximity this doesn't seem like it would be a risk but having more rental units vs single family homes on a street should be avoided.



Respondent No: 817

Login: Anonymous

Responded At: Jul 29, 2021 01:40:31 am

Last Seen: Jul 29, 2021 01:40:31 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More traffic, change in family neighborhoods, loose trees with more homes on property,

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Loose trees, cause neighborhoods to be less desirable, not as attractive as single home lots

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Park in home garage, not street

Q4. Should parking vary based on proximity to various modes of transit?

No parking on streets in neighborhood

Q5. What might be some other aspects that should be considered?

Quality of existing neighborhood goes down if multi units are mixed with single family homes and property value drops



Respondent No: 818

Login: Anonymous

Responded At: Jul 29, 2021 03:13:27 am

Last Seen: Jul 29, 2021 03:13:27 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too crowded, dense, parking problem.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

The xisting density of a neighborhood



Respondent No: 819

Login: Anonymous

Responded At: Jul 29, 2021 04:35:21 am

Last Seen: Jul 29, 2021 04:35:21 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased traffic. Lower property values. Increased population density = increased crime.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Urban areas could resemble rural areas

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should be increased to two off-street parking places.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

HOA restrictions



Respondent No: 820

Login: Anonymous

Responded At: Jul 29, 2021 04:37:20 am

Last Seen: Jul 29, 2021 04:37:20 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It would add congestion and disturb the peace and harmony of the neighborhood to add more units.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing size would mean the potential increase of the number of habitants adding to congestion.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be adequate parking off street to accomodate not only residents but guests as well.

Q4. Should parking vary based on proximity to various modes of transit?

No! There should be adequate parking for residents and guests.

Q5. What might be some other aspects that should be considered?

I do not understand this question.



Respondent No: 821

Login: Anonymous

Responded At: Jul 29, 2021 04:39:34 am

Last Seen: Jul 29, 2021 04:39:34 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No challenges only benefits for increasing density

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think that is good amount of square feet.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should be changed. Please take away the parking minimum

Q4. Should parking vary based on proximity to various modes of transit?

Please take away parking minimums. No matter how far from public transit.

Q5. What might be some other aspects that should be considered?

Please take away parking minimums. And please pass this, we need more affordable housing.



Respondent No: 822

Login: Anonymous

Responded At: Jul 29, 2021 04:39:53 am

Last Seen: Jul 29, 2021 04:39:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No advantage

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Stop all attempts at social justice by government mandates. Stick to building roads, picking up the trash and protecting citizens against crime.



Respondent No: 823

Login: Anonymous

Responded At: Jul 29, 2021 05:02:35 am

Last Seen: Jul 29, 2021 05:02:35 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are many challenges to increasing the number of units per lot: increased flooding due to increased covering of ground with concrete; increased traffic in that area without road expansions; loss of trees and green space; decreased home values r/t multiple family lots in neighborhoods with one family lots

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, the challenges are: increased flooding, loss of trees and green space which contributes to global warming, increased traffic and loss of community

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This would result in increased on-street parking which in neighborhoods increases traffic, danger to children who may run out between parked cars, more concrete and less green space further contributing to global warming

Q4. Should parking vary based on proximity to various modes of transit?

No-Houstonians depend on cars due to the lack of mass transit availability to all areas of Houston. Increasing parking spaces will decrease green areas and result in loss of trees which contributes to global warming.

Q5. What might be some other aspects that should be considered?

As a Spring Branch resident, I find the 3-story narrow houses being built ugly and having them in my neighborhood would negatively impact the appearance and livability of my neighborhood. Not to mention it will cause property tax increases.



Respondent No: 824

Login: Anonymous

Responded At: Jul 29, 2021 05:06:59 am

Last Seen: Jul 29, 2021 05:06:59 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lack of off street Parking, reduced or lack of on-street parking, traffic, looks, increased noise to neighbors

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The size should be limited by the size of the lot, and maintain spacing to neighbors the same as was in place when the other homes where built. Not allow a neighbor to reduce the inter-house spacing.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If anything there should be available off-street parking for each vehicle in the ADU

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 825

Login: Anonymous

Responded At: Jul 29, 2021 05:20:15 am

Last Seen: Jul 29, 2021 05:20:15 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Terrible idea!! It would decrease even more green space and increase flooding which has already become a problem in areas where it was not a problem before. I would refuse to buy a house in an area where this was allowed. It may decrease property values in the neighborhoods in which this is approved. Again, terrible idea!!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 826

Login: Anonymous

Responded At: Jul 29, 2021 05:27:53 am

Last Seen: Jul 29, 2021 05:27:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges would be parking. Cars lining every side of residential streets are ridiculously unsafe, not to mention impossible for trash pickup, mail drivers, emergency vehicles or just even having visitors to your own home!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If you are the neighbors with no adu....then you now most likely lost any/all privacy into your backyard/side facing windows. Blocked by building up! a thumbs down!!!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No! Cars should be in your driveway if you are a resident. Street parking should never be a permanent solution. People have lost all common decency and now park in peoples yards, block other people's homes, block the trash and mail areas....no concern for being neighborly. This leads to aggression and tax costs when police are called FREQUENTLY to handle disputes

Q4. Should parking vary based on proximity to various modes of transit?

PARK IN YOUR DRIVEWAY!!

Q5. What might be some other aspects that should be considered?

Having streets filled with car to car parking is extremely unsafe. Children can't see around cars to cross, drivers can't see backing out of driveways, emergency vehicles are limited, the reasons are endless!



Respondent No: 827

Login: Anonymous

Responded At: Jul 29, 2021 05:28:27 am

Last Seen: Jul 29, 2021 05:28:27 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units has a negative impact on the fabric of communities and puts additional stress on Houston's aging public infrastructure. More units would increase traffic, increase demand on schools, reduce permeable surface space, increase stormwater runoff, increase solid waste costs, etc.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the size without considering overall lot size could result in significant reduction in permeable surface for stormwater capture and increase runoff; it could also add stress on wastewater infrastructure.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should remain the same.

Q4. Should parking vary based on proximity to various modes of transit?

Yes.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 828

Login: Anonymous

Responded At: Jul 29, 2021 05:40:37 am

Last Seen: Jul 29, 2021 05:40:37 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Single family lots should stay that way. We don't want a situation where we have two tall townhouses next to a ranch style home. It will make the neighborhoods look not look right

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

this is going to just create more traffic, possible crowding of the lots and I think people like having a neighborhood like Larchmont stay the way it has been since 1956

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There is already enough crowding of the streets because of all the new home construction going on here now. The last thing we need is to have more cars on the street because of having a duplex on a lot

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

I think keeping our single family home lots to stay that way. By doing this will keep our home values higher, keep a more uniformed look, less crowding with street parking and I don't want Larchmont to turn out the way St. George Place has turned out with having a street of townhomes and the next street single family homes.



Respondent No: 829

Login: Anonymous

Responded At: Jul 29, 2021 05:43:35 am

Last Seen: Jul 29, 2021 05:43:35 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Flooding issues and changes to the safety and beauty of the neighborhood

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating the maximum size in place changes the neighborhood style. Family atmosphere for children is now compromised. Children need single family dwelling areas to grow and be safe within areas.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Leave the subdivisions atmosphere alone. Additional dwellings should not be added to subdivisions.



Respondent No: 830

Login: Anonymous

Responded At: Jul 29, 2021 05:46:12 am

Last Seen: Jul 29, 2021 05:46:12 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Opens a path to home ownership for many especially single parents

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Little to no benefit, they remain a rental space

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Consider overall occupancy & offer street parking option

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Development conditions & permitting for 3-4units should be reviewed



Respondent No: 831

Login: Anonymous

Responded At: Jul 29, 2021 05:53:01 am

Last Seen: Jul 29, 2021 05:53:01 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It would increase traffic and parking congestion in addition to reducing walkable space. Not a good idea.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The plan as it now stands is workable. These changes will only help developers increase their bottom line

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking is difficult at best now in the areas that have no deed restrictions. If you reduce parking there is going to be an increase in parking issues. this will make Houston a problem area like cities in the NE who have also followed the proposed plans.

Q4. Should parking vary based on proximity to various modes of transit?

No. Houston is too widespread. Parking should be close to the unit itself.

Q5. What might be some other aspects that should be considered?

Do construction away from the already congested areas. Look carefully at the demolition of housing units planned for the I 45 expansion. The plan proposed will only hurt Houston. Do not do it.



Respondent No: 832

Login: Anonymous

Responded At: Jul 29, 2021 05:56:32 am

Last Seen: Jul 29, 2021 05:56:32 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

challenges include - too many cars, less green space, too many people in general in a small lot not meant for more than one family...

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

giant houses on small lots is what will happen if you eliminate max size

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

no.

Q5. What might be some other aspects that should be considered?

overcrowding areas, we need more trees and grass, not less.



Respondent No: 833

Login: Anonymous

Responded At: Jul 29, 2021 05:56:40 am

Last Seen: Jul 29, 2021 05:56:40 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This neighborhood has been a single family dwelling lot since it was established in 1956. People are attracted to purchase in this neighborhood for that reason, thus keeping value to our lots and homes. Neighborhoods, such as St. George, who obviously adopted this, look run down, no yards for our children. No uniformity. Renters tend to move into these duplexes who don't care about keeping up the value of their homes or yards!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not want 4 story homes surrounding and swallowing my home!! Also, I do not want 70 percent of my neighborhood being occupied by renters who do not give a damn about caring for their homes or yards!! Challenge - no benefit.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If you live in a home, there should be no reason to have to park in the street. Your driveway should be sufficient. If there is an increase in cars parking in street, how does trash pick up happen? How do maintenance people such as yard services, etc. get into our neighborhood easily??? Look at West University. What a disaster trying to just drive through a neighborhood!!

Q4. Should parking vary based on proximity to various modes of transit?

No!!! Why should it???

Q5. What might be some other aspects that should be considered?

There are so many new, large homes being built in our neighborhood because that is what new purchasers want in Larchmont as well as those of us who have lived here for 20 plus years. Not to mention the remodeling many of us have done to maintain the value of our homes. Stop this craziness!!



Respondent No: 834

Login: Anonymous

Responded At: Jul 29, 2021 05:56:55 am

Last Seen: Jul 29, 2021 05:56:55 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are none

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 835

Login: Anonymous

Responded At: Jul 29, 2021 06:15:21 am

Last Seen: Jul 29, 2021 06:15:21 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Please don't allow this. There's no guarantee that second property is going to be affordable to anyone. This just opens the way for a developer to put two unaffordable properties, on an area with infrastructure designed for just one. This will lead to parking issues and more flooding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

They're going to build up, and destroy the view and privacy of the single-family homes around them

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No property should be built if it doesn't force the developer to require space for on-site parking. Many of our residential streets are too narrow to allow for street parking and two-way traffic.

Q4. Should parking vary based on proximity to various modes of transit?

No, even if someone uses public transportation to get to work they still may own a car that needs to park somewhere. Many of our residential streets are too narrow to allow for street parking two-way traffic and if there's no sidewalks then where are people walking if cars are parked near the curb.

Q5. What might be some other aspects that should be considered?

Flooding. We already have big flooding issues. If you are building larger building footprints you are getting rid of yard space where water can be absorbed. This is going to cause more water runoff into already stressed public drainage.



Respondent No: 836

Login: Anonymous

Responded At: Jul 29, 2021 06:15:26 am

Last Seen: Jul 29, 2021 06:15:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Changing the basic layout of the neighbor is why values are where they are. This changes could devalue the area.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Do not wish to change current restrictions

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Not to change

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Do not know at this time.



Respondent No: 837

Login: Anonymous

Responded At: Jul 29, 2021 06:15:39 am

Last Seen: Jul 29, 2021 06:15:39 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

some lots are not big enough to comfortably take 2 units

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits of any kind

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 838

Login: Anonymous

Responded At: Jul 29, 2021 06:26:23 am

Last Seen: Jul 29, 2021 06:26:23 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits are cheaper housing, no challenges.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, design cities for people not cars.

Q4. Should parking vary based on proximity to various modes of transit?

Yes. It should be less of close to buses or trams.

Q5. What might be some other aspects that should be considered?

We need to continue to build all types of housing to keep housing affordable.



Respondent No: 839

Login: Anonymous

Responded At: Jul 29, 2021 06:29:08 am

Last Seen: Jul 29, 2021 06:29:08 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Added housing stock in areas utilizing current infrastructure and near jobs. Less sprawl.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More 2 bedroom apartments could be added. This is beneficial.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

To me, if the primary home has a garage AND additional space in a driveway, no additional space should be required.

Q4. Should parking vary based on proximity to various modes of transit?

Sure

Q5. What might be some other aspects that should be considered?

Please take note of the horrible "Ag Shacks" developing in College Station. These 3-4 bedroom student homes are required to have a lot of parking per CoCS ordinances. This creates parking lots in neighborhoods and adds heat and ugliness to neighborhoods.



Respondent No: 840

Login: Anonymous

Responded At: Jul 29, 2021 06:32:38 am

Last Seen: Jul 29, 2021 06:32:38 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This would allow for people to have an option for housing besides renting a luxury apartment and purchasing a SFR.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminate!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, there should be some alternatives involved for the homeowner as more people no longer use vehicles for transportation.

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 841

Login: Anonymous

Responded At: Jul 29, 2021 06:45:26 am

Last Seen: Jul 29, 2021 06:45:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Inadequate parking, deforestation of neighborhood, loss of privacy from tall buildings next door, loss of the character of the neighborhood, inadequate utilities such as sewage.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Loss of setbacks, loss of character of neighborhood, creates a "heat islands" by removing canopy.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

These proposals would create more traffic, remove backyards where children could play, and do not lead to affordable housing, but benefits the developers who do not have to provide adequate infrastructure for crowding multi structures on plots of what was meant to be single homes.



Respondent No: 842

Login: Anonymous

Responded At: Jul 29, 2021 06:48:32 am

Last Seen: Jul 29, 2021 06:48:32 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased housing at lower cost per house will help keeping housing affordable for everyone.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as number one. Eliminating caps will increase the available space for housing, which should lower costs/increase supply of affordable housing.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I would remove off street parking requirements. Hopefully this would be combined with improved transit but space used for cars is less space that could be used for housing.

Q4. Should parking vary based on proximity to various modes of transit?

Generally I would remove parking requirements but if there are requirements, there should be less requirements the closer you are to transit.

Q5. What might be some other aspects that should be considered?

Maximizing the supply of housing with the ultimate goal of keeping housing affordable is the most important goal



Respondent No: 843

Login: Anonymous

Responded At: Jul 29, 2021 06:54:27 am

Last Seen: Jul 29, 2021 06:54:27 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased traffic, more road noise and reduced parking as more cars are assigned to a single lot. Additional cars will end up on the street affecting traffic flow.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This is a good size restriction as most detached units in my neighborhood are small over the garage type of units typically used be a family member or relative. The lots in my neighborhood were sized for single family dwellings. The residents here purchased for the space, quiet, aesthetics and stability of single family housing. More housing on a single lot might also reduce the number of trees and green space, which Houston desperately needs.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Houston is a city where most transportation is done via private car, regardless of how close public transportation is. With denser population on a standard lot, there will undoubtedly be more cars which will generate more traffic and noise. More parking on the street will also slow traffic down as the street will effectively be narrowed.

Q4. Should parking vary based on proximity to various modes of transit?

No. Allocated parking should reflect the desire of residents who don't desire a crowded residential area. I purchased a home in this neighborhood because I wanted the space, quiet and stability provided by single family housing.

Q5. What might be some other aspects that should be considered?

Homes in this neighborhood were purchased by residents who wanted a stable, peaceful environment. We want long term residents who want to become part of the neighborhood. I fear that this ordinance could create housing that would attract a more transient resident that does not typically become a long term neighbor that is committed to the betterment of the neighborhood.



Respondent No: 844

Login: Anonymous

Responded At: Jul 29, 2021 07:07:34 am

Last Seen: Jul 29, 2021 07:07:34 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It will provide more housing options for the community.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think the size is reasonable. The idea should be to accommodate more people, not to provide spacious housing to less families per feet...

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The requirement needs to be accommodated accordingly to allow more people to park

Q4. Should parking vary based on proximity to various modes of transit?

No, unless Houston decides to provide massive changes to public transport, it is still limited and one cannot solely rely on public transportation to go everywhere.

Q5. What might be some other aspects that should be considered?

The fact that there is a massive movement of Californians moving to Texas is calling for a fast and massive change to accommodate the new population.



Respondent No: 845

Login: Anonymous

Responded At: Jul 29, 2021 07:25:54 am

Last Seen: Jul 29, 2021 07:25:54 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges would be what is already happening in these situations. Crowded living, more cement which creates environmental issues and standing water issues. Parking issues with multiple cars at one residence. Noise levels increase. Zoning exists for a reason. We already have townhouses and apartments everywhere crime in neighborhoods is on the rise as never before. You have tied the hands of HPD. Stopping the flow of illegal immigrants and reinstate consequences for crimes better idea should be priorities. We are overwhelmed! Many neighborhoods with this boom have lost their charm and beauty. I have noticed that many apartments and townhouses are not maintained as well because many renters do not care about a property that they do not own. This hurts the property owners(property tax payers.)

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

size restrictions in place or as stated above these problems will increase even more.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

have you looked at the Houston streets? The last thing we need are more cars parked on our streets. The streets by the way are in horrible shape.

Q4. Should parking vary based on proximity to various modes of transit?

yes

Q5. What might be some other aspects that should be considered?

see above



Respondent No: 846

Login: Anonymous

Responded At: Jul 29, 2021 07:26:16 am

Last Seen: Jul 29, 2021 07:26:16 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Absolutely No benefit to a Deed Restricted community. Parking would become a significant challenge.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits, only challenges.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 847

Login: Anonymous

Responded At: Jul 29, 2021 07:27:51 am

Last Seen: Jul 29, 2021 07:27:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I live in the heights, and I would love to see more development of triplexes and fourplexes in Houston. The examples I have seen are homey, and are popular with renters. I personally live in a duplex, and while I can't afford to live in a single-family home in my neighborhood, I don't want my only other choice to be a large apartment complex. Encouraging this type of development could increase the housing supply while preserving neighborhood character.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't really see a downside, except for potentially maintaining architectural aesthetics in certain neighborhoods. This could be managed in different ways. I don't think there should be a limit on the size of ADUs.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I believe the parking requirement should be eliminated. People can use on-street parking where its available, or simply go without a car and have the option of using other transportation modes. Let the developers or homeowners decide if off-street parking is what they want for their project.

Q4. Should parking vary based on proximity to various modes of transit?

No, I'd like to see the parking requirement eliminated and the requirements uniform across the city. The city should adapt its transit and bike network to meet the needs of those without cars, rather than continuing to encourage car-dependent development.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 848

Login: Anonymous

Responded At: Jul 29, 2021 07:29:22 am

Last Seen: Jul 29, 2021 07:29:22 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Absolutely no benefits whatsoever. We need more green space and parks, not more concrete!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Absolutely no benefits whatsoever. We need more green space and parks, not more concrete!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Absolutely no benefits whatsoever. We need more green space and parks, not more concrete!

Q4. Should parking vary based on proximity to various modes of transit?

With this I agree. In order to promote mass public transportation to help with freeway and street traffic congestion and eliminate additional air pollution, there should be free parking areas so that people can easily take advantage of mass transportation opportunities provided by the City.

Q5. What might be some other aspects that should be considered?

Make the City way more bike friendly, mass advertising on the benefits of using public transportation, even tax benefits for those who choose to bike or use mass transportation to cut down on pollution and traffic. STOP CONCRETING THE CITY ! This is what is causing our flooding problems even after just a hard downpour!!



Respondent No: 849

Login: Anonymous

Responded At: Jul 29, 2021 07:31:13 am

Last Seen: Jul 29, 2021 07:31:13 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The issue is on-street parking on roadways designed for much fewer and narrower vehicles. Once you increase the living density you get folks using the roadway as their private garage. It interferes with first responder access, it increases the amount of BMV and other street crimes as more and more opportunists on bikes patrol through looking for opportunities for a quick grab and go.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

FLOODING - as you continue to completely cover permeable land with impermeable structures - and there is no way Houston can even maintain its existing drainage - let alone increase the capacity to meet the ever increasing and intense rainfall as our climate changes.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes - It is not adequate. Many have a roommate - so two vehicles. see answer 1.

Q4. Should parking vary based on proximity to various modes of transit?

NO Not until our residents have been conditioned to USE other modes of transit. The closer to other modes of transit, the more PAID on-street parking should prevail. This will discourage converting our roadways into parking garages. The installation of paid on-street parking must NOT require petitions from residents and must be accompanied by real - consistent parking enforcement - like in real cities up north.

Q5. What might be some other aspects that should be considered?

Where is the mention of set-backs and protection from abutting Mid and High rises that was part of this presentation? These neighborhood protections are critical to the survival of real neighborhoods in Houston. No Support for any of this without those protections.



Respondent No: 850

Login: Anonymous

Responded At: Jul 29, 2021 07:34:31 am

Last Seen: Jul 29, 2021 07:34:31 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not want more than 2 units because I do not want an increase in crime.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

if you eliminate the maximum size of ADU it will become too crowded

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 851

Login: Anonymous

Responded At: Jul 29, 2021 07:38:43 am

Last Seen: Jul 29, 2021 07:38:43 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units increases density, increases parking needs, increases traffic and in appropriate for well established neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

see above

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Impact on neighboring housing developments that have deed restrictions in place.



Respondent No: 852

Login: Anonymous

Responded At: Jul 29, 2021 07:38:53 am

Last Seen: Jul 29, 2021 07:38:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

no benefit this will destroy home owner values and the fabric of our community.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

You are attempting to destroy the fabric of our community by creating low income housing in neighborhoods that are of higher value. this will destroy the city community and erode the city. See Detroit as they made this same experiment in 1960s. Was not about African Americans, was the destruction of the neighborhood by lower income into middleclass valued neighborhoods. this is NOT about race it is about market values.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO MORE ON STREET PARKING

Q4. Should parking vary based on proximity to various modes of transit?

NO THATS EVEN MORE INSANE. do not social engineer our community

Q5. What might be some other aspects that should be considered?

The City of Houston Citizens DO not want social experimentation with lower, middle and upper income residents intermingled by ordinance. Capitalism and free enterprise is the best transit for citizens to move through the social economic ladder. we dont need Communist Marxist Bauhaus Draconian Planners to reinvent society. A free society who can choose their way is best. NOT Equity.



Respondent No: 853

Login: Anonymous

Responded At: Jul 29, 2021 07:46:13 am

Last Seen: Jul 29, 2021 07:46:13 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

In a city that already has traffic, parking, and flooding issues, in-filling can add to these issues. Some neighborhoods are designed for single family housing, have always been single family housing, and adding these types of units would definitely change the character of these neighborhoods. My home is my largest asset, purchased with an understanding that it was in a single family neighborhood and would remain this.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See above. Limitless additions would add to parking and flooding issues, as well as aesthetic considerations.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I am not in favor of allowing secondary attached units in single family neighborhoods.

Q4. Should parking vary based on proximity to various modes of transit?

I am not in favor of allowing secondary attached units in single family neighborhoods.

Q5. What might be some other aspects that should be considered?

In no way should any city ordinance override long standing HOA covenants in Houston neighborhoods.



Respondent No: 854

Login: Anonymous

Responded At: Jul 29, 2021 07:48:01 am

Last Seen: Jul 29, 2021 07:48:01 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased housing density has been proven to increase crime rate. Higher housing density equates to lower quality of living.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Investors or current owners will use this as a loophole to build multi-family properties in areas limited to a primary home with a possible "mother-in-law" suite. History has proven real estate investors will take advantage of the city and its elected representatives.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No it should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Existing city regulations and deed restrictions.



Respondent No: 855

Login: Anonymous

Responded At: Jul 29, 2021 07:55:55 am

Last Seen: Jul 29, 2021 07:55:55 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased population density is the problem with putting more than one family on a single-family home lot. There are no benefits to adding more people to a single lot. Houston does not suffer from the "missing middle" syndrome. Houston already has tons of multi-family complexes - from duplexes to large multi-units. Houston's population density is already a huge problem - traffic, flooding, crime, parking, heat domes, etc. are all related to high population density. Every city needs the literal "breathing room" created by single-family neighborhoods. Look at the research - most citizens do NOT like high-density. They find it stressful and it can make them unhappy and unhealthy. The ONLY people I've ever seen that actually like high-density are wealthy people who can afford to live in exclusive mid- and high-rises, city planners and urban development professors - who taught the city planners. Wake up and smell the pollution.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

ADU regulations and rules are the purview of the neighborhoods that allow them, and their HOA deed restrictions.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Again, ADU rules should be mandated by the neighborhood HOA's that allow them.

Q4. Should parking vary based on proximity to various modes of transit?

NO. If at all possible, Houston residents drive cars and will continue to do so for the foreseeable future - even if everyone switches to EVs. The City has to be realistic about this. Parking is a huge issue in many neighborhoods.

Q5. What might be some other aspects that should be considered?

Impact studies MUST BE COMPLETED BEFORE ANY ORDINANCE IS PASSED with regard to increasing population density in Houston neighborhoods. Here are a few of my other concerns: Increased traffic on already crowded streets and freeways. Despite the pining for mass transit, Houston is a driving town and more high-density residences will mean more cars and trucks (think Amazon, UPS and FedEx). And even as we position to transition to EV's over the next decade, we will still be mostly relying on individual means of transportation UNLESS major changes are made to Houston's public transportation options. · More and larger residential cement foundations will mean less water-pervious green space which will inevitably lead to more flooding. Replacing single-family homes with duplexes, triplexes and condos will necessarily reduce the amount of water-pervious green space which will in turn lead to even more flooding in Houston. Just the flood in September 2019 will tell you that as we watched waves of water gush out of new high-rise developments and shopping areas. It was terrifying and devastating. · Increase in crime. The denser the population, the higher the crime rate. That's just a fact. And it's bad enough for residents who are fortunate enough to be able to afford to live in high- or mid-rises with doormen, and folks who can afford to live in gated communities or neighborhoods with private security and who own security cameras and have driveway gates – and cars with modern security and locking systems. But what about all those COH residents who don't have these advantages? With both national and local crime rates skyrocketing (with no end in sight) – and our understaffed and overburdened police force already run off their feet, we believe this is absolutely the worst time imaginable to consider increasing population density within Houston city limits. · Heat domes. If you believe in human-influenced climate change and that it's resulting in rising temperatures that are in turn causing heat domes, then increasing population density in our city will only exacerbate this problem. More people/more cars/more concrete = more heat production. · Spread of contagious illnesses. Heard of a pandemic called COVID-19? And its Delta variant? Seems that it's highly contagious and easily spread from person-to-person. It's known to fly through densely populated communities. Ahem. · Is it ethical or even legal to override long-established neighborhood deed restrictions? Most, if not all, Houston single-family neighborhoods have deed restrictions that limit their lots to have one home only. It is up to the residents of these neighborhoods to vote to change the established rules of their HOA. The COH attempting to override HOA deed restrictions would inevitably lead to many lengthy and costly court battles. Again, residents in wealthy neighborhoods will likely have the resources to fight these battles, but what about the other socio-economic groups? And let's just say that gentrification is not in favor with most social justice warriors. If it's only the poorer neighborhoods that get flipped, it's not going to go over well. · Lack of infrastructure for additional population density. Before any ordinance is adopted that increases population density within the COH city limits, impact studies must first be conducted to see if the infrastructure could even support it. Just a few of the services that will be impacted by increased population density: o Schools – As far as I know, most HISD schools are already overcrowded and/or capped, especially the high-performing ones. So what's the plan for the kids? They, above all, deserve special consideration in this decision. More apartment and close-quarters living and less yard space is better for them? More densely crowded classrooms than they already have is optimal? o Police – As previously noted, HPD is already understaffed and overworked. What's the plan to keep everyone safe once tens of thousands more residents are living packed closer together in neighborhoods? o Fire Stations – Fires, like contagions, spread quicker in high-density areas. Is there a plan to add more fire stations, firefighters and EMS personnel to these neighborhoods? o Sewer System – Again, flooding is obviously a huge issue here in Houston. What's the plan to divert all of the "new" water that will be flowing down the streets versus seeping into the now vanished yards and open spaces? o Hospitals/Health Care – The recent pandemic has shown us how shaky our healthcare system is during times of great need. What's the plan to keep us safe and healthy when adding tens of thousands more residents to patient rosters of doctors' offices, clinics and hospitals within the city limits? o Garbage Removal – More people, more trash. During our already tricky storm seasons, and other natural disasters, garbage removal can be difficult. What's the plan to provide more garbage removal services in increasingly tight neighborhoods and on increasingly crowded streets? o Internet and Cell Service – Cell service can already be spotty in some areas of town. What's the plan to get more towers and service providers to support the thousands of new users?



Respondent No: 856

Login: Anonymous

Responded At: Jul 29, 2021 07:56:27 am

Last Seen: Jul 29, 2021 07:56:27 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This will lower home value in surrounding area. Suburbs are an option.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Suburbs have plenty of space for this.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Again that's why people live in the suburbs.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Decrease in home values



Respondent No: 857

Login: Anonymous

Responded At: Jul 29, 2021 08:04:42 am

Last Seen: Jul 29, 2021 08:04:42 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

in traditional neighborhoods, homeowners would lose home value if duplexes, condos, etc. were to spring up due to subdividing lots in the neighborhood

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Each neighborhood should have its own deed restrictions regarding ADUs

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It's my understanding that no car is allowed to be parked on a residential street more than 24 hours in the same spot

Q4. Should parking vary based on proximity to various modes of transit?

Developers should provide for ample off street parking for the number of units they build.

Q5. What might be some other aspects that should be considered?

Think of Houston and Houstonians first. Not developers.



Respondent No: 858

Login: Anonymous

Responded At: Jul 29, 2021 08:10:18 am

Last Seen: Jul 29, 2021 08:10:18 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 859

Login: Anonymous

Responded At: Jul 29, 2021 08:11:31 am

Last Seen: Jul 29, 2021 08:11:31 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking cars. It is already an issue and adding more cars with less space is going to worsen the problem.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Most households have two more or cars nowadays. This requirement needs to be upped in order to ease parking issues.

Q4. Should parking vary based on proximity to various modes of transit?

No. Our public transportation system is slow and inconvenient compared to other cities.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 860

Login: Anonymous

Responded At: Jul 29, 2021 08:17:49 am

Last Seen: Jul 29, 2021 08:17:49 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We already have areas where way too many people are packed into housing. I think it's an AWFUL idea to add density to single family lots. It will add to street congestion, parking, and overall turn our residential areas into packed urban areas. If I wanted to live packed in like that, I would not have moved to a single family neighborhood in the first place.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The hazard of eliminating the size requirement is that you will end up with huge dwellings and no yard. I'd expect drainage and runoff issues and increased flooding. And it will ruin the character of our outside spaces and tree lined streets

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Absolutely not. It's a pipe dream to make Houston more walkable or transit friendly. When my own neighborhood voted to eliminate sidewalks in an upcoming street improvement project, it was made clear to me that Houston will NEVER be transit friendly. Parking is ALWAYS needed .

Q5. What might be some other aspects that should be considered?

Do not add density. We already have too many awful apartments packed in around our neighborhood. All you'll do is cause people to flee and reduce home values.



Respondent No: 861

Login: Anonymous

Responded At: Jul 29, 2021 08:28:38 am

Last Seen: Jul 29, 2021 08:28:38 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits would mean neighborhoods can adapt to changing needs slowly instead of no change and then massive change. It would allow small developers and home owners to reap the benefits of changes.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits would mean neighborhoods can adapt to changing needs slowly instead of no change and then massive change. It would allow small developers and home owners to reap the benefits of changes. More missing middle can I fill.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes it should change, there should be no off street parking requirement. Developers will still build parking as people still have cars and if on street parking is a problem, use adjustable meters to set a price to free parking.

Q4. Should parking vary based on proximity to various modes of transit?

Parking requirements should be eliminated but at least reduced near transit stops.

Q5. What might be some other aspects that should be considered?

Setting a price to parking so that the market can determine prices.



Respondent No: 862

Login: Anonymous

Responded At: Jul 29, 2021 08:34:06 am

Last Seen: Jul 29, 2021 08:34:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

NO! Parking and street congestions is already a problem in these more dense area. Without allocating areas for greenspace or parking, and sidewalks this does not make sense

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

GREED! People will make bigger units to make more money. They will eliminate yard and greenspaces which actually increase quality of life

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO!!! It should be increased and this should not be allowed on streets without sidewalks or viable on street parking options. Currently many instances it limits to one lane of driving if cars are parked on both sides

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Greed by builders, this is not good for drainage, flooding or quality of life



Respondent No: 863

Login: Anonymous

Responded At: Jul 29, 2021 08:35:53 am

Last Seen: Jul 29, 2021 08:35:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Loss of trees and green space for kids to play off the streets. More cars and traffic, always a danger to kids. Increased traffic to an from mass transportation centers. Much of additional units will be financed by hedge fund investors and so rentals resulting in change of a neighborhood of permanent residence who care about the neighborhood and its schools. Will result in overcrowding of existing schools with no more land to build another. Water and sewer work will have to be done accommodate this increased dwelling space and population. Who will pay for that?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Much the same as above. But more cars and traffic and crowding of schools will result.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

To keep streets safe there should always be fewer cars parked on the street.

Q4. Should parking vary based on proximity to various modes of transit?

If parking is changed then non residents will park on the streets daily as they board buses in the area. Affordable housing should always be as close as possible to mass transit.

Q5. What might be some other aspects that should be considered?

Loss of trees and so a loss of backyards and any greenspace. This will put Houston in a possition to lose the one thing we know eats CO2...trees, grasses and plants while breathing out O2, Oxygen. This idea is a developers dream come true and will not lead to affordable housing. The land is just too expensive in developed neighborhoods and will increase the gentrification of some neighborhoods driving out those who can not afford the new construction.



Respondent No: 864

Login: Anonymous

Responded At: Jul 29, 2021 08:38:32 am

Last Seen: Jul 29, 2021 08:38:32 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lowers property values already established for residents. It may bring in undesirables who then make a neighborhood less safe along with a whole host of issues in accord with this. If they can't afford to live in a community, they need to seek communities that they can afford. This puts pressure on the schools as well. This is a very bad piece of proposed legislation

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Read above.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Bad idea. Slops up neighborhood with cars parked in the street, puts kids in danger due to not knowing who these people are and makes it tougher for kids and adults to dodge the cars on the street as well as makes them targets to getting busted into. Very bad decision. We the owners and perhaps more affluent should not have to wonder who is living in the dwellings, be insecure about their kids safety.

Q4. Should parking vary based on proximity to various modes of transit?

See above

Q5. What might be some other aspects that should be considered?

Safety, crime, unwanted guests of those inhabitants a change to the look of neighbor for those who toiled enough to earn the money to buys these homes and the want for owners to live in a single family neighborhood. Horrible idea.



Respondent No: 865

Login: Anonymous

Responded At: Jul 29, 2021 08:39:14 am

Last Seen: Jul 29, 2021 08:39:14 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 866

Login: Anonymous

Responded At: Jul 29, 2021 08:43:03 am

Last Seen: Jul 29, 2021 08:43:03 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

For quality of living and maintaining home values in Houston, no changes should be made to multiple dwellings per single lot beyond current 2 units.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No changes should be made in order to preserve existing home values.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No -- we don't need more cars parked in front of houses or junking up city neighborhood streets.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 867

Login: Anonymous

Responded At: Jul 29, 2021 08:54:31 am

Last Seen: Jul 29, 2021 08:54:31 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Allows existing homeowners who are being priced out of their neighborhoods an option to add a unit or two in order to remain in their homes; allows for more appropriately sized structures that better fit in with existing neighborhoods; allows for modifications to existing structures rather than tearing down and building new ones; allows for more options besides single-family homes and townhouses OR large apartment buildings

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Every property and neighborhood is unique and eliminating these max. sizes will create more options; especially if existing space above a garage, for example, exceeds 900 sq. ft - would allow that property owner to consider converting it to an ADU

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Absoloutely! This requirement should be eliminated; it provides more options and especially for more dense neighborhoods that have many transit options (and this is where this type of development is most likely to occur, anyhow); every household is unique - some may have one car for every person while others may have less than one car per person or no cars per person; if a property owner wants to provide off street parking for a secondary unit they can do so; and if a potential tenant requires off street parking then they can find a unit that meets their criteria

Q4. Should parking vary based on proximity to various modes of transit?

This seems reasonable but would prefer to see no parking minimums at all; the market will determine whether and how much parking is required

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 868

Login: Anonymous

Responded At: Jul 29, 2021 08:57:23 am

Last Seen: Jul 29, 2021 08:57:23 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit, only detriment.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits, only detriments.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, should remain the same.

Q4. Should parking vary based on proximity to various modes of transit?

No, transit has no bearing.

Q5. What might be some other aspects that should be considered?

Promoting detached garages and larger lot requirements per sqft of house.



Respondent No: 869

Login: Anonymous

Responded At: Jul 29, 2021 08:58:29 am

Last Seen: Jul 29, 2021 08:58:29 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see increasing the number of units per lot as a benefit. This will open up pandora's box. One of the challenges is that it will increase traffic in our neighborhoods. I used to live in an area where lots were small and duplexes were many. Next door there was 4 units that had been created from an original home (downstairs, upstairs, above garage, and side of garage). This was on a 5000 square foot lot. There were 4 seperate families living there. If each family has 2 cars minimum, then that is 8 cars on one small lot, which of course, feeds into the street. It was so crowded that it made it difficult to park, have visitors, and certainly I was not going to allow my children to ride bikes in such a congested area. Also, this puts an incredible strain on our older streets and sewer system. Yes, those could be replaced or repaired, but then there is more congestion. People don't like living like this. It really does stress people out to be all on top of each other. People choose the neighborhoods they choose for a reason and don't want the government to come in and change things.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not see increasing or eliminating the max size off ADU's as a benefit. The more people you have living in a small space that is meant for single family homes, the more cars are parked on the street, the more congestion there is, the more strain there is on the inside and outside pipes, more stress on the roads. Decreasing water pressure, stress on the actual roads, etc due to more people living in one space is not progress!! Apartments are made for this type of living since they incorporate parking and such.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Please do not change this or increase this. I have stated this before. More cars on the street means more congestion, more chances of people getting hurt from the cars, less ability for people to come visit and socialize which is so important to the human person. This in turn causes emotional stress and can cause financial stress (increased car accidents). Also, more pollution in one area. This also a burden on the streets which will cause more holes in the streets, which in turn causes more construction. More construction with more cars is a mess. People don't like living like this and causing more stress is not progress.

Q4. Should parking vary based on proximity to various modes of transit?

No. This does not help the overall neighborhood. What does it matter to the actual street and homes if a Metro transit center/bus stop is close by or not? This will also decrease the value of the property. Plus, bus stops are everywhere, so why does this need to change? Also, people like their cars. It is very hot and humid here in Houston and most people do not want to ride their bike or walk to the bus and wait for 30 minutes to go their job if they can afford a car. It is considered progress for most people to own a car and have that independence. Most people do not consider taking the bus over having a car as a desirable thing.

Q5. What might be some other aspects that should be considered?

I would consider whether the people of this city want this or not. You do not realize how nice it is to have more space and less congestion until you move out of a crowded place that has cars up and down the neighborhoods. Again, I lived like this in the Montrose area with children for 9 years. They did not learn how to ride their bikes as there were cars everywhere and stop signs at every corner. We went to a park nearby, but once the gangs came by, we left and never went back. After moving to a neighborhood that had larger lots and homes that were not covering every inch of the lot with several families living on one lot, it was so beneficial to my entire family.



Respondent No: 870

Login: Anonymous

Responded At: Jul 29, 2021 08:58:53 am

Last Seen: Jul 29, 2021 08:58:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Totally against this..there is no benefit..

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Against

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Against all of this

Q4. Should parking vary based on proximity to various modes of transit?

There is no benefit to any of this

Q5. What might be some other aspects that should be considered?

Yall are only doing this in certain neighborhoods



Respondent No: 871

Login: Anonymous

Responded At: Jul 29, 2021 09:02:22 am

Last Seen: Jul 29, 2021 09:02:22 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot will allow for more affordable housing and will allow Houston to match housing styles used in other major cities like Chicago or New York.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

ADU sizing should be based on lot size, rather than flat across-the-board restrictions. Allowing for larger ADUs will encourage renting to families or individuals who require or desire increased living space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The City should eliminate all parking minimums, including those for apartments and ADUs.

Q4. Should parking vary based on proximity to various modes of transit?

The City should eliminate all parking minimums, but should it elect to keep them, parking minimums should be eliminated for properties near rail, bus, or other forms of transit.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 872

Login: Anonymous

Responded At: Jul 29, 2021 09:03:15 am

Last Seen: Jul 29, 2021 09:03:15 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This is a terrible idea. We paid good money to live in a nice neighborhood of single-family houses on decent-size lots. This proposal would essentially mean half the lot size and twice the population in the same area. More crowding, more traffic, more parking problems, more concrete, more runoff, more flooding. Bad idea all around.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

These limits need to be left in place to preserve the character of existing neighborhoods. If people want to live in overcrowded neighborhoods, there are plenty to choose from. I don't want my neighborhood to become one of those.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

One is plenty.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

As mentioned above, people choose to live in particular neighborhoods based on the character of those neighborhoods. Changing the rules to allow serious changes in that character is unfair to those who have invested money, time and effort in their homes. There is plenty of land available for multi-family housing. Don't put it in my single-family neighborhood!



Respondent No: 873

Login: Anonymous

Responded At: Jul 29, 2021 09:11:24 am

Last Seen: Jul 29, 2021 09:11:24 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits to increase the number of units per lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits in changing what we now have.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I believe this requirement should stay the same as it is now.

Q4. Should parking vary based on proximity to various modes of transit?

No comment.

Q5. What might be some other aspects that should be considered?

No comment.



Respondent No: 874

Login: Anonymous

Responded At: Jul 29, 2021 09:12:28 am

Last Seen: Jul 29, 2021 09:12:28 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: More flexibility, more healthy density, lower costs, more neighbors, more Houstonians.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits: More flexibility, more healthy density, less unnecessary regulation, easier processes, nicer homes

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Houston should eliminate all parking requirements across the board. In this specific circumstance the should should at least eliminate the additional space requirement for a secondary detached unit.

Q4. Should parking vary based on proximity to various modes of transit?

Houston should eliminate all parking requirements across the board. At the very least, areas near transit hubs should have have more flexible parking mandates.

Q5. What might be some other aspects that should be considered?

The city should also allow awnings and other covers over sidewalks and other bikeable/walkable rights-of-way because it is dang hot here and we need some good shade!



Respondent No: 875

Login: Anonymous

Responded At: Jul 29, 2021 09:21:38 am

Last Seen: Jul 29, 2021 09:21:38 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Current deed restrictions may prohibit multi family units. I don't know how we can work around that

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the size/square footage to 1000 or 1200 sq ft might allow for two smaller units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Considering the impact the additional parking requirement has on property owners, and the proliferation of townhomes taking parking spaces off the street, this is a real quandary. might the city give tax incentives for "no car" apartment units?

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Perhaps a tax incentive for the construction of triplexes and four Plexes?



Respondent No: 876

Login: Anonymous

Responded At: Jul 29, 2021 09:32:09 am

Last Seen: Jul 29, 2021 09:32:09 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Streets are crowded already

Q4. Should parking vary based on proximity to various modes of transit?

No, access to public transportation is not adequate

Q5. What might be some other aspects that should be considered?

Dont change traditional single family community into duplex+. Typically this brings property values down



Respondent No: 877

Login: Anonymous

Responded At: Jul 29, 2021 09:32:53 am

Last Seen: Jul 29, 2021 09:32:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits. Do not increase.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Don't change

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No changes

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 878

Login: Anonymous

Responded At: Jul 29, 2021 09:33:02 am

Last Seen: Jul 29, 2021 09:33:02 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Drug trafficking and prostitution will proliferate. Neighborhoods will go to seed.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, not changed. Certainly not increased

Q4. Should parking vary based on proximity to various modes of transit?

Only if transit has built a parking lot .

Q5. What might be some other aspects that should be considered?

Cancel that 400,000 contact to your cronies and save taxpayer dollars for flood control that eliminates water flow bottlenecks.



Respondent No: 879

Login: Anonymous

Responded At: Jul 29, 2021 09:34:32 am

Last Seen: Jul 29, 2021 09:34:32 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Devaluation of property to current property owners, erosion of neighborhoods, over crowding. Not good in the long run, we will have very dense living areas. As always the neighborhoods being impacted have large populations of color, non-white/non-affluent people who continue to carry the burden of urban problems. Why not test drive this solution in affluent neighborhoods: Rice University, Braes wood, Upper Bellaire. It's because they would not stand for it.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There is no benefit of having these types of configurations. I don't approve of increasing the number of units per lot.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't approve of increasing the number of units per lot.

Q4. Should parking vary based on proximity to various modes of transit?

I don't approve of increasing the number of units per lot.

Q5. What might be some other aspects that should be considered?

Consider a real mass transit system and subsidized internet service. This will allow people to commute as needed into the city and work remotely. We don't need overcrowded neighborhoods.



Respondent No: 880

Login: Anonymous

Responded At: Jul 29, 2021 09:36:01 am

Last Seen: Jul 29, 2021 09:36:01 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I currently live in my own single family home in a subdivision of single family homes. I purchased a home in this subdivision partially because of that. Should other types of dwellings be allowed, some of the challenges I see are increased traffic, parking issues, more rental properties which means those dwelling there will change on a more frequent basis etc.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

I don't think that matters. I see most people using cars in this area. We have well-marked bike lanes and people use them mainly for recreation not commuting.

Q5. What might be some other aspects that should be considered?

The average age and lifestyles of residents currently in a neighborhood. Younger people want more nightlife, entertain more, may have young children- all of which are fine but retirees want quieter surroundings, less of the above.



Respondent No: 881

Login: Anonymous

Responded At: Jul 29, 2021 09:58:33 am

Last Seen: Jul 29, 2021 09:58:33 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits include adding a different type of housing unit to the mix. Houston used to have a lot more garage apartments (as we used to call them). They also could generate income for homeowners, helping them to stay in their house Challenges include loss of green space and trees and impacts on next door neighbors.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not think we want to see all green space and trees in people's yard eliminated. A size limit also helps create smaller, more affordable housing units. Perhaps there is no size limit for a second unit, but there would be a requirement for a minimum amount of green space or open area on the lot. There should be a size limit for a duplex plus an ADU.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I think it could be eliminated as long as the site plan also does not reduce the amount of curb parking space, forcing people to park in front of other homes.

Q4. Should parking vary based on proximity to various modes of transit?

It could.

Q5. What might be some other aspects that should be considered?

A corresponding change to the building code. Three units on a property means the project must comply with the multi-family code instead single family code, which really drives up construction costs. There will be concerns from the code folks that could be addressed in creating an exception for a third unit while using the single-family code. For instance, a size limit on a third unit and an overall limit on the total built area that is less than the size of many single-family homes (let's say 5,000 SF). The argument would be that the conditions with three smaller units would be no less safe than those for one much larger unit..



Respondent No: 882

Login: Anonymous

Responded At: Jul 29, 2021 10:14:36 am

Last Seen: Jul 29, 2021 10:14:36 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Congestion.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

As long as they are not being used as permanent dwelling for multifamily rental schemes, then it's fine.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

As long as the car parked is in front of the intended dwelling, no. If it exceeds the space, then go ahead and present a formula.

Q5. What might be some other aspects that should be considered?

Convert the core (Downtown) to residential first. During that time upgrade the infrastructure in the outer banks of downtown, and then present a livable option. There is no need for mid to highrise projects to be approved when 80 percent of commercial buildings in downtown can be converted to mix use property. Parking is already there with the garages, there's an underground tunnel network that can be accessible for future businesses as it relates to grocery stores, etc...



Respondent No: 883

Login: Anonymous

Responded At: Jul 29, 2021 10:18:53 am

Last Seen: Jul 29, 2021 10:18:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The number of units should be tied to a requirement that the lot size and square footage requirements are clearly spelled out and adhered to. There should be no change to the requirements for parking or we may wind up with a situation like Seattle, where finding parking just to go home at night doesn't become a problem. This is especially true where just passing oncoming traffic requires stopping, pulling over to the side or reversing to get out of the way. Also, some of the older neighborhoods can barely keep up with the sewer system to accommodate more density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Parking and Infrastructure such as it is in Houston.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

It should be considered, but it should also take the neighborhood congestion into consideration and the aging infrastructure.

Q5. What might be some other aspects that should be considered?

Noise and quality of life. Unless we want to look like Manila or what some of San Diego has become.



Respondent No: 884

Login: Anonymous

Responded At: Jul 29, 2021 10:25:56 am

Last Seen: Jul 29, 2021 10:25:56 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Having lived in a city, Seattle, that has gone this route I can tell you with all certainty that it NOT AT ALL the answer. It leads to MORE congestion, more complaints, more crime. It's a joke to even consider it.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There should be no reason to change this at all.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking, in Houston, due to our serious lack of public transportation is at a premium already! Everyone needs a car... We need to address PUBLIC TRANSPORTATION.

Q4. Should parking vary based on proximity to various modes of transit?

If we had proper modes of public transportation perhaps... BUT WE DON'T.

Q5. What might be some other aspects that should be considered?

Seriously?? PUBLIC TRANSPORTATION AND WALKABLE CITY



Respondent No: 885

Login: Anonymous

Responded At: Jul 29, 2021 10:30:53 am

Last Seen: Jul 29, 2021 10:30:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I don't see benefits.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the secondary dwellings sizes complicates matters in single family deed restricted neighborhoods that don't have size limits for detached garages. This is a major issue and in restricted neighborhoods where the duplexes are not allowed but neighbors could build two equal size units. This is an issue currently impacting my neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Either increased parking or stay the same

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Impact on parking and on deed restriction interpretation and enforcement.



Respondent No: 886

Login: Anonymous

Responded At: Jul 29, 2021 10:35:29 am

Last Seen: Jul 29, 2021 10:35:29 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot would create more affordable housing options. Developers are building a ton of big single-unit townhomes or big new luxury apartments. Both are expensive replacements and are pushing out middle class and working class Houstonians. Increased density will increase use of public transportation, biking, walking, and other alternatives to reduce car traffic and pollution.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Detached units provide more privacy, and increasing the size would create more affordable options for more people.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, there should be no parking requirement. Parking requirements reduce flexibility in the property's development, reduce density, discourage other more efficient and safer forms of public transportation.

Q4. Should parking vary based on proximity to various modes of transit?

Maybe. But keeping parking requirements could also entrench opposition to future transit development.

Q5. What might be some other aspects that should be considered?

Everyone loves the old Fourplexes that still exist. They are classic Houston icons.



Respondent No: 887

Login: Anonymous

Responded At: Jul 29, 2021 10:45:44 am

Last Seen: Jul 29, 2021 10:45:44 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This will decrease our property value substantially and crowd our neighborhoods even more so...this is ludicrous

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think it's quite obvious of the challenges this would bring

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 888

Login: Anonymous

Responded At: Jul 29, 2021 11:09:39 am

Last Seen: Jul 29, 2021 11:09:39 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased residential density creates (hopefully) more affordable housing, decreases the need for larger multi-unit residential developments which occupy a massive, paved footprint which worsens neighborhood flooding. Higher residential density can also lead to more vibrant, walkable and safer neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't understand why detached units would be treated differently than attached secondary units. The secondary units, whether attached or detached, can be an attractive addition, or they can be a hideous monstrosity. If we're not going to restrict size on attached units, then why should detached have this restriction. Let's focus our attention on the aesthetic and structural quality of secondary units, so that these structure don't create ugly, dilapidated homes.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If there is not ample street parking immediately adjacent to the lot, then a space should still be provided.

Q4. Should parking vary based on proximity to various modes of transit?

If there is no easy access to METRO, parking places should be provided for these units, unless there is ample street parking.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 889

Login: Anonymous

Responded At: Jul 29, 2021 11:21:23 am

Last Seen: Jul 29, 2021 11:21:23 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

higher density is a benefit, but I'd like to see much greater density than 2 per lot; detention must be addressed

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 890

Login: Anonymous

Responded At: Jul 29, 2021 11:40:04 am

Last Seen: Jul 29, 2021 11:40:04 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It would allow more infill housing on available land allowing for higher density and more affordable living arrangements.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges for secondary ADUs would be discouraging owners from over building on their land

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

yes - parking should be discounted based on transit availability

Q5. What might be some other aspects that should be considered?

If new construction is within a block of a transit corridor then parking requirements should be significantly reduced.



Respondent No: 891

Login: Anonymous

Responded At: Jul 29, 2021 11:40:08 am

Last Seen: Jul 29, 2021 11:40:08 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Keep single family lots, single family lots. No benefits to increasing # of units per lot. Please concentrate on less concrete and more green space.... We all like changes, but some changes are totally unnecessary....we have enough apartment buildings, too much crime, and did you thing about the impact to our police force, fire department when you keep allowing these developers to continue the over-development in our areas, pure greed.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The off-street parking should be based on the original lot size, and no parking on public streets (need to abide by the COH muni codes...not parking on public streets for several days the lease has one or two occupants and then they have three or four living there....thus they start parking on the street) and I live in an area where apartments are supposed to have enough parking spaces located in the apartment complex....

Q4. Should parking vary based on proximity to various modes of transit?

Park in assigned areas of the complex, apartment, no extended for several days on public streets.

Q5. What might be some other aspects that should be considered?

Abide by COH muni-codes.... And more green space, less concrete.....



Respondent No: 892

Login: Anonymous

Responded At: Jul 29, 2021 11:43:00 am

Last Seen: Jul 29, 2021 11:43:00 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit, only reduced property values , worse communities and lower quality of life for all.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I assume "accessory" equals "detached" in this poorly written survey question. Increasing or eliminating this will have many developers take advantage of this and ruin communities.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should no be changed.

Q4. Should parking vary based on proximity to various modes of transit?

Parking or parking requirements? Again, a poorly written survey question. Parking requirements should not change based on proximity/access to public transportation.

Q5. What might be some other aspects that should be considered?

Aspects of what? Unfortunately it looks like a high school kid wrote this survey. This is very unclear.



Respondent No: 893

Login: Anonymous

Responded At: Jul 29, 2021 11:54:06 am

Last Seen: Jul 29, 2021 11:54:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

none

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

don't object to increasing the size to 1200 square feet as long as it stays within restrictions of HOA

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

dangerous visibility or lack thereof



Respondent No: 894

Login: Anonymous

Responded At: Jul 29, 2021 12:03:56 pm

Last Seen: Jul 29, 2021 12:03:56 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits are added affordability and density, which will facilitate non-automobile modes of transit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The maximum size seems arbitrary - size of an ADU should depend on the lot, not a city-wide maximum

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This requirement should definitely be changed. As density increases, many households will not require one car per person. I currently share a car with my partner, and we do not use it daily. Parking requirements that are inflexible add unnecessary costs and hurt density.

Q4. Should parking vary based on proximity to various modes of transit?

Yes. Homes with better access to transit or bike routes should not have the same parking requirements as those much further from the urban core.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 895

Login: Anonymous

Responded At: Jul 29, 2021 12:30:35 pm

Last Seen: Jul 29, 2021 12:30:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see only benefits -- more housing means more affordable housing. Am very eager to build a 4 unit building myself.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating limits will mean more housing -- a win for everyone.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking restrictions should either remain the same or be eliminated. Additional parking requirements will only slow down new builds.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, access to mass transit in the city should minimize parking requirements.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 896

Login: Anonymous

Responded At: Jul 29, 2021 12:58:29 pm

Last Seen: Jul 29, 2021 12:58:29 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are absolutely NO benefits to increasing the number of units per lot! Hello!!! ARE YOU CRAZY?? We have so many empty apartments as it is now -- you are going to crowd people into subdivisions??? If people really wanted to live in duplexes, we would have more in the city. Very few people want duplexes -- you have to share the upkeep of the yard, roof, etc. and then so many arguments over parking, how the yard is decorated, etc. -- we have enough issues. This is a completely ridiculous idea that should be put in the dumpster where it belongs.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, are you crazy?? IF you should proceed with this stupid idea, then absolutely there should be a size max of no more than 900 square feet for BOTH units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Really? You are trying to crowd people into a single lot and then add only one more space???????? Where the heck are they supposed to park???? So basically.... you are thinking "let's crowd people together in smaller lots. then, let's crowd their parking spaces. So now everyone is parking in the streets. Streets are narrow, so now everyone is parked double sided down the street. UH-oh! A house is on fire and now no emergency fire truck or ambulance can get down the street because the streets are full of cars!". Do you seriously not think these things through????

Q4. Should parking vary based on proximity to various modes of transit?

I don't even know how to answer this question. If they have a car, why the hell do they need other modes of transit???? If they don't have a car, they don't care what the parking situation is.

Q5. What might be some other aspects that should be considered?

The only aspect to consider is how the heck did this get to even the survey stage??? STOP THIS NONSENSE IN ITS TRACK NOW.



Respondent No: 897

Login: Anonymous

Responded At: Jul 29, 2021 12:58:36 pm

Last Seen: Jul 29, 2021 12:58:36 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No Benefits. Challenges- too much population density, infrastructure not designed and built to accommodate higher density population, too much concrete, no place for water to soak in or drain, no parking

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Too much population density, infrastructure not designed and built to accommodate higher density population, too much concrete, no place for water to soak in or drain, no parking

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, any building with an ADU needs to provide off-street parking.

Q4. Should parking vary based on proximity to various modes of transit?

No, most people still prefer to use their vehicles.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 898

Login: Anonymous

Responded At: Jul 29, 2021 13:18:17 pm

Last Seen: Jul 29, 2021 13:18:17 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased noise, increased traffic, decrease in green space, decrease in neighborhood aesthetic

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The lack of affordable single housing dwellings is the main problem within neighborhoods close to downtown, especially since Houston has no zoning. Adding more dwelling space on same size lots creates increase taxes for the single family homeowners and creates further overcrowding in the city

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. It should not be changed. Let's keep our streets and neighborhood aesthetics intact.. These changes only benefit money hungry developers who do not live in the neighborhoods or even the city they are transforming,

Q4. Should parking vary based on proximity to various modes of transit?

No. Can we please try not to turn Houston into a city like New York, Chicago, or other NE US city where do to overcrowding, noise, traffic, ect. Is the main reason people move out to the burbs and pay no taxes in the city

Q5. What might be some other aspects that should be considered?

Without "zoning" protections, these changes will not benefit the homeowners (some of which are generational). It will drive them out. Let Houston be an example for the rest of the country. Single family homes close to the city is truly what people are craving. People are seeking more of there own space and not shared space with others for less stress and more of a sense of community. This is why more people are moving back in from the burbs. Let's stop looking at the money all the time and look at the peace, joy and pride that living in single family dwellings brings. After all, you can't have yard of the month contest in a tri-plex.



Respondent No: 899

Login: Anonymous

Responded At: Jul 29, 2021 13:36:58 pm

Last Seen: Jul 29, 2021 13:36:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More cars parked on narrow streets due to garage conversions to apartments. And there is insufficient space on our current zero lot-line lots to add another driveway.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

less green space in the neighborhood

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Not every single-family lot has the space to add an additional parking space in order to support a secondary detached unit.

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

Perhaps there needs to be consideration of a requirement that every house with a single-car garage should park at least one car either in the garage or in the driveway. If a double car garage, then at least 2 cars should be parked either in the garage or in the driveway.



Respondent No: 900

Login: Anonymous

Responded At: Jul 29, 2021 13:56:14 pm

Last Seen: Jul 29, 2021 13:56:14 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the housing supply and the density of housing would be beneficial for health and equity, particularly in walkable and transit-accessible areas. Increasing density would improve walkability, access to goods and services, and housing affordability. It could begin to alleviate regional traffic by correcting the jobs-housing imbalance as well, which would reduce transportation costs in general. Having a wider diversity of housing types throughout Houston will help to meet the needs of households with a variety of incomes and at various life stages. NIMBYs will likely be a challenge when it comes to increased density. This could be alleviated using neighborhood specific design requirements. Traffic may also be an issue if these areas do not have alternative modes of transportation to accommodate the increased density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Parking may be an issue so again it would be best to consider varying the requirements for parking based on access/planned development of transit. Flooding could also become more severe if green spaces are replaced by larger ADUs so perhaps including standards for flood mitigation into the ADU permitting process could alleviate this issue.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Move to a parking maximum rather than a parking minimum so that developers/property owners are not required to include an additional space but they can should they choose to do so.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, absolutely. Neighborhoods without access to alternative modes of transit (BRT, bus, metro, bike lanes) are still going to need cars to get around, but varying the parking standard could effectively nudge residents living near transit to use that resource.

Q5. What might be some other aspects that should be considered?

These developments should not all be luxury developments. There needs to be a focus on equitable development by engaging the community members in the plans for these changes. Some of the housing should be mixed-income and affordable housing.



Respondent No: 901

Login: Anonymous

Responded At: Jul 29, 2021 14:16:33 pm

Last Seen: Jul 29, 2021 14:16:33 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It would allow for more rental units at hopefully a more affordable rate.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It would encourage more units to be built, greater density in the city, and there would be a push for more walkability/biking.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, because with less parking spaces, I think more people would be encouraged to carpool and forgo the extra vehicle. Especially since more people are transitioning to working from home.

Q4. Should parking vary based on proximity to various modes of transit?

Yes.

Q5. What might be some other aspects that should be considered?

No. Just that we need more affordable housing.



Respondent No: 902

Login: Anonymous

Responded At: Jul 29, 2021 14:18:45 pm

Last Seen: Jul 29, 2021 14:18:45 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Yes, we need to create opportunities for infill that are affordable!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Each property has unique conditions. A general plan should be developed by the City of Houston that is sensitive to specific neighborhood conditions.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, we need to encourage multi-modal transportation opportunities within the City.

Q4. Should parking vary based on proximity to various modes of transit?

Yes.

Q5. What might be some other aspects that should be considered?

Drainage.



Respondent No: 903

Login: Anonymous

Responded At: Jul 29, 2021 14:26:20 pm

Last Seen: Jul 29, 2021 14:26:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I don't believe it is a benefit if the change will negatively impact The cohesiveness of historical neighborhoods or properties

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, it will completely change the appearance and cohesiveness of a neighborhood

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

They should not. Residential streets in Midtown are very narrow. Allowing more street parking would just create congestion and making walking more dangerous

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Quality of life for the current residents should be factored into any changes



Respondent No: 904

Login: Anonymous

Responded At: Jul 29, 2021 14:49:58 pm

Last Seen: Jul 29, 2021 14:49:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Negatives are increased auto traffic & greater load on other infrastructure-- such as sewer & water-- which, like streets, the City of Houston already is not maintaining. increasing density is a bad idea until present issues are handled.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None of any size should be built until after City of Houston is able to maintain streets, sewers & water pipes.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Off street parking should be required assuming 1 vehicle per resident.

Q4. Should parking vary based on proximity to various modes of transit?

NO.

Q5. What might be some other aspects that should be considered?

Developers should be prohibited from trying to increase density.



Respondent No: 905

Login: Anonymous

Responded At: Jul 29, 2021 14:53:32 pm

Last Seen: Jul 29, 2021 14:53:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More units per lot will invite more crime into our neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating the maximum size of accessory dwellings will promote family living in these units, adding density of population and the ensuing crime.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No changes please. Allows avenue for more people living in detached dwellings, and thus more crime.

Q4. Should parking vary based on proximity to various modes of transit?

No. Parking near transit blocks streets.

Q5. What might be some other aspects that should be considered?

Please consider more restrictions, not fewer.



Respondent No: 906

Login: Anonymous

Responded At: Jul 29, 2021 15:06:11 pm

Last Seen: Jul 29, 2021 15:06:11 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Perhaps the biggest impediment to developing effective and usable mass transit in Houston is currently enforced low density within the city. This, in large measure, contributes to the congestion and other impediments to citizen mobility. I favor allowing higher densities.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not see any benefit derived from this current restriction.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I believe that the provision of off-street (preferably garaged) parking is essential to maintaining an attractive environment at higher densities. I oppose any relaxation of current requirements for the provision of off-street parking. If anything, consideration should be given to making those requirements stronger.

Q4. Should parking vary based on proximity to various modes of transit?

No! There are other aspects of living in Houston that restrict walkability beyond the physical distance to what passes for public transit here.

Q5. What might be some other aspects that should be considered?

Planning must take realistic account of the fact that merely being outside in Houston during much of year is burdensome -- often to the point of being dangerous. That situation is getting worse, and Houston is one of the major reasons why.



Respondent No: 907

Login: Anonymous

Responded At: Jul 29, 2021 15:08:48 pm

Last Seen: Jul 29, 2021 15:08:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking, traffic, noise issues

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Water runoff decreased will increase flooding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. There isn't enough parking as is, streets are so blocked that you cannot drive down them in the middle of the day.

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

more people and dwellings would require more policing which is already lacking



Respondent No: 908

Login: Anonymous

Responded At: Jul 29, 2021 15:11:12 pm

Last Seen: Jul 29, 2021 15:11:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Utilities, parking, congestion

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

They could be used for separate living areas

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

People in Houston drive cars. Look at the metro numbers. Public transportation is not used in Houston by 99.9% of people

Q5. What might be some other aspects that should be considered?

Property values and utilities, sewer, water, gas etc would have to be doubled to meet the demand.



Respondent No: 909

Login: Anonymous

Responded At: Jul 29, 2021 15:18:48 pm

Last Seen: Jul 29, 2021 15:18:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Homeowner Associations should not lose the ability to regulate this. The city should not overrule a homeowners association. This is too far of a reach.



Respondent No: 910

Login: Anonymous

Responded At: Jul 29, 2021 15:22:49 pm

Last Seen: Jul 29, 2021 15:22:49 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

more traffic, more parking on the street, more noise

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

more traffic, more parking on the street, more noise

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

more traffic, more noise, more parking on the street. ARE YOU INSANE?????



Respondent No: 911

Login: Anonymous

Responded At: Jul 29, 2021 15:23:42 pm

Last Seen: Jul 29, 2021 15:23:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This would add to traffic and totally change the character of single family neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Neighborhoods would be overcrowded, and Houston would lose green space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This is another reason why we should NOT ALLOW SECONDARY (or multiple) units. Parking should be in a garage on the property housing the dwellings.

Q4. Should parking vary based on proximity to various modes of transit?

Absolutely not. Parking should be limited to ON-SITE of the plat.

Q5. What might be some other aspects that should be considered?

THIS IS A TERRIBLE IDEA AND WILL RESULT IN LEGAL ACTION. It would change neighborhoods, in which families purposely purchased homes because of the single family zoning. People already in such neighborhoods do not want a congested, ultra urban development (otherwise we would have chosen such a "neighborhood").



Respondent No: 912

Login: Anonymous

Responded At: Jul 29, 2021 15:25:56 pm

Last Seen: Jul 29, 2021 15:25:56 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Do not see benefits for my neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Do not see benefits for my neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Realistically, it should be retained or even increased until our society becomes much less car0centric.

Q4. Should parking vary based on proximity to various modes of transit?

That's a weak "maybe."

Q5. What might be some other aspects that should be considered?

Infrastructure needed to support additional density - water, sewer, power, schools, roads, stores, etc.



Respondent No: 913

Login: Anonymous

Responded At: Jul 29, 2021 15:26:43 pm

Last Seen: Jul 29, 2021 15:26:43 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Terrible idea that would only increase the number of vehicles and reduce the places they would be parked. Increased congestion in an attempt to increase revenue by having more "residences".

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There is no benefit to increased sizes. This just screams trying to cram more into less, which will only create towering dwellings that will not blend well.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If there is a way to force new building to include additional OFF-street parking that sounds like a plus. Keep the cars from parking on the street and require small enough building to make builders keep building sizes down to also include parking. There are way too many cars parked on streets.

Q4. Should parking vary based on proximity to various modes of transit?

It's a driving country and city. Limit building sizes to enforce OFF-street parking.

Q5. What might be some other aspects that should be considered?

Consider what it currently looks like having cars parked on streets everywhere. It's ugly and slows traffic. If anything should be done about the Montrose area, repaving Alabama and Richmond would go a long way towards improving the area. I know it's been on "lists" for years, but it just continues to get worse every day.



Respondent No: 914

Login: Anonymous

Responded At: Jul 29, 2021 15:28:41 pm

Last Seen: Jul 29, 2021 15:28:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing population density increases traffic and overall congestion in the area. The city is already less appealing due to current increase in multi-family projects.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again more availability to increase population density is what is making this city less and less appealing to live. Making it easier to cram as many people in current spaces is not the answer!!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Allowing more street parking deteriorates the quality of life for the current residents. Do not allow more cars on the streets!! Zoe dr bc des

Q4. Should parking vary based on proximity to various modes of transit?

No opinion

Q5. What might be some other aspects that should be considered?

Stop building multi family



Respondent No: 915

Login: Anonymous

Responded At: Jul 29, 2021 15:40:40 pm

Last Seen: Jul 29, 2021 15:40:40 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think allowing more than 2 units per lot and at least 4 but even more such as 6 or 8 would be great. This would help smaller homeowners develop income streams. Increase housing supply which helps lower cost and would allow for gentle density that makes cities interesting. Also some of Houston's classic housing types like the Montrose 4plex are basically unbuildable today

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think ADUs should be any allowable size, as long as they are able to split parcels and designed should be defined by the property owner and those kinds of rules hurt the ability of people with different living situations such as multi-generational families to develop housing as they need

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes there should be no parking requirements at all. We shouldn't attach housing to parking. Many people can't drive but are paying for a parking spot they can't use increasing cost. Plus this allows for more creative land use space as fitting in parking can be difficult to accommodate on smaller lot weird shaped lots

Q4. Should parking vary based on proximity to various modes of transit?

No, there should be no parking requirements for ADUs anywhere. People know what they need and will build / rent what is appropriate to them

Q5. What might be some other aspects that should be considered?

I think permits cost and other administrative burdens especially for lower income property owners who want to improve their lots should be considered,



Respondent No: 916

Login: Anonymous

Responded At: Jul 29, 2021 15:42:40 pm

Last Seen: Jul 29, 2021 15:42:40 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges - Parking, noise, privacy, destruction of long standing neighborhoods. Benefits - developers make more money

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Disaster waiting to happen if there are no guidelines.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, should depend on how large the unit is, how many bedrooms, expected number of renters. You could have a 900 sq ft 3 bedroom with 6 college students and 6 vehicles.

Q4. Should parking vary based on proximity to various modes of transit?

No, absolutely not. It's nice if people use public transit, but even if they do frequently use public transit they often keep a car on the street and in this example there is even MORE parking used.

Q5. What might be some other aspects that should be considered?

This will benefit a small number of people at the expense of everyone else. Most homeowners in Houston don't want to (or can't afford to) build these units on their property and become landlords. This only benefits developers who will charge the maximum rent possible. And what the developers will be selling is the quiet, single family home neighborhood at a fraction of the cost = selling the existing homeowners' privacy, parking, and quiet airspace. What we do not need in the 4th largest city is street after street of homogenous living spaces - build whatever you want wherever. What we need are different types of living, a wide variety of options, and a variety of price points that can meet all Houstonians needs. This idea meets the needs of only a few and destroys the housing needs of many others. What about people who want to live on a quiet residential street with privacy? These are important factors to well being in a livable city as well.



Respondent No: 917

Login: Anonymous

Responded At: Jul 29, 2021 16:02:19 pm

Last Seen: Jul 29, 2021 16:02:19 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Not good...less green space, less space for children to play

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, it is important to maintain green space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, that should is adequate...AGAIN: more concrete? I prefer not.

Q4. Should parking vary based on proximity to various modes of transit?

No. Parking should be underground so as not to interfere with green space.

Q5. What might be some other aspects that should be considered?

YOU MUST PROTECT HISTORIC TREES. That is primary. More parking and higher density will impact what is left of Houston's beauty -more will be lost to concrete, steel and glass.



Respondent No: 918

Login: Anonymous

Responded At: Jul 29, 2021 16:57:53 pm

Last Seen: Jul 29, 2021 16:57:53 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: 1) potential for more affordable housing; 2) allows for more walkable neighborhoods, and 3) increase in land productivity and more fiscally sustainable. Challenges: 1) Will need careful code design to prevent windows looking into neighbor's backyard; 2) not suitable in all neighborhoods - a challenge to fairly determine where it works; and 3) need to prevent additional stormwater runoff.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Instead of SF restrictions, setbacks, height and form is a preferred way to regulate.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Depends on the neighborhood.

Q4. Should parking vary based on proximity to various modes of transit?

Yes.

Q5. What might be some other aspects that should be considered?

That additional dwelling units do not decrease tree canopy - and instead, increase the tree canopy.



Respondent No: 919

Login: Anonymous

Responded At: Jul 29, 2021 17:01:48 pm

Last Seen: Jul 29, 2021 17:01:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Adding more units per lot has no advantages

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Trailer trash

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Don't add them at all



Respondent No: 920

Login: Anonymous

Responded At: Jul 29, 2021 17:26:48 pm

Last Seen: Jul 29, 2021 17:26:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

To increase the density on each lot could easily lead to over development which is detrimental to the overall quality of life in Houston.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again - it can lead to overdevelopment and decreasing the availability of micro green spaces within the city.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes - it should be increased because it helps to limit additional on-street parking.

Q4. Should parking vary based on proximity to various modes of transit?

Increasing parking availability surrounding hubs of mass transit.

Q5. What might be some other aspects that should be considered?

Nothing further to add at this time.



Respondent No: 921

Login: Anonymous

Responded At: Jul 29, 2021 18:17:10 pm

Last Seen: Jul 29, 2021 18:17:10 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

possibly have a "mother in law " apartment, Otherwise there are none.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Not sure of the possibilities

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Not sure what this could mean

Q5. What might be some other aspects that should be considered?

Government needs to quit forcing unacceptable building. We need more 'green space'. Not more concrete space. I think the increased flooding problems has much to do with increased concrete space.



Respondent No: 922

Login: Anonymous

Responded At: Jul 29, 2021 18:38:16 pm

Last Seen: Jul 29, 2021 18:38:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Traffic is already heavy and this will increase with an increase in family density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Any single family lot should limit parking only to driveways and not along the side of the street. The limit should not be applicable for irregular and occasional events and visitors.

Q4. Should parking vary based on proximity to various modes of transit?

no. There should be no regular parking on streets.

Q5. What might be some other aspects that should be considered?

Noise factors should also be considered when increasing family density by 2-4x per single-family lot.



Respondent No: 923

Login: Anonymous

Responded At: Jul 29, 2021 18:42:59 pm

Last Seen: Jul 29, 2021 18:42:59 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think the parking situation would be even more challenging with more than 2 units in a lot. People in Houston have cars because to get anywhere in this sprawling city you need a vehicle.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Not as concerned about the size of the units so much as the quantity, although taller units block light for neighbors and make one feel claustrophobic.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If it's changed it should be to allow for 2 off street parking spaces.

Q4. Should parking vary based on proximity to various modes of transit?

No. people may ride the bus or train or bike, but they will still have a vehicle even if they are not using it as much. Because Houston.

Q5. What might be some other aspects that should be considered?

We should consider increased traffic, expanding roads including bike lanes, etc. Cars parked on the street are not fun for bikes to wade through.



Respondent No: 924

Login: Anonymous

Responded At: Jul 29, 2021 18:53:15 pm

Last Seen: Jul 29, 2021 18:53:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits... it is a ludicrous idea.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

no benefits whatsoever

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no.

Q4. Should parking vary based on proximity to various modes of transit?

no.

Q5. What might be some other aspects that should be considered?

Please do not change or lift single family home lot requirements.



Respondent No: 925

Login: Anonymous

Responded At: Jul 29, 2021 18:56:20 pm

Last Seen: Jul 29, 2021 18:56:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Adequate parking for three families, assuming two workers in each, will be a significant problem unless there is significant integration with public transportation. Also, there will hardly be space for trees, which seem to be the bane of developers always eager to remove them.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, adequate space for trees with sufficient parking is a challenge.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. There is already a problem with insufficient free space.

Q4. Should parking vary based on proximity to various modes of transit?

Possibly

Q5. What might be some other aspects that should be considered?

Three units stacked over parking might be a consideration.



Respondent No: 926

Login: Anonymous

Responded At: Jul 29, 2021 19:08:50 pm

Last Seen: Jul 29, 2021 19:08:50 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing number of units and thus occupants per lot puts strain on utilities (water, sewer) and parking space. It makes the development look more like an apartment rather than a residence.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating restrictions will lead to overbuilding. Builders will want to maximize their profit by building larger dwellings. This will eliminate "affordability". Also, green space (rain water absorption) will be affected.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking is always a problem. Most Houston streets are too narrow when cars are parked along the curb.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Neighbor cohesiveness.



Respondent No: 927

Login: Anonymous

Responded At: Jul 29, 2021 20:01:52 pm

Last Seen: Jul 29, 2021 20:01:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too many people, too many cars, too much concrete!!!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

We have too many people parking on the streets now. It creates a traffic hazard! If you're going to house multiple people, there need to be additional parking spots off the street.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 928

Login: Anonymous

Responded At: Jul 29, 2021 20:26:12 pm

Last Seen: Jul 29, 2021 20:26:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The developers should be responsible for providing private parking. Some streets in the sections mentioned are already causing a major issue, by causing congestion, due to massive parking on public streets. If a developer is building a project, they have the responsibility to provide the land for parking.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Flood control, proximity to HFD stations.



Respondent No: 929

Login: Anonymous

Responded At: Jul 29, 2021 20:37:54 pm

Last Seen: Jul 29, 2021 20:37:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increase number of units to increase affordability

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminate the max size to allow more flexibility for developers

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, require fewer parking spaces

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 930

Login: Anonymous

Responded At: Jul 29, 2021 21:21:41 pm

Last Seen: Jul 29, 2021 21:21:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefit is that it's not too crowded.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the size means people will live on top of each other, too crowded.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Security might me a problem



Respondent No: 931

Login: Anonymous

Responded At: Jul 29, 2021 22:35:26 pm

Last Seen: Jul 29, 2021 22:35:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are NO benefits. I am a senior who has fought for her rights. Please, please do not punish home owners.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, there are no benefits for seniors who invested in their home. Please, Please us alone. If you want another Los Angeles. go for it. I have always supported Mayor Tunor. But if this thing advances, I cannot. again.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Maintain present rules / laws. Please, please do change our neighborhoods. We have worked many years for our homes.

Q4. Should parking vary based on proximity to various modes of transit?

Keep the rules/laws as they are.

Q5. What might be some other aspects that should be considered?

Well, it;s obvious, This survey,.among other things, is trying to change our neighborhoods. This idea was NOT realistic and feasible back then - and it is equally horrible now. Please leave us along .You should move to the Banana Republic of Los Angeles. I am a proud practicing DEMOCRAT. But this is nothing short of putting down me (and other home owners).



Respondent No: 932

Login: Anonymous

Responded At: Jul 30, 2021 05:21:07 am

Last Seen: Jul 30, 2021 05:21:07 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

the challenge that I see you is privacy and park inconvenience

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The challenges are the increasing number of people living in one unit which it is not design to do so

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No I do not believe that this should be changed

Q4. Should parking vary based on proximity to various modes of transit?

Yes to allow those who do not have transportation

Q5. What might be some other aspects that should be considered?

Accessibility will there be developers in these areas to provide the necessary grocery store chains for fresh fruits and vegetables in these communities that you're trying to put these units in



Respondent No: 933

Login: Anonymous

Responded At: Jul 30, 2021 05:27:08 am

Last Seen: Jul 30, 2021 05:27:08 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Overcrowding

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There is no need for ADU in residential areas.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There needs to be NO street parking in residential areas. It creates a hazard for pedestrians, motorists & emergency vehicles as well. Creates blocked streets and traffic pile ups. Lawn/handy type of workers should be limited on length of time parked on the streets(45 minutes maximum). Plus hopefully eliminate illegal parking by fire hydrates which happens regularly & is NEVER ticketed by law enforcement, HPD or Constables.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 934

Login: Anonymous

Responded At: Jul 30, 2021 05:35:47 am

Last Seen: Jul 30, 2021 05:35:47 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased traffic and congestion. Parking issues and crowded streets. Decreased quality of life.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Too many people for an area the local infrastructure was not designed to support.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, this should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Traffic and congestion are already bad with the recent additions of multiple new apartment complexes. The infrastructure can't support more people living in the area.



Respondent No: 935

Login: Anonymous

Responded At: Jul 30, 2021 05:39:25 am

Last Seen: Jul 30, 2021 05:39:25 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits I see will make housing more affordable. Every year property taxes increases substantially in certain neighborhoods. That increase is shown in the black and brown communities. Protesting makes it challenging because of the formula used to calculate what each property is valued at. Your going around in circles because it's not what you think its worth its what the city think its worth. Currently if you want to hold on to the property and build a single family home it would be very expensive. Rising cost of lumber and labor is stretching buildiers thin. I built a duplex on my property in 5th ward and is reaping the benefits. But being able to build a tri plex at 1200 sq ft per unit would be a game changer. Its more cost effective, it would lower your cost of living, and add affordable housing in the neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increase the sq ft would add more value to the single family home. More tax dollars to the city.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No and yes . I beleive for new construction this would be resolved in planning and development. Scaling where the Owner or tenant parking will be done by architect.

Q5. What might be some other aspects that should be considered?

N/a



Respondent No: 936

Login: Anonymous

Responded At: Jul 30, 2021 05:44:12 am

Last Seen: Jul 30, 2021 05:44:12 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Your ideas are not good for established neighbors



Respondent No: 937

Login: Anonymous

Responded At: Jul 30, 2021 06:09:30 am

Last Seen: Jul 30, 2021 06:09:30 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Many benefits would pertain to the landlord financially. For the neighbors and property owners, the challenges are parking, privacy, trash collection and potential impairment to an investment made with existing single family residences. What's being proposed can be perceived as zoning. Having it applies to existing properties equates to re-zoning.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The challenges would include sufficient parking and trash collection. I don't see any big benefit in increasing the size of detached secondary units. If they were increased then why not permit two units on same lot as one building?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Absolutely not! Existing infrastructure cannot accommodate additional burden. It's also not fair to others who have parking. Looking at 300 block of West Clay, how is trash going to be picked up if there is more street parking than there is currently? Are people going to place containers in front of fire hydrants even more?

Q4. Should parking vary based on proximity to various modes of transit?

No. The availability of such transit is by no means an indicator it will be used and is a poor assumption.

Q5. What might be some other aspects that should be considered?

I would consider any approval of a change to go along the lines of the prevailing lot size ordinance where a certain percentage of owners in an area for change must approve the change along with other specifications.



Respondent No: 938

Login: Anonymous

Responded At: Jul 30, 2021 06:27:34 am

Last Seen: Jul 30, 2021 06:27:34 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefit: more people able to own a home in fill out housing needs. Challenge: people always take advantage so we will have homes that are not reasonably sized and priced for an area without reasonable access. Duplexes triplexes and quadplexes are solutions around the world in major cities. Very doable so possibly borrow policy from there. The car rules are unique to our area as Houston is impossible to navigate without a vehicle.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Loss of green space in neighborhoods if increased. But increasing creates a better size for larger families of 4 or 5 to actually live in these homes. 900sqft is okay for single or childless families but gets small quickly when adding others.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Allow people to opt for how many cars each unit can have or does have? Allow communities to have a neighborhood parking place that could manage excess so you don't deal with street parking issues in the Washington heights area. If you can park others can't drive in the street - it doesn't work. All that to day, the city would need to impressive be walking and biking access first to help decrease the need for multiples car families

Q4. Should parking vary based on proximity to various modes of transit?

It could.

Q5. What might be some other aspects that should be considered?

Neighborhood parking lots.



Respondent No: 939

Login: Anonymous

Responded At: Jul 30, 2021 06:42:42 am

Last Seen: Jul 30, 2021 06:42:42 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing housing density damages single family restricted neighborhoods. Plus parking becomes a greater problem.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing housing density damages single family restricted neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

More parking should be required for larger units

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Existing homeowners bought their homes in large part based on the single family, lower density nature of their neighborhoods. Promoting higher density irrevocably changes the neighborhoods at the expense of the existing owners.



Respondent No: 940

Login: Anonymous

Responded At: Jul 30, 2021 06:49:06 am

Last Seen: Jul 30, 2021 06:49:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges only: Loss if sense if community as you don t get to know your neighbor as well. This results in neighborhoods being less safe. Increase traffic in streets that were not planned for this. Invasion of privacy, overcrowded neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Community less pleasant to live in. Less green space resulting in increased flooding potential. See (1)

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No shouldn t be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

N/A



Respondent No: 941

Login: Anonymous

Responded At: Jul 30, 2021 07:24:04 am

Last Seen: Jul 30, 2021 07:24:04 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No street parking!

Q4. Should parking vary based on proximity to various modes of transit?

No street parking

Q5. What might be some other aspects that should be considered?

This ordinance should not be considered



Respondent No: 942

Login: Anonymous

Responded At: Jul 30, 2021 07:29:16 am

Last Seen: Jul 30, 2021 07:29:16 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Affordability and flexibility would be clear benefits. Reducing additional required parking would limit impervious cover, marginally reducing flood risk. These are good changes that should be made. As for "challenges," I'm sure some builders will figure out a foolish or disruptive way to interpret the new codes, but I can't imagine anything worse or more disruptive than the type of townhome development that is already allowed.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I would rather see minimum building lines enforced between properties than to see the ADU artificially limited to a particular size. That doesn't make much sense to me, really. If the goal is to avoid having two full houses on one lot, first of all I'm not even sure that's all that worthy of a goal, and secondly if the city decides that is a worthy goal, I would think slightly increasing the minimum building lines for ADUs would do that by default (given the limited space on a single lot).

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Often these layouts produce parking by default. If they don't, street parking is a viable and existing option. In neighborhoods where street parking is limited or constrained by nearby commercial activity, the city has longstanding and viable tools to control for that (neighborhood permit parking).

Q4. Should parking vary based on proximity to various modes of transit?

That's not a bad idea but I still don't think ADUs should be required to have dedicated spaces regardless.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 943

Login: Anonymous

Responded At: Jul 30, 2021 07:53:33 am

Last Seen: Jul 30, 2021 07:53:33 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 944

Login: Anonymous

Responded At: Jul 30, 2021 07:54:00 am

Last Seen: Jul 30, 2021 07:54:00 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

it could potentially bring more transient residents into our neighborhoods and increase drainage problem we already have.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No upside, only downside; increased drainage concerns with more roofs and structures; more impervious square footage

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

Leave the current rules in place



Respondent No: 945

Login: Anonymous

Responded At: Jul 30, 2021 07:56:07 am

Last Seen: Jul 30, 2021 07:56:07 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Any changes to this ordinance would be detrimental to the existing homeowners who purchased their property as a single dwelling.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits. Any changes to this ordinance would be infringing upon the rights of existing homeowners who purchased their property as a single dwelling.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change should be allowed. Any changes to this ordinance would be infringing upon the rights of existing homeowners who purchased their property as a single dwelling.

Q4. Should parking vary based on proximity to various modes of transit?

Existing parking laws should be adequate, however restrictions on parking on the street should be enacted.

Q5. What might be some other aspects that should be considered?

Adding ADU's will lead to rental units, which will lead to increased population density in single dwelling areas, and congestion in the associated streets. This will also lead to increased crime in these areas. It will also open up homeowners to government rental requirements and lawsuits, and associated liabilities.



Respondent No: 946

Login: Anonymous

Responded At: Jul 30, 2021 07:57:20 am

Last Seen: Jul 30, 2021 07:57:20 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I'd like to start this comment by stating that I'm answering this survey because I believe that the benefits of increasing the number of units per lot would exceed the challenges of doing so, if done correctly. As an individual whose family is considered lower middle class, I think my opinion and voice needs to be heard and serves as a representation for the people who are also low-income or lower middle class who might not have the time to answer this survey or knowledge that it even exists. The benefits of increasing the number of units per lot would mean increasing housing affordability and availability. As we've seen this past year, average housing prices are increasing and the housing market is becoming very competitive and therefore unattainable for people like me and my family. Single-family homes are not desired by everyone. One of the benefits of living in an apartment complex is the sense of community that is easily cultivated due to close proximity to neighbors. Where I live, neighbors rely on each other for things like babysitting, pet sitting, ride sharing, etc. However, living an apartment also has its downsides. As renters, we don't own our own apartment. It is hard to move up in life financially when owning a home is almost impossible. Rent goes up every year. Wages stagnate. Meanwhile, a mortgage payment stays the same. More access to duplexes and three and fourplexes that ARE AFFORDABLE would mean that people in or close to my income bracket would have a chance at owning a home in a place surrounding by close neighbors that can hopefully provide that sense of community that apartment complexes provide. Owning a home would mean leaving that home to our children so that they can experience generational wealth that would give them the best chances at staying out of poverty and not relying on social safety nets like food stamps, medicaid, etc. Many single-family homes are in neighborhoods with lack of actual functional access to public transportation. Single family homes are located on big lots, and therefore, it can be a difficult task to walk to a bus stop or bike through neighborhoods. Not to mention, many single family home neighborhoods don't have access to side walks. If the city can allow developers to build multi unit communities, housing becomes more compact. A 20 minute walk to a bus stop might turn to a 5 minute walk. This makes a huge difference for families and individuals who's time is very valuable and who might not have the means to own a vehicle. Increasing the number of units per lot built could also potentially lead to better education for our children. Many top performing and descent schools are zoned in single-family neighborhoods. Meanwhile, many apartments feed into poor schools. If non-apartment multi-unit properties were easier to build, they could potentially be built in neighborhoods that feed into the better schools. Not only that, but we know that people who own their own home are more likely to invest time in their community. Allowing for multi-unit properties to be built (that are not apartments) and owned would mean that even in the poorer neighborhoods zoned to poor schools, parents would see an incentive to invest their time in their children's education and community. This could potentially mean improving poor performing schools, which we know would provide a better quality of life for kids in those schools as they get older. As for ADUs, people should be allowed to use their property to provide extra space for a family member or to rent out to improve their financial situation. As the saying goes, it takes a village to raise a family. Houston is the most diverse city in the country. Many of our people come from cultures where the nuclear family is not the norm. For example, I am Mexican-American. Our culture values family and children are expected to care for their parents when they are no longer able to care for themselves. Grandparents want to help care for their grandchildren while mom and dad are at work. This is true for other cultures like Vietnamese families, Nigerian families, etc. If ADUs are allowed to be built, then they could potentially serve as a mother-in-law suite where families of homeowners can live to provide that village that they need. Families could save on transportation costs, save time, and save on childcare (which we know is very expensive and inaccessible to many families). ADUs can also provide a means for people to have some extra income every month by renting out their property. As I mentioned at the beginning of this comment, in order for non-apartment multi-unit properties to be more beneficial than harmful to our communities, it has to be done correctly. The disadvantages of allowing for more units per lot to be built comes down to one thing: development companies that will use this opportunity to exacerbate the housing shortage by building to rent. If developers are planning to buy multiple lots, build fourplexes/duplexes/etc only to rent them out, then any benefit that I've mentioned above would not be realized. Houston remains one of the most affordable major cities to live in this country and in Texas. Do we really want to make Houston's rental market and housing market as inaccessible as Austin's? or San Francisco's? Or Miami's? This is a great city with

diversity, culture, a sense of community, the best food in the country, etc. Let's not allow developers to run the cities rental rates through the roof and make it even more challenging for struggling families to own a home or rent in the city. An ADU or non-apartment multi-unit property being rented out by a homeowner or a small business is completely different than corporations coming in and taking over that sector of the rental market. With the former, the money stays in our communities and benefits our people. With the latter, the money benefits the investors of that company and doesn't "trickle down" to our communities. Not to mention the fact that developers don't seem to care for flood mitigation.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet. What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The benefits of increasing or eliminating the maximum size of ADUs would mean more accessible and affordable housing for the people of Houston, as I mentioned in my first comment. Flood control is, for me, the main challenge of increasing or eliminating the maximum size of ADUs. More concrete and building means more flooding. If the size of ADUs is going to be allowed to increase or be eliminated, then flood mitigation needs to be a top priority.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space. Should this requirement be changed? If so, how?

Yes, it should be changed. If there is more than one space in a single-family home lot then an additional space should not be required. If there's already space for another vehicle, then we shouldn't be putting down more concrete for another parking space.

Q4. Should parking vary based on proximity to various modes of transit?

Yes. Parking increases traffic congestion. We need to integrate safe walkability and biking access while also integrating parking access. We also need to increase public transportation options and access.

Q5. What might be some other aspects that should be considered?

Consider whatever modern research is available on this topic. Listen to the experts, not the developers. And ultimately, make your citizens top priority in this situation, not the developers.



Respondent No: 947

Login: Anonymous

Responded At: Jul 30, 2021 08:14:30 am

Last Seen: Jul 30, 2021 08:14:30 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits would be more units per lot. In Montrose for example, every month there are less older affordable units to rent. Older multi-plexes get torn down and turned into the only viable product for developers - expensive townhouses. I recently had to leave my 100 yr old tri-plex because the owner is tearing it down to build 2 townhouses. Next door was a collection or 3 small cottages that houses bartenders and elderly tenants - it was torn down to build 2 townhouses. We need more small affordable rental units, and we can't wait 100 years for luxury townhouses to be subdivided. Requiring less driveways could also make our sidewalks safer. I see no challenges, Houston is half empty already, let's get more people in the Loop.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Why is there an arbitrary number restricting the size of the unit? Let people build more housing. I see no challenge to increasing the size.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No parking should be required at all. The city is trying to increase the functionality of the public transit system, while mandating that everyone build excess car storage. We should remove all parking requirements citywide immediately. If the City is too squeamish for that, then at least they should remove parking requirements for ADUs.

Q4. Should parking vary based on proximity to various modes of transit?

There should be no parking requirements. If that can't be accomplished, then removing parking reqs near transit is a good start. The recent reduction in parking reqs near transit was good start, but it's still too much of a weird patwork.

Q5. What might be some other aspects that should be considered?

Remove all parking reqs, let people build any amount of units by right. 1-4 units should not be considered commercial by the City of Houston.



Respondent No: 948

Login: Anonymous

Responded At: Jul 30, 2021 08:25:50 am

Last Seen: Jul 30, 2021 08:25:50 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There is already a strain on street parking in my neighborhood where density is to be increased and undue traffic on what I would consider neighborhood streets. I would not increase the density in those neighborhood areas.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The disadvantage is that buildings on lots are going to get even bigger. In an established neighborhood area, people bought existing homes because they want to be in the neighborhood area. I do not want to live next to a small apartment building, and I paid the price that I did on my home assuming that I would not have to. Apartments can be built where they are already allowed.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If density is increased, then parking requirements need to be increased. Streets are already clogged with parked cars. Increasing density will not help. If someone cannot accommodate parking on their own lot for the number of units then they should not be able to build more.

Q4. Should parking vary based on proximity to various modes of transit?

No. In Houston, the majority of pple that would move into increased density areas near us would be in an economic bracket that would still have their own cars. The parking requirements should assume that and should be adjusted the same as the increase in units allowed.

Q5. What might be some other aspects that should be considered?

I think the city needs to consider what areas are well situated for an increase in density and that already have traffic problems. Public transportation infrastructure is not established in enough areas yet to assume that people will not have cars. People still need cars to get around in Houston, I think increasing density prior to creating more public transportation infrastructure is the wrong decision.



Respondent No: 949

Login: Anonymous

Responded At: Jul 30, 2021 08:32:31 am

Last Seen: Jul 30, 2021 08:32:31 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Deed restrictions already in place



Respondent No: 950

Login: Anonymous

Responded At: Jul 30, 2021 08:38:34 am

Last Seen: Jul 30, 2021 08:38:34 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should not be changed

Q4. Should parking vary based on proximity to various modes of transit?

No, neighborhood preferences should take priority.

Q5. What might be some other aspects that should be considered?

Neighborhood deed restrictions, HOA restrictions, traffic capacity of streets and neighborhood.



Respondent No: 951

Login: Anonymous

Responded At: Jul 30, 2021 08:38:47 am

Last Seen: Jul 30, 2021 08:38:47 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Why

Q4. Should parking vary based on proximity to various modes of transit?

Leave it alone

Q5. What might be some other aspects that should be considered?

Leave it alone



Respondent No: 952

Login: Anonymous

Responded At: Jul 30, 2021 08:43:54 am

Last Seen: Jul 30, 2021 08:43:54 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

none

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

none

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

none



Respondent No: 953

Login: Anonymous

Responded At: Jul 30, 2021 08:47:36 am

Last Seen: Jul 30, 2021 08:47:36 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Limited challenges besides parking, which will hopefully become less in demand as market solutions to increasing density pop up.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits - more ability for local homeowners to respond to market needs for housing. Limitations - I don't see any downsides.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Absolutely - allow for market based parking please. This will help promote walkable places, allow for communities to dictate their own parking needs, and allow for more housing.

Q4. Should parking vary based on proximity to various modes of transit?

I'd like to see market based parking for the entire inner loop. Stated another way, no governmental parking restrictions - allow for homes and businesses to decide their own parking needs.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 954

Login: Anonymous

Responded At: Jul 30, 2021 08:51:05 am

Last Seen: Jul 30, 2021 08:51:05 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None, it not be beneficial but detrimental

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

None, fine as it is



Respondent No: 955

Login: Anonymous

Responded At: Jul 30, 2021 08:59:47 am

Last Seen: Jul 30, 2021 08:59:47 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking on the street is already crowded.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Parking and line of sight

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should be required to have off street parking for all tenants. Parking should be dependent on the number of rooms or expected occupants (2 rooms - 2 or 3 occupants)

Q4. Should parking vary based on proximity to various modes of transit?

No. Everyone in Houston uses cars. Stop thinking mass transit will keep people from having cars - it won't.

Q5. What might be some other aspects that should be considered?

Property values are likely to decrease with multi unit construction. Street congestion will worsen. Parks will be more crowded. Water and sewer systems will not accommodate increase volume. Electric and broadband grids can barely accommodate what we have now.



Respondent No: 956

Login: Anonymous

Responded At: Jul 30, 2021 08:59:55 am

Last Seen: Jul 30, 2021 08:59:55 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too much traffic on residential streets. Too much trash, increase in rodent activity.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

An eyesore. No green space. Congestion in neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Trash collection, green space reduction, congestion and mental health effects



Respondent No: 957

Login: Anonymous

Responded At: Jul 30, 2021 09:12:57 am

Last Seen: Jul 30, 2021 09:12:57 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Ensuring proper drainage and green space to absorb rain

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None, variety in size is good

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Eliminate parking requirements.

Q4. Should parking vary based on proximity to various modes of transit?

No, eliminate parking requirements across the city so we don't have regulatory patchwork

Q5. What might be some other aspects that should be considered?

Make it easy to develop housing with alleys for parking access or central parking areas so the house's front isn't dominated by driveways and parking.



Respondent No: 958

Login: Anonymous

Responded At: Jul 30, 2021 09:20:58 am

Last Seen: Jul 30, 2021 09:20:58 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit. Less green space and potential flooding, traffic congestion, and quiet neighborhoods may find property values drop.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Less green space leads to potential flooding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No!

Q4. Should parking vary based on proximity to various modes of transit?

No!

Q5. What might be some other aspects that should be considered?

Property values, aesthetics are a concern wit allowing changes to the current law.



Respondent No: 959

Login: Anonymous

Responded At: Jul 30, 2021 09:21:36 am

Last Seen: Jul 30, 2021 09:21:36 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits - None. Challenges - Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits - None. Challenges - Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, it should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No, Neighborhood preferences should take priority.

Q5. What might be some other aspects that should be considered?

Neighborhood deed restrictions, HOA restrictions, traffic capacity of streets and neighborhood.



Respondent No: 960

Login: Anonymous

Responded At: Jul 30, 2021 09:39:18 am

Last Seen: Jul 30, 2021 09:39:18 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This ensures a liveable neighborhood without urban blight

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 square feet seems like a reasonable size

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, one is enough. Additional parking can be added by the addition of paved pad on the existing lot .

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Maintaining the neighborhood atmosphere and historical flavor



Respondent No: 961

Login: Anonymous

Responded At: Jul 30, 2021 09:43:01 am

Last Seen: Jul 30, 2021 09:43:01 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits – none Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits – none Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. It should not be changed

Q4. Should parking vary based on proximity to various modes of transit?

No. Neighborhood preferences should take priority.

Q5. What might be some other aspects that should be considered?

Neighborhood deed restrictions, HOA restrictions, traffic capacity of streets and neighborhood.



Respondent No: 962

Login: Anonymous

Responded At: Jul 30, 2021 10:07:02 am

Last Seen: Jul 30, 2021 10:07:02 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits are a variety of affordable housing options. Challenges: parking, strained sewage systems

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

some would see a benefit to increased size in that more people can live in it but this again strains our sewage system, our parking, increase footprint decreases permeable sqft which effects flooding, going up effects neighbors who would normally enjoy the trees and the sky rather than brick/stucco

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO. our neighborhood streets are already too crowded with homeowners/taxpayers multi vehicle families. trash day is horrific - now that the city is doing away with trashmen and using the lift arms - limited space to put cans far enough apart to not interfere with arms and limited space between parked cars to put a can that truck/arms can get to. increased people will increase number of trash cans on the street as well.

Q4. Should parking vary based on proximity to various modes of transit?

who is going to monitor this and at what expense ? very few people use mass transit in houston. majority of buses I see are not even a third of the way full and the same with the rail. I've lived here 57 years

Q5. What might be some other aspects that should be considered?

decreasing the value of existing residences



Respondent No: 963

Login: Anonymous

Responded At: Jul 30, 2021 10:08:56 am

Last Seen: Jul 30, 2021 10:08:56 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefit it's that there will be more housing on the lot. The problem currently isn't that there is this arbitrary limit. The more there are, the more livable the neighborhood becomes. It will attract businesses to locate closer if there is a higher density of residential units. The only challenge is getting this thing passed.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The benefit is that you can have the ability to live in a larger home. The unit size shouldn't be limited. The larger the better because it allows for greater diversity and flexibility of homes.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yeah this requirement must be changed. There should be zero parking requirements of off street lots for these lots.

Q4. Should parking vary based on proximity to various modes of transit?

It could but it shouldn't. All places should have zero parking minimums. We shouldn't be waiting for metro to build better transit. We need to remove parking minimums as quickly as possible to prevent more parking lots from being built. It shouldn't matter the proximity to transit.

Q5. What might be some other aspects that should be considered?

The modifications should also allow for multi family units and light commercial.



Respondent No: 964

Login: Anonymous

Responded At: Jul 30, 2021 10:31:56 am

Last Seen: Jul 30, 2021 10:31:56 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits -NONE Challenges - congestion more residential density, incongruent neighborhood dwellings.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits -NONE Challenges- congestion, more residential density, incongruent neighborhood dwellings

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO - It should not be changed

Q4. Should parking vary based on proximity to various modes of transit?

No Neighborhood preference should take priority

Q5. What might be some other aspects that should be considered?

Neighborhood deed restrictions, HOA restrictions, traffic capacity of streets and neighborhood!!!



Respondent No: 965

Login: Anonymous

Responded At: Jul 30, 2021 10:32:10 am

Last Seen: Jul 30, 2021 10:32:10 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit. Not compatible to the neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit. Not compatible to the neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Leave everything as is and don't ruin the neighborhood and increase congestion.



Respondent No: 966

Login: Anonymous

Responded At: Jul 30, 2021 10:32:28 am

Last Seen: Jul 30, 2021 10:32:28 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No need to change this

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit to neighborhood

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Only single family units per lot



Respondent No: 967

Login: Registered

Responded At: Jul 30, 2021 11:16:06 am

Last Seen: Jul 30, 2021 17:36:59 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits - None Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits - None Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. It should not be changed

Q4. Should parking vary based on proximity to various modes of transit?

No. Neighborhood preferences should take priority.

Q5. What might be some other aspects that should be considered?

Neighborhood deed restrictions, HOA restrictions, traffic capacity of streets and neighborhood.



Respondent No: 968

Login: Registered

Responded At: Jul 30, 2021 10:39:13 am

Last Seen: Jul 30, 2021 17:36:59 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits – none Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits – none Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. It should not be changed

Q4. Should parking vary based on proximity to various modes of transit?

No. Neighborhood preferences should take priority.

Q5. What might be some other aspects that should be considered?

Neighborhood deed restrictions, HOA restrictions, traffic capacity of streets and neighborhood.



Respondent No: 969

Login: Anonymous

Responded At: Jul 30, 2021 10:40:10 am

Last Seen: Jul 30, 2021 10:40:10 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits – none Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits – none Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. It should not be changed

Q4. Should parking vary based on proximity to various modes of transit?

No. Neighborhood preferences should take priority.

Q5. What might be some other aspects that should be considered?

Neighborhood deed restrictions, HOA restrictions, traffic capacity of streets and neighborhood.



Respondent No: 970

Login: Anonymous

Responded At: Jul 30, 2021 10:48:25 am

Last Seen: Jul 30, 2021 10:48:25 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Absolutely none.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None - they are too large already.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No - hurt the mobility impaired

Q5. What might be some other aspects that should be considered?

Generally projects like this becomes disasters - don't do it.



Respondent No: 971

Login: Anonymous

Responded At: Jul 30, 2021 10:51:44 am

Last Seen: Jul 30, 2021 10:51:44 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The increase would not maintain important green space, and would greatly increasing parking space challenges.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Potential loss of invaluable green space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 972

Login: Anonymous

Responded At: Jul 30, 2021 12:05:26 pm

Last Seen: Jul 30, 2021 12:05:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Vehicular overcrowding. No solutions to that one.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Larger size means more residents - not a good outcome.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No street parking should be allowed.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Quit trying to stuff a size 10 foot into a size 8 shoe. It hurts everyone as does this proposal. Forget it quickly.



Respondent No: 973

Login: Anonymous

Responded At: Jul 30, 2021 12:27:18 pm

Last Seen: Jul 30, 2021 12:27:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking, traffic

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, should remain one spot

Q4. Should parking vary based on proximity to various modes of transit?

Perhaps parking can be adjusted based on percentage of population with access to a car. Lower percentage areas should not have same parking requirements

Q5. What might be some other aspects that should be considered?

Proximity to schools, parks



Respondent No: 974

Login: Anonymous

Responded At: Jul 30, 2021 12:45:21 pm

Last Seen: Jul 30, 2021 12:45:21 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits of this is keeping housing costs affordable and leading the nation as a major city where people can afford to live in. Also making the city more dense and walkable. I see no downsides.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

By eliminating the restrictions, you're allowing the market decide and capitalism work. This is a huge benefit that will continue to allow the city to develop in an authentic and urban way.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I am for removing all parking requirements across the city. Let the market work and decide.

Q4. Should parking vary based on proximity to various modes of transit?

There should be no minimum parking requirements in any city, especially along transit corridors.

Q5. What might be some other aspects that should be considered?

Improvements to sidewalks and bike lanes, and alternate modes of transportation. Less lanes for car and more trees to provide shade and Reduce the heat island effect and energy use. Remove minimum lot sizes.



Respondent No: 975

Login: Anonymous

Responded At: Jul 30, 2021 12:50:27 pm

Last Seen: Jul 30, 2021 12:50:27 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too much dense development with increased car traffic, street parking and security concerns within quieter residential neighborhoods

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I would not recommend allowing an increase in size as it would allow for more subdivision of individual residential lots for single family detached multi story developments in traditionally residential one-home-per-lot neighborhoods

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Potentially

Q5. What might be some other aspects that should be considered?

Reconsidering adding more zoning laws and restrictions around Houston to initial wets in types of development practices for certain areas that have a better capability to take on more high density housing and parking that comes along with that



Respondent No: 976

Login: Anonymous

Responded At: Jul 30, 2021 12:56:45 pm

Last Seen: Jul 30, 2021 12:56:45 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits. It would cause neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits. It would cause neighborhood congestion, more residential density, and incongruent neighborhood dwellings.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, it should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No, neighborhood preferences should take priority.

Q5. What might be some other aspects that should be considered?

Neighborhood deed restrictions, HOA restrictions, traffic capacity of streets and neighborhood.



Respondent No: 977

Login: Anonymous

Responded At: Jul 30, 2021 13:03:58 pm

Last Seen: Jul 30, 2021 13:03:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More housing will be built and housing will become more affordable.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More housing will be built and housing will become more affordable.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking requirements lead to poor land use and ultimately lead to more congestion.

Q4. Should parking vary based on proximity to various modes of transit?

We should remove as many surface parking lot mandates tied to building as possible.

Q5. What might be some other aspects that should be considered?

Property taxes should be re-assessed to minimize or eliminate tax on buildings and be shifted as much as possible (ideally, entirely) to a tax on the bare land value itself. Taxing buildings and improvements discourages people from building and investing in the community and contributes to less affordable housing and gentrification. Taxing land cannot affect the supply of land, and instead cuts out the incentive to speculate by holding land out of use, or resisting development, waiting for property values to go up. Ted Gwartney has some good methods for estimating land value apart from building/improvement values: http://www.wealthandwant.com/docs/Gwartney_Estimating_LV.html



Respondent No: 978

Login: Anonymous

Responded At: Jul 30, 2021 13:05:43 pm

Last Seen: Jul 30, 2021 13:05:43 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Overcrowding neighborhood blocks, overcrowded schools, limited parking available, lowering property values

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Overcrowding due to no size restrictions . Loss of green space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No one space is sufficient.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Loss of Green Space, stress on infrastructure, noise pollution.



Respondent No: 979

Login: Anonymous

Responded At: Jul 30, 2021 13:07:32 pm

Last Seen: Jul 30, 2021 13:07:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Over crowding neighborhood, block, schools, etc. Limited to no parking available. Lowering of property values. Likely increase of crime.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No size restriction results in overcrowding, Loss of green space which is detrimental to the environment.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Limits are necessary.

Q4. Should parking vary based on proximity to various modes of transit?

No. Limits are necessary.

Q5. What might be some other aspects that should be considered?

Downturn in neighborhood resulting in mass exodus. Stress on infrastructure. Poor upkeep of neighborhood.



Respondent No: 980

Login: Anonymous

Responded At: Jul 30, 2021 13:08:16 pm

Last Seen: Jul 30, 2021 13:08:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefit is ability for high cost lots to be more affordable within the city by allowing more units. The challenge is guiding the layout of the lot to minimize negative impact to the neighborhood. Form based codes as basis for development code?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It will allow more accessibility for many kinds of users (wheelchair, elderly) who need more square footage.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This is the biggest impediment to ADU's is off-street parking. This should be changed to allow on-street parking to offset requirement. Or simply remove this parking requirement for ADUs.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, including bike trails and future transportation plans.

Q5. What might be some other aspects that should be considered?

Setbacks from street should be considered to be reduced for lots with multiple units to allow more pedestrian oriented environments.



Respondent No: 981

Login: Anonymous

Responded At: Jul 30, 2021 13:56:51 pm

Last Seen: Jul 30, 2021 13:56:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

All parking minimums should be eliminated. Let the market determine the need for parking.

Q4. Should parking vary based on proximity to various modes of transit?

That makes sense, but even so I think that all parking minimums should be eliminated. Let the market determine the need for parking.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 982

Login: Anonymous

Responded At: Jul 30, 2021 14:00:58 pm

Last Seen: Jul 30, 2021 14:00:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think that increasing the number of units to 4 is a great way to increase density while maintaining a nice neighborhood feel.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't see any reason to limit the size of ADUs.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

All parking minimums should be eliminated. Let the market determine the need for parking.

Q4. Should parking vary based on proximity to various modes of transit?

All parking minimums should be eliminated. Let the market determine the need for parking.

Q5. What might be some other aspects that should be considered?

Please take a look at <https://lowrise.la/> for some inspiring studies on increasing density in Los Angeles single family neighborhoods.



Respondent No: 983

Login: Anonymous

Responded At: Jul 30, 2021 14:01:38 pm

Last Seen: Jul 30, 2021 14:01:38 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Allowing walkable neighborhoods, affordable housing, and better housing variety

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Flexibility in size may be beneficial, but there should probably be a maximum size. Allowing more units per lot would make this kind of a moot point anyway.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Do not require any additional parking. Owners/renters are able to make logical choices for themselves when it comes to parking availability.

Q4. Should parking vary based on proximity to various modes of transit?

No, because it should never be dictated by city policy. Residents make rational parking choices in ways that broader city policy could not possibly anticipate or determine at the scale of a city the size of Houston.

Q5. What might be some other aspects that should be considered?

Restricting or regulating certain types of development always have unintended consequences, so providing greater flexibility and avoiding over-complex regulations would almost certainly improve the ways in which Houston grows and changes.



Respondent No: 984

Login: Anonymous

Responded At: Jul 30, 2021 14:11:47 pm

Last Seen: Jul 30, 2021 14:11:47 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Economic benefits to the land owner of the multi-dwelling/missing middle and to the detriment of the existing surrounding community - increased traffic, congestion, pollution, crime, and FLOODING.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Ditto. Economic benefits to the land owner of the multi-dwelling/missing middle and to the detriment of the existing surrounding community - increased traffic, congestion, pollution, crime, and FLOODING.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

Single family homes



Respondent No: 985

Login: Anonymous

Responded At: Jul 30, 2021 14:11:57 pm

Last Seen: Jul 30, 2021 14:11:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No, I see this as hazardous to the access to emergency vehicles, evacuation and flooding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No these restrictions assure the availability of permeable land. I am not in favor of this either.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

We must clear streets, especially in narrow access areas. Vehicles on the street cause backups to mail delivery and can impede on emergency vehicle access many of the areas this proposal is including have high a high density of aging population.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Access to emergency vehicles and evacuation should be a priority in areas like these.



Respondent No: 986

Login: Anonymous

Responded At: Jul 30, 2021 14:39:44 pm

Last Seen: Jul 30, 2021 14:39:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits here. A single family lot in an established neighborhood should remain just that to keep the integrity of the neighborhoods value in tact. It is not fair to the homeowners who currently made investments in these areas to build ADU's in an established single family neighborhood as it will bring down property values.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No ADU's should be crammed into any single family home neighborhood. They can be built new on new land, however, in it's own neighborhood where there is land affordable for these types of dwellings. This will greatly effect people's property values, who are the main taxpayers of this city.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There are no benefits here. A single family lot in an established neighborhood should remain just that to keep the integrity of the neighborhoods value in tact. It is not fair to the homeowners who currently made investments in these areas to build ADU's in an established single family neighborhood as it will bring down property values.

Q4. Should parking vary based on proximity to various modes of transit?

There are no benefits here. A single family lot in an established neighborhood should remain just that to keep the integrity of the neighborhoods value in tact. It is not fair to the homeowners who currently made investments in these areas to build ADU's in an established single family neighborhood as it will bring down property values.

Q5. What might be some other aspects that should be considered?

There are no benefits here. A single family lot in an established neighborhood should remain just that to keep the integrity of the neighborhoods value in tact. It is not fair to the homeowners who currently made investments in these areas to build ADU's in an established single family neighborhood as it will bring down property values.



Respondent No: 987

Login: Anonymous

Responded At: Jul 30, 2021 15:04:43 pm

Last Seen: Jul 30, 2021 15:04:43 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think that as the expense of living in district 5 continues to increase the only way to counteract it is to increase the number of units on the market. I think it would be a great benefit to the people of district 5 to increase the number of units in the area.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see very few downsides to building larger adus. I think all size limits should be removed.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking minimums are insane. How do you logically come up with that number? No parking minimums.

Q4. Should parking vary based on proximity to various modes of transit?

There should be no parking minimums anywhere in Houston.

Q5. What might be some other aspects that should be considered?

Please keep in mind that the us is in the midst of a massive housing shortage, driven largely by NIMBY local politics. Please don't turn Houston housing market into SFs.



Respondent No: 988

Login: Anonymous

Responded At: Jul 30, 2021 15:28:28 pm

Last Seen: Jul 30, 2021 15:28:28 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Not enough schooling, increased traffic, not enough parking

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The sizes of dwellings should be limited to ensure no encroachment on the single family lots.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, it should remain in place

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 989

Login: Anonymous

Responded At: Jul 30, 2021 15:36:51 pm

Last Seen: Jul 30, 2021 15:36:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefit is higher density and, therefore, a more walkable area. No challenges.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

All benefits. People choose have the right to do what they want with their properties and can allow more people to live in certain neighborhoods

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, no requirement

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Incentives for people to use other modes of transportation. Cities like Amsterdam reduce parking spaces so people can bike or work to places, keeping its citizens healthier.



Respondent No: 990

Login: Anonymous

Responded At: Jul 30, 2021 15:55:54 pm

Last Seen: Jul 30, 2021 15:55:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It is a horrible idea. We don't want more density in our already overcrowded areas. There is no parking, there will be more traffic congestion, and the noise level will increase dramatically.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

You want to build LARGER units, increasing traffic congestion and noise pollution? I'm not in favor of it.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It is really hard to find any place in Houston anymore that offers off-street parking. You want larger units, which will attract larger families, but you only want to put one parking space per unit? That's just nuts.

Q4. Should parking vary based on proximity to various modes of transit?

Not at all. Houston is famous for having the worst public transportation system in the US. It is dangerous to take mass transportation at night and, in many instances, during the day. It is very time-consuming, there are mentally ill people riding mass transit, and there have been numerous assaults.

Q5. What might be some other aspects that should be considered?

This whole program is a very bad idea. Houstonians do not want increased infill development which will result in more traffic and more congestion.



Respondent No: 991

Login: Anonymous

Responded At: Jul 30, 2021 16:26:09 pm

Last Seen: Jul 30, 2021 16:26:09 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too much density and lack of parking.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Lack of ground drainage and green space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. At least two accessible parking spaces.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Housing curb appeal is more pleasing with more green space, trees and less street parking.



Respondent No: 992

Login: Anonymous

Responded At: Jul 30, 2021 16:51:57 pm

Last Seen: Jul 30, 2021 16:51:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits – none Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits – none Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. It should not be changed

Q4. Should parking vary based on proximity to various modes of transit?

No. Neighborhood preferences should take priority.

Q5. What might be some other aspects that should be considered?

Neighborhood deed restrictions, HOA restrictions, traffic capacity of streets and neighborhood. Most people would consider their home to be a primary investment in their life. They spend a great deal of time and consideration before choosing their home because it is a primary investment. The idea that the city can come in and destroy that investment/home value should be considered criminal at best. The city will need to be held financially responsible and accountable for the loss of equity. In some areas that dollar amount would be extremely substantial which would outweigh any benefits.



Respondent No: 993

Login: Anonymous

Responded At: Jul 30, 2021 18:50:48 pm

Last Seen: Jul 30, 2021 18:50:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits = many. Challenges = few. Increasing density is such a smart use of land, promotes car-free, green lifestyles, and helps prevent housing scarcity and therefore skyrocketing housing costs. Cmon don't y'all know this as city planners? Why even take the time for a survey, do what's right.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Ummm. F*cking duh! Let the market decide how much parking to provide, let people who want to live car free have it, let housing be cheaper if parking isn't required. Cmon now!

Q4. Should parking vary based on proximity to various modes of transit?

Parking should vary, but let the builders and Houston society decide that ratio. In the field, not through a survey.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 994

Login: Anonymous

Responded At: Jul 30, 2021 19:05:01 pm

Last Seen: Jul 30, 2021 19:05:01 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too many residents in one lot. Overflow of vehicles, more trash

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

??? Not sure

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, maybe assign parking decals

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 995

Login: Registered

Responded At: Jul 30, 2021 21:17:05 pm

Last Seen: Mar 27, 2022 22:12:38 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I only see benefits. Allowing more units per lot will provide more affordable housing, and allow for smaller developers to have more skin in Houston real estate. Adding more units will also increase tax revenue for the city. These are good things and should be allowed.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't see a downside to removing maximum size. Let the market decide on its own.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Eliminate all parking minimums. No residential development should require any number of parking. If a developer wants to provide parking they can do so, but requiring parking increases costs for developers, ultimately decreasing affordability. Parking minimums also reduce tax revenue for the city.

Q4. Should parking vary based on proximity to various modes of transit?

No. There should be no requirements for parking. Let the developers and businesses decide on their own if they want the extra expense of maintaining a parking lot. Parking lots also reduced tax revenue for the city.

Q5. What might be some other aspects that should be considered?

Reduce minimum lot size. Reduce minimum setbacks. Remove height and size limitations. Simplify and streamline the permitting process to allow more small developers to get in the game. Large developers benefit from scarcity and this only decreases affordability. Small developers know the city and neighborhoods better, and can better respond to demand and will infill better. Finally, I'll repeat this again, eliminate ALL parking minimums.



Respondent No: 996

Login: Anonymous

Responded At: Jul 30, 2021 20:39:11 pm

Last Seen: Jul 30, 2021 20:39:11 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This is a bad idea to have more than two dwelling units on a residential lot. It would lead to congestion, devaluing of neighboring properties, increasing crime, overall being undesirable, no way to accommodate parking, decrease green space, cause flooding with increase in impermeable areas, leading to over population in certain areas, straining resources, increase traffic, more pollution, more waste, anything that comes with congested living situations.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 997

Login: Anonymous

Responded At: Jul 30, 2021 20:55:33 pm

Last Seen: Jul 30, 2021 20:55:33 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased density is more efficient. It incentivizes other modes of transportation. It generates more tax revenue than it costs to maintain. There needs to be some middle ground between dense urban spaces and suburban spaces that are completely cut off from any of these destinations. No matter how much you like suburbia, there is no justification for making other spaces illegal.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

You should introduce a land-value tax to help stabilize rents.



Respondent No: 998

Login: Anonymous

Responded At: Jul 31, 2021 03:03:04 am

Last Seen: Jul 31, 2021 03:03:04 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More density means better pedestrian quality of life and a bigger tax base for roughly the same infrastructure. Bring em in!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as above

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes!! Remove minimum parking requirements entirely. Let the market decide if it's even what buyers want and help encourage more sustainable transportation options.

Q4. Should parking vary based on proximity to various modes of transit?

Yes yes yes! Same as above

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 999

Login: Anonymous

Responded At: Jul 31, 2021 05:47:13 am

Last Seen: Jul 31, 2021 05:47:13 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More demand on resources, increased traffic, overwhelmed schools. Im against increases in the number of units on a lot. More people in a smaller area does not make a closer community.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Bigger does not always mean better.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

Houston transit is a whole other issue. Houstonians are a hard sell when it comes to giving up their cars.

Q5. What might be some other aspects that should be considered?

Packing more people into a single area is called overcrowding. The variety of types of housing isn't as important as not overwhelming the resources available in any specified area.



Respondent No: 1000

Login: Anonymous

Responded At: Jul 31, 2021 06:19:42 am

Last Seen: Jul 31, 2021 06:19:42 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking! It would be very difficult to provide off-street parking. The streets in these neighborhoods are already packed. Increasing density at this scale will limit light and air as well as increase water run-off and possibly flooding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

As long as the number of units - 2 per lot remained there could be a benefit to increasing the size of secondary units to something in the order of 1400 sf.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If the size of the secondary detached unit is allowed to increase in size then an additional parking space should be provided for units over the 900 sq ft.

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

Amount of permeable open space as well as height. If the height is in keeping with the neighborhood it would go a long way to decreasing the negative impacts on the neighborhood.



Respondent No: 1001

Login: Anonymous

Responded At: Jul 31, 2021 06:39:17 am

Last Seen: Jul 31, 2021 06:39:17 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More impervious coverage

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It affects the scale of the neighborhood

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1002

Login: Registered

Responded At: Jul 31, 2021 08:28:52 am

Last Seen: Mar 31, 2022 18:52:56 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Loosening the restrictions where there is potential to improve density has a positive impact on the environmental/financial sustainability of CoH. However since CoH is designed to be car-centric, extra care shall be taken when making changes, considering the differences between the CoH status quo, vs. less car-centric European/Asian cities.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The ADU size restriction itself makes little sense, which can be loosened. However, it should be compatible with other requirements, e.g. if the size restrictions loosened, other restrictions shall be modified accordingly. For example, regulating how many extra parking spaces should be prepared per every bedroom/area of ADU.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Depends, it should be considered on a neighbourhood by neighbourhood basis.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, of course, also consider how easy it is to get to the transit stations, spatial proximity is not everything. Some locations have great infrastructure for pedestrian/cyclists, where the parking requirement can be more loosened, whereas in some other regions, despite being "close" to transit stations/centers, the infrastructure could be too terrible to use, or the public transit doesn't even connect to major activity centers, the parking requirement shouldn't be loosened.

Q5. What might be some other aspects that should be considered?

Street width, available street parking, etc. Some regions, where the streets are narrower, no usable sidewalks, or parking violations are hardly enforced, are just more vulnerable to people taking advantage of the "free" street parking, thus loosening parking requirements may not be appropriate. Infrastructure improvements should come before building regulations are amended, preventing undesirable or even dangerous living conditions.



Respondent No: 1003

Login: Anonymous

Responded At: Jul 31, 2021 08:44:45 am

Last Seen: Jul 31, 2021 08:44:45 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

children need yard space to play in, without that space there is only the street - surely that is not what anyone wants to happen.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

no comment

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

I am glad that I am not a young person. The future need for developement space for housing suggests over population for the world is coming.



Respondent No: 1004

Login: Anonymous

Responded At: Jul 31, 2021 08:46:19 am

Last Seen: Jul 31, 2021 08:46:19 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Developers will take advantage and crowd the lots.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Too much crowding and overbuilding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I think the requirement is satisfactory.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Protection of residential streets from overcrowding.



Respondent No: 1005

Login: Anonymous

Responded At: Jul 31, 2021 08:57:38 am

Last Seen: Jul 31, 2021 08:57:38 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits. Houston is a mess and this ordinance will ruin the neighborhoods that are trying to look nice, despite the City's slopiness with roads, construction, homeless people.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Leave established neighborhoods alone. Let the deed restrictions manage this.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, don't change it.

Q4. Should parking vary based on proximity to various modes of transit?

Steet parking is already a mess. Pickup trucks don't fit in the garage.

Q5. What might be some other aspects that should be considered?

The tax base in Houston is dependent upon neighborhoods that enforce their deed restrictions. Look at River Oaks. Then look at bad neighborhoods with cars parked in the front yard, sloppy add-ons.



Respondent No: 1006

Login: Anonymous

Responded At: Jul 31, 2021 09:18:06 am

Last Seen: Jul 31, 2021 09:18:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits at all. People buy into subdivisions with certain uniformity of housing and adding in non uniform units will destroy value.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

All of these rules should be left up to the subdivisions. The government should not interfere in subdivision business.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

NO

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1007

Login: Anonymous

Responded At: Jul 31, 2021 11:01:53 am

Last Seen: Jul 31, 2021 11:01:53 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits. Only adds to flooding concerns and the demise of subdivisions. I want my subdivision to continue to feel more suburban than urban. I chose to live in a subdivision rather in the city because of the green space and lack of crowding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Flooding is already a problem in Houston. Let's not contribute any more to it.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

Depends on how wide the streets are and how much parking would impact other traffic.

Q5. What might be some other aspects that should be considered?

FLOODING, FLOODING, FLOODING!!!



Respondent No: 1008

Login: Anonymous

Responded At: Jul 31, 2021 12:05:15 pm

Last Seen: Jul 31, 2021 12:05:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too much traffic in neighborhoods. Could be builders who purchase so likely more rentals in neighborhoods with a lot of owners. Renters typically do not invest in neighborhoods because they are temporary...

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Too many buildings on property cause it to be aesthetically unappealing and buildings toward the back of the property would give less privacy for neighbors.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No! Already too much traffic on the street in neighborhoods. Makes driving difficult.

Q4. Should parking vary based on proximity to various modes of transit?

Not sure...

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1009

Login: Anonymous

Responded At: Jul 31, 2021 12:19:07 pm

Last Seen: Jul 31, 2021 12:19:07 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Problems with Sewer, water pressure, parking and traffic congestion.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

As long as off street parking is included in the design, I don't see a problem and larger spaces can accommodate more family members and generations.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

1 off street for smaller lots and two for larger lots.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Sidewalks and above street crosswalks at busy intersections.



Respondent No: 1010

Login: Anonymous

Responded At: Jul 31, 2021 13:00:10 pm

Last Seen: Jul 31, 2021 13:00:10 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits but lots of problems with so much traffic that we already have speed bumps and it's still bad

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits but again many problems with traffics, safety, crowding etc

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No changes

Q4. Should parking vary based on proximity to various modes of transit?

No changes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1011

Login: Anonymous

Responded At: Jul 31, 2021 13:26:11 pm

Last Seen: Jul 31, 2021 13:26:11 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too much traffic, overcrowded situations, loss of community feel in neighborhoods, loss of street safety for children/families when walking/biking, overflow parking on streets

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I feel attached should be restricted in size to preserve green space/yard space on lots. Beautification of neighborhoods should be preserved, and that includes maintaining yard size appropriate to the size of the dwelling.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

There are very little alternate modes of transportation here. The rail lines that ran along I10 and 59 should have been utilized as mass rail transit, but poor planning and council decisions did away with these options. Perhaps that should be addressed first before parking is even considered

Q5. What might be some other aspects that should be considered?

Please maintain green space, increase parks and tree preservation. Overdevelopment and sprawl is a massive problem that continues to put Houston and it's citizens at risk due to flood and loss of life quality. Greed should not be the deciding factor in city planning.



Respondent No: 1012

Login: Anonymous

Responded At: Jul 31, 2021 13:51:04 pm

Last Seen: Jul 31, 2021 13:51:04 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This increases affordability, and allows poor individuals to live in better neighborhoods, gaining access to better schools and jobs.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I think this requirement should be eliminated. Eliminating it would free up space for increased density, make apartments more affordable.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

I'd like to see my birth city, and place of residence to be an example to the nation of what affordable housing could look like. How by reducing and eliminating these restrictions you can open up the American dream to individuals who can't afford it.



Respondent No: 1013

Login: Anonymous

Responded At: Jul 31, 2021 14:23:48 pm

Last Seen: Jul 31, 2021 14:23:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: More housing, more choices, more affordability for residents, and higher cash flow for owners. This allows residents and owners to spend, stimulating the local economy. Challenge: added traffic congestion

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The reason for the limitation is unclear. Therefore the liberty of the land owners to build a larger ADU on their own property should not be impeded.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

An additional space should not be mandated, as long as there is a space for the resident in the ADU to use. If current resident of the single family home has two spaces, but uses only one, they should not be required to build an additional space, as long as a space is made available to the ADU resident. The benefit is more green space on the lot, preserving the natural beauty of the flora in the neighborhood.

Q4. Should parking vary based on proximity to various modes of transit?

Parking should be allowed to vary, but not mandated to do so.

Q5. What might be some other aspects that should be considered?

Security of residents



Respondent No: 1014

Login: Anonymous

Responded At: Jul 31, 2021 15:06:51 pm

Last Seen: Jul 31, 2021 15:06:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I don't think it is a good idea.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1015

Login: Anonymous

Responded At: Jul 31, 2021 16:52:22 pm

Last Seen: Jul 31, 2021 16:52:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits – none Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits – none Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. It should not be changed

Q4. Should parking vary based on proximity to various modes of transit?

No. Neighborhood preferences should take priority.

Q5. What might be some other aspects that should be considered?

Neighborhood deed restrictions, HOA restrictions, traffic capacity of streets and neighborhood.



Respondent No: 1016

Login: Anonymous

Responded At: Jul 31, 2021 17:08:42 pm

Last Seen: Jul 31, 2021 17:08:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing number of units per lot--as an absolute number vs. as proportion of lot size--could worsen at least three exiting problems: 1) Decrease in permeable land, resulting in increased flooding. 2) Decrease in area where (responsible) plants/trees can grow, resulting in continuing/increased decimation of pollinators, increased heat-island effect, increased flooding, etc. 3) Increased parking problems.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Same as answers to Question #1: 1) Decrease in permeable land, resulting in increased flooding. 2) Decrease in area where (responsible) plants/trees can grow, resulting in continuing/increased decimation of pollinators, increased heat-island effect, increased flooding, etc. 3) Increased parking problems.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

As a resident and as a visitor (for many years) to areas experiencing gentrification, streets crowded by parked cars present real hazards to drivers, to pedestrians, and to the parked cars themselves. This problem has gotten MUCH worse within the last decade! >>>Until Houstonians NO LONGER DRIVE CARS, easing the already-insufficient amount of required off-street parking will make things even worse. >Permeable parking area solutions should be allowed, ne encouraged!

Q4. Should parking vary based on proximity to various modes of transit?

Perhaps. Would depend on other factors as well.

Q5. What might be some other aspects that should be considered?

Will ponder this open-ended question and try to get back to you.



Respondent No: 1017

Login: Anonymous

Responded At: Jul 31, 2021 17:41:56 pm

Last Seen: Jul 31, 2021 17:41:56 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Traffic, trash, noise levels, parking

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. One is more than enough.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1018

Login: Anonymous

Responded At: Jul 31, 2021 17:52:54 pm

Last Seen: Jul 31, 2021 17:52:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1019

Login: Anonymous

Responded At: Jul 31, 2021 17:55:35 pm

Last Seen: Jul 31, 2021 17:55:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Great affordable housing solution. Decreased risk for landlord. Will serve the market well.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More freedom for landlord as well as increased property values.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, changing this will have an immediate impact by increasing the current supply of capable ADUs.

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Make permitting approval process faster!



Respondent No: 1020

Login: Anonymous

Responded At: Jul 31, 2021 18:52:00 pm

Last Seen: Jul 31, 2021 18:52:00 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Houston is in danger of losing its status as an affordable city, and this will help maintain that. The increase in density will also result in larger potential pool of riders for public transit.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should be tied to the relaxation of minimum parking requirements the city council passed for Midtown/East Downtown, and also take into consideration if the home falls within TOD designated primary or secondary streets

Q4. Should parking vary based on proximity to various modes of transit?

Yes, as the city is already implementing TOD and walkable places initiatives

Q5. What might be some other aspects that should be considered?

As Houston is a city where older buildings are very easily wiped away potentially some care to make sure historical districts are not demolished en masse to make way for missing middle housing



Respondent No: 1021

Login: Anonymous

Responded At: Jul 31, 2021 19:20:57 pm

Last Seen: Jul 31, 2021 19:20:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits - I would like to be able to have my mother live with me but still have her independence with her own dwelling

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There shouldn't be a size limit; only set back

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No; makes sense

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The utilities to each dwelling should be separate. That would give the property redundancy (learned from Freeze)



Respondent No: 1022

Login: Anonymous

Responded At: Jul 31, 2021 19:47:10 pm

Last Seen: Jul 31, 2021 19:47:10 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits as existing homeowners that have made investments in their properties assuming that single family status would remain. Houston infrastructure has become a joke with trying to cram in more people yet not providing adequate road systems, utilities etc. These types of initiatives will only reduce the property values of hard working Houstonians that could have never imagined the rules would be changed that would have such a negative economic impact. You can't only look at one side of the equation meaning I want to give access to others but I am going to shaft existing homeowners to do so. I wish the COH would spend the \$400K on adding police to reduce the crime that has become out of control, we are referred to as the Chicago of the "South" not something anyone should be proud of.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again same as above. COH is not providing adequate Services now and increasing the population density and enabling good neighborhoods to be ruined is a recipe to drive away the people that now pay all the property tax, like me. Don't get me wrong I don't care what nationality, race or religion people are but forcing redistribution is not the solution. The property value decline for the single family homeowner is exactly what is meant by this.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, we don't need more congestion in our single family home neighborhoods.

Q4. Should parking vary based on proximity to various modes of transit?

No, this has nothing to do with transit modes. The COH has missed every opportunity to develop a system of transit that would reduce the dependency on every person needing to have an automobile to get around. Take for example the waste of money spent on the new bus system and widening of Post Oak blvd. This has resulted in businesses closing or moving away and most importantly mass transit to bus in people to the Galleria area that are committing crimes throughout nearby neighborhoods.

Q5. What might be some other aspects that should be considered?

The COH needs to start taking care of the people who are hard working, pay all the property tax and want to feel safe in their homes. In has become embarrassing that crime is out of control, we are being invaded by god only knows who as our border is out of control. 190,000 people coming into the US in one month (June). We can't take of our own yet we are being over run!! Please wake up COH otherwise no one with any means will be left in the city.



Respondent No: 1023

Login: Anonymous

Responded At: Aug 01, 2021 06:46:35 am

Last Seen: Aug 01, 2021 06:46:35 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More cars parked in the streets, more traffic, increased safety risk for kids, more people = more crime & decreased property value. People move into single family homes (lots) in neighborhoods to get away from crowded apts, duplexes, townhomes, etc. It's bad enough that we have no zoning and consequently have similar situations all around the borders of neighborhoods, now you want to put them inside our neighborhoods! I live in a small neighborhood on the west side of Houston, where new condos, duplexes, apts and townhomes have gone up all around our neighborhood. Now what used to be quiet peaceful nights have turned into gun fire, murders, burglary, street racing, etc. all around our perimeter. Don't bring this inside our neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

We have 3 story townhomes on our subdivision borders. The poor people who have homes that back-up to those townhomes have people looking down right into their homes, no privacy except to close every shade and blind. Limit these types of situations to outside the neighborhoods, don't bring them into the neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Houston is overrun with crime now and our police force is understaffed and underpaid. How are you going to enforce additional parking requirements? I can see it now, wrecker comes to tow extra car in street, renter comes out, pissed off, starts yelling, possibly confronts, maybe escalates to pulling a gun, people are getting shot today.....for a lot less.....very kid friendly environment....are you kidding me.....

Q4. Should parking vary based on proximity to various modes of transit?

No street parking allowed, for any reason other than emergency (ie medical, fire, car breakdown, etc.). That is exactly why you have garages.....to park cars.....not junk

Q5. What might be some other aspects that should be considered?

None, don't do it. Spend your time, money, manpower and efforts figuring out drainage, utilities, street repair, mass transit, etc. If you are determined to do this, plan it for a neighborhood that is not already established and zone that area as such, so people know what they're buying into. That way people who like this idea can live there. Do not force existing neighborhoods to conform.



Respondent No: 1024

Login: Anonymous

Responded At: Aug 01, 2021 09:11:55 am

Last Seen: Aug 01, 2021 09:11:55 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

ADUs allow more Houstonians to live in desirable neighborhoods at affordable prices. Increasing the number of units per lot is only a good thing when the additional ADUs are built well. Additionally, we need to improve the frequency of busses and trains in many routes and expedite the Houston Bike Plan to allow for people to live car free in Houston and keep streets with many ADUs from being clogged with cars.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

A combination of the market and the primary residence owner will keep the min and max ADU size in check. For example, few people will want to rent a 100sqft apartment, and a homeowner won't want a 1500sqft unit in their backyard. This will work itself out. The one risk I see with eliminating the max size requirement is poor drainage planning resulting from many large ADUs. Don't want to reduce the impervious surface area in neighborhoods too much.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

END ALL PARKING MINIMUMS NOW PLEASE

Q4. Should parking vary based on proximity to various modes of transit?

No parking minimums anywhere. Expedite Metronext, Houston Bike Plan, and run every bus route and double the current frequency and inner loop Houstonians will dive way less.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1025

Login: Anonymous

Responded At: Aug 01, 2021 12:53:49 pm

Last Seen: Aug 01, 2021 12:53:49 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: accommodates more flexible living arrangements. People are more and more living with extended family members, friend groups, other grouping. Increasing the number of units allows people more flexibility in living arrangements.

Challenges: none of significance.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 square feet is too small for a maximum size.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. more people living on one lot means more cars. though it is also important to support/encourage alternate means of transportation.

Q4. Should parking vary based on proximity to various modes of transit?

yes.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1026

Login: Anonymous

Responded At: Aug 01, 2021 14:30:03 pm

Last Seen: Aug 01, 2021 14:30:03 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Additional units can provide more housing and ease housing supply issues - particularly in areas with little infill development opportunities.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefit is availability of housing, ability for homeowners to maximize the value and utility of their property and to allow for a range of entry level housing.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Off street parking requirements should reflect unit's size.

Q4. Should parking vary based on proximity to various modes of transit?

Eventually maybe. Currently, since not enough people use transit in Houston, these users would likely seek on street parking which is not an efficient use of public land (streets).

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1027

Login: Anonymous

Responded At: Aug 01, 2021 15:34:05 pm

Last Seen: Aug 01, 2021 15:34:05 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Flooding and over population

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Flooding and over population

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1028

Login: Anonymous

Responded At: Aug 01, 2021 17:18:57 pm

Last Seen: Aug 01, 2021 17:18:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits to increasing the number of houses on a lot already zoned or permitted for single-family housing. Deed restrictions and HOA rules must be respected. This is sanctity of contract, and for changes to be made to deed restrictions, both/all parties to this contract must consent. The city must not dictate. Doing so risks underlying property values and may further hasten flight from the city.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Adhere to HOA rules and existing deed restrictions. The city cannot become dictatorial in its approach. Deed restrictions serve to preserve house and land values. The rights of current residents and their contracts with their respective neighborhoods must be respected, else the city can face costly legal challenges.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No it should not be changed, Cars parked up and down city streets are unsightly, present a safety risk to bikers, pedestrians and children, and restrict/block traffic flows.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Respect sanctity of contract and do not dictate to HOAs or seek to change deed restriction requirements. Neighborhoods were developed with logical deed restrictions in mind for the benefit of all Houstonians. Forcing changes top-down will only lead to falling property values and thus less tax revenue, hostility and frustration on the part of current owners, and likely lead to an exodus to the suburbs.



Respondent No: 1029

Login: Anonymous

Responded At: Aug 01, 2021 17:22:00 pm

Last Seen: Aug 01, 2021 17:22:00 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The challenges are many including that existing homeowners will lose value in their homes. We bought our home agreeing to abide by our HOA restrictions and our neighborhood is a single-family neighborhood. Multi-units can be built in areas available, but existing neighbors and neighborhoods should not have their rights taken away.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Many neighborhoods already have HOA deed restrictions guiding this. There's not a one-size-fits-all rule, but Houstonians can rent/purchase in any area but must abide by the existing rules. This should NOT be city-mandated.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, it should not be changed. Too many cars change the way a neighborhoods function and can be dangerous for kids and bicyclists.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Existing homeowners have invested in the city and abide by their HOA restrictions. To change rules and impose this on existing neighborhoods is a violation of our rights.



Respondent No: 1030

Login: Anonymous

Responded At: Aug 01, 2021 19:28:20 pm

Last Seen: Aug 01, 2021 19:28:20 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Doubling units in urban areas is not in the best interest of our City. There are NO benefits to the citizens of Houston. This leads to dense population on narrow streets, resulting in increased traffic in confined areas. Due to decisions made as recently as 4 - 5 years ago, these conditions already exist in similar neighborhoods where between the increased density of population, mass transportation is inadequate (and has been for years). In a location near River Oaks, some streets have extreme crowding and inadequate parking causing overcrowded streets with parked cars and trash pickup such that cars cannot get in and out or unless someone backs up to let oncoming cars through; in other words, the streets are not capable of free flowing traffic. Also Emergency Vehicles such as Firetrucks, Ambulances and Police have difficulty maneuvering, especially during peak traffic hours to reach fires, get injured/sick individuals to hospitals and reaching destinations to handle crime in a timely manner. This is exactly the type of mess that eventually leads to overcrowded slums, when the people purchasing such places decide they are tired of the overcrowding and the properties cannot sell, leaving the alternative of becoming low rent facilities. Let us not repeat history again!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Building small units primarily benefits builders and contractors who design and build the living arrangements. The result is more people in less space which serves to fill the areas with increased traffic flow in narrow, small streets, further complicating ideal driving. This is NOT a beneficial idea.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Really? You have to ask this ridiculous question? Go to the area between San Felipe and Westheimer, bound on the east by Mid Lane and on the west by the feeder lanes of IH610 loop at peak traffic times and be sure to go on a Monday when is trash pickup day. Another dumb idea that got permits, absent consideration of the consequences. Stop permitting building of large units/buildings that house as much as 50 times the number of people current/previous units were designed to house. Eventually when the people who live in these units come to grips with the increased population and numbers of vehicles that ingress and regress, City Management will have a different set of problem. This could lead the new residents/tenants to sell their interest (of owned) or simply relocate as renters, a direct result of lack of forethought. City planners may think this is a good way to increase tax revenue, when they cannot even resolve current issues using current tax revenue. One increases the other. You think this will create increased tax revenue, but fail to consider the resulting increased amount of trash collection and traffic and transportation to move the people from home to office and a myriad of other issues.

Q4. Should parking vary based on proximity to various modes of transit?

Consider not simply parking for tenant vehicles, (most of which are SUVs) and allow for visitors (family and friends). Some newly/recently built housing, near elite River Oaks, between West Gray, Shepherd, Westheimer and Montrose have very little parking space and the "rapid" transit is less than rapid; the streets are narrow for mass transit especially considering the mass of people who rive to work. The driveways in this area are short and the streets are not wide enough for parking on both sides of the street to allow easy ingress/regress of traffic, emergency vehicles. Some of these narrow streets which allow parking on both sides add difficulty to safe turns, etc. Again, more people merely adds to the already crowded streets which complicates safe travel. Add to all of this the mindset of today's citizens regarding a desire to have nearby green space where they can walk, bike ride, and otherwise be out of doors, also safely.

Q5. What might be some other aspects that should be considered?

For one thing mass transit in Houston's typically rainy, humid weather has few pick up points which consider moderately larger/better cover to protect riders from such weather elements, be it in Downtown Houston or on the streets throughout our city. Let's go back to the drawing board and work to truly solve problems / NOT create more. Alternatively, perhaps some of our elected City representatives who are paid with taxpayer dollars might consider thinking out-of-the box; it seems to me, a native Houstonian, that the issue created by this type of "change" is not change at all and will serve only to perpetuate historical problems that have existed my entire lifetime. It's like trying to put lipstick on a pig.



Respondent No: 1031

Login: Anonymous

Responded At: Aug 02, 2021 07:02:52 am

Last Seen: Aug 02, 2021 07:02:52 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits...less green space therefore a problem with climate change.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Do not change. Cars should not be parked on the street at all.

Q4. Should parking vary based on proximity to various modes of transit?

If there is a designated area.

Q5. What might be some other aspects that should be considered?

People need to use different modes of travel if they work far from their homes.



Respondent No: 1032

Login: Anonymous

Responded At: Aug 02, 2021 07:26:55 am

Last Seen: Aug 02, 2021 07:26:55 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be zero mandatory parking requirements. Houston has plenty.

Q4. Should parking vary based on proximity to various modes of transit?

Yes.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1033

Login: Anonymous

Responded At: Aug 02, 2021 07:47:28 am

Last Seen: Aug 02, 2021 07:47:28 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The fact that developers seem to assume that limitless parking is available on neighborhood streets. It is NOT. I would support this ordinance change if OFF STREET parking commensurate with the number of units (or bedrooms) being built was REQUIRED. We see developers now trying to create mini dormitories in some neighborhoods to lease single bedrooms within large structures, and they typically provide almost no off-street parking. If two cars cannot pass down a two-way street with cars parked on either side (and in most of Houston's older neighborhoods, they cannot) then either no parking on one side of the street needs to be enforced or off-street parking for two cars minimum per residence needs to be required. To fail to address this is to knowingly create a situation that snarls traffic and impedes emergency vehicle access. And for what? To increase density in the city center? Do we really need/want that? The only people I can think of who do are developers. Another thing: for those of us who DO own and occupy our own multifamily homes (with older parents--and increasingly common thing, one would think), why does the state of Texas not permit cash-out refinancing? What will City of Houston do about that? We could use equity in our house to fix the roof after multiple hurricanes, but there is a specific law in Texas that prevents it, even though ours is not an income property, we LIVE in it.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits: the ability to build appropriate retirement/hospice living spaces for older parents so that they can live with dignity in their final years, close to loving family. Challenges: Parking, since many people who build such units won't be using them for older parents, they'll be trying to add square footage to bring in rental income. Also, larger units will encourage roommate situations with multiple cars invading residential neighborhoods making travel down the streets unsafe and turning two-way streets into de-facto one-way streets. This MUST be addressed, including the problem of people retrofitting existing structures but making no or insufficient off-street parking accommodations.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes it should be changed. ALL construction should be required to provide two cars OFF STREET minimum per dwelling, and as noted above, in the case of unofficial mini-dormitories that some developers are wedging into neighborhoods, one or one and a half cars per bedroom may be closer to the correct standard. Moreover, it should not be possible to retrofit older homes into multifamily income properties (not occupied by the owners and their own family members) without REQUIRING retrofitting of off-street parking. If it can't pass that standard, it can't be used that way--simple as that. It's time we quit dumping the problems caused by greedy real estate investors onto our neighborhood streets for the residents of formerly safe and quiet residential neighborhood streets to have to combat.

Q4. Should parking vary based on proximity to various modes of transit?

It would be tempting to think that way, but we know it rarely works that way. Everyone in Houston gets a car if they can, because Houston transit is crappy, and you need your own car to get around and not become a walking sweat-stain. Even when leases stipulate no vehicles, tenants lie and still bring cars and park them on neighborhood streets. The only solution is to require enough off-street parking.

Q5. What might be some other aspects that should be considered?

Lobby the state of Texas to eliminate the stupid rule that prevents the use of equity in multifamily houses from being used for upkeep of those houses. The current situation probably benefits some Republican crony somewhere, but it causes a slow but inevitable slide into disrepair for rental properties, or escalating rents as the owners have to keep raising more revenue to maintain their rental properties. If they could borrow against their building equity for repairs to the property (cash-out refinancing of multi-family properties), we'd see better rental housing stock, and owners would be able to afford to build some decent off-street parking so that we could get down our own streets again.



Respondent No: 1034

Login: Anonymous

Responded At: Aug 02, 2021 07:49:51 am

Last Seen: Aug 02, 2021 07:49:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None! No need for such an ordinance. Proposed ordinance is pure garbage, a blatant attempt at 'equity'. Please vote against.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

None. This ordinance adds nothing of value and will destroy values of existing neighborhoods.



Respondent No: 1035

Login: Anonymous

Responded At: Aug 02, 2021 10:39:04 am

Last Seen: Aug 02, 2021 10:39:04 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1036

Login: Anonymous

Responded At: Aug 02, 2021 11:15:29 am

Last Seen: Aug 02, 2021 11:15:29 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think a small structure for additional living area would be okay, on the other hand it would require more infrastructure (electrical, gas water) construction.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If they're small should not be an issue but if someone builds a huge structure it could be an eyesore and also detract from the current neighborhood's esthetic appeal.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes because cars parked in the street are a problem. Auto theft and the current catalytic converter thefts could become very common.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

More structure equals more crowding and more traffic in my opinion.



Respondent No: 1037

Login: Anonymous

Responded At: Aug 02, 2021 14:39:57 pm

Last Seen: Aug 02, 2021 14:39:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot will change the neighborhood for the worse. The homes will be either taller or smaller and will always result in more cars on the streets. This could reduce the value of our lots and our homes.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

It could result in more renters in a neighborhood which is undesirable for a small neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If you increase the size (undesirable) then, you would have to increase the off street parking.

Q4. Should parking vary based on proximity to various modes of transit?

No - public transportation is not yet widely used by the general population who can afford cars to get around.

Q5. What might be some other aspects that should be considered?

The size of the neighborhood and potential detriment to home and lot values. Adding multi family units on a lot that has been for a single home dramatically changes the neighborhood.



Respondent No: 1038

Login: Anonymous

Responded At: Aug 02, 2021 14:56:11 pm

Last Seen: Aug 02, 2021 14:56:11 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

increase ownership and rental affordability

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the detached units square footage allow affordability in areas where finding a house either for rent or to buy is almost impossible.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

In order for street parking to be allowed in certain areas. The city must invest in closing the open ditches to allow more parking spaces on the street. Sidewalks must be improved to access public transportation.



Respondent No: 1039

Login: Anonymous

Responded At: Aug 02, 2021 14:59:28 pm

Last Seen: Aug 02, 2021 14:59:28 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This limitation on units should be maintained. If additional units are desired there are means to go thru for subdividing or commercial development options. Removing these restrictions for single family lots would just be the city abdicating any control over the type of development. We need the Planning Department to be more thorough, not abdicate oversight.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Size restrictions are not needed, Unit size can be controlled by good set back and parking requirements.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The requirement for an additional parking spot should absolutely be maintained. Our inner neighborhood streets are already over crowded.

Q4. Should parking vary based on proximity to various modes of transit?

No. Absolutely no. Modes of transit are optional and should not be treated as requirements. Reducing parking spots near transit lines would be assuming that living in these areas would require residence to not have cars which would make the developments undesirable.

Q5. What might be some other aspects that should be considered?

Focus more on ensuring parking and roads are adequately developed for high rise and high density developments. Where roads can not, or will not, be upgraded by the developer, then limit the size of the development.



Respondent No: 1040

Login: Anonymous

Responded At: Aug 02, 2021 18:34:32 pm

Last Seen: Aug 02, 2021 18:34:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It will decrease the value of the surrounding properties. Bad for the neighbors due to overcrowding and loss of value.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Would create population density not planned for by the utilities, i.e. water, sewer, power, gas, etc

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No would lead to over crowding

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Drain on neighbors value and quality of life. Quite stooping to developers.



Respondent No: 1041

Login: Anonymous

Responded At: Aug 02, 2021 18:37:09 pm

Last Seen: Aug 02, 2021 18:37:09 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Rice military is already dense enough. Why push the limits? Parking is already a challenge. I vote no to allowing more development.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1042

Login: Anonymous

Responded At: Aug 02, 2021 19:37:26 pm

Last Seen: Aug 02, 2021 19:37:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

My main concerns about increasing the number of units allowed on a single lot are (1) impact on the existing infrastructure of water supply and sewage pipes, (2) inadvertently increasing the likelihood of flooding in the immediate area and downstream and (3) creating greater overcapacity at the local schools for the zoned neighborhood. I know more affordable housing options are needed across the city, but I see too many lots that originally had one home built on it and a developer builds at least four townhomes or condos on the lot from boundary line to boundary, eliminating any meaningful green space on the lot to absorb excess rain water. This has led to significantly increasing the chance of flooding in the neighborhood (even minor street flooding) and downstream.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

From my perspective, the challenges for increasing or eliminating the maximum size of ADUs is the same as increasing the number of ADUs allowed on a single lot: existing infrastructure isn't designed for the additional water taps, toilets, washing machines; greatly reducing the green space on a single lot; adding students to schools already over capacity. All ADUs, whether attached or detached, need a maximum size and 900 square feet seems reasonable.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

My first reaction is one off-street parking spot is sufficient, but I also know this is likely too low for many families living in an ADU. And having a lot of cars parked on the street creates a different set of problems for residents of the street. Consequently, two off-street parking spots is probably closer to reasonable number.

Q4. Should parking vary based on proximity to various modes of transit?

I hadn't considered this, but it seems like a logical and reasonable compromise. My only concern is if public transportation routes change in the future so residents are no longer in close proximity to it. This may then need to trigger a change in the number of off-street parking places for ADUs in a given neighborhood.

Q5. What might be some other aspects that should be considered?

I mentioned it previous answers, but I'll state it again: the impact of more students in schools that are already over the capacity of the facilities. Air pollution, traffic, noise pollution, visual pollution and overall aesthetics of a residential street and neighborhood are considerations this committee need to consider when exploring increasing the number of ADUs on a lot and the size of said ADUs.



Respondent No: 1043

Login: Anonymous

Responded At: Aug 02, 2021 20:50:34 pm

Last Seen: Aug 02, 2021 20:50:34 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lifting the limit to a triplex or fourplex would allow for many traditional-type homes that would not appreciably change neighborhood lifestyles or feel, while it would increase density to better support local business and likely increase use of/justify more public transit service. I honestly can't tell the difference when walking down a block of duplexes or triplexes or large single family homes.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I wouldn't mind relaxing the 900-square foot maximum for the detached dwelling a bit to say 1200 feet, which would allow for a family with multiple children in a two- or three-bedroom unit similar to an 1950s suburban home.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. we should strive to lower or eliminate it to keep housing prices down. Parking minimums raise housing prices.

Q4. Should parking vary based on proximity to various modes of transit?

If it is not possible to eliminate parking minimums for ADUs for all developments, we should definitely eliminate them for those within a quarter mile of frequent transit service as defined by Houston Metro (which I believe 15 minute headways or better for 16 hours a day.)

Q5. What might be some other aspects that should be considered?

Consider a size limit on primary residences combined with loosened restrictions on detached units to encourage more ADUs and discourage McMansions, which will create more affordable housing.



Respondent No: 1044

Login: Anonymous

Responded At: Aug 03, 2021 06:48:58 am

Last Seen: Aug 03, 2021 06:48:58 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This will be detrimental to existing, long time single family property owners if established neighborhoods are forced to allow A/MDUs on the lots. The note "unless prohibited by deed restrictions" is vital to ensure we protect values of existing owners. I am also concerned about relaxing impermeable limits per lot to allow more concrete. Adjacent lots to A/MDUs that have more impermeable cover can cause flooding issues.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Parking...ADUs should have to include on-lot/off street parking for each dwelling. The more street parking that is forced will add congestion to our streets which creates safety concerns for pedestrians, bikers, waste collection & emergency vehicles, etc

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, off street parking should require double wide driveways to facilitate side-by-side in & out accessibility ...

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Impervious cover must factor into this decision. A fully concreted lot will cause even more flooding for adjacent neighbors.



Respondent No: 1045

Login: Anonymous

Responded At: Aug 03, 2021 09:20:37 am

Last Seen: Aug 03, 2021 09:20:37 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1046

Login: Anonymous

Responded At: Aug 03, 2021 09:44:52 am

Last Seen: Aug 03, 2021 09:44:52 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking limitations will always be a concern, but allowing people to live in additional small garage apt style units within neighborhoods that are more spread out is a good alternative to skinny, 3-4 story townhomes or expensive new apt construction. It also prevents crime by having more people at home during the day (potentially) to keep an eye on each other. And elderly people are less isolated and might be able to help with child care, etc.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

As long as the detached units are not visible from the street, i see no problem with increasing their size. As for attached units, no probable there either as long as they are not shoddily constructed. I would definitely require inspect inspections in this process to make sure the secondary attached units are not housing an excessive number of people.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Try not change unless there is no public transportation nearby. Encourage more people to walk/bike or take the bus.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, it has to.

Q5. What might be some other aspects that should be considered?

The quality of the construction is of utmost concern. You don't want additions that don't match the original structure, or garage apts that take up the entire backyard with no green space to absorb rain water.



Respondent No: 1047

Login: Anonymous

Responded At: Aug 03, 2021 11:35:55 am

Last Seen: Aug 03, 2021 11:35:55 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see the benefit.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Not enough street parking already.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be no additional - there already is no space.

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

I am against this proposal.



Respondent No: 1048

Login: Anonymous

Responded At: Aug 03, 2021 12:31:26 pm

Last Seen: Aug 03, 2021 12:31:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

no

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

no

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

none



Respondent No: 1049

Login: Anonymous

Responded At: Aug 03, 2021 12:38:44 pm

Last Seen: Aug 03, 2021 12:38:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit at all, crowding more people/families in small areas leads to frustration, noise and lack of privacy.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit,lack of size restrictions would lead to more building size and less open space for residents, frustrations and lack of privacy!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Houston is a car city! A secondary unit will have at least two residents, each needing a vehicle for work/school/family needs. There needs to be two spaces for a second unit to keep people from parking wherever an empty spot can be found, usually someone else's space. That would cause arguments, fights and as we see in Houston, too often gunfire and killings.

Q4. Should parking vary based on proximity to various modes of transit?

No, transit systems do not always run close to one's place of employment or chosen destination. Otherwise discriminates against those who choose or cannot afford to own a vehicle.

Q5. What might be some other aspects that should be considered?

Air pollution, privacy, lack of green space. Crowding people together brings dissension over noise and privacy. Children need open areas where they live to be outdoors, to play and explore their surroundings!



Respondent No: 1050

Login: Anonymous

Responded At: Aug 03, 2021 12:59:17 pm

Last Seen: Aug 03, 2021 12:59:17 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

none

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

private information

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

you are trying to change the complexion of a wonderful, people run city. Not Government controled development.



Respondent No: 1051

Login: Anonymous

Responded At: Aug 03, 2021 13:25:53 pm

Last Seen: Aug 03, 2021 13:25:53 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am against more dwellings on a single lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I like that there is a size restriction and hope it can be maintained.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It is dangerous enough without adding more cars needing to use street parking. Emergency vehicles cannot properly access properties when there is too much congestion.

Q4. Should parking vary based on proximity to various modes of transit?

I don't think persons should be allowed to park in a neighborhood just to be near a metro stop. It infringes on personal property.

Q5. What might be some other aspects that should be considered?

Neighborhoods were historically developed to be safe havens for families, Let's keep it that way.



Respondent No: 1052

Login: Anonymous

Responded At: Aug 03, 2021 14:08:04 pm

Last Seen: Aug 03, 2021 14:08:04 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: Loss of permeable surfaces. Loss of tree scape (potentially). Benefits: Densification. Potential to make a persons home both a live/work without as much difficulty. Added benefit of having larger/better housing options for family members needing their own space, but perhaps cannot afford their own home.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think detached units should have a maximum size, but I think it should be bigger. As to the benefits/problems that arise... roughly the same as those listed above.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. We need to SCRAP parking minimums for non-commercial developments. In other words: single family homes needn't have extra spaces. In the city people park on the street if they lack room in a drive or garage.

Q4. Should parking vary based on proximity to various modes of transit?

Maybe. I think it depends more on the location.

Q5. What might be some other aspects that should be considered?

I think ROW's are too big in general. We need more 2-lane streets with room for parking and that's it.



Respondent No: 1053

Login: Anonymous

Responded At: Aug 03, 2021 15:13:46 pm

Last Seen: Aug 03, 2021 15:13:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Allowing multi family units in existing neighborhoods could, in many cases, lower the value of existing homeowners property.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See above.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Off street parking requirements should increase.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

I don't see the value of this survey, a study on this subject. Houston City Council rarely listens to its constituents. Thus, the massive growth of gated communities outside the city limits.



Respondent No: 1054

Login: Anonymous

Responded At: Aug 03, 2021 15:30:35 pm

Last Seen: Aug 03, 2021 15:30:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see any benefits, and as a resident in the area, the density is becoming overwhelming. This would add to the traffic problems. schools at max classroom capacity, a pull on civil services (our power goes out often as our transformers have too much load in the area)....

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Decrease in property value for those adjacent to properties, lack of privacy, and again density issues

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

street parking is one of the biggest concerns as many other problems flow from it. Garbage has a very hard time operating efficiently, causes more accidents and people park behind others drive ways.

Q4. Should parking vary based on proximity to various modes of transit?

not sure

Q5. What might be some other aspects that should be considered?

Police coverage, fire coverage, ambulance access,



Respondent No: 1055

Login: Anonymous

Responded At: Aug 03, 2021 18:16:35 pm

Last Seen: Aug 03, 2021 18:16:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Keep it single. Houston is dense enough

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Density too great with increase

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

How to lessen burdens on neighborhoods, not increase them



Respondent No: 1056

Login: Anonymous

Responded At: Aug 03, 2021 20:05:15 pm

Last Seen: Aug 03, 2021 20:05:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This is what apartment complexes are for, not single family residential lots. Promote the I45 project and increase mobility to our City so that the City can function rather than cramming as many people as possible into a single family residential lot. The water, sewer and drainage infrastructure for these residential lots was not designed to accommodate this densification.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This is what apartment complexes are for not single family residential lots. Promote the I45 project and increase mobility to our City so that the City can function rather than cramming as many people as possible into a single family residential lot. The water, sewer and drainage infrastructure for these residential lots was not designed to accommodate this densification.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Splitting the lots or creating less parking required per lot and adding more residents per lot leaves less parking available for a citizen in a city with no zoning and very little realistic safe transportation options other than a car.

Q4. Should parking vary based on proximity to various modes of transit?

This is reasonable for commercial developments.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1057

Login: Anonymous

Responded At: Aug 04, 2021 01:12:08 am

Last Seen: Aug 04, 2021 01:12:08 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

parking, smaller living spaces with inflated prices for it

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

no change

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

change to include 1 per 600 sq ft

Q4. Should parking vary based on proximity to various modes of transit?

yes

Q5. What might be some other aspects that should be considered?

Incentives for reduced vehicles



Respondent No: 1058

Login: Anonymous

Responded At: Aug 04, 2021 07:28:15 am

Last Seen: Aug 04, 2021 07:28:15 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I live in an area where builders have been buying up single family homes and putting up multi-unit buildings. It is a disaster! The infrastructure to support this does not exist. This is what apartment complexes are for, not single family residential lots.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, we DO NOT have the infrastructure to pile as many people on a single lot as possible. Parking, drainage, sewer, water were designed for single use lots.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking is already a problem. Splitting lots leaves less parking for citizens in a city with no zoning and few safe transportation options besides a car-this will only increase the problem.

Q4. Should parking vary based on proximity to various modes of transit?

Again, there aren't many safe options besides a car in this city. So, no.

Q5. What might be some other aspects that should be considered?

We need to promote the I-45 project to increase mobility instead of cramming as many people as possible on a single family lot.



Respondent No: 1059

Login: Anonymous

Responded At: Aug 04, 2021 10:16:57 am

Last Seen: Aug 04, 2021 10:16:57 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No, too crowded. More onerous traffic.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit, just overcrowding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, will be too crowded on these narrow streets. No privacy either.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

More congestion, will ruin these neighborhoods.



Respondent No: 1060

Login: Anonymous

Responded At: Aug 04, 2021 12:47:49 pm

Last Seen: Aug 04, 2021 12:47:49 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I bought my house in Frostwood 27 years ago for numerous reasons. One that is quite important is that it is a subdivision for single family dwellings I would like for it to stay that way.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Once again, I have chosen to live in a single family subdivision.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be no secondary detached or attached unit in my subdivision.

Q4. Should parking vary based on proximity to various modes of transit?

Not in my neighborhood of Frostwood.

Q5. What might be some other aspects that should be considered?

As an American, I chose to live in a single family neighborhood. Had I wanted to live in a multi-family neighborhood, I would have bought in one of those neighborhoods.



Respondent No: 1061

Login: Anonymous

Responded At: Aug 04, 2021 13:59:29 pm

Last Seen: Aug 04, 2021 13:59:29 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits. Challenges are more hardscape which will increase heat, and encourage moisture/precipitation run-off into Houston's waterways possibly polluting them.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits. Challenges are increased density and more sewers.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No!

Q4. Should parking vary based on proximity to various modes of transit?

No!

Q5. What might be some other aspects that should be considered?

Leave our beautiful neighborhoods alone.



Respondent No: 1062

Login: Anonymous

Responded At: Aug 04, 2021 14:04:54 pm

Last Seen: Aug 04, 2021 14:04:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges include access to parking, increased infrastructure support, and road capacity.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If secondary unit size limitation is removed, one additional space will not be sufficient.

Q4. Should parking vary based on proximity to various modes of transit?

People will always have their cars. Accessibility to other modes of transit will not change that.

Q5. What might be some other aspects that should be considered?

Without City zoning control, it will be very difficult for neighborhoods to maintain their character, this could negatively impact disadvantaged neighborhoods.



Respondent No: 1063

Login: Anonymous

Responded At: Aug 05, 2021 05:20:50 am

Last Seen: Aug 05, 2021 05:20:50 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits infill development Concerns: access to food need to near these development.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Depending on proximity to transit, bus station.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, parking minimums should be reduced in general

Q5. What might be some other aspects that should be considered?

Setbacks to make neighborhoods more appealing and livable.



Respondent No: 1064

Login: Anonymous

Responded At: Aug 05, 2021 05:44:51 am

Last Seen: Aug 05, 2021 05:44:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

By definition, a single family lot is for one family. I do not understand even the statement that a single family lot may not have more than 2 units. I do not want to expand to more than one unit, and certainly to more than 2.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Too much demand on city services such as water, sewer, and streets. Very bad!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

City services such as garbage, and utilities. More more should be allowed for single family lots.



Respondent No: 1065

Login: Anonymous

Responded At: Aug 05, 2021 06:31:06 am

Last Seen: Aug 05, 2021 06:31:06 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None. All negative with higher density, more traffic, dropping home prices.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None. Again, this will increase density in neighborhoods which is not beneficial.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, unless it increases to two spaces which is what most people need.

Q4. Should parking vary based on proximity to various modes of transit?

No, people in these neighborhoods don't use public transit.

Q5. What might be some other aspects that should be considered?

Consider that people don't want this. I don't know who is pushing this model. It surely isn't people that are existing property owners.



Respondent No: 1066

Login: Anonymous

Responded At: Aug 05, 2021 06:38:35 am

Last Seen: Aug 05, 2021 06:38:35 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am in favor of allowing different dwelling types in residential neighborhoods, as long as the designs fit aesthetically with surrounding properties.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, as long as the design fits in with surrounding structures, I don't see a problem with increasing square footages.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should be based on square footage.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Height restrictions in relation to surrounding properties. Storm water retention. Impact on current utility infrastructure. Impact to school sizes if population density increases. Impact to traffic and road infrastructure.



Respondent No: 1067

Login: Anonymous

Responded At: Aug 05, 2021 07:17:22 am

Last Seen: Aug 05, 2021 07:17:22 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits at all.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits at all.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should not happen.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

This kind of government overreach will lead to a massive decline in property values if it is allowed in neighborhood that do not want this.



Respondent No: 1068

Login: Anonymous

Responded At: Aug 05, 2021 08:06:13 am

Last Seen: Aug 05, 2021 08:06:13 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit to increasing units. No more than 2 units should be allowed.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not see a benefit to changing.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No this should not be changed. Look at all the neighborhoods you can hardly drive down the street because cars line both sides.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Afraid changes you propose will lead to unintended consequences. This should not be done on a city wide authorization which could destroy neighborhoods



Respondent No: 1069

Login: Anonymous

Responded At: Aug 05, 2021 09:42:49 am

Last Seen: Aug 05, 2021 09:42:49 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Most residents in single-family residential neighborhoods do not want to increase the density in their neighborhood, and they chose a single family residential neighborhood specifically for that reason. Most residents would clearly prefer to not expand the definition of single family beyond two units, as it would lower property values as well as have other negative affects, including further strain on stormwater drainage, sewer and other city resources.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Once again, by eliminating the 900 sq ft limit for an accessory unit, you would allow developers to build a second full-sized home on a single family lot. This could double the density of a neighborhood, and the vast majority of residents in Houston neighborhoods would be against such a change.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If the 900 sq ft requirements is removed, then clearly there should be 2 required spaces for ADUs that are larger than 900 sq ft, and under no circumstances should the 1 additional space requirement be removed.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

The changes proposed by the Livable Places Action Committee for single family residential are clearly not in the best interest of existing single family homeowners in residential neighborhoods that want to maintain the character of their neighborhood and the property values. This would appear to be a request coming from developers who want to bypass weak deed restrictions or build more units on a single family lot in order to maximize profits. None of these proposed changes benefit existing homeowners in the neighborhoods this would affect. In addition, many older neighborhoods rely on very basic deed restrictions, together with the common law decisions from court cases, to enforce the single-family residence requirements that limit a residence to one living unit. It is important that with any changes to the single family requirements by the city, it must very clear in any ordinance that it does not in any way alter, amend, or clarify the language of the deed restrictions or the precedents in common law relied upon by older neighborhoods in Houston. In other words, a homeowner couldn't rely on any new "single family" definition beyond 2 units by the city to fill in the gaps for basic deed restrictions that do not define "single family", nor could the new "single family" definition override the common law interpretations that restrict a "single family" residence to one unit on a lot.



Respondent No: 1070

Login: Anonymous

Responded At: Aug 05, 2021 09:52:46 am

Last Seen: Aug 05, 2021 09:52:46 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lack of architectural integrity and lack of visual appeal.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Lack of architectural integrity and lack of visual appeal.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking should not be allowed on the street unless unforeseen problems dictate parking on the street should happen. Safety and emergency vehicle travel would be diminished.

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

crime increase



Respondent No: 1071

Login: Anonymous

Responded At: Aug 05, 2021 10:05:02 am

Last Seen: Aug 05, 2021 10:05:02 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Opposed. Overcrowding a neighborhood. Vehicles blocking already narrow streets. Values of single family homes will be reduced.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Opposed. Overcrowding. Ruin values of single family homes.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

Some neighborhoods get filled up with vehicles when those taking the bus park up their neighborhood and walk to the transit stop.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1072

Login: Anonymous

Responded At: Aug 05, 2021 10:12:28 am

Last Seen: Aug 05, 2021 10:12:28 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Compaction, added traffic (safety issue), water pressure, damaging neighborhood format.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Compaction, added traffic (safety issue), water pressure, damaging neighborhood format.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking should be reserved for single-family houses. Already see parking issues with surrounding businesses and universities.

Q4. Should parking vary based on proximity to various modes of transit?

Parking should be reserved for single-family houses. Already see parking issues with surrounding businesses and universities.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1073

Login: Anonymous

Responded At: Aug 05, 2021 10:53:27 am

Last Seen: Aug 05, 2021 10:53:27 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased density will forever alter neighborhoods and transportation. This is a bad idea!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increased density will forever alter neighborhoods and transportation. This is a bad idea!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Requirement should not be changed!

Q4. Should parking vary based on proximity to various modes of transit?

Absolutely not!

Q5. What might be some other aspects that should be considered?

I am against changing the current ordinances, which could easily have the unintended consequences of negatively altering the atmosphere, home values, density and livability of many of our city's finest neighborhoods. This is a "Pandora's Box" of potential adverse consequences that, once opened, will not be able to be contained.



Respondent No: 1074

Login: Anonymous

Responded At: Aug 05, 2021 12:48:24 pm

Last Seen: Aug 05, 2021 12:48:24 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes Remove the requirement

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1075

Login: Anonymous

Responded At: Aug 05, 2021 12:55:41 pm

Last Seen: Aug 05, 2021 12:55:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit. Over crowding..changing the view of the area..no longer single family. Possible flooding

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit. Overcrowding. Change the look of the neighborhood. If we wanted to live in a multi housing location we would have moved into an apartment.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.... we do not need more housing compacted into a small area and have more cars on the land. The look would hurt property values.

Q4. Should parking vary based on proximity to various modes of transit?

No. Just do not add more buildings to the small lots we have.

Q5. What might be some other aspects that should be considered?

How it changes the family neighborhoods. Flooding, parking, traffic added to area. People choose where to live based on the look. Do not change the neighborhoods, over crowding, less green space not good for the environment. Leave our neighborhoods alone.



Respondent No: 1076

Login: Anonymous

Responded At: Aug 05, 2021 13:19:01 pm

Last Seen: Aug 05, 2021 13:19:01 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits come from lowering cost of construction (by being able to utilize less land per unit), all of the normal densification benefits like reduction of VMT, etc.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There is effectively no difference between the two. Just that there is a shared wall. They should be treated equally and there should not be any size restrictions in any form.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. The Houston Climate Action Plan calls for the elimination of all parking minimums by 2030 and this is low-hanging fruit on that path. At the MINIMUM tandem parking should be allowed.

Q4. Should parking vary based on proximity to various modes of transit?

Well, parking minimums should be eliminated entirely, but if you were going to tie parking reductions to transit a la TOD, then it should treat access to all forms the same way. It is wild that the 82 bus doesn't qualify for TOD but a future BRT A bus is just as effective as moving people as LRT or BRT.

Q5. What might be some other aspects that should be considered?

As far as I know, Livable Places is the only method that the City of Houston is undertaking to looking at providing loosening restrictions on densification and parking requirements, so please don't drop the ball on this. Incremental reform is fine as long as the process continues. Housing has NEVER been more unaffordable for Houstonians and when factoring in stagnant wages it is continuing to grow more unaffordable. We need new options NOW! We need to make it as easy as possible to integrate additional low-cost housing into our existing built environment.



Respondent No: 1077

Login: Anonymous

Responded At: Aug 05, 2021 13:49:15 pm

Last Seen: Aug 05, 2021 13:49:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: Increased parking on our street, which will also add to the congestion already present. We are a single family per dwelling subdivision, established in 1959 - 1960. Allowing an increase of the number of units per lot will result in a hodge-podge for our established neighborhood dwellings.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges: An increase of residential density results in a reduction of home resale values.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

With parking on both sides of our street sadly already allowed as "public & residential off-site over flow parking" the width of our street only allows one lane of moving traffic. The resulting congestion and near head on collisions is fairly bad now. Cannot imagine more cars parking on the street being allowed.

Q4. Should parking vary based on proximity to various modes of transit?

Increased parking on a residential street to accomodate those using other modes of transit does not give preference to our residents already living in the neighborhood.

Q5. What might be some other aspects that should be considered?

Neighborhood established up to date deed restrictions would need to be addressed. Street capacity for safe movement of traffic for residents should be considered.



Respondent No: 1078

Login: Anonymous

Responded At: Aug 05, 2021 15:00:16 pm

Last Seen: Aug 05, 2021 15:00:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

DON'T INCREASE SIZE PER LOT. BUILDERS ALREADY CUTTING CORNERS AS FAR AS FLOODING CONCERNS AND COH DOESN'T CARE. NO OVERSIGHT AS FAR AS INSPECTIONS WHATSOEVER. WHY ADD MORE UNITS WHEN BUILDERS CAN'T EVEN PROPERLY DEVELOP THE ONES WE HAVE CURRENTLY. THAT JUST LEADS TO CRAZY PARKING IN A SHARED DRIVEWAY, NEIGHBOR DISPUTES, NEIGHBORS TRYING TO PARK TRUCKS IN SHARED DRIVEWAY BECAUSE GARAGE IS TOO SMALL BECAUSE MORE UNITS ON TINY LAND IS MORE MONEY. DON'T INCREASE!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

YES.

Q4. Should parking vary based on proximity to various modes of transit?

YES.

Q5. What might be some other aspects that should be considered?

BUILDING IN ALREADY FLOOD PRONE AREAS, NOT ENOUGH OVERSIGHT ON BUILDERS, NO POINT IN MORE HOUSING BECAUSE ALL OF IT WILL FLOOD BECAUSE BUILDERS AREN'T TAKING THE PROPER PRECAUTIONS AND COH ISN'T DOING ANYTHING ABOUT IT.



Respondent No: 1079

Login: Anonymous

Responded At: Aug 05, 2021 15:25:58 pm

Last Seen: Aug 05, 2021 15:25:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Few (if any) single family residential neighborhoods would welcome increased density in their neighborhoods. Increasing the number of units per lot affords no benefits to single family neighborhoods. It would completely change the character of the neighborhood, create additional parking and traffic issues, and likely lower property values.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This is just another way for developers to build a second house on a single family lot.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Depends on the size of the ADU.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The changes being proposed by the Livable Places Action Committee in regard to single family residential rules are bad for most residential neighborhoods - particularly those whose restrictions are weak or have lapsed. .



Respondent No: 1080

Login: Anonymous

Responded At: Aug 05, 2021 15:46:34 pm

Last Seen: Aug 05, 2021 15:46:34 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Main problem is parking and lack of good transit. If you require parking you risk concrete over entire lots, destroying neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Size should be limited to something adequate for 2 but maybe not more

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Suggest getting rid of most mandatory parking requirements and using permits for residents instead where needed

Q4. Should parking vary based on proximity to various modes of transit?

Better to delete parking requirements and let transit respond to the market

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1081

Login: Anonymous

Responded At: Aug 05, 2021 16:58:17 pm

Last Seen: Aug 05, 2021 16:58:17 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We need to allow missing middle housing back to Houston/ The Country

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The benefits is people might start a business in their local neighborhood allowing shopping within walking distance.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Depends on their proximity to transit.

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Places to go near walking distance



Respondent No: 1082

Login: Anonymous

Responded At: Aug 06, 2021 07:06:34 am

Last Seen: Aug 06, 2021 07:06:34 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Nothing. I am against it.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Nothing.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Think of our children. We have many cars on our street every giving hours.



Respondent No: 1083

Login: Anonymous

Responded At: Aug 06, 2021 10:23:08 am

Last Seen: Aug 06, 2021 10:23:08 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1084

Login: Anonymous

Responded At: Aug 06, 2021 10:46:37 am

Last Seen: Aug 06, 2021 10:46:37 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges - Unethical landlords who rent and lease homes in minority suburban communities will flood mature bedroom minority neighborhoods with these types of units..

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Unethical landlords will use any changes in size as an excuse to increase their profits by building these dwellings on single family rental property they already own.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Some neighborhoods are struggling with excessive cars being parked on the street, allowing this will exasperate the problem.

Q4. Should parking vary based on proximity to various modes of transit?

Yes. Cars should not be allowed to park on the street close to metro or light rail, etc.

Q5. What might be some other aspects that should be considered?

Making sure ordinances are put into place to stop unethical landlords from taking advantage of quiet suburban minority communities by flooding them with unneeded housing in the area just so they can profit off of it.



Respondent No: 1085

Login: Anonymous

Responded At: Aug 06, 2021 11:18:05 am

Last Seen: Aug 06, 2021 11:18:05 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits in areas with deed restrictions and minimum lot size restrictions. These neighborhoods have these restrictions to prevent multi-unit development. Multi-unit development is resident's nightmare and a developers dream. It takes away tree cover and drainage capability. Where deed restrictions apply, it's a very bad idea and I would fight hard to prevent it.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Height restrictions in residential neighborhoods should be imposed.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

yes, minimum 2 spaces in a city like Houston.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Drainage, tree cover, traffic congestion. Community engagement on a broad scale would be highly encouraged in this effort.



Respondent No: 1086

Login: Anonymous

Responded At: Aug 06, 2021 13:04:22 pm

Last Seen: Aug 06, 2021 13:04:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see this as an opportunity to be a big mess in neighborhood where people using to have multiple group homes on a single lot

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Home blocking neighbors view and the enjoyment of their home as they initially planned when brought them

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

The total down grade of neighborhood. Overcrowded neighborhood,



Respondent No: 1087

Login: Anonymous

Responded At: Aug 06, 2021 13:52:34 pm

Last Seen: Aug 06, 2021 13:52:34 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It's a challenge due to 900 square feet is limited space for the essentials needs of a single family.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The challenges maybe accountability of the dwellers to be responsible.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The additional space should not include street parking to accommodate those who cycle

Q4. Should parking vary based on proximity to various modes of transit?

No. Space should not be limited. Crowding produces tension

Q5. What might be some other aspects that should be considered?

Place these various housing in the community of diversity



Respondent No: 1088

Login: Anonymous

Responded At: Aug 06, 2021 18:30:03 pm

Last Seen: Aug 06, 2021 18:30:03 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This is phase 1 to building another ghetto, whether you own it or not.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, this is another phase to creating a ghetto in our neighborhoods, whether you own it or not.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

How can 1 off-street parking space be adequate if there are two or more working people with their own cars living in the unit. There will be parking on the lawns.

Q4. Should parking vary based on proximity to various modes of transit?

Parking and various modes of transit might relate to one another but I don't easily see the relationships you are referring to.

Q5. What might be some other aspects that should be considered?

Find other places to build these units rather than crowd them in as this plan will do.



Respondent No: 1089

Login: Anonymous

Responded At: Aug 06, 2021 20:02:41 pm

Last Seen: Aug 06, 2021 20:02:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The city properties are already too close together. Lots in my area would not be able to accomplish date two separate living spaces.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Over crowding. Multiple car parking issues. Traffic problems.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Again this would create lot congestion. Street parking is not desirable on a long term basis. Double parting would be a problem.

Q4. Should parking vary based on proximity to various modes of transit?

No. People have the right to own as many cars as they like. With more inter generational households, there will be multiple cars. Transit is not available in the suburbs.

Q5. What might be some other aspects that should be considered?

Future occupants of the low income type unable to keep up with the rent or maintain the property.



Respondent No: 1090

Login: Anonymous

Responded At: Aug 06, 2021 20:07:58 pm

Last Seen: Aug 06, 2021 20:07:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: need single (2) unit family housing (vs) large multi (apartments) Negative: parking, depending on design no fire walls, security. May be difficult to sell if additional unit is not a lease. Maintenance responsibilities, (grounds and structure). Either way a 900 s/f is suitable for 1-2 people.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Positive: Increasing s/f for stand alone unit depends on lot size. Challenge, access to garage/parking, depends on best use of design plan.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Agree, can become contentious, depending on how many drivers live in the primary residence. Strict rules need to be in place for the number of vehicles for both units.

Q4. Should parking vary based on proximity to various modes of transit?

No - Houston doesn't offer various modes of transportation. A two-three block walk at night or early morning is too dangerous. Various work schedules are not conducive to reaching the limited # of transit stations/stops to reach public transportation.

Q5. What might be some other aspects that should be considered?

Duplex, triplex with ample parking off street. Built well to eliminate neighbor noise.



Respondent No: 1091

Login: Anonymous

Responded At: Aug 06, 2021 20:54:29 pm

Last Seen: Aug 06, 2021 20:54:29 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Congestion and overcrowding

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Congestion and over crowding

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

A space for each vehicle should be provided. There should be any street parking.

Q4. Should parking vary based on proximity to various modes of transit?

No there should be off street parking for each vehicle at the residence.

Q5. What might be some other aspects that should be considered?

The off street parking provision would consume the lawn at the homes.



Respondent No: 1092

Login: Anonymous

Responded At: Aug 07, 2021 03:27:50 am

Last Seen: Aug 07, 2021 03:27:50 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Absolutely no benefits. I lived and worked in the Montrose area for over 20 years, and these types of dwellings did nothing but increase crime and traffic. Streets became impassable due to parked cars along the streets from people overcrowding areas that were developed for single family housing units. The infrastructure isn't there and this kind of thing just creates profusion. I experienced it directly and it was one of the major things that made me move away from the area, I was just so tired of the crime, being mugged, endless streams of cars coming and going. I couldn't park in front of my own house and people would sit in my yard and on my porch. It's an absolute fools dream to think they will all take public transportation, because they won't. They're more likely to steal a bike from one of the houses from the neighborhood, or get some random friend to park in your driveway, which leads to you confronting and fighting them.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, absolutely no benefit. All this will do it allow some developer or the city to buy someone's back yard or house lot and put a large multi-family dwelling or public housing. The only person winning here is your group who got funding from developers to do this, and the developers themselves. I know, I've lived it first hand. It's an absolute nightmare and the worst situation. It will do nothing but drive property values down and create urban blight. I used to love the Montrose and watched it happen in real time. To fulfill developers greed under the guise of social justice, or equity, or whatever you call it now that allows you to get ahold of beautiful large lots in nice neighborhoods that you're salivating over. Put them in your own back yards. Sell your back yard right now and start building there first. You've already ruined my neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

As someone who's experienced a secondary detached unit first hand - both living in, and then around - one parking space is not nearly enough. On average they cram as many adults into these living spaces as humanly possible, so this means, the people who live in the secondary detached unit, their cars, and infinite amount of people who visit them and stay for indeterminate amounts of time. They completely fill the street, their driveway, your driveway, and any available space that they can park in. Imagine inviting guests to your home, and they have nowhere to park because the garage apartment next door, that's filled with low income people, who are constantly having loud parties late into the night, completely park in every available spot so that you and your guests have to park a street over and get mugged going to your own home, and or have your cars windows smashed and broken into. And then, if you say anything to the charming people next door who are now enjoying all that equity, vandalize your car because you asked them not to park in your driveway. How do I know? Because these are true stories that have happened to me.

Q4. Should parking vary based on proximity to various modes of transit?

No, everyone in Houston has a car, we have to, because there's no zoning here and everything is spread out everywhere. Over my 20 years of living in the Montrose, I lived near several places that didn't have parking spots because "they were 'near' the bus route". But those people still had cars anyway and just parked them in people's driveways, and in the streets. You guys are living in a fantasy world, or are not from Houston, if you think these people who you think need equity or whatever care enough about the environment and ride the bus and not park a car on the street or a motorcycle on the front porch.

Q5. What might be some other aspects that should be considered?

Consider building this in your own backyards first. Charity, in this case equity, starts at home. Lead by example and turn your garage into an apartment complex. Turn your front yard where your children play into parking spaces. Why stop there, don't you have churches in your neighborhood, I bet you can fit at least 20 families in those and there's lots of space there for parking lots right. Once you turn your own home into multi-family hives, get your neighbors to do it too. Then you can work on scamming the elderly out of their backyards, they're easy to fool right? Be the shining example of equity and justice to show the rest of us the way. I'm sure none of you would mind doing this to yourselves because what person who believes in equity, truly, wouldn't do it first or be exempt from what they propose to do to other people without their consent.



Respondent No: 1093

Login: Anonymous

Responded At: Aug 07, 2021 07:07:26 am

Last Seen: Aug 07, 2021 07:07:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing population density increases crime and folks that don't care about maintaining yards. Allowing multi family housing in single family areas defeats the purpose of a single family neighborhood. It also fosters people parking on the street which is a huge safety concern. I do not see a single benefit to people that own in a single family neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Adding more concrete footprints impacts drainage and will increase flooding. There is PLENTY of land in Texas for people to spread out.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

1 parking place on the property should be required for each bedroom.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

This will decrease our current home values and is not just to older homeowners especially who have paid off their home and want to live there but not in a crowded neighborhood. How will schools be impacted by the sudden impact of population increase that was not planned



Respondent No: 1094

Login: Anonymous

Responded At: Aug 07, 2021 07:47:45 am

Last Seen: Aug 07, 2021 07:47:45 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Why are you putting density before infrastructure?? We do not drain well, we have cars flooded out regularly along with the threat of flooding homes. We have backed up sewage lines often and old power lines. We have overcrowded parking issues that make the streets less safe. Adding more bodies to areas not prepared to accept the extra load and taking away critical green space is a formula for disaster.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Why on earth would we want any more impervious coverage? You put in regulations for increased drainage that do not work. Unlike open green space in a yard, drainage systems either clog and are not repaired or put water out at a higher rate than our taxed storm water drainage systems can clear. You tell people to dig wells in their yard to offset impervious coverage, and then they fill with soil post-inspection. Larger ADUs would imply more people taxing a weak infrastructure as outlined in question 1's answer.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

This needs to start with community input, not end with it. We need more transparency and engagement from the homeowners greatly impacted by this. Are you going to respect older deed restrictions where people paid for the character of the neighborhood? This ordinance sounds like giving in to developers and letting them reap the rewards at the invested home owners' expense? If this was used for neighborhoods that want or are (infrastructurally) equipped for the density that is one thing, but selling out Houston residents and classic Houston neighborhoods to make developers happy is unacceptable. In many neighborhoods, unattractive and poorly constructed multi-family units will rolls in that charge outrageous prices that can still only be affordable to higher economic income groups, so this would not even lead to successful class integration, if that is a goal. I don't understand why there are so many current efforts at COH to undermine the efforts to beautify Houston and reinforce our reputation as an ugly city.



Respondent No: 1095

Login: Anonymous

Responded At: Aug 07, 2021 09:04:41 am

Last Seen: Aug 07, 2021 09:04:41 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More parking congestion, greater demand on water runoff control, greater demand on a broken electrical grid, greater wear on broken down streets

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See comments above. This is a city owned and run by developers with no regard for quality of life. Please post one positive contribution a developer has made to the inner city

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

One per unit at a minimum

Q4. Should parking vary based on proximity to various modes of transit?

Not when the bus transit system is operated under 1980's mentality where most buses are oversized and 2/3 empty

Q5. What might be some other aspects that should be considered?

Better setbacks and better sidewalk requirements to make the city more livable. Your use of the word livable is a developer's acronym for let me build more, cut more mature trees down, ...



Respondent No: 1096

Login: Anonymous

Responded At: Aug 07, 2021 09:40:01 am

Last Seen: Aug 07, 2021 09:40:01 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: More cars on the streets, decreased open space, and more trash/noise.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges: More cars on the streets, decreased open space, and more trash/noise.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1097

Login: Anonymous

Responded At: Aug 07, 2021 09:50:54 am

Last Seen: Aug 07, 2021 09:50:54 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Not acceptable. Lousy proposal under the guise of "walkable neighborhood". Irresponsible by Houston Planning.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Since the whole thing is irresponsible, keep all limits. Do not expand.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Change to NO off-street parking. If a landlord want to rent out permissible unit, then PROVIDE onsite, not on street. Utter nonsense.

Q4. Should parking vary based on proximity to various modes of transit?

NO.

Q5. What might be some other aspects that should be considered?

Dismissing this nonsensical proposal. Not reflective of the standards of the neighborhood. The proposal destroys neighborhoods and is irresponsible.



Respondent No: 1098

Login: Anonymous

Responded At: Aug 07, 2021 10:00:38 am

Last Seen: Aug 07, 2021 10:00:38 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot inherently increases traffic, cars parked along neighborhood curbs, increased car break ins, vehicle accidents, difficulty navigating neighborhoods on bike, foot or car due to cars lining the streets. Our property taxes are already too high to add additional burden to our neighborhoods. Renters of these ADUs do not have the same accountability, vested interest in maintaining or improving our neighborhoods for which the homeowners pay heavily in property taxes. It's not a comment on renters in general, just a comment on human nature—we think of, and treat things we own differently (rental cars, hotel rooms—we inherently treat those things differently bc we don't own them, and ultimately, they "are not our problem"). Public schools are already overcrowded. ADUs would bring in more children into the "best" public school zones. We want the "best" for all children, but we know that overcrowding is a problem and dilutes instruction and educational value.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Bigger space, more people, more problems. It's pretty simple math. Overcrowding is not a word with any positive connotations.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be zero street parking allowed, except for guests and visitors. Residents should have adequate parking as a driveway or garage. Houston is not NYC or Chicago w a history of excellent mass transit. Cars lining our streets are dangerous and a visual blight.

Q4. Should parking vary based on proximity to various modes of transit?

No. Homeowners (i.e., property owners) do not use mass transit. Metro bus after metro bus that fly through the streets of Inner Loop Houston are 3/4 empty (and that's being liberal). Please stop polluting the air with these giant empty buses and tearing up the roads.

Q5. What might be some other aspects that should be considered?

Improving neighborhood schools would certainly help, and keep people from needing to chase down housing in a "better" school zone. The affluent flight of the 80s from city centers is going to happen here as it's happening in San Francisco, NYC, Chicago, LA. Taxes are way too high when you consider our weather and topography (i.e., if you're living in a beautiful place with beautiful weather, you're going to pay for it and it's justified. Houston's a great town, but does not have beauty and weather going for it. Taxes are too high for the view.)



Respondent No: 1099

Login: Anonymous

Responded At: Aug 07, 2021 10:02:19 am

Last Seen: Aug 07, 2021 10:02:19 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased traffic and parking congestion, increased demand in city water, sewer and trash/recycling services, more paved surfaces and drainage problems, street flooding

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More roofing and paved areas on each lot, increasing drainage demands and street flooding

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The requirement should be increased to one additional space for each resident occupying the SDU. Streets are already too crowded by parked vehicles owned by SDU occupants.

Q4. Should parking vary based on proximity to various modes of transit?

No. Off-street parking spaces should be required for each adult occupant of a primary residence, ADU or SDU

Q5. What might be some other aspects that should be considered?

Leave the existing restrictions on ADUs and SDUs in place.



Respondent No: 1100

Login: Anonymous

Responded At: Aug 07, 2021 11:14:03 am

Last Seen: Aug 07, 2021 11:14:03 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

See no advantage, only more density and traffic.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No there is already to much parking on the streets with duplexes

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Just leave It the way it is. we need no more traffic, congestion, or people or buildings.



Respondent No: 1101

Login: Anonymous

Responded At: Aug 07, 2021 11:56:51 am

Last Seen: Aug 07, 2021 11:56:51 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Overcrowding will only add stress to current utilities and sewer lines, which are old and already at maximum levels. Parking and traffic for residents will be more than Houston can handle.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This is a horrible idea that could lead to ADUs outsizing primary units. Overcrowding leads to crime and (as above) untenable stress on city services.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There is no space now! Streets would be impassible.

Q4. Should parking vary based on proximity to various modes of transit?

Where are you going to find more spaces? Any street near a bus or rail is already congested.

Q5. What might be some other aspects that should be considered?

Stop the added congestion now. Houston is already at maximum stress and has nothing to gain by increasing the burden.



Respondent No: 1102

Login: Anonymous

Responded At: Aug 07, 2021 12:36:26 pm

Last Seen: Aug 07, 2021 12:36:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1103

Login: Anonymous

Responded At: Aug 07, 2021 12:57:32 pm

Last Seen: Aug 07, 2021 12:57:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Crowding; less privacy.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not believe anything larger than the size of a 2 car garage is necessary.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1104

Login: Anonymous

Responded At: Aug 07, 2021 14:32:41 pm

Last Seen: Aug 07, 2021 14:32:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Nothing. Do not allow this to happen

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

Do not allow project to ruin Houston



Respondent No: 1105

Login: Anonymous

Responded At: Aug 07, 2021 15:09:18 pm

Last Seen: Aug 07, 2021 15:09:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

A nuclear family, elementary family or conjugal family is a family group consisting of parents and their children (one or more) with the addition possibility of an elder parents later during the declining years. A personal green space within the fences of a home is necessary for the happy and healthy development of growing children. A child needs his own backyard space to develop into a mature human being. The subdivision of the lots eliminates the privacy of a private patio. The ideal and desirable American way of living is homes with surrounding courtyards consisting of private gardens where our children grow up. That is where we root our American individuality. Don't robe future children of these benefits. Once it is gone, it cannot be recovered.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The ordinance was written with common sense and for the protection of family healthy life. We are people that built houses with fences to maintain our privacy which keep the peace – avoiding the daily confrontation “in-your-face” - from other families. It is a golden rule to live well. Don't subdivide our minimum lots to line developers' pockets and sacrifice the quality of life in the inner city on an irreversible way.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

An additional parking space in street is more than sufficient and should not be increased. A member of a nuclear family should not need to park on the street because “another family” now lives inside of “their fence” depriving them of “their” backyard space.

Q4. Should parking vary based on proximity to various modes of transit?

Absolutely not. City developers should not be allowed to dictate the preferences of the individuals. Attempts to controls how we move, goes against the grain of the American freedom and way of life. The availability of means of transport should meet the needs, not the other way around. Any attempt to regulate parking with the intention of forcing the population to use public transportation is a violation of the individual freedom to choose.

Q5. What might be some other aspects that should be considered?

Keep in mind when planning for the future: Nuclear families typically center on a married couple which may have any number of children. Children are our future. Preserve their private space inside a fenced home.



Respondent No: 1106

Login: Anonymous

Responded At: Aug 07, 2021 18:23:47 pm

Last Seen: Aug 07, 2021 18:23:47 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The added need for parking is a real concern. Historical quadplexes were typically the “front” house and had at least four on-site parking spaces which seems essential. It would be difficult to add this to an existing single family residence.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The current maximum size makes a great deal of sense. It allows the ADU to have a secondary role in the planning patterns of neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. It should be maintained.

Q4. Should parking vary based on proximity to various modes of transit?

This could be done if there was a transit-oriented development overlay district with other features such as a public lot for residences or additional benefits to non-car-owners.

Q5. What might be some other aspects that should be considered?

Existing deed restrictions are vary fragile in Texas and the City of Houston is not working to protect them. In my neighborhood, we have seen many recent examples of the City not addressing reported deed restriction violations. The neighborhoods can't fund all the legal fights if the City is not actively protecting Deed Restrictions from violations. Also, no transit districts should be considered without a guarantee of continuous and accessible sidewalks. Our city plan reviewers are approving construction plans that do not include city-required sidewalks. This MUST be enforced!!



Respondent No: 1107

Login: Anonymous

Responded At: Aug 07, 2021 18:56:42 pm

Last Seen: Aug 07, 2021 18:56:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1108

Login: Anonymous

Responded At: Aug 07, 2021 20:01:33 pm

Last Seen: Aug 07, 2021 20:01:33 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Honestly I do not see a benefit. We all need our space, space that is ours. Do not change things that could take that freedom away from us. "Build it and they will come" is the anti-argument to my little space on this earth. Dont take away my space

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit to upsizing

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No more cars. It takes forever to go down some streets. My side mirrors on my car have been hit several times and i have hit car side mirrors, my bad. I contacted the other party,FYI BUT NO MORE CARS

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1109

Login: Anonymous

Responded At: Aug 07, 2021 22:29:50 pm

Last Seen: Aug 07, 2021 22:29:50 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefits.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, do not change

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Present deed restrictions.



Respondent No: 1110

Login: Anonymous

Responded At: Aug 08, 2021 06:42:47 am

Last Seen: Aug 08, 2021 06:42:47 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

City services cannot handle increased density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

City services cannot handle increased density.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

City services and infrastructure must be improved and expanded first before any additional density is considered.



Respondent No: 1111

Login: Anonymous

Responded At: Aug 08, 2021 07:12:44 am

Last Seen: Aug 08, 2021 07:12:44 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

agree with the above. Unit should only be for family members or help staff - not rented.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefit - you do not want too many people living in one space it causes traffic and parking issues.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No Cars should not be parked on the street. Is dangerous and also difficult when having visitors.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1112

Login: Anonymous

Responded At: Aug 08, 2021 07:48:27 am

Last Seen: Aug 08, 2021 07:48:27 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

In some areas of the U.S. perhaps there is merit to such an idea. However the majority of locations probably have their own deed restrictions - there should be NO override of any deed restrictions that current and existing residents have initiated under their own, local provisions.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Maximum challenge to any such override of deed restrictions (that are currently in place and proposed to be overridden by City ordinance). Why? Because, in Houston, Texas inner-Loop at least, the residential neighborhoods are already too dense. Cars, Traffic, and people are tripping over-themselves already. Restrict the Commercial development (and high-rises) NOT EXISTING RESIDENTIAL Neighborhoods! Also, EMS and Fire Truck vehicles are already WAITING IN TRAFFIC for Emergency response....I have witnessed this on multiple occasions.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It is way too restrictive to now impose even more cars on the already overcrowded streets. Existing parking restrictions are even now not enforced! How in the hell are you going to cram the streets with more parked cars and expect the city to function? INSANITY!!

Q4. Should parking vary based on proximity to various modes of transit?

Ordinance should be geared toward REDUCTION of population in the inner-Loop 610 area (and related vehicle parking) as opposed to increasing it. GO OUTSIDE Loop 610 and allow for public transportation to come inside the-loop-as needed. You cannot place any more housing or vehicles inside the loop that already exists! Efforts should be focused on REDUCTION of existing housing and traffic, rather than increasing the burdensome density!

Q5. What might be some other aspects that should be considered?

Sewage is already a problem for the overcrowded inter-Loop 610 communities as well as other utility aspects (power outages seem more frequent because of the structural impediments that are disrupted during heavy rains). I am over 50 years / parents [80 years +] live near. EMS and Fire are already facing too restrictive an ability to gain egress and access to these neighborhoods. It will result in lives lost, because of overcrowded unless you abandon the foolish notion!!!!



Respondent No: 1113

Login: Anonymous

Responded At: Aug 08, 2021 08:36:19 am

Last Seen: Aug 08, 2021 08:36:19 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1114

Login: Anonymous

Responded At: Aug 08, 2021 11:14:45 am

Last Seen: Aug 08, 2021 11:14:45 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More density is both a benefit and a challenge. You do not address the number of people permitted to dwell in any unit. Density could be increased by increasing the number of tenants. But you then run into parking issues. One parking place per tenant should be required.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO!

Q4. Should parking vary based on proximity to various modes of transit?

No. In Houston you need a car, maybe not to commute to work, but to go anywhere else. You cannot force people onto mass transit without providing good options.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1115

Login: Anonymous

Responded At: Aug 08, 2021 12:05:46 pm

Last Seen: Aug 08, 2021 12:05:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Adding more units will increase traffic congestion and lower property values.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the size of allowed ADU's would exacerbate overcrowding and congestion.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The off street parking requirement should be increased commensurate with size of the ADU.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1116

Login: Anonymous

Responded At: Aug 08, 2021 15:13:21 pm

Last Seen: Aug 08, 2021 15:13:21 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

As a homeowner in the Montrose area, I live in a neighborhood that has traditionally had many duplexes, garage apartments, and even fourplexes. Their form (size, setback, parking placement, etc.) is compatible with the bungalows and other single family residences. I see them as a great way to provide more affordable housing options and enable a more diverse (age, income, etc.) mix of residents in the neighborhood. I favor development rules that would encourage new units of this type, with provisions that would enable the character of the neighborhood to be sustained.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I believe there needs to be some limit on the size of ADUs - it has more to do with footprint and height and ability to provide off-street parking than any arbitrary square footage number. Again, I think in terms of promoting compatibility with the established neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

Not sure.

Q5. What might be some other aspects that should be considered?

I favor ADUs as a way to incrementally increase density and affordability in neighborhoods like Montrose and believe that these are preferable to subdividing lots for townhomes. I'm sorry to see that we are losing existing stock of these units. I think the key is establishing rules that respect the character of the neighborhood and paying attention to infrastructure (water, sewer, etc.) to support increased density.



Respondent No: 1117

Login: Anonymous

Responded At: Aug 08, 2021 17:20:41 pm

Last Seen: Aug 08, 2021 17:20:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Very concerned with any changes. Any change will decrease property value. change will increase parking and safety issues.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

no benefits for increasing. This will turn single family houses into apartments, with no restrictions. neighborhoods will turn into unrestricted ghettos.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

decrease in property values. this would be chaos,



Respondent No: 1118

Login: Anonymous

Responded At: Aug 08, 2021 18:10:32 pm

Last Seen: Aug 08, 2021 18:10:32 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased residential density. Less green space for wildlife (even gardens provide it). Better density for public transport (but in Houston it is associated with being working class). It will lead to more traffic in roads not yet designed for it. Parking may also be a problem for visitors to the house.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Small residential spaces turning into blocks of flats of low quality housing. In some areas there are minimum square foot on houses to maintain the neighborhood; the maximum size is implemented for the same reason.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, increased to so that there is a parking space for visitors.

Q4. Should parking vary based on proximity to various modes of transit?

No. In Houston public transport is associated with being working class. If this was NYC, London, Austin, then this may be possible.

Q5. What might be some other aspects that should be considered?

Building style should be similar to the other structures. All new construction should be whole house sealed and conditioned and windows to be triple glazed. Grey water reuse. Solar panels on rooves.



Respondent No: 1119

Login: Anonymous

Responded At: Aug 08, 2021 21:03:57 pm

Last Seen: Aug 08, 2021 21:03:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits at all. Challenges include parking, crime, privacy.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

attached secondary units may become too large if restrictions are limited. the same is true for accessory dwelling units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should not be changed. parking is already so difficult.

Q4. Should parking vary based on proximity to various modes of transit?

no. every house should be equal.

Q5. What might be some other aspects that should be considered?

adding more units to individual properties increases traffic congestion, could cause more flooding issues.



Respondent No: 1120

Login: Anonymous

Responded At: Aug 09, 2021 05:21:54 am

Last Seen: Aug 09, 2021 05:21:54 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Cluttered housing spaces if left abandoned or not taken care of can pose a safety or sanitation issue.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Natural light to homes can be obscured making the homes less desirable on the resell market. Also have ground areas been properly tested to ensure that the weight of these units be reviewed? We already get enough rain, do not want to have a sinkhole concern.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, one space should be enough.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1121

Login: Anonymous

Responded At: Aug 09, 2021 05:54:42 am

Last Seen: Aug 09, 2021 05:54:42 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None-No benefits - harmful to density issues that already exist- will make them worse

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits - harmful to density issues that already exist- will make them worse

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No benefits - harmful to density issues that already exist- will make them worse

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Flooding problems that already are problematic, strain on water and electricity services, permeable space



Respondent No: 1122

Login: Anonymous

Responded At: Aug 09, 2021 07:23:58 am

Last Seen: Aug 09, 2021 07:23:58 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Traffic, congested street parking, trees completely cleared off lots w/ no room to grow new canopy for the wildlife, too many people in small space area. Some neighborhoods are already mixed. Neighborhoods that are not mixed in the same areas as the mixed ones the homeowners should have rights to protect themselves and their property.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

if you take away the size limit the whole lot will be built on. Many people will move in. You are taking away all the tree / wildlife space, adding congestion, difficulties in parking, and traffic. Not enough parking, public transit is very hard to use. Traffic and parking is horrible. It will continue to increase w/ adding more housing for people to move into on small spaces

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The city already has a major parking problem. Most people have a car. If 2 people or more move into a space then you have 2 cars not one. The city has not taken into account the needed parking space for another car.

Q4. Should parking vary based on proximity to various modes of transit?

The transit in the city is not reliable enough to get people to the locations they need to in a timely and efficient manner. All the areas that are close to the rail and bus system inside the loop have parking problems. Street parking is full all the time, The parking lots are not big enough in the strip centers, etc. You want to add more living space, but not enough parking. Houstonians drive, the transit is not convenient.

Q5. What might be some other aspects that should be considered?

The crime and murder rate in Houston are at an all time high. Adding more congestion will likely increase the crime rates to an even higher level. Our police force can hardly take care of the crime that we have now. How will this be handled.



Respondent No: 1123

Login: Anonymous

Responded At: Aug 09, 2021 08:09:44 am

Last Seen: Aug 09, 2021 08:09:44 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits for citizens. Preservation of space to raise a family and have some sense of privacy and personal space is of major importance. Family and property owners must be considered.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

There are no benefits whatsoever to families..only to greedy developers who are not in this neighborhood and could NOT care less about livability!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Of course! People need more than one additional space, like my complex which was built in 1976 when people cared about livability and we have a gracious common area with several available parking places at any given time.

Q4. Should parking vary based on proximity to various modes of transit?

NO! City shouldn't decide individual preference. This is simple wrongheaded and doesn't put individuals and families first.

Q5. What might be some other aspects that should be considered?

For HEAVEN'S Sake! Look to the future of the nuclear family which is the fabric of our neighborhoods, our country and of utmost importance! Preserve the right to have homes conducive to family!



Respondent No: 1124

Login: Anonymous

Responded At: Aug 09, 2021 08:41:08 am

Last Seen: Aug 09, 2021 08:41:08 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Would not want to increase number of units in established, total residential neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Detached secondary units should remain at no more that 900 square feet. If larger would remove area for back yard.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, people frequently have more that one car per family, which puts the excess cars in the street for parking.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Would not want to see old established neighborhoods, with deed restrictions changed.



Respondent No: 1125

Login: Anonymous

Responded At: Aug 09, 2021 10:19:22 am

Last Seen: Aug 09, 2021 10:19:22 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There would be a decrease in pervious ground and more flooding would occur.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

A decrease in pervious grounds would increase area flooding.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Respect and protect all green space. Stop overbuilding.



Respondent No: 1126

Login: Anonymous

Responded At: Aug 09, 2021 10:33:02 am

Last Seen: Aug 09, 2021 10:33:02 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: Overcrowded neighborhoods. Difficulty in parking. Trash collectors unable to get down the street due to cars parked on either side. Cars being parked on lawns because there's no space in the street, and the house where the ADU is only has parking for two cars, both of which are used by the house's residents.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit to increasing the size.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

How will this space be managed? No one can park in front of my house due to fire hydrant. Where would the additional space be located?

Q4. Should parking vary based on proximity to various modes of transit?

Houston will not become a public transit city. You can't force people to take the bus or train. It's going to be cars, and they have to be parked somewhere when not in use.

Q5. What might be some other aspects that should be considered?

Property values are based on the character of Houston's neighborhoods. Changing the density will change the character, forcing a drop in value as people get tired of living on top of each other and seek out more space. Working from home will become the norm (already is in many cases), enabling workers to "commute" to their office from their new homes in Columbus, Fredericksburg, or a cabin in Colorado. Houston would be forever changed, not in a good way.



Respondent No: 1127

Login: Anonymous

Responded At: Aug 09, 2021 10:38:41 am

Last Seen: Aug 09, 2021 10:38:41 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

That is terrible to increase the number of units per lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 sq ft should be the maximum per secondary unit.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No this should not be changed One additional space is all that is needed.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Keep residential single family home neighborhoods as they were designed originally.



Respondent No: 1128

Login: Anonymous

Responded At: Aug 09, 2021 11:16:30 am

Last Seen: Aug 09, 2021 11:16:30 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot increases greatly the density of the neighborhood and stretches the infrastructure. It was not made to handle this. It also generally decreases the amount of permeable land on the lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The attached secondary units should have size restrictions. Doesn't make sense for them not to have them. Puts too much stress on the infrastructure, changes the nature of the neighborhood, increases the chance of flooding, etc.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If these secondary units are very large, they should need an additional parking space. There is little to no parking as it is in many of these neighborhoods.

Q4. Should parking vary based on proximity to various modes of transit?

No. There is no law that says people must use public transit. The system in Houston is not very good.

Q5. What might be some other aspects that should be considered?

Leave the neighborhoods alone. If you want to increase density, go to the less-desired areas of the city where there is little development and do it there to increase development.



Respondent No: 1129

Login: Anonymous

Responded At: Aug 09, 2021 11:44:17 am

Last Seen: Aug 09, 2021 11:44:17 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit. Increased issues with drainage and street flooding. Less green space, more traffic....and this will probably only benefit greedy developers and not needy people.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think secondary units should remain at the same size. This prevents people from covering lots with dwellings.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking is always the issue. I would prefer no on the street parking and have owners/renters have to park on their own property not on the curb. Many people have more than 2 drivers living in the home. Streets are often too narrow to accommodate vehicles parked up and down the streets.

Q4. Should parking vary based on proximity to various modes of transit?

No. You cannot dictate everything in this world. Too much government interference. And historically Houston's mass transit has been less than satisfactory. Prove our mass transit is reliable and accessible and then changes could potentially be looked at re parking.

Q5. What might be some other aspects that should be considered?

I would bet top dollars that there would be little to no consideration made to low income housing on lots listed above. I have watched our city planning department in action as a developer tried to squeeze a huge high rise on the corner of East Grove and Westheimer. The Planning Commission barely gave lip service to the neighbors protesting. Further research proved that those on the planning board did business with this developer. Needless to say they passed it (the fix was in) and on the developer went. Thankfully for the neighborhood he could not sell the units required to begin. If it had been built one adjacent neighborhood would have been over run with traffic and due to the height of the building the other adjacent neighborhood would have had NO SUNLIGHT. Stop this madness.



Respondent No: 1130

Login: Anonymous

Responded At: Aug 09, 2021 11:58:39 am

Last Seen: Aug 09, 2021 11:58:39 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Excess strain on electrical, water, sewage requiring further costly development by the city. Congestion of streets and improper drainage.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Complications of tax code for livable space. Larger dwellings with more people causing congestion and draw on utility that is not zoned or ready for expansion.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. Maintain one car street parking

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

What will the size relaxations incentivize? It does not sound well thought out. The current headache of filing deviations on case by case basis is the best way to make sure each neighborhood does what it thinks is best or at least comment on a project.



Respondent No: 1131

Login: Anonymous

Responded At: Aug 09, 2021 14:09:24 pm

Last Seen: Aug 09, 2021 14:09:24 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The upside to more units on a lot is increased density. However, this must be balanced with dwellings that will take up most of the lot. I've noticed over the past 2 decades that flooding has gotten worse as McMansions have gotten more popular. It's a simple fact more buildings (or bigger buildings) mean less soil and plants to soak up rain. While multi-unit lots are much better use than McMansions, the City must weigh density against drainage. Houston streets cannot take more flooding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

As noted above, the bigger the ADU, the less soil and plants there are to soak up rain. Also, super large units can be visually unappealing. While aesthetics should not impede making the City's housing more accessible, the City and its planners should really figure out the best way to (1) maximize units, (2) maximize green space, and (3) maximize beauty. It's a challenge, but Houston can do it!

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking is just getting to be a bigger issue. And, limiting the number of parking spaces is not going to reduce the number of cars in the short run. Think about alternate street parking and giving financial incentives for owners and renters who opt not to own a car.

Q4. Should parking vary based on proximity to various modes of transit?

Absolutely. If the idea with more units is to make the City more affordable, then those units need to be close to mass transit so all income levels can get to their jobs.

Q5. What might be some other aspects that should be considered?

To me, the environmental considerations are paramount. Historically, way too little consideration has been given to placement of affordable housing and what the environment is like around such housing. While adding a unit or two to a residential lot is NOT a multi-family development, these units still must be added in a way that minimizes the harm to the environment.



Respondent No: 1132

Login: Anonymous

Responded At: Aug 09, 2021 16:09:46 pm

Last Seen: Aug 09, 2021 16:09:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges: increased demands on existing utilities like water, sewer, electrical grid. Increase need for police, and emergency responders Increase traffic, structural demand on-street, parking

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges: Purpose of the ADU's rental or private use increased demands on existing utilities like water, sewer, electrical grid. Increase need for police, and emergency responders Increase traffic, structural demand on-street, parking

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Better to increase off-street parking than to add on-street parking on existing two-lane streets.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

existing property values, risk of more flooding, issues of constant construction (for example the Kirkwood drainage project) just to name a few



Respondent No: 1133

Login: Anonymous

Responded At: Aug 09, 2021 17:36:26 pm

Last Seen: Aug 09, 2021 17:36:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It is a challenge leave it the way it is. Everyone needs their personal space. I currently live at Ross the street from a very big out of the place home. I am very concern it will become a problem.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Do not increase size more than 900 square feet.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No additional space is needed for parking on street.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Because Houston has no zoning leave everything the way it is.



Respondent No: 1134

Login: Anonymous

Responded At: Aug 09, 2021 18:31:48 pm

Last Seen: Aug 09, 2021 18:31:48 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits – none Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits – none Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. It should not be changed

Q4. Should parking vary based on proximity to various modes of transit?

No. Neighborhood preferences should take priority.

Q5. What might be some other aspects that should be considered?

Neighborhood deed restrictions, HOA restrictions, traffic capacity of streets and neighborhood.



Respondent No: 1135

Login: Anonymous

Responded At: Aug 09, 2021 19:23:50 pm

Last Seen: Aug 09, 2021 19:23:50 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit. There are already too many people moving into the mid and high rises in Montrose and we don't have the infrastructure to support it.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None. There are already too many people moving into the mid and high rises in Montrose and we don't have the infrastructure to support it.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No. Public transportation in Houston is terrible.

Q5. What might be some other aspects that should be considered?

You should be restricting the number of mid and high rises being built.



Respondent No: 1136

Login: Anonymous

Responded At: Aug 09, 2021 21:16:56 pm

Last Seen: Aug 09, 2021 21:16:56 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The residential streets in the central art of Houston are quite narrow and any increase in density will only make the situation more difficult. It is already almost impossible to get through these neighborhood streets, particularly on trash collection days. Further ambulances and fire trucks are unable to get through due to the number of cars parked on the streets. The lots are small so it is not realistic to argue that increase in density will not lead to an increase in street congestion. The street plan was not designed for the increased density and the streets were not constructed to bear the added traffic load. The water and sewer piping system also is not able to handle the increases further densification would bring. Further, it is not realistic to plan on these residents using exclusively public transportation. Houston is too sprawled out and the weather is too unpredictable to make public transportation either appealing or effective for most people.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing or eliminating the maximum size of accessory dwelling units will have a substantial negative effect on the quality of the neighborhoods in question. It will result in converting what was a "neighborhood" into a series of 4plexes looming behind small houses, in effect a rambling large apartment complex, crowding out the original single family homes from the area. This would negatively impact the livability of the nucleus of Houston which has long been a source of pride for this city. There are already a multitude of large complexes and high rise apartments in Houston. In addition, the visual impact of looming apartments on small lots located on small narrow streets will end up impairing the public image of Houston instead of making any improvement whatsoever. The additional construction will also negatively impact an already inadequate drainage system and result in increasing flooding and traffic congestion.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, the off street parking on single family lots should not be increased. Additional parking translates to more pavement, less vegetation and less open ground to aid drainage of rain water. It certainly is not a "green" proposal as reducing vegetation contributes to climate change.

Q4. Should parking vary based on proximity to various modes of transit?

Absolutely not.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1137

Login: Anonymous

Responded At: Aug 10, 2021 04:25:03 am

Last Seen: Aug 10, 2021 04:25:03 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking is already bad - and will be much worse (tiny ofr no garages in many neighborhoods)including the need for much of street for trash collection. No benefits except to developers who can turn something into multihousing and make a big profit.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 square feet already allows for a garage apartment bigger just is a challenge including now have big multifamilies in a residential area (including increasing already significant parking problems and schools sized to the existing single family dominated neighborhood))

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should be made to 2 if changed at all.

Q4. Should parking vary based on proximity to various modes of transit?

No. Houston mass transit is not the choice of most even if a stop in front of their place - it is the overall system inefficiency not access to a bus (or train) stop.

Q5. What might be some other aspects that should be considered?

Changes nature of single family neighborhoods which have a broad diversity of families to aid a bunch of rich developers who just want to make a quick buck - and as usual not meet promises for affordable housing - s a bad idea. Focus should be on the family not the rich who want to drive up prices with multiple units on a single lot.



Respondent No: 1138

Login: Registered

Responded At: Aug 10, 2021 06:20:20 am

Last Seen: Aug 07, 2021 16:07:23 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The sustainability and the effects on flooding, the impervious to pervious ratio.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Changing to allow the detach to have more than 900 sq ft would allow more efficient use of buildable square feet and land.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Creating a zone or / and area that is no car area. Only allowing buses or bicycles. The parking restriction needs to be modified in the high density areas.

Q4. Should parking vary based on proximity to various modes of transit?

Yes, parking should be changed. To promote more people will take mass transit.

Q5. What might be some other aspects that should be considered?

The infrastructure to support the mass transit, bicycles and reduce the dependence on the cars.



Respondent No: 1139

Login: Anonymous

Responded At: Aug 10, 2021 07:51:29 am

Last Seen: Aug 10, 2021 07:51:29 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges. Parking, noise, privacy. No thanks.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Do not change. Density is high enough here in houston

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1140

Login: Anonymous

Responded At: Aug 10, 2021 07:59:26 am

Last Seen: Aug 10, 2021 07:59:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I cannot see any advantage to currently existing residents. Increasing the population density on city blocks original conceived to host single-family dwellings will create numerous quality of life issues for people who invested in their homes with a certain expectation that comes with buying a home in a single-family development. A primary challenge will be an increased number of vehicles that will be inevitable with an increase in population density. Some of these vehicles will have to park along street curbs instead of inside garages, creating a visual blight for surrounding residences. These vehicles will also create additional noise pollution for surrounding residents and they will stress the infrastructure resulting increase traffic times for area residents and a higher frequency of street repair for roads originally designed to handle single-family volumes of traffic. The bottom line is that the quality of life for those who already invested in their properties will be diminished through no fault of their own.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, I cannot see any advantage to currently existing residents. Eliminating the size restrictions undermines the contractual expectation existing home buyers have regarding his/her investment. People who purchase homes inside a defined community-area are making a long-term purchase. They money invested is significant, and for that investment they have the right to expect certain qualities of life promised at the time they make that purchase will endure for the remainder of their investment. In this case, when you buy a lot with a house, and that is surrounded by similar homes, you expect the qualities of the property to remain relatively unchanged for the duration of the mortgage. It's also fair to assume the adjacent home buyers have the same expectations. Together, these investors form a "community." People select which community to invest in based on these shared values. Increasing or eliminating the maximum size of ADU's violated the investors reasonable expectations they have from their investments. For example, you may have bought your home specifically because it has a backyard with an unencumbered view. Also, it would be reasonable to assume the fence surrounding the backyard will provide a certain amount of privacy. These are qualities that makes the property attractive to the investor and future investors. If you buy a home with these qualities, in a neighborhood where homes offer these qualities, it the reasonable expectations of the deed holder that these lot qualities will be honored by adjacent properties holders. Rule changes now violate the contract they entered into if these lot qualities they invested in are significantly altered after they entered into the agreement.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. This requirement should remain. See, answers to questions #1 and #2.

Q4. Should parking vary based on proximity to various modes of transit?

No. Current requirements should remain. See, answers to questions #1 and #2.

Q5. What might be some other aspects that should be considered?

People buy property for a myriad of reasons, but people buy homes for a specific reason. Urban sprawl is a problem, but increasing population densities within established communities is not the solution – it materially harms the home owners who entered into a long-term financial contracts without any reason to believe the rules would be changed in this way. If you want to help developers, don't do it with land that is surrounded by established communities. It is not the original intent for those pieces of land and it is not the spirit of the contract those investors entered into.



Respondent No: 1141

Login: Anonymous

Responded At: Aug 10, 2021 09:04:16 am

Last Seen: Aug 10, 2021 09:04:16 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It will lower property value in the neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

This should not be allowed.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

ALL cars should be in the driveway and not on the street.

Q4. Should parking vary based on proximity to various modes of transit?

No. Just put them all in the driveway.

Q5. What might be some other aspects that should be considered?

Lower property values are certain to follow if this is enacted.



Respondent No: 1142

Login: Anonymous

Responded At: Aug 10, 2021 09:11:11 am

Last Seen: Aug 10, 2021 09:11:11 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Change to character of neighborhood, increased traffic/parking, challenged trash collection, overpopulation. I do not want single-family lots to have more than 2 units, as described in the current regulations.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Change to character of neighborhood, increased traffic/parking, challenged trash collection, overpopulation. I do not want single-family lots to have more than 2 units, as described in the current regulations.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, I don't want the streets overpopulated with cars.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Do not change current regulations.



Respondent No: 1143

Login: Anonymous

Responded At: Aug 10, 2021 11:41:00 am

Last Seen: Aug 10, 2021 11:41:00 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Current deed restrictions should not be changed. Let the free market and land owners decide what will be done to privately owned land.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Houston is too crowded now, so let the free market and landowners decide what is to be done wit the land.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Let the free market and land owners decide this issue.

Q4. Should parking vary based on proximity to various modes of transit?

Let the free market and landowners decide this issue.

Q5. What might be some other aspects that should be considered?

Stay out of this and hire more police officers to help control the out of control crime in Houston. Paint lines on the roads to cut down accidents. Put more police cars on the road and give tickets to those running red lights and speeding. Balance the city budget and get rid of the many city employees who are not needed. Cut city and county taxes. Work for the citizens and stay out of private matters. Do something about our lack of school choice.



Respondent No: 1144

Login: Anonymous

Responded At: Aug 10, 2021 12:11:58 pm

Last Seen: Aug 10, 2021 12:11:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit at all, but only increasing the density of residents which in turn may cause over crowding in our beautiful neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

My opinion is there should changes in these restrictions.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Over crowding is a big concern and accessibility to resources such as grocery stores.



Respondent No: 1145

Login: Anonymous

Responded At: Aug 10, 2021 14:27:49 pm

Last Seen: Aug 10, 2021 14:27:49 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit at all.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefit at all.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

That would not make a bit of difference. I live a block north of Richmond and the businesses' on Richmond park on our street all the time.

Q5. What might be some other aspects that should be considered?

These proposed changes would not work in an already cramped inner city environment. We have so many new mid-rises that have increased traffic problems, we don't need more. Most importantly these changes would most likely scrapping our old neighborhoods of enchanting old architecture in order to build the so called multi-family units on single lots.



Respondent No: 1146

Login: Anonymous

Responded At: Aug 10, 2021 14:43:26 pm

Last Seen: Aug 10, 2021 14:43:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking. Off-street parking needs to be provided to address parking for each dwelling unit located on the site.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges: Parking.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. There should be a minimum number of parking spaces and the existing number of one (1) may not be necessarily enough based on the current culture where multiple cars are owned by single families.

Q4. Should parking vary based on proximity to various modes of transit?

No. Houston culture does not eliminate owning of autos where locate transit is available.

Q5. What might be some other aspects that should be considered?

Parking!



Respondent No: 1147

Login: Anonymous

Responded At: Aug 10, 2021 15:26:40 pm

Last Seen: Aug 10, 2021 15:26:40 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits to the community. Problems that it creates are: Traffic, Parking, Quality of life because of general density, Noise, Reduction of plant coverage (trees, grass, etc), Stress on water and sewers, street cuts and the mess they leave our streets in, increased need for city safety services, and sociological stresses caused by density increases. I see virtually no positives to this.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Still have all the problems listed in 1 above. I don't see that this makes much difference.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If a second unit is going to be added, this should require off street parking be available for the primary unit as well as the additional unit.

Q4. Should parking vary based on proximity to various modes of transit?

No!

Q5. What might be some other aspects that should be considered?

If this is being proposed as a way to add an additional rental / lease unit, then I do not think it should be allowed because this destroys the character of the neighborhood. And, who is pushing for this?



Respondent No: 1148

Login: Anonymous

Responded At: Aug 10, 2021 15:30:04 pm

Last Seen: Aug 10, 2021 15:30:04 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased ground coverage will exacerbate flooding inside the Loop, and further contribute to the urban heat island. There is NO WAY the City will be able to reconstruct its grossly inadequate storm water system before all these new additional units add their surface water runoff.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See #1. above! Plus - allowing unlimited size ADU's means throwing any hope of affordable ADU's out the window. AND all those extra vehicles on the streets parked and radiating heat and tempting street crimes.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should most certainly NOT be decreased. Since you can't very well require folks who live in ADU's to use transit you must NOT encourage prolonged parking and storage of vehicles on our roadways.

Q4. Should parking vary based on proximity to various modes of transit?

NO! If you allow less on site parking near to transit, then people will just park on street - blocking safe passage for pedestrians and cyclists trying to reach the transit.

Q5. What might be some other aspects that should be considered?

If you are predetermined to pass this proposal, then at least tie its implementation to conditions: It make only apply in neighborhoods whose infrastructure has been replaced/built or updated to standard within the past 10 years. It should never be applied to neighborhoods where sanitary sewers are already inadequate or leaking, nor to those which experience regular street flooding during Houston's regularly occurring 2-inch per hour storms.



Respondent No: 1149

Login: Anonymous

Responded At: Aug 10, 2021 15:36:36 pm

Last Seen: Aug 10, 2021 15:36:36 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We are a growing City that needs to think about how to accommodate residents and density in a productive way. The current limit is limiting the City and productive/sustainable growth. When I look at neighborhoods with mixed housing options (duplexes, quadplexes, etc) I see neighborhoods that are supportive of the community as a whole and are more livable, affordable, and sustainable. I would like to an increase to the number of units. Challenges with this are perceptions by residents. But these perceptions are short-sighted and restrictive.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No challenge seen on this.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should not be changed. It should not be increased. Parking requirements should not restrict the land utilization for housing and livability.

Q4. Should parking vary based on proximity to various modes of transit?

This would be fine. I don't think there should be requirements. But if there is, this is a measure that limits requirements in neighborhoods that support dense multimodal infrastructure.

Q5. What might be some other aspects that should be considered?

The City should be supportive of varying housing types for varying needs across the City. Less restrictive requirements can support density, affordability, and livability in key Houston areas.



Respondent No: 1150

Login: Anonymous

Responded At: Aug 10, 2021 16:02:08 pm

Last Seen: Aug 10, 2021 16:02:08 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking, sewage and flooding, traffic

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Parking, sewage and flooding, traffic

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, Everyone drives in Houston. There needs to be a minimum of two parking spaces allotted for each living quarter, attached or detached. Parking is a very real problem which causes traffic and congestion trying to get down the narrow streets, plus water drainage because of all of the concrete needed.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Please consider how congested areas of our city are where there have been multiple townhome units placed on an original single family dwelling lot. It has not benefited the beautification, the flooding, heat due to all of the concrete needed. If there were a limit on the housing side for each unit that might be beneficial. When there is a three story townhome and then an additional space there's not a lot of green space for drainage.



Respondent No: 1151

Login: Anonymous

Responded At: Aug 10, 2021 16:29:53 pm

Last Seen: Aug 10, 2021 16:29:53 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The main challenges are providing adequate off-street parking and water and sewer capacity. Many city streets are already too narrow and choked with cars parking on the street. Any ordinance must provide for additional off-street parking, for example, one full parking space per every 1000 SF of building construction. In addition, detention must be provided, which includes rebuilding city storm sewers.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

SF limitations should be established to avoid filling the lot from building setback to building setback. At least 50% open space should be required to reduce flooding from runoff and provided other needed open space for residents

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Per the comment above, provide one off-street parking space for every 1000 SF of construction, including existing construction

Q4. Should parking vary based on proximity to various modes of transit?

No. A car is an absolute necessity in Houston. Until adequate mass transit is available and other reasonable options are made available, i.e., COMPLETE sidewalks and bike paths (including 60 degree weather), residents need a car.

Q5. What might be some other aspects that should be considered?

Tax credits should be considered for solar panel and charging station locations. All new construction should be a minimum two hour fire rated construction. No building heights should exceed three stories. As stated in the introductory email, any such ordinance cannot be allowed to supersede deed restricted neighborhoods. A mechanism for immediate neighbors should be established to protest objectionable new construction. And finally, a city wide mechanism for neighborhood restoration must be established to "take back" blighted neighborhoods, no longer desirable due to neglect, commercial business, crime and lack off decent infrastructure. Thank you.



Respondent No: 1152

Login: Anonymous

Responded At: Aug 10, 2021 16:39:08 pm

Last Seen: Aug 10, 2021 16:39:08 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am strongly not in favor of increasing the number of units per lot. There is more and more congestion everywhere as it is, the roads cannot handle more traffic, there are already cars parked all over the streets and people are NOT going to take public transportation and sell their cars. I think developers are the ones who benefit from increased density. More concrete and dense living are not what the city needs. This has not worked well in other major cities. It has ruined neighborhoods.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no positive benefits in the long run. A few people will profit initially and it will then become dreadful and there will be no going back.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO! There is limited parking as it is, with cars parked everywhere. Streets are already difficult to navigate, especially when there are cars driving in both directions. Trash/recycling cans have to go on the street, and collection trucks and emergency vehicles would have an even more difficult time.

Q4. Should parking vary based on proximity to various modes of transit?

NO! Although some people who live in the areas mentioned above may choose public transportation to get some places, they are still likely to have a car. You cannot force people in a sprawling city such as Houston to take public transportation and/or expect them to give up their cars. It just won't happen in large numbers.

Q5. What might be some other aspects that should be considered?

I think neighborhoods will be ruined. Once all of the current requirements are lifted there will be no going back to family houses with private green space. The density will make some people quite wealthy in the process of destroying neighborhoods. A sense of community and pride in it will be lost. It will just be a glut of angry people due to the density, ugly concrete because it will be everywhere and structures that are not attractive or cohesive. These areas will become undesirable, causing a reduction in property values (and therefore taxes collected), and the negative impact will bleed into the surrounding neighborhoods. Businesses will be destroyed in the process. Developers and elected officials will be the ones who benefit, not the neighborhoods.



Respondent No: 1153

Login: Anonymous

Responded At: Aug 10, 2021 16:54:08 pm

Last Seen: Aug 10, 2021 16:54:08 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not see any benefits to increasing the number of units per lot. Increasing the number of units will increase the area of impervious surfaces and will increase the volume of storm water runoff. The city cannot control flooding, as has been demonstrated many times already.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits to eliminating the maximum size. The city has not been able to control flooding yet. The city cannot enforce its own flood mitigation rules and regulations against its developers. The city has allowed enforcement to become politicized. The city is totally ineffective against developers who break the rules.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, The requirement is reasonable and should remain.

Q4. Should parking vary based on proximity to various modes of transit?

No, The transit authority should provide parking lots. This burden is always passed to the homeowner. The burden of providing parking belongs to the transit authority.

Q5. What might be some other aspects that should be considered?

One aspect that should be considered is that Austin, Dallas, San Antonio are attracting people who wish to relocate. Houston is NOT attracting new residents. Houston floods. Houston has a horrible crime problem. Houston has no zoning. Most parts of Houston are ugly. .



Respondent No: 1154

Login: Anonymous

Responded At: Aug 10, 2021 18:28:22 pm

Last Seen: Aug 10, 2021 18:28:22 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

parking, trash pick up and walking with dogs will all become even more difficult to do than they already are.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The last thing we need is more people in the existing space.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

parking, trash pick up and walking with dogs will all become even more difficult to do than they already are. I'm totally against this.



Respondent No: 1155

Login: Anonymous

Responded At: Aug 10, 2021 18:29:51 pm

Last Seen: Aug 10, 2021 18:29:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The infrastructure that was put in place to support the single family lots likely was predicated on assumptions about capacity. Adding more units-and more people— per lot could overrun those estimates, putting extra burden on variety of systems like water, sewage and internet.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

With no max size limits, the units are more likely to consume space up to lot lines, reducing the area that might normally help buffer noise or fire risk.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If the size or number of units is increased, then some accommodation would be needed for potential increased parking.

Q4. Should parking vary based on proximity to various modes of transit?

There isn't any assurance that those moving into the units will be using the other modes of transit. So you would still need to plan how to not have parking for the single lots get consumed entirely by the unlimited lots.

Q5. What might be some other aspects that should be considered?

Unlimited size structures on lots could lead to reduced areas for natural drainage as well as tree coverage.



Respondent No: 1156

Login: Anonymous

Responded At: Aug 10, 2021 18:43:18 pm

Last Seen: Aug 10, 2021 18:43:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits - none. Challenges - more concrete covering ground, drainage issues, flooding issues, parking issues.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits - none. Challenges - more concrete covering ground, drainage issues, flooding issues, parking issues.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, more concrete covering ground, drainage issues, flooding issues.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Consider an ADU ordinance on new development areas, NOT a series of retro-active ordinances that apply to existing neighborhoods. Allowing ADU's in existing single-family home neighborhoods would be the demise of these neighborhoods which would result in a loss of value for all homeowners.



Respondent No: 1157

Login: Anonymous

Responded At: Aug 11, 2021 06:32:42 am

Last Seen: Aug 11, 2021 06:32:42 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Removing restrictions on dwellings per lot circumvents the whole idea of platting originally intended. Following a strategy of increasing housing via allowing more sub-units per lot does not encourage home ownership and fuels continued expansion of rental housing.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Accessory dwelling units are an anachronistic holdover of "servant dwellings" and rarely, if ever, are used in this manner(housing for domestic employees). Adjusting these size benefits avoids the larger issue of the purpose of such dwellings. Perhaps the real question is how many square feet per occupant should be allowed.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No, let public transit catch-up to demand first so that it becomes a viable, even desirable option to cars.

Q5. What might be some other aspects that should be considered?

The city, or HUD, or whoever, should buy large tracts of derelict or otherwise functionally abandoned properties, demolish and replat them to reasonable sizes for more single-family housing lots(with some ratio of park and walkspace) and then sell them to developers at market price for home construction with a provision of no lot variances permitted for 50 years to encourage new home construction and ownership.



Respondent No: 1158

Login: Anonymous

Responded At: Aug 11, 2021 06:39:50 am

Last Seen: Aug 11, 2021 06:39:50 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Don't not make it possible to build more than one home per lot. We need only one home per lot, no matter how large the lot. This is making our communities too congested. Green space is disappearing. More pollution. Less privacy. More flooding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

As stated above. Too crowded to the lot. No breathing room. Flooding issues. No green space. Too crowded for fire trucks.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Streets already crowded with one home, too much for two homes. Don't build more.

Q4. Should parking vary based on proximity to various modes of transit?

NO.

Q5. What might be some other aspects that should be considered?

Making slums for the future. Sorry if we need more housing but we don't need to keep building. The city is full. Maybe you could do something about the many vacant apartments. Take those down to the ground and rebuild homes. Use your energy in fighting the slum lords!



Respondent No: 1159

Login: Anonymous

Responded At: Aug 11, 2021 09:22:05 am

Last Seen: Aug 11, 2021 09:22:05 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The effect on all neighborhood shared infrastructure, but especially parking, traffic congestion, road maintenance, and water pressure.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating will obviously increase the number of ADU's resulting in the issues noted above.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No decrease--ADU's should not be permitted to burden shared infrastructure without appropriate compensation.

Q4. Should parking vary based on proximity to various modes of transit?

No: There's no evidence ADU tenants would be likely to forgo car ownership, so proximity to transit is irrelevant to neighborhood parking impact.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1160

Login: Anonymous

Responded At: Aug 11, 2021 09:31:39 am

Last Seen: Aug 11, 2021 09:31:39 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Single family should only be one (two MAX) residences

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no problem with no size restrictions

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I think most homes need 2-3 parking options

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

We need ZONING



Respondent No: 1161

Login: Anonymous

Responded At: Aug 11, 2021 11:26:59 am

Last Seen: Aug 11, 2021 11:26:59 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

challenges are increased traffic and pollution and crime

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

see 1

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

none



Respondent No: 1162

Login: Anonymous

Responded At: Aug 11, 2021 11:28:35 am

Last Seen: Aug 11, 2021 11:28:35 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More housing units will increase housing availability. More housing availability will improve affordability by reducing how rapidly rental rates increase and increasing competition. Allowing owners to create more and different types of ADUs will also increase the owning household's income stream and reduce vulnerability to economic shocks.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Houston needs a wider variety of rental housing units so perhaps larger ADUs could accommodate more bedrooms. More families could then rent an ADU.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. I personally think eliminating a parking requirement is important. Requiring one parking space adds cost for creating and maintaining the ADU, but it also presumes the renter will have a vehicle - essentially the renter is paying for parking whether they want to use it or not. Let the market and owner decide if parking is a desirable amenity. In this way renters who cannot drive or who choose not to drive are able to find, perhaps, more affordable rent and instead travel by walking, biking, rolling, and riding transit.

Q4. Should parking vary based on proximity to various modes of transit?

Please see my comment to #3. I think parking requirements are a 20th century outdated presumption - especially for properties within a 1/4 mile of frequent transit (15-minutes or faster) where sidewalks and/or bikeways exist to reach the transit.

Q5. What might be some other aspects that should be considered?

No comment



Respondent No: 1163

Login: Anonymous

Responded At: Aug 11, 2021 11:43:40 am

Last Seen: Aug 11, 2021 11:43:40 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

How will conflicts with neighborhood deed restrictions be resolved. Does the deed restriction take precedence over the proposed ordinance?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Maximum size of the secondary residence should be determined by a percentage of the size of the main residence, keep a proportion and keep the secondary from overwhelming the primary as well as other residences n the neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

A minimum of 2 off street parking spaces per residence.

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

Overall population density of the neighborhood and are there facilities to accommodate the increased density. Everything from public services (police, fire, health care, existing water & sewer and other utilities) to retail (grocery, entertainment, etal.)



Respondent No: 1164

Login: Anonymous

Responded At: Aug 11, 2021 11:45:04 am

Last Seen: Aug 11, 2021 11:45:04 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits, too crowded, parking an issue

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits, crowded, drainage, no green space

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Do not change current code



Respondent No: 1165

Login: Anonymous

Responded At: Aug 11, 2021 12:06:27 pm

Last Seen: Aug 11, 2021 12:06:27 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

challenge: density, traffic, safety, reduced green space

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

minimize size to avoid density, traffic, safety, reduced green space issues

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

maximum one space

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

density, traffic, safety, reduced green space issues and livability



Respondent No: 1166

Login: Anonymous

Responded At: Aug 11, 2021 13:45:04 pm

Last Seen: Aug 11, 2021 13:45:04 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits – none Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits – none Challenges – Neighborhood congestion, more residential density, incongruent neighborhood dwellings.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. It should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No. Neighborhood preferences should take priority.

Q5. What might be some other aspects that should be considered?

Neighborhood deed restrictions, HOA restrictions, traffic capacity of streets and neighborhood.



Respondent No: 1167

Login: Anonymous

Responded At: Aug 11, 2021 14:50:23 pm

Last Seen: Aug 11, 2021 14:50:23 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The biggest challenge in adding more units is developers coming into areas with no intention of living in the housing being constructed. Developers look to maximize profit and are not concerned about livability, walkability or the aesthetics of construction. Additional units provide drainage challenges. Houston is particularly challenged given the events of Harvey. Too many vehicles are parking on the street due to poorly designed properties leading to very dangerous situations for elderly, children, dogwalkers (pedestrians in general).

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Devalue of existing housing.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. This helps to avoid too many vehicles on the street in areas where there are often no sidewalks.

Q4. Should parking vary based on proximity to various modes of transit?

No. Houston public transport is very poor. All additional structures need to incorporate off street parking.

Q5. What might be some other aspects that should be considered?

The front/facade of townhomes should face the street rather than staking. Example: Braeswood, Lot 14 & The adjoining west 5 ft of the LOT 15, Block 17 is currently requesting a replat to create. The plan is to jam 4 town homes on the block with no consideration for drainage or aesthetics of the street. A typical case of developer extracting maximum value without care for drainage or neighboring families.



Respondent No: 1168

Login: Anonymous

Responded At: Aug 11, 2021 15:17:29 pm

Last Seen: Aug 11, 2021 15:17:29 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Adding units requires additional off street parking. Changes to neighborhoods should include requirements for greenspace and playgrounds. All of the recent development in Houston has taken away tree cover and limited safe places for kids to play.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Parking requirements should reflect number of people living on the lot. Greenspace should be required.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should be two spots, especially if the size is increased. Attached should hae same requirements.

Q4. Should parking vary based on proximity to various modes of transit?

No. It should be based on number of people. Houstonians want cars and public transport.

Q5. What might be some other aspects that should be considered?

Protect Houston's tree cover. Developers always remove trees and it ruins the neighborhood feel. It also increases the heat level and promotes climate change. Please also consider protecting existing smaller homes in neighborhoods. I may want to live in a good neighborhood but not have a huge house, currently it is hard to find one. Widows can't find smaller homes that are affordable because developers bid up prices then tear them all down.



Respondent No: 1169

Login: Anonymous

Responded At: Aug 11, 2021 15:30:16 pm

Last Seen: Aug 11, 2021 15:30:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

no benefits

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

no benefits

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

current nature of neighborhood and wishes of residents



Respondent No: 1170

Login: Anonymous

Responded At: Aug 11, 2021 16:01:16 pm

Last Seen: Aug 11, 2021 16:01:16 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

not answered

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

One space might not be adequate and result in adding to on-street parking congestion.

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Adequate off-street parking could be a problem. Overwhelming nearby retail establishments could also be a problem.



Respondent No: 1171

Login: Anonymous

Responded At: Aug 11, 2021 19:09:03 pm

Last Seen: Aug 11, 2021 19:09:03 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I do not think any change to the current neighborhood restrictions or zoning should be allowed, as homeowners will be adversely affected. They are paying property taxes and made a significant home purchase based on the current rules. Oftentimes this is a person's primary retirement savings (in their property) and there are significant barriers to making a change; therefore we should not adversely impact homeowners when there are plenty of commercial or existing mixed use properties available for multifamily infill.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, anything that adversely affected homeowners or significantly changes existing regulations should not be imposed. Changing the rules after the fact significantly impacts property values, which are often the primary investment decision a family or household has made.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The current requirement was likely intended to provide adequate parking off street for all living on premises. I do think that same intent, or something substantially similar, should be upheld in order to protect homeowner and property values.

Q4. Should parking vary based on proximity to various modes of transit?

With uber, evokes, and other transit solutions I do not think homeowner requirements should be directly tied to public transit. However this could be considered as a small reduction in the onsite parking requirements for homes.

Q5. What might be some other aspects that should be considered?

See above.



Respondent No: 1172

Login: Anonymous

Responded At: Aug 12, 2021 07:11:59 am

Last Seen: Aug 12, 2021 07:11:59 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Restricting the lot to only 2 units limits the different types of housing available for Houstonians.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

As long as the detached units and adequate parking associated to it are not increasing the impermeable space on the lot over the 65% threshold there should not be restrictions.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This should be dependent on the type of street the lot is situated on

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

ADUs allow Houston to provide higher housing density without the construction of additional townhomes, highrise units, and large multi-family complexes



Respondent No: 1173

Login: Anonymous

Responded At: Aug 12, 2021 07:17:11 am

Last Seen: Aug 12, 2021 07:17:11 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We should stick to abiding by deed restrictions. In some neighborhoods without deed restrictions, it makes sense to let the area evolve into higher density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If the deed restrictions allow two units, then there shouldn't be restrictions on the size of each.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It's fine. We're storming into an era of families owning fewer cars because of the convenience and financial benefit of Uber.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1174

Login: Anonymous

Responded At: Aug 12, 2021 07:23:12 am

Last Seen: Aug 12, 2021 07:23:12 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

If we can have more people living in central locations fewer cars will be on the road and people will utilize public transit more. People want to live near where they work, so many people are finding work out in the suburbs when there are plenty of jobs in Central Houston, but they cannot afford to live in the area. If there are more options/places for people to rent, the cost of living will be much more competitive with the surrounding areas.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Without size restrictions, we can have a higher density of people. My only concern about raising density is trash/waste. The COH is already very particular with how/when they will pick up bins and dump them. There would either need to be more bins at each property or I think the city would need to pick up trash twice a week so that the bins do not overflow.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Many people, when they live close to where they work, will opt for biking, walking, or ride-sharing apps. This decreases the number of cars needed in the neighborhood. I think there should be less permitted streets and more free parking.

Q4. Should parking vary based on proximity to various modes of transit?

Yes. Areas with more public transit should have less parking to encourage the use of public transportation, while areas more than .5 mile away from Public transit should have more parking as people will most likely be driving.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1175

Login: Anonymous

Responded At: Aug 12, 2021 07:37:07 am

Last Seen: Aug 12, 2021 07:37:07 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the allowable units should lower the cost of housing & increase density which are both positive. It may make sense to allow up to two duplexes per lot. Keeping within the duplex code allows you to keep the standard 1hr fire code details which lowers cost of construction. Multifamily buildings (more than 2 units) are more difficult to build and more expensive.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

For most lots of standard size, the size of ADU's is already limited by the 65% impermeable cover limit, so I think we should eliminate the 900SF rule.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

We should lower the parking requirements so that more people will consider riding bikes, using public transit and Uber. Less cars means less pollution.

Q4. Should parking vary based on proximity to various modes of transit?

Yes - it absolutely makes sense to have some sort of radius rule around public transit. We need to encourage density in areas that are designed with public transit in mind.

Q5. What might be some other aspects that should be considered?

True Grid (and other gravel-based permeable paver systems like it) should be recognized by the permitting department as a permeable system for residential construction (1-4 family) because these systems provide low cost flood water detention and parking. This is an essential part of the equation because low cost parking & low cost flood water detention is a big hurdle with 1-4 family structures.



Respondent No: 1176

Login: Anonymous

Responded At: Aug 12, 2021 07:45:43 am

Last Seen: Aug 12, 2021 07:45:43 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges for parking, traffic

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

No. People need cars for all sorts of reasons and areas not serviced by city transportation as well as out-of-town travel.

Q5. What might be some other aspects that should be considered?

Noise, solid waste and recycling, utility connections.



Respondent No: 1177

Login: Anonymous

Responded At: Aug 12, 2021 08:41:04 am

Last Seen: Aug 12, 2021 08:41:04 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

overcrowding and reduction in quality building

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

i think having a minimum instead of maximum could provide for a better quality of life for the person(s) living in the detached unit.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

yes, the limiting of available parking is extremely difficult. not only with these narrow streets but the burden that gets placed on residents and guests who get fined just because the city refuses to require sufficient parking to residents and to the businesses in the area.

Q4. Should parking vary based on proximity to various modes of transit?

no, most people want to own a vehicle even if they take public transportation. its not fair to punish those who enjoy a vehicle ownership but also try to use other modes of transportation

Q5. What might be some other aspects that should be considered?

more available parking and look into how EV charging stations can be added to the street parking



Respondent No: 1178

Login: Anonymous

Responded At: Aug 12, 2021 09:13:02 am

Last Seen: Aug 12, 2021 09:13:02 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Additional density is both a benefit and a challenge. Benefit as it would hopefully provide the necessary density to support greater infrastructure and public transportation options however I have significant concerns about 1) the COH's ability to financially provide these services and 2) the willingness of Houstonians to utilize public transportation. This is a city that thrives on individualism and decisions that benefit the collective good are not generally supported. Honestly, I don't see this as an issue as there are random 3-4 story townhomes interspersed between single story, single family homes. I think the issue of 3 units vs 1 unit on lots that are not deed-restricted is splitting hairs. Currently, single family lots are built on lot line to lot line and up to 3 (very high) stories high so I don't see any major difference between the volume of structure that is currently taking up a lot versus dividing that lot into smaller parcel units.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think the challenge will be maintaining adequate drainage and preventing a slippery slope towards greater lot coverage.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, it should be removed to encourage residents to use public transportation or pedestrian paths. Not all ADU residents will need or want cars.

Q4. Should parking vary based on proximity to various modes of transit?

No, to difficult to enforce or manage.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1179

Login: Anonymous

Responded At: Aug 12, 2021 09:28:03 am

Last Seen: Aug 12, 2021 09:28:03 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Houston already has challenges with the fact that zoning is a foreign concept to the area. Current rules (besides deed restrictions or HOA approaches) are one of the few definitions people have when investing in a property. Some may see additional value from this concept; however, some will not. How will erosion of land value be handled?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Most of the neighborhood streets and utilities/services (water, electric, sewer, connectivity/internet, garbage removal) are not adequate currently. Increasing square footage and hence number of person density in current single family residential areas requires up front substantial investments in infrastructure.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking would have to be addressed for any additional occupants.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

In general, Houston should consider a viable mass transit concept like many other large cities throughout the world. Rail systems/subways/etc. can be used very effectively to accomplish many of the same overarching objectives and address many of the challenges noted. Buses are way too inefficient to handle Houston's transit challenges. Oddly, the places where railways have been installed in the last 25 years are really only for a select group of beneficiaries.



Respondent No: 1180

Login: Anonymous

Responded At: Aug 12, 2021 09:40:19 am

Last Seen: Aug 12, 2021 09:40:19 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Destruction of single family neighborhood choice.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Bypasses single family choice.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Multiple family living in a single location turns neighborhood streets into a car parking lot making it difficult to traverse.

Q4. Should parking vary based on proximity to various modes of transit?

Adequate parking should be provided on property of housing.

Q5. What might be some other aspects that should be considered?

A neighborhood should have the right to housing restrictions suitable for consistent expectations when choosing a location to settle.



Respondent No: 1181

Login: Anonymous

Responded At: Aug 12, 2021 11:17:46 am

Last Seen: Aug 12, 2021 11:17:46 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

DO NOT INCREASE THE CAPACITY OF THE DEFINITION OF SINGLE FAMILY LOT! Done mess with our HOUSE, OUR NEIGHBORHOOD, OUR CITY... DONT MESS WITH TEXAS

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

DO NOT CHANGE

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO. WE DONT NEED MULTIFAMILY LIVING IN SINGLE FAMILY LOTS

Q4. Should parking vary based on proximity to various modes of transit?

NO THAT IS INSANE WE ARE NOT A COMMUNIST COUNTRY. YES THIS IS A COMMUNIST WAY OF LIFE IN COMMUNIST AND SOCIALIST COUNTRIES... ITS ALL ABOUT TAKING AWAY PROPERTY RIGHTS

Q5. What might be some other aspects that should be considered?

HOUSTON DOES NOT WANT COMMUNIST LAWS PROPERTY OWNER TAKE OVER... NO.



Respondent No: 1182

Login: Registered

Responded At: Aug 12, 2021 12:30:22 pm

Last Seen: Aug 12, 2021 19:21:04 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I don't see benefit. I am in favor of single family. What is being done to enforce single family?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Where has this been a problem?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No Change. Two car garage for off street parking.

Q4. Should parking vary based on proximity to various modes of transit?

No. Why is this question being asked? It should be free choice to use public transportation.

Q5. What might be some other aspects that should be considered?

Why is flood mitigation included in this study when very little has been done for my location. Memorial Drive from Eldridge to HM 6 was removed from the flood project.



Respondent No: 1183

Login: Anonymous

Responded At: Aug 12, 2021 12:53:14 pm

Last Seen: Aug 12, 2021 12:53:14 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits *Increasing density to allow more people to live on one plot of land *No need to adjust to multi-family off-street parking requirements IF the parking minimum is removed. (Right now if you were to convert your single family home to a multi-family unit, you may need to add additional parking which may be geometrically infeasible and thus prevent the adding of housing units. *Cash flow for homeowners *In theory the housing will be more affordable. Challenges *Certain HOAs may move to restrict the number of these added housing units

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefits * Residents will be able to better decide how they want to use their land to build an ADU. * Less regulation (for removing the maximum) may encourage more people to build (maybe) Challenges * I don't really see any challenges. I am in favor of removing the maximum. I think people will already be constrained by their lot size and won't be able to build too large. And if they do, in my opinion, so what?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Removed entirely. Off-street parking minimums are self fulfilling prophecies, and they fail to account for the nuance of individual areas. Off-street parking requirements will also restrict how many additional housing units can be built because the homeowner will have to put in parking spaces, which aren't free and take up a lot of space.

Q4. Should parking vary based on proximity to various modes of transit?

No, parking minimums should be removed entirely. Policy based on proximity to transit could become very complicated and hinder the progress of building additional housing.

Q5. What might be some other aspects that should be considered?

Please strongly consider removing parking minimums. I also want to note that removing parking minimums does not stop a landowner from providing any parking at all. It means that the landowner can make the decision themselves, and choose how much parking they want to provide.



Respondent No: 1184

Login: Anonymous

Responded At: Aug 12, 2021 17:55:18 pm

Last Seen: Aug 12, 2021 17:55:18 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking issues due to size of lots and streets in Oak Forest & surrounding neighborhood

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increases may have environmental impact on surrounding original homes vis-a-vis flooding

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

2 per unit is realistic

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1185

Login: Anonymous

Responded At: Aug 12, 2021 21:05:44 pm

Last Seen: Aug 12, 2021 21:05:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

August 12, 2021 As a 40 year resident of Lynn Park, I vote a strong NO for allowing more than one unit per lot. It makes no sense unless you are in the bag the for local real estate development interest. More than one unit per lot would only add to an overly congested area of town. In the age of Covid, overcrowding would worsen the spread of disease particularly among the elderly. If you're looking to develop more close in affordable multi-unit residential housing it would make more sense and good economics to look east, east of I-45 inside the loop. There is plenty of prime property available at much lower cost for urban rejuvenation. This too would add to the City's insatiable unrelenting need for an ever expanding tax base. Rachel and William Mrvichin 4032 Sul Ross St, Houston, TX 77027

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

With the size of the new zero lot line multi story houses being built in Lynn Park, I don't know where you could find the space to build an ADU ??? These houses are already so big that the occupants could walk around for days without running into each other, making an ADU unnecessary.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, we already have too many cars parked on Lynn Park area streets and front yard driveways. We have numerous households with way more vehicles than licensed drivers ? They choose to park all of their vehicles in the streets and in their front yard driveways blocking sidewalks. They only use their 2-3 car garages for storage. The number of households that use their garages for parking seems to be in the minority.

Q4. Should parking vary based on proximity to various modes of transit?

If we limit one unit per lot, that should not be a consideration.

Q5. What might be some other aspects that should be considered?

To increase availability of close in multi-unit housing, It would make more sense to develop the land east of I 45 inside the loop. There is a lot more underdeveloped land in that area.



Respondent No: 1186

Login: Anonymous

Responded At: Aug 12, 2021 23:05:41 pm

Last Seen: Aug 12, 2021 23:05:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We don't need to cram more into smaller spaces. They were single family homes for a reason. Look at what 3rd Ward turned into by allowing folks to subdivide homes into apartments years ago and them cram more folks in a garage apartment in the back that's falling apart.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, we don't need everyone trying to cash in with small homes and creating rental avenues in single family areas.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

One is enough - should cram too many folks with cars into smallunits anyway.

Q4. Should parking vary based on proximity to various modes of transit?

Yes and no - just case a transit station is near doesn't need to large lots

Q5. What might be some other aspects that should be considered?

We need zoning and focus on building or revitalizing areas that were once pristine within 15 miles off DOWntown to attract younger families who can spur success at local schools



Respondent No: 1187

Login: Anonymous

Responded At: Aug 13, 2021 07:41:50 am

Last Seen: Aug 13, 2021 07:41:50 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Allowing multi-unit development of single family plotted neighborhoods will destroy the neighborhoods ambiance, appeal and remove desire from current owners to continue to live in Houston. This is purely an attempt at a money grab by Houston's taxing authorities.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Allowing an increase in size would in simpler terms allow for multi-unit dwellings on a single family plotted piece of land. Again, a blatant attempt to increase tax revenues and destroy neighborhoods.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should not be changed. Ever Period.

Q4. Should parking vary based on proximity to various modes of transit?

No. Never.

Q5. What might be some other aspects that should be considered?

Existing homeowners would be disenfranchised by allowing multiple occupancy dwellings (duplex, fourplex, split property lines, etc.) on existing single plots. Dividing plots to allow more dwellings in my neighborhood is not what i have paid 40 years of taxes to endure. This is another example of Houston's city management attempting to wring another dollar out of its home owners.



Respondent No: 1188

Login: Anonymous

Responded At: Aug 13, 2021 09:42:05 am

Last Seen: Aug 13, 2021 09:42:05 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits include offering lower cost housing to more people, thus lowering/stabilizing rent for renters in the area. It is also additional income for homeowners that wish to add an ADU in their backyard. Challenges could be parking space.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think the benefit is that homeowners can get more use out of their plot of land, ADUs could potentially be used to house people more comfortably or get a bigger bang for their buck.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The requirement should be removed.

Q4. Should parking vary based on proximity to various modes of transit?

Parking policies should be designed to encourage less car use and more alternative modes of transportation.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1189

Login: Anonymous

Responded At: Aug 13, 2021 11:57:12 am

Last Seen: Aug 13, 2021 11:57:12 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: Families can stay together longer, Primary unit owner may have a source of income. Challenges: PARKING

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

These units must meet setback and easement requirements.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change needed.

Q4. Should parking vary based on proximity to various modes of transit?

Unsure

Q5. What might be some other aspects that should be considered?

Unsure



Respondent No: 1190

Login: Anonymous

Responded At: Aug 13, 2021 12:44:58 pm

Last Seen: Aug 13, 2021 12:44:58 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing population density increases demands on our currently under-sized infrastructure (water, sewer, electric grid). I see no rational reason to do this on private property. I have been to other countries and seen this type of development - Americans call them "slums."

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefits and many challenges/problems as the population density is increased in a haphazard fashion around private dwellings. Why not just buy parcels of land outside of deeded subdivisions and build Moscow block-like megastructures? This is more equitable.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The current requirement is not high enough. For a 900 square foot secondary detached unit, 2 off-street parking spaces should be required. In Moscow, what were spacious 2-way streets are now so filled with cars on both sides that only one car can pass at a time. That's bad for Houston.

Q4. Should parking vary based on proximity to various modes of transit?

No. The reason that we have so many cars in Houston is because public transit is not flexible nor efficacious enough. It is the same situation as in Los Angeles, CA. Everyone has a car, and everyone is on the road to get to somewhere else. Off-road parking is mandatory.

Q5. What might be some other aspects that should be considered?

The idea of increasing population density in city neighborhoods makes no sense. There are plenty of lease and for sale multi-family buildings in every part of Houston. Turning subdivisions into slums does not benefit anyone. Instead of pursuing this, shouldn't we be focused on the public works infrastructure that is already in so much need of repair and upgrade?



Respondent No: 1191

Login: Anonymous

Responded At: Aug 13, 2021 14:27:12 pm

Last Seen: Aug 13, 2021 14:27:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits to increasing the number of units per lots, except to developers looking to make quick money. This reduces green space, covers already scarce uncovered earth for drainage, This will further eliminate any privacy for residents, and lead to more congestion, parking problems, and even more competition for placing trash receptacles for pickup.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, no benefits and only harmful effects to increasing the maximum size of ADUs. This will only lead to increased population density on already cramped and congested lots. More noise, more conflict with people cramped into a small space, with no increase in police or infrastructure. This harms both current residents and future tenants of these overpopulated properties.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. It should be increased to 2 additional spaces.

Q4. Should parking vary based on proximity to various modes of transit?

Absolutely not. There is almost no relation to proximity of mass transit and rider use. The available mass transit in Houston serves very few in a reliable, efficient way. The pointless light rail goes nowhere useful and does not connect the major business areas of Houston at all. Most professionals are required to use personal cars, so households should have sufficient parking for more than 2 vehicles.

Q5. What might be some other aspects that should be considered?

The drive to increase housing density is unrelated to affordability, especially in desirable, livable neighborhoods. The idea of further subdividing lots and removing minimum parking requirements will only harm current and future residents; the only beneficiaries are developers.



Respondent No: 1192

Login: Anonymous

Responded At: Aug 13, 2021 15:05:44 pm

Last Seen: Aug 13, 2021 15:05:44 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units per lot will force more cars on the street, reducing the drivable space on streets and increasing danger to pedestrians and all drivers.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the maximum size of ADUs will decrease green space and the trees which make our neighborhoods more livable.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This requirement should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

No, we already have too many cars parked on both sides of the street.

Q5. What might be some other aspects that should be considered?

Enforced social engineering by so called city planning experts almost always leads to a decline in neighborhoods.



Respondent No: 1193

Login: Anonymous

Responded At: Aug 13, 2021 15:32:15 pm

Last Seen: Aug 13, 2021 15:32:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Adding units will increase traffic, create parking problems and make it difficult for emergency and other vehicles to maneuver down the street.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating the size of accessory dwelling units would encourage duplex type buildings. Again, increasing the number of people who could live on a single lot will lead to parking issues as well as change the character of the neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If the accessory size is increased, the number of off street parking spaces should be increased.

Q4. Should parking vary based on proximity to various modes of transit?

It is discouraging for the residents to have trouble getting down their streets because people taking public transport are parking there.

Q5. What might be some other aspects that should be considered?

It seems like this change could be particularly harmful to lower income neighborhoods where the residents have chosen to live in a single family home area. It would also encourage developers to raise and rebuild duplex and other multiple family units so the developers might be the primary beneficiaries of the proposed change.



Respondent No: 1194

Login: Anonymous

Responded At: Aug 14, 2021 10:58:47 am

Last Seen: Aug 14, 2021 10:58:47 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Do not change

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Do not increase

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1195

Login: Registered

Responded At: Aug 14, 2021 15:19:25 pm

Last Seen: May 03, 2022 17:23:41 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I would say natural affordability is the main benefit of increasing the number of units per lot. This allows the construction and land costs to be shared among more residents resulting in more affordable units without subsidies. In addition, it increases the tax base of local governments. The challenges come with increased parking. If more parking is required, it takes up valuable land, makes development more expensive, degrades walkability, and results in more traffic.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. It should be eliminated.

Q4. Should parking vary based on proximity to various modes of transit?

I think parking should be market-based. With the explosion of micro-mobility, remote work and deliveries, transit is not the only indicator of good mobility without a car. Decoupling parking costs from home construction costs would allow for more affordable homes for people who may not need or want a car independently of transit lines. Transit is a good start, but eliminating parking minimums would have benefits across the city.

Q5. What might be some other aspects that should be considered?

Thank you for your work on this! I'm hopeful this effort will result in very positive outcomes for the city.



Respondent No: 1196

Login: Registered

Responded At: Aug 14, 2021 20:44:19 pm

Last Seen: Aug 14, 2021 00:50:05 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

A. Challenges – • Density and its impacts on an already successful neighborhood, infrastructure, and the human need for space. What emotional need would more physical density serve? If a neighborhood is working for residents in its current configuration, why allow developers using density to profit by changing and not benefiting those who have come before and created something good? Current resident input, not swayed by developers, consultants, and Real Estate company profit and lobbying, should be considered with high priority. a. For a step change, normally look outside of established neighborhoods for opportunities to create a different type of cohesive development. b. Are any single-family zoned homeowners asking for more density? c. I don't see it as benefitting the poor. d. Houston is defined by its neighborhoods, not urban density. e. Addressing all areas of flooding in Houston should remain the City's highest priority. None of these density-driven housing projects will benefit the need to protect the already vulnerable existing residents. Why are we not addressing first things first? B. Benefits • First Priority - Determine what the existing homeowners want for existing successful neighborhoods. Make sure it is within the broad plan for flood remediation for all of Houston.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

A. Challenges — • Density and its incumbent infrastructure and social problems – see discussion on question 1. a. Houston is not NYC or any of the urban cities now in decay. b. What success stories can you cite of other mature projects in which outsiders decide the density, and with similar characteristics as Houston? What you are proposing would let developers, etc, rule, rather than homeowners in established neighborhoods. Developers, etc, operate with their profits in mind rather than needs and greater good of Houston residents. c. Any current size restrictions should be firmly left in place and enforced.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

A. Change? • No, mass transit should eliminate the need for greater on-site car storage. • Room for more car storage reduces living and playing area on-site. • COH should not pick up the cost of on-street parking storage for extra vehicles in any proposed increased density project . Goal is to reduce need for more vehicles. Don't indirectly cause COH to pick up bill for car storage on street as well.

Q4. Should parking vary based on proximity to various modes of transit?

A. No, not necessarily. What are your broad goals benefitting all of Houston? Less traffic and car storage in exchange for more reasonably-priced living choices? Right? Discuss scenarios and solutions with current and prospective homeowners in proposed locations. Don't allow developers to ignore minimal onsite parking when mass transit is unavailable. • COH should not build on-street parking to help developers.

Q5. What might be some other aspects that should be considered?

A. None of any proposed zoning changes to a thriving neighborhood should ever be able to override or impact existing HOA Declarations, Covenants, including deed restrictions, of the original "single-family zone" intent, which would threaten the current success of the existing neighborhood. Even if the City changes the definition of "Zone – single residential", all previous zoning definitions should be grandfathered unless it goes against the will of all of the current home owners. • Why are we to the point of spending \$400,000 on an outside consultant to develop an ordinance? Will this amount cover Parking Study, Residential Study, Codes Study, Development Code Recommendations? • Where is the budget for this Study? • What City \$\$\$ are pledged to it? • What opportunities were there for general public participation such as on the steering committee? 25 members. Who chose it? Is there a rep from every district in the city? • The "Greater Houston Community" is last on on the stakeholder list. Houston area builders and developers, Advocacy groups, and Commercial interests rank above tax-paying citizens? • Livable Places Action Committee Objectives lists "Integrate flood mitigation into the design", second to last. Isn't flood management a huge life or death need hanging over all Houston heads? Would you allow such an Ordinance to affect higher priority needs and the greater good for all of Houston? What about flooding? Affects all of COH. That effort is in limbo due to leader resignations. What is the current priority of that initiative? Is it still actively moving forward? Would you move aside such an issue as flooding, in favor of density (a flooding component) in the Ordinance? • Under Primary Methodology – Parking and Housing best practice will be studied with the help of outside consultants. Why not consult with a combo of University research publications instead or only for-profit "experts"? • How are you determining a "Public Vision"? Are you putting this on a ballot? • Timeline – project expected to be complete in 18-24mos? With all of the work already done, why so long to pay the Consultant? Who approves cost overruns? • How does the Livable Places Action Committee define equity? • How will increased infill development benefit Houston's core without a broad based flooding plan for the Houston AREA? • What are other cities the size of Houston where there similar successful plans in effect, are enjoying such a vision we have had set for us? • What is Houston's extra-territorial jurisdiction? • What is the role of Harris county and other non-City entities? • Will our Congressional Delegation get us Federal Funds to assist with these actions? What part of the Livable Places Action Team organization is going after this? How much would come from taxes? • What would be the required income to qualify for such housing under such an Ordinance? How would buyer Financing work? Would COH be involved in any guarantee on a mortgage? Would non-govt guaranteed mortgages made with outside financing be required? • How is the Urban Land Institute involved in this COH Action Committee? B. Survey - Where are the regular Tax-paying citizens? At this late date, this survey of 5 questions goes to the public at large? Is this what you believe will fairly and truthfully represent the will and priorities of the current majority of Houston's wonderful neighborhoods? We need to work together for Houston. Thank you.



Respondent No: 1197

Login: Anonymous

Responded At: Aug 14, 2021 21:24:10 pm

Last Seen: Aug 14, 2021 21:24:10 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Higher population density will lead to more friction between people which will lead to increased crime. Also, flooding will become more frequent and more damaging.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing maximum size will increase population density, which in turn will cause more harm.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No change.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

No comments.



Respondent No: 1198

Login: Anonymous

Responded At: Aug 14, 2021 22:17:51 pm

Last Seen: Aug 14, 2021 22:17:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Too many people, not enough parking!

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing max size...decreasing permeable soil--why not just pave over the entire city?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Too much congestion!

Q4. Should parking vary based on proximity to various modes of transit?

See all of the above.

Q5. What might be some other aspects that should be considered?

YOU ARE OVER-BUILDING THE CITY DURING A CLIMATE CHANGE EMERGENCY!



Respondent No: 1199

Login: Anonymous

Responded At: Aug 15, 2021 07:24:32 am

Last Seen: Aug 15, 2021 07:24:32 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see no benefit of units being permitted in Neighborhoods. This/these units should not be among regular communities Neighborhoods in suburbs Of Single family living base on master plans and deed restrictions should not be mix with the ADUs. We don't mixed units like this close to each other in private space for a families. Most people purchase apartments /Townhomes but it in the area map for that space. Homes that are for single family with their on Space did purchase that for a reason, not to share their property.... This is not NY City... don't try to bring it to Pearland, Sugarland, Missouri City or Fort Bend Houston.... We want to keep our lots as they are we don't want any ADUs, attached Duplex primary to exceed 900 sq feet etc in our communities. Please find a place along the 288 area between Reed Road,610& Buffalo Rd, Airport Rd & 288 MacGregor, back to inner City for these units.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefit of ADU and we need to have restrictions where ADUs are going. ADUs all need to follow rules per deed restriction. They should not de able to change communities deed restrictions to fit there agenda for any ADU units. The City of Houston should only put ADU units, as apartment size / small townhouse duplex etc and should only be in the inner City; we do not need or want this in our Community suburbs area. You need to develop these ADUs living style apartments and townhomes in the dead zone areas where property business was loss from COVID-19 and lots that's abandon in the City of Houston.... but do not bring ADUs to area that not part of the community single family homes base on their homes plans as it was original developed with floor plans in communities with their development and purchased with deed restrictions.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. You should put a garage on each single family unites always People should not be charged if you put a non- detachable garage units now or in the future. This is not allowed in the suburbs.... And we do not need this.

Q4. Should parking vary based on proximity to various modes of transit?

Yes! Parking is needed for every home... Look if you have various transit in the City of Houston you should put parking for those that us transit near by with parking garages per the units in the area of ADUs, Apartments and Duplexes. But this is not part of the singe family suburbs communities and don't need it!

Q5. What might be some other aspects that should be considered?

We need to keep homes as is in our development deed restrictions communities. Now if the City of Houston want ADU'S, Duplex's and Apartments units in a area just designated for these Livable Places space it should be done such as developing a community designated just for those/these units in their on place and space. For those Livable Places as said to build that being built for a person that chose that lifestyle as they please; but it's not what we need in our well developed deeded subdivisions. City of Houston Do not I repeat Do Not!!! Invade on our normal communities lifestyle and don't try changing our well deeded restricted communities; Homeowners move in these communities for a reason to prevent City of Houston non zoning and non deeded restrictions which don't protect homeowners from Greed of power to make money and not put the people property invested first! Our Communities will not allow the City of Houston to change our communities we purchased with such deed restrictions for communities to protect our lifestyle and we will fight the City of Houston trying to change our deed restrictions just so they can put these units in our communities of Fort Bend Houston.



Respondent No: 1200

Login: Anonymous

Responded At: Aug 15, 2021 08:53:10 am

Last Seen: Aug 15, 2021 08:53:10 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

You will see the same problem that has developed in Rice Military - a horrible lack of parking for residents and guests. This does not enhance quality of life for anyone. Houston is not a mass transit city, so the need for parking is paramount, and i think the city should learn from their mistakes. Aside from parking, the character of the neighborhood needs to be considered. Taking a street of single-family homes, some of which may have accessory buildings, to one with multiple units on one lot, can be detrimental to the look of a neighborhood. How will you keep this from happening in older non-deed restricted neighborhoods that may not want this change?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 square feet is the size of a decent two bedroom house or apartment. Why would this need to be larger?

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be at least two off-street parking spots for each unit.

Q4. Should parking vary based on proximity to various modes of transit?

No, parking should be based on number of units. At least two parking spots per unit should be required, if not more.

Q5. What might be some other aspects that should be considered?

Making Rice/Military more dense did not decrease prices, so I do not think this proposal really has anything to do with affordability. This has more to do with developers wanting to maximize the amount of revenue that can be squeezed out of a lot.



Respondent No: 1201

Login: Anonymous

Responded At: Aug 15, 2021 08:57:26 am

Last Seen: Aug 15, 2021 08:57:26 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased options for a good grocery store and other amenities.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Unsure

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should stay the same until public transportation, sidewalks and bike lanes are easily accessed.

Q4. Should parking vary based on proximity to various modes of transit?

Yes,

Q5. What might be some other aspects that should be considered?

Sidewalks and bike lanes. Builders should have to contribute to a fund to support these amenities. 20th is a great example, bars and restaurants have sprung up making a great entertainment district but patrons have to walk in the street to clubs and parking because there are no continuous sidewalks. The owners of the new establishments should be required to help fund the infrastructure needed to keep people safe as they walk.



Respondent No: 1202

Login: Anonymous

Responded At: Aug 15, 2021 12:33:13 pm

Last Seen: Aug 15, 2021 12:33:13 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see having a few small dwellings on a lot (detached or attached) as an excellent way of increasing the density of the neighborhood to support a growing population without changing the feel of the neighborhood. Large apartment complexes would be jarring next to single family homes, while fourplexes can integrate seamlessly.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I am more interested in increasing the number of units than the size. However 900sqft would be seen as too small for most families with children. Thus this restriction limits the type of occupants of these units to single people or childless couples. An increased size would allow a wider range of households to live in ADUs.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It should be eliminated entirely. Climate change is a reality that we must address. Houston should seize every opportunity to discourage car ownership and driving as a primary means of transportation. Additionally, wider driveways cause the public to lose street access and shared on-street parking, so often there is no net benefit from requiring the additional off-street space.

Q4. Should parking vary based on proximity to various modes of transit?

I would prefer to see parking discouraged everywhere, but it absolutely can be discouraged in high-density areas and areas with bus and rail access. Those who live in walkable and bikeable areas do not need cars.

Q5. What might be some other aspects that should be considered?

Houston needs to be future-thinking and design for 10 or 20 years in the future rather than today. Neighborhoods near downtown must increase their density. Allowing multiple units per lot is an excellent way to increase density while still maintaining a "neighborhood" feel which large apartment complexes do not bring. I would love to see Houston address the "missing middle" housing problem. Developers have a monetary incentive to maximize profits per lot and this drives them to create oversized houses. There are not enough small houses on the market, and those which exist are at risk of being bulldozed and replaced with monoliths. The current pattern in the Heights is that small 1000sqft single-family homes are being replaced by large 3000sqft single family homes. This sort of development does nothing to increase the number of households who can live in the area. We must allow multiple dwellings per lot in order to have affordable housing options in these areas. If the lot itself is worth \$400k then it is impossible to have a \$300k home. But it is possible to have 2 or 3 \$300k homes sharing the valuable real estate. That is the Houston which I would like to see.



Respondent No: 1203

Login: Anonymous

Responded At: Aug 15, 2021 15:22:26 pm

Last Seen: Aug 15, 2021 15:22:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

None

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

Don't know

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1204

Login: Anonymous

Responded At: Aug 16, 2021 09:52:29 am

Last Seen: Aug 16, 2021 09:52:29 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits are higher density and lower housing costs. Downside is traffic and parking.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Zero downside to eliminating maximum size. Benefits include more livable units, which leads to more content tenants, longer duration residence, and improved neighborhood stability.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, reduce / eliminate the requiriment.

Q4. Should parking vary based on proximity to various modes of transit?

Yes. Proximity to light rail should reduce parking requirements.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1205

Login: Anonymous

Responded At: Aug 16, 2021 10:14:14 am

Last Seen: Aug 16, 2021 10:14:14 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

NONE, this is a clear scheme to multi-family housing into neighborhoods. it is an over all decrease in property value. causing home investment to drop and sales to increase. we are seeing a Huge growth in New homes in our area. 2 or 3 new neighborhoods in our area. you believe a buyer will pass on a new home to purchase a slum lords 4 "apartment" home with over grown trees/lawn, no parking laws enforced, rundown trailers in the driveways, so on and so on

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The issue is clearly that with no limitations we run the risk of 5 to 10 families living on one housing unit. put up a shack and have your friend move in. put up a second shack and have another friend and family move in. you end up with a private home owner running an impromptu apartment complex. When it's time to sell no one will purchase and we will have abandoned properties. Don't do this guys. I know you want grandma and your sister to have their own space but it will cost the community millions in property value. MILLIONS, and you know it. Also what would stop me from leveling my home and placing 3/4 small homes property. the Challenge is you will need to monitor the issues and withhold permits as needed. From the track record of HOA enforcement it's clear you won't be able to do this.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

NO, It should be enforced along with all the HOA laws and parking laws more than it is. which almost not at all.

Q4. Should parking vary based on proximity to various modes of transit?

No, enforce the laws as they are. once you start doing that we can work on changing the laws.

Q5. What might be some other aspects that should be considered?

Proper parking on cul de sacs (both tires must be no more than 18" away from curb). no parking perpendicular to curb. trailers must be stored behind home. not on driveway Trash cans can not be visible from street on none trash days. you know the rules that we have that you're not enforcing



Respondent No: 1206

Login: Anonymous

Responded At: Aug 16, 2021 10:50:03 am

Last Seen: Aug 16, 2021 10:50:03 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The city used to allow a garage apartment or ADU behind a duplex. For the last 6-7 years they have quit allowing that. I feel like they should allow two buildings, even if one is a duplex.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think it should be based on the size of the lot.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

yes the city should allow street parking for ADU's, it is unfair that a restaurant doesn't have to adequate parking

Q4. Should parking vary based on proximity to various modes of transit?

unsure

Q5. What might be some other aspects that should be considered?

The city needs to change ordinance to re-define definition for ADU's. Currently they are considered the same as a single family residence. This triggers other rules like parking, making sidewalk 5' wide and making driveway 12' wide, 4' foot from property line. The city should also have an expedited review process for ADU's



Respondent No: 1207

Login: Anonymous

Responded At: Aug 16, 2021 10:54:07 am

Last Seen: Aug 16, 2021 10:54:07 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increased density for complete communities and more market-rate or affordable housing options

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increased size can make ADUs a more viable options for families and not just single folks and young professionals.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Off-street parking rules should not be considered as part of changes to the ADU codes, particularly if un-permitted street parking is available.

Q4. Should parking vary based on proximity to various modes of transit?

Absolutely. If the ADU is near bus or rail routes, parking requirements should be weighed less in the decision process.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1208

Login: Anonymous

Responded At: Aug 16, 2021 10:56:36 am

Last Seen: Aug 16, 2021 10:56:36 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More housing units lower prices of housing units.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

More housing lowers the price of housing.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Remove off street parking requirement. They raise the price of housing, decrease actually usable space, and encourage driving.

Q4. Should parking vary based on proximity to various modes of transit?

Parking should vary based on whether or not the resident wants parking.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1209

Login: Anonymous

Responded At: Aug 16, 2021 11:20:59 am

Last Seen: Aug 16, 2021 11:20:59 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Larger footprints do nothing allow for proper water drainage and/or absorption. Loss of vegetation and trees in communities.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Any increase should be measured off the size of the lot and the ratio of permeable areas. Houston already has flooding issues, we do not need to add more concrete.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

Possibly

Q5. What might be some other aspects that should be considered?

Larger footprints on small lots close together do not always allow for proper water drainage and/or absorption. The ratio of permeable area compared to the lot should be managed. The pros vs cons of filling Houston's residential lots with impermeable square footage should be looked at more deeply. The negatives of losing neighborhood character and green space provided by of vegetation in these communities, as well as the overall affect impermeable areas will play in our already overwhelmed drainage systems.



Respondent No: 1210

Login: Anonymous

Responded At: Aug 16, 2021 11:51:17 am

Last Seen: Aug 16, 2021 11:51:17 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Tree cover is very important in dense neighborhoods to address 'heat island' impacts. And more concrete pavement adds to rain water runoff and street flooding. So build out of lots should include provision for adequate street tree coverage, maybe 'white roofs', limit on the buildable area of the lot, and other mitigation measures. Porous pavement requirements should be considered. This would address both water run off and support tree growth on limited areas.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 square feet is quite ample for an accessory dwelling unit; could depend on the overall size of the lot and the actual ground footprint of the unit. Going vertical would have less impact.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Could be reduced to no requirement if in close proximity to frequent transit; in this case tenant should maybe be restricted from using a car and parking on the street.

Q4. Should parking vary based on proximity to various modes of transit?

Yes; but can depend on specific neighborhood circumstances.

Q5. What might be some other aspects that should be considered?

Tree cover is very important in dense neighborhoods to address 'heat island' impacts. And more concrete pavement adds to rain water runoff and street flooding. So build out of lots should include provision for adequate street tree coverage, maybe 'white roofs', limit on the buildable area of the lot, and other mitigation measures. Porous pavement requirements should be considered. This would address both water run off and support tree growth on limited areas.



Respondent No: 1211

Login: Registered

Responded At: Aug 16, 2021 12:04:38 pm

Last Seen: Aug 16, 2021 19:01:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No downsides - affordability, sustainability, live nearer employment and other services, lower traffic, diversity

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No downsides - affordability, sustainability, live nearer employment and other services, lower traffic, diversity

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be no parking requirement, let the market decide. Any additional parking should be built with permeable surfaces.

Q4. Should parking vary based on proximity to various modes of transit?

No - no parking requirements.

Q5. What might be some other aspects that should be considered?

Permeable area and total lot coverage to minimize impacts to stormwater systems.



Respondent No: 1212

Login: Anonymous

Responded At: Aug 16, 2021 13:13:51 pm

Last Seen: Aug 16, 2021 13:13:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Great to have more neighbors/taxpayers, especially in areas near transit and areas with good school districts.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Great to allow more flexibility down the line (i.e., when a house with an ADU gets resold)

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No off-street parking requirement.

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1213

Login: Anonymous

Responded At: Aug 16, 2021 13:13:52 pm

Last Seen: Aug 16, 2021 13:13:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Quality of materials and accessibility with off street parking

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Quality that will retain good appearance over 20 years

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes - off street parking for all autos used by housing inhabitants

Q4. Should parking vary based on proximity to various modes of transit?

No vary according to ownership of autos by loy

Q5. What might be some other aspects that should be considered?

On street parking should be discouraged as increases crime and makes streets unsafe to ride bikes or drive through neighborhoods



Respondent No: 1214

Login: Anonymous

Responded At: Aug 16, 2021 13:19:25 pm

Last Seen: Aug 16, 2021 13:19:25 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

MORE HOUSING! MORE DENSITY!! Less of a carbon footprint

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

allow larger families to live in ADUs

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

get rid of it near rail or bus lines

Q4. Should parking vary based on proximity to various modes of transit?

YES

Q5. What might be some other aspects that should be considered?

build more protected BRT lanes and protected bike lanes



Respondent No: 1215

Login: Anonymous

Responded At: Aug 16, 2021 13:21:25 pm

Last Seen: Aug 16, 2021 13:21:25 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

no benefit

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

no benefit

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no change

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

FLOODING...when are we going to stop building on every square inch and deal with a more sustainable solution. no one will survive if the city is under water.



Respondent No: 1216

Login: Anonymous

Responded At: Aug 16, 2021 13:24:04 pm

Last Seen: Aug 16, 2021 13:24:04 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefit is sustainably use of land

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Benefit is maximize housing options

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes, eliminate off street parking requirement

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1217

Login: Anonymous

Responded At: Aug 16, 2021 13:24:14 pm

Last Seen: Aug 16, 2021 13:24:14 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It depends on the lot size. A larger lot may better accommodate 3 - 4 units. I think it's a matter of scope and not necessarily density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I don't believe there should be secondary units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

A parking spot for each adult resident should be required.

Q4. Should parking vary based on proximity to various modes of transit?

No. All residential units should have sufficient off street parking.

Q5. What might be some other aspects that should be considered?

Nothing comes to mind.



Respondent No: 1218

Login: Anonymous

Responded At: Aug 16, 2021 13:27:10 pm

Last Seen: Aug 16, 2021 13:27:10 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits would allow greater density to the urban footprint and allow people to afford their homes as the taxes increase. The secondary unit would provide income for the primary owner. The greatest challenge is the parking situation, where the parking needs spill onto the residential street.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Let the market dictate the size of the units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be no parking requirements, if the parking becomes too much of a burden on the residential street than other measures can be taken and implemented. We need to encourage people to abandon the use of cars and make the neighborhoods more walkable and livable.

Q4. Should parking vary based on proximity to various modes of transit?

The market will also take care of this because multi-level multi-family mid rises will be developed close to mass transit.

Q5. What might be some other aspects that should be considered?

Too many restrictions are limiting the development of high-density residential to 3-story town homes. If we relax restrictions and let creativity come in, we should see more and different solutions to the high density problem. Condos, co-ops, tiny homes, etc. could be a possibility.



Respondent No: 1219

Login: Anonymous

Responded At: Aug 16, 2021 13:28:12 pm

Last Seen: Aug 16, 2021 13:28:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits - more affordable housing units; better income producing opportunities for mom and pop landlords; more efficient use of housing space, more freedom for private property owners. BIG Challenges/negatives - Drainage/flooding/subsidence issues as green space disappears under more concrete. This is a big problem and should be a primary concern.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

Yes, based on proximity to public transportation, if public transportation is expanded and improved. No if based on proximity to bike lanes - not practicable.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1220

Login: Anonymous

Responded At: Aug 16, 2021 13:31:15 pm

Last Seen: Aug 16, 2021 13:31:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

There are no benefits when adding housing to what exist. The end results would be duplexes with upstairs apartments crammed in small spaces.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again no benefit that would lead to overcrowding spaces for the benefit of tax credits for the investors, and no benefits for the single-family dwellings already in place.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, it should not be changed.

Q4. Should parking vary based on proximity to various modes of transit?

Nothing has changed, why change due to transportation modes.

Q5. What might be some other aspects that should be considered?

Nothing should be changed. All these changes you are requesting is so investors can build more, and get tax credits. The investors, nor the city is taking into consideration of the existing single-family dwellings current in place. It is time that the city look out to the voting home owners, when only taking care of the investors.



Respondent No: 1221

Login: Anonymous

Responded At: Aug 16, 2021 13:32:51 pm

Last Seen: Aug 16, 2021 13:32:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefit, allow for more land use. Challenge: Will a replat be required and/ or the 900 sq.ft requirement will be increased?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Not a good idea to eliminate the max ADUs

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1222

Login: Anonymous

Responded At: Aug 16, 2021 13:35:57 pm

Last Seen: Aug 16, 2021 13:35:57 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

More traffic, more people congestion, not enough room for increased population density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Against enlargement because it would increase the population density.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This is a terrible problem for some neighborhoods and will result in more congestion and traffic problems.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Changing single family neighborhoods to multi family will degrade Houston as a great place to live.



Respondent No: 1223

Login: Anonymous

Responded At: Aug 16, 2021 13:37:19 pm

Last Seen: Aug 16, 2021 13:37:19 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking, traffic and the continued deterioration of our roadways, both thru streets and main arteries is exacerbated with the continual climb in resident population. Our infrastructures are not being addressed in an adequate way to support additional density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Lack of yards, parking, front and side setbacks shrinking deteriorate quality of life.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Currently inadequate parking supply for apartment and multifamily residents is filling our neighbor streets with care. Two lane streets are already, many times,barely passible because of parking crowding. Each secondary detached or attached should require 2 space on the property.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Limitation of short term rental uses of multiple units per lot.



Respondent No: 1224

Login: Anonymous

Responded At: Aug 16, 2021 13:54:15 pm

Last Seen: Aug 16, 2021 13:54:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

By having a minimum of 2 keeps a cohesiveness in the community.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

We don't want to get into a situation similar to no zoning areas and it becomes a free for all or anything goes type attitude. Restrictions are needed to keep individuals within the law.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Off street needs to be vetted by location. Some area streets maybe too narrow to allow parking off-street parking.

Q4. Should parking vary based on proximity to various modes of transit?

Yes

Q5. What might be some other aspects that should be considered?

Perhaps, The structure should be built so that parking is under the residence and the residence is constructed above ground.



Respondent No: 1225

Login: Anonymous

Responded At: Aug 16, 2021 13:59:25 pm

Last Seen: Aug 16, 2021 13:59:25 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I am strongly against increasing the number of units per lot. This is because the challenges far outweigh the potential benefits. I have summarized these concerns below: Safety -- Adding more units creates a safety issue. The current public thoroughfare and infrastructure were built for single-family dwellings under the long-standing zoning by-laws. The current number of fire hydrants, accessibility, roadway, and so forth, were built without the capacity for additional units. Congestion – the number of cars on the street will increase. Beyond making this more congested, this is also a safety concern for kids that play in the street. Property Value – Increasing the supply of units will likely decrease the value of the properties. This operates through two channels. First, adding more supply will decrease the scarcity of housing units in the area. Second, the additional units will likely be houses of lower value. While this may be a benefit to some, there are significant negative externalities to the existing owners in this area. Community – Allowing for new units, and especially smaller dwellings will lead to an active rental market in the neighborhood. This is problematic as the current owners have lived here for a long time, and watch over each other. Knowing who is in the neighborhood leads to a sense of community (and safety). Changes to the unit limit will negatively change the character of the housing and neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the unit size restriction past 900 square feet will likely lead to additional, smaller, dwellings. This would likely lead to an active rental market in the neighborhood and more turnover. As discussed in my prior answer, I am concerned about the following points: I am strongly against increasing the number of units per lot. This is because the challenges far outweigh the potential benefits. I have summarized these concerns below: Safety -- Adding more units creates a safety issue. The current public thoroughfare and infrastructure were built for single-family dwellings under the long-standing zoning by-laws. The current number of fire hydrants, accessibility, roadway, and so forth, were built without the capacity for additional units. Congestion – the number of cars on the street will increase. Beyond making this more congested, this is also a safety concern for kids that play in the street. Property Value – Increasing the supply of units will likely decrease the value of the properties. This operates through two channels. First, adding more supply will decrease the scarcity of housing units in the area. Second, the additional units will likely be houses of lower value. While this may be a benefit to some, there are significant negative externalities to the existing owners in this area. Community – Allowing for new units, and especially smaller dwellings will lead to an active rental market in the neighborhood. This is problematic as the current owners have lived here for a long time, and watch over each other. Knowing who is in the neighborhood leads to a sense of community (and safety). Changes to the unit limit will negatively change the character of the housing and neighborhood.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be restrictions to on-street parking. Further, there should also be restrictions on the removal of trees for any ADU.

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

Additional dwelling units will lead to a densification of the neighborhood. If adding the 'missing middle' housing options is the goal, you do not need to change the by-laws. There are many other options that are available, outside of the considered neighborhood. I urge PDD not to allow additional ADUs.



Respondent No: 1226

Login: Anonymous

Responded At: Aug 16, 2021 14:09:35 pm

Last Seen: Aug 16, 2021 14:09:35 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

allowing more residents per lot will increase housing density, which will help reduce sprawl, and help lower prices in places with high demand for housing. It will likely mean that more people will park on the street, but that's preferable to sprawl. Increasing housing density makes it easier for transit agencies to justify making transit services better, so increasing density will probably make the neighborhood even better in the long term. It can also help reduce displacement due to gentrification if it allows lower-income residents to add a few units on their lot to rent out and make additional income to offset rising property costs.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

allowing ADU's to be bigger could help make housing more affordable to people with families rather than just single people.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking requirements should be lowered, in areas where transit is available, accessible, and frequent enough to easily use. Parking requirements in the city overall are way too high. The streets are built to have space to park, so we should be able to use that space to count for parking requirements.

Q4. Should parking vary based on proximity to various modes of transit?

yes. Less parking requirements for areas with frequent service to a variety of destinations

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1227

Login: Anonymous

Responded At: Aug 16, 2021 14:19:26 pm

Last Seen: Aug 16, 2021 14:19:26 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking on already narrow streets Not enough green space on the lot Architecture not controllable~would need to conform to existing style

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Definitely need to control the size in proportion to existing structure and size of lot Provide parking in the rear

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Please do not increase Parking is already a problem - addition should require parking in the back

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Architecture style complimenting existing structure and street



Respondent No: 1228

Login: Anonymous

Responded At: Aug 16, 2021 14:55:53 pm

Last Seen: Aug 16, 2021 14:55:53 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

We need a requirement to build alleys for new developments so parking doesn't spill out on the street. Density is fine if we design for it properly.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

Yes, if it's close to high frequency transit, parking requirements should be more flexible

Q5. What might be some other aspects that should be considered?

Design and development standards. Density is good but we need to make sure alleys get built to accommodate vehicle parking



Respondent No: 1229

Login: Anonymous

Responded At: Aug 16, 2021 15:00:59 pm

Last Seen: Aug 16, 2021 15:00:59 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges Infrastructure issue - utilities are not able to adequately support existing number Drainage - not enough permeable area, increased street flood City Permitting issues - there is not enough city oversight on development and therefore citizens are being held to a higher standard then developers who know how to skirt the system Parking - Home owners are now having to pay for parking on their own block b/c there is not enough driveway space on multi unit lots to handle two or more cars The only benefit is to specific groups not the taxpaying residents. Developers who make money but do not have to live in the area after they are done and to the city departments for permitting and parking at the expense of the tax paying citizens.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

In my opinion, a detached unit is more likely to be sold and therefore create the issues mentioned in #1 whereas an attached unit will not. I feel there needs to be limitations on both given the items mentioned in #1.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

In my mind it depends on the size of the unit. A 500 SF garage apartment will likely not have the parking needs as a 2000 SF detached unit.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

See #1



Respondent No: 1230

Login: Anonymous

Responded At: Aug 16, 2021 15:04:45 pm

Last Seen: Aug 16, 2021 15:04:45 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I can see to increase a primary unit with an additional detached secondary unit but; not "number of units per lot". How many number of units is the 900 square feet to exceed?

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I do not see benefits to increase an attached duplex or a primary unit with an additional detached secondary unit to exceed 900 square feet.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Depends. How much space is required for one additional space?

Q4. Should parking vary based on proximity to various modes of transit?

Creating space for a small parking garage in proximity to single-family lots and for guest is idea. This will resolve various parking issues. Various modes of transportation should be considered to improve opportunity for pedestrian travel, this opportunity will encourage more walkers, bikers, and transit riders factors will eliminate cost and minimize safety concerns.

Q5. What might be some other aspects that should be considered?

Depending on the location of the new duplexes built the main advantages of infrastructure with these factors in mind can help to re balance growth within communities of color.



Respondent No: 1231

Login: Anonymous

Responded At: Aug 16, 2021 15:08:56 pm

Last Seen: Aug 16, 2021 15:08:56 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Lowering the value of nearby homes and the quality of the living area/neighborhood.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See above.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. Zero spaces.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1232

Login: Anonymous

Responded At: Aug 16, 2021 15:13:38 pm

Last Seen: Aug 16, 2021 15:13:38 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I see the benefits as increased housing supply which will help keep Houston as an affordable and desirable place to live in the long-term. It will also allow for a broader range of household incomes to exist within a neighborhood, which has been shown to be a significant factor to establishing ladders of opportunity to low-income households. Another benefit is that this will allow neighborhoods to increase population density, which will reduce the need for trips via car.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I see no benefit to restricting the size of an ADU.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

We should eliminate minimum parking requirements and allow people to include parking if it adds value to the property or not if it is wasted space.

Q4. Should parking vary based on proximity to various modes of transit?

We should eliminate minimum parking requirements. The city should not dictate how people move around the city.

Q5. What might be some other aspects that should be considered?

As denser evolve to become denser and more diverse, the city needs to evolve the street infrastructure to accommodate more modes of movement safely.



Respondent No: 1233

Login: Anonymous

Responded At: Aug 16, 2021 15:27:28 pm

Last Seen: Aug 16, 2021 15:27:28 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking is a huge issue in our neighborhood and relying on on street parking is not always a good option. Many streets with dense housing and people parking on both sides of the street can only accommodate a single car passing through.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

In addition to parking, I am concerned about drainage and the pressure added to aged infrastructure. I live in Montrose and we have some elderly pipes and drainage issues

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking is a critical component and the requirement for an additional space should not be eliminated.

Q4. Should parking vary based on proximity to various modes of transit?

In an ideal world, people would take public transit. However this is Houston and they don't. We just don't have reliable public transit

Q5. What might be some other aspects that should be considered?

Drainage. Parking. Infrastructure.



Respondent No: 1234

Login: Anonymous

Responded At: Aug 16, 2021 15:33:17 pm

Last Seen: Aug 16, 2021 15:33:17 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units could pose a parking problem and drive families with children from the city to the suburbs.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the number of units could pose a parking problem and drive families with children from the city to the suburbs.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Consider "Tuck Under "Parking for muti unit homes. This will reduce the structure's footprint and allow space for parking.



Respondent No: 1235

Login: Anonymous

Responded At: Aug 16, 2021 15:44:25 pm

Last Seen: Aug 16, 2021 15:44:25 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

This change to increase the number of units per lot should definitely be made. Historically, housing types like tri-plexes and quad-plexes were important parts of Houston's housing offerings. I live in a quad-plex! These types of housing arrangements should not be classified as commercial buildings because it makes them cost prohibitive to build. There are only benefits to increasing the number of units per lot.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Maximum sizing requirements should be eliminated. The size of the unit should be dictated by the spatial characteristics of the lot. There are some lots where larger ADUs might be possible. Offsets should be maintained, but lifting this size requirement enhances the ability for ADUs to house larger families and to make a real contribution to affordability issues in Houston.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. There should be no requirement for a parking space for a secondary detached unit. This wastes space on tight lots and prohibits many ADUs from being possible. Many residents do not own cars or rely on public transit for regular movement around the city. This requirement should be removed.

Q4. Should parking vary based on proximity to various modes of transit?

Yes.

Q5. What might be some other aspects that should be considered?

Microunits should be considered as an option as a way to create density for Houstonians who might thrive in a small space (college students, young professionals, those who travel for work, and older retirees).



Respondent No: 1236

Login: Anonymous

Responded At: Aug 16, 2021 15:55:59 pm

Last Seen: Aug 16, 2021 15:55:59 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think this is a good rule and should not change.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Rule good as it stands.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Should probably allow 2.

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

Preserve single family lots for single family use.



Respondent No: 1237

Login: Anonymous

Responded At: Aug 16, 2021 16:08:46 pm

Last Seen: Aug 16, 2021 16:08:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

It would be to close

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

To much congestion in one space

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There currently isn't enough space for parking now need to add 3 spaces

Q4. Should parking vary based on proximity to various modes of transit?

Yes More space is needed now

Q5. What might be some other aspects that should be considered?

The type of neighborhood and not stacking people on top of each other



Respondent No: 1238

Login: Anonymous

Responded At: Aug 16, 2021 16:14:46 pm

Last Seen: Aug 16, 2021 16:14:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking and infrastructure cannot handle the increased density.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I would see this as a way to get around special minimum lot sizes and would be very much against it.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I don't think anybody conforms to the current requirement.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1239

Login: Anonymous

Responded At: Aug 16, 2021 16:26:30 pm

Last Seen: Aug 16, 2021 16:26:30 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Increasing the number of units on a single lot could help drive down housing prices and rents because this could increase the supply. It could also bring more people into a neighborhood, which means more activity like people walking or talking to each other....more "eyes on the street".

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Eliminating the size requirements could help property owners create more livable secondary units. I feel like a lot of ADUs are currently meant for a solo person; if we increase the size, then maybe an entire family could live in an ADU.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

If parking is an issue, maybe create on-street parking permits. Also encourage residents to take transit if the property is close a frequent bus route.

Q4. Should parking vary based on proximity to various modes of transit?

Yes!!!! Proximity to transit = no parking requirement. Could help drive down costs for the ADU builder, building parking is expensive.

Q5. What might be some other aspects that should be considered?

Tree coverage, if the ADU being built tears down trees, maybe the property owner should be required to replant the number of trees that were torn down.



Respondent No: 1240

Login: Anonymous

Responded At: Aug 16, 2021 16:56:30 pm

Last Seen: Aug 16, 2021 16:56:30 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think the lot coverage of buildings versus total lot size should be one determining factor as to the number of units in the lot. Three smaller units may cover the lot at a lower level than one huge unit.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The rules should be consistent whether the ADU is attached or detached. See answer to #1 above

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Depends on the width of the street (can it accommodate more parked cars?). One additional space seems like a minimum.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1241

Login: Anonymous

Responded At: Aug 16, 2021 17:03:51 pm

Last Seen: Aug 16, 2021 17:03:51 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think this is not a positive step since our lots are not large and parking is an issue on our streets. Increased traffic is not a safe option in our area.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think that the current size restrictions of no greater than 900 square feet in an ADU is the best option again since our lots are not large and parking is difficult. I want to make sure that police and ambulances can get down the street

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

One additional space is sufficient, again due to limited parking

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

It is important for children to have a yard to play in safely. additional units on existing properties would limit outdoor space and add more concrete to an already overbuilt area and increase flooding.



Respondent No: 1242

Login: Anonymous

Responded At: Aug 16, 2021 17:21:24 pm

Last Seen: Aug 16, 2021 17:21:24 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges include increased population density, parking issues, pollution, and noise.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges include blockage of natural light and privacy concerns.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Pros and cons - don't know.

Q4. Should parking vary based on proximity to various modes of transit?

I'm not sure. Houston's transit system has limitations in terms of reach.

Q5. What might be some other aspects that should be considered?

There would seem to be risks by increasing population density in terms of climate change, infrastructure maintenance, pollution, noise levels, and other quality of life issues.



Respondent No: 1243

Login: Anonymous

Responded At: Aug 16, 2021 17:28:46 pm

Last Seen: Aug 16, 2021 17:28:46 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefit to the single family homeowner would be supplemental income to help pay the increasing tax each year. As long as the additional unit does not impede or change the look of the neighborhood it should not be a problem. The only real challenge would be keeping the look of the intact.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Keeping a size requirement would prevent homeowners from getting out of hand, and prevent them going overboard with the freedom to do so.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

This requirement should not be changed, if your available parking is not sized to welcome a attached unit, you should be limited to the requirements and not exceed parking limitations.

Q4. Should parking vary based on proximity to various modes of transit?

No because the proximity of transit modes are in place to sublimit freedom of movement and to limit the number of cars on the road. One car on the street and an occasional parking visitor should be the norm.

Q5. What might be some other aspects that should be considered?

Crime and a increase of vehicle theft and break-ins due to additional vehicles parking on the street. Other aspects to consider should be the height of the attached structures should not be higher than the single family home itself.



Respondent No: 1244

Login: Anonymous

Responded At: Aug 16, 2021 17:54:40 pm

Last Seen: Aug 16, 2021 17:54:40 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

none

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

none

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

no

Q4. Should parking vary based on proximity to various modes of transit?

no

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1245

Login: Anonymous

Responded At: Aug 16, 2021 19:03:24 pm

Last Seen: Aug 16, 2021 19:03:24 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Sidewalks,parking andstreets are inadequate and have been for years. NO to increased density. Very little street parking available.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

None. Inadequate parking available.Inadequate Existing sidewalks. Inadequate drainage. Street pavement crowns exceed curb heights, no temporary storage for storm water. Inadequate storm and sanitary sewer capacity.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Adequate.

Q4. Should parking vary based on proximity to various modes of transit?

Making parking lots out of residential streets to access commercial areas or transit enables avoidance of originator to avoid parking.

Q5. What might be some other aspects that should be considered?

Existing inadequate parking. Not maintaining city alleyways that provide parking in rear (Garrott St.) Increased surface area and flooding-solution not addressed. Traffic restriction due to on street parking-no solution proposed. Increased loading of existing sanitary sewers-no solution proposed. Summarily-Increased density to existing, structurally undeserved neighborhoods not good planning-increased density worsens inadequately served neighborhoods.



Respondent No: 1246

Login: Anonymous

Responded At: Aug 16, 2021 19:17:23 pm

Last Seen: Aug 16, 2021 19:17:23 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Allow for extra shared space

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Max should be 1200

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

2 . Every adult typically has a car

Q4. Should parking vary based on proximity to various modes of transit?

No

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1247

Login: Anonymous

Responded At: Aug 16, 2021 19:23:09 pm

Last Seen: Aug 16, 2021 19:23:09 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: creating more density in neighborhoods while retaining a single-family character, adding diversity of housing types and potential for multi-generational living, creating economic opportunities for home owners. Challenges: smartly scaling parking requirements, balancing lot coverage.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

The limitation of 900/sf is that it can accommodate a spacious two bed/two bath or two smaller bedrooms with one bath but it's very challenging to accommodate the needs of small families. Increasing square footage up to 1,200/sf on certain sized properties could accommodate more flexibility, Consider typing size limitation to lot size.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It's reasonable in Houston to expect the occupant of an ADU would have one car so I don't think this should be decreased but consideration to the front house should be made. Currently the primary/front house requires two spaces and if the house is a duplex then each unit requires two space. Adding a garage apartment to the mix would then require five spaces total, which becomes burdensome to accommodate on site. If the primary house is a duplex, it's essentially two apartments likely similar in square footage to the garage apartment so why not require one space per unit?

Q4. Should parking vary based on proximity to various modes of transit?

This would be a reasonable assumption but unfortunately I don't know many residential Houston neighborhoods that have various modes of transit.

Q5. What might be some other aspects that should be considered?

Incentivization and acceleration programs for ADU's like Los Angeles has been administering. Consider a prototype/pilot program helping homeowners connect architects, pre-developed ADU designs including modular or kit homes.



Respondent No: 1248

Login: Anonymous

Responded At: Aug 16, 2021 19:29:37 pm

Last Seen: Aug 16, 2021 19:29:37 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Perhaps more affordability (but no guarantee, since rents will be market based) but many individual owners are not prepared to deal with the complexity/challenges of being a landlord. Challenges are minimizing flooding and environmental consequences if greenspace is reduced and space for trees is taken away. Increasing sq footage should be based on lot size and available remaining greenspace. We cannot continue to have "zero lot line" building without expecting the storm drain run-off into bayous to result in future flooding or need to continually increase the bayou capacity (like we do the highways now for more traffic). There are extensive negative consequences to cutting down trees, on either public or private property. Also, challenge for neighborhoods to manage short term rentals and Air BnB without deed restrictions or other means of control (this does change the character of the neighborhood and doesn't promote goal of those seeking additional affordable housing by renting long term...might even price long term tenants out of the market entirely or result in no availability at all) It might help some to afford to live in a neighborhood if they can have income producing accessory dwelling unit but that is a trade-off for the rest of the neighbors' quality of life and sense of community. Street parking will increasingly be an issue if on-site parking is not provided and car(s) are still kept by residents there.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenges are minimizing flooding and environmental consequences if greenspace is reduced and space for trees is taken away. Increasing sq footage should be based on lot size and available remaining greenspace. We cannot continue to have "zero lot line" building without expecting the storm drain run-off into bayous to result in future flooding or need to continually increase the bayou capacity (like we do the highways now for more traffic). There are extensive negative consequences to cutting down trees, on either public or private property. Also, larger size likely means more people living there and may mean more cars....again, street parking will be a challenge unless there is a way to control how many cars those units can have.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No. And there should be a way to control how many cars are allowed in the lease. If the goal here is to use the incentive of reduced on-site parking spaces to minimize cars, then owners/developers should be willing to make sure their residents don't have a car that will need to be parked on the street.

Q4. Should parking vary based on proximity to various modes of transit?

No. Whether it is located close to various modes of transit is really irrelevant. What is relevant is will the resident own a car and need to park it somewhere. More and more, we are seeing street parking be at a premium and becoming exceedingly crowded. The use of a "parking reduction" as an incentive for either an owner or developer should be tied to a requirement to minimize the need for street parking. At a minimum, Community Parking Plans or City Council approved blocks for Resident Parking plans should not allow "Resident Parking Permits" to be issued to any resident that lives in a building that has taken advantage of any form of a Reduced Parking incentive.

Q5. What might be some other aspects that should be considered?

This cannot be considered from just one aspect only. The overall effect should be evaluated comprehensively for "unintended consequences" with plans addressed/established in advance to incorporate solutions. Each neighborhood will be different and a "one size fits all" approach will be detrimental to almost all. Perhaps an "opt in" approach with choices from various options might work. Consideration needs to be given to desires of the neighborhood; neighborhood character; current conditions (flooding, parking congestion, lot sizes, etc); deed restrictions and other available control mechanisms such as minimum lot sizes or areas; primarily residential with mostly residential guest parking vs mixed use with all sharing the street parking; any parking plans in place; any special characteristics, such as being a destination area for many visitors; desire for ADU with owner living in primary unit vs investor owned with ADU or investor owned multi-plex, etc. All of the above will affect how these changes will affect each neighborhood differently and the impact or unintended consequences that will be imposed.



Respondent No: 1249

Login: Anonymous

Responded At: Aug 16, 2021 19:37:54 pm

Last Seen: Aug 16, 2021 19:37:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefits

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

No benefits

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

not answered

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1250

Login: Anonymous

Responded At: Aug 16, 2021 19:38:28 pm

Last Seen: Aug 16, 2021 19:38:28 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits are that owners can get more value from their lots, and potential renters can have access to smaller, cheaper, options. The additional benefits is it's an easy way to increase affordable housing as infill development in parts of the city that are close in with established infrastructure. We should do be doing everything we can to encourage denser living. It is better for people's health, the climate, the city's budget, and the environment. It is better to let people be flexible with their property. It makes the city interesting and affordable. If someone can build 3, 4, 5, or 6 units, they can rent the units for less per unit. Supply will increase and rents will not go high. Houston has many historic 4-6 unit buildings. There's no reason we should discourage them now. They work well in cities.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Just eliminate it. Let people build as big as they want. Why restrict it? Owners have different needs. Some need it for family living with them. Some rent it out as an AirBnB. Some rent them as apartments. Flexibility is key. Maybe 1,200 sf ADU is more attractive for tenants. Maybe it makes more sense as a home office. Whatever the reason, let people decide what makes sense for them.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

The requirement should be zero. There should be no parking requirement at all. This prohibits development of secondary units. Many lots have room for another unit, but not another parking space. People can park on the street. Or walk or take public transit or bike. I usually take public transit when I go to my office. Building parking forces low-density development. It discourages walkability and density and overbuilt parking makes for an ugly, depressing environment. Houston has too many parking spaces already. If people want to build it, let them, but don't force them to. So many of our parking spaces sit empty all the time.

Q4. Should parking vary based on proximity to various modes of transit?

Parking requirements should be zero everywhere. If we have to have to vary, there should not be near transit. We should discourage large parking lots near our rail lines, buses, and dense corridors. We should encourage development that promotes walkability.

Q5. What might be some other aspects that should be considered?

The nicest parts of Houston used to allow 4-6 unit buildings with little to no parking decades ago. Places like Montrose. Think of the nicest places of anywhere you'd visit for fun. It wouldn't be boring neighborhoods of single-family houses with large driveways with tons of parking. They're walkable neighborhoods with houses, apartments, stores, and restaurants, and businesses right at the lot line. Density is good for everything - public health, happiness, the environment, social life, etc. Houston does a lot of things right. One of the major things we do wrong is require too much parking, and not allow multiple units per lot. Let people build what they want. We'll have more housing supply and lower rents.



Respondent No: 1251

Login: Anonymous

Responded At: Aug 16, 2021 19:43:33 pm

Last Seen: Aug 16, 2021 19:43:33 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

The benefits are more people living in Houston, increasing the tax base, and having more families share the cost of expensive land. It's what cities do.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Increasing the size is critical - if you want families to live in them there needs to be spaces for more than one bedroom.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking requirements dramatically increase the cost per unit because less land is developable. Metro is great! If people want to pay for parking, they can. But parking increases costs and contributes to climate change by subsidizing vehicle ownership.

Q4. Should parking vary based on proximity to various modes of transit?

No. Developers will just build more parking the further away from transit you are. Also, homes are 40+ year assets so basing it on the transit today is very short sighted. If you have more people living in a neighborhood, then you can justify more frequent service.

Q5. What might be some other aspects that should be considered?

Please stop enforcing deed restrictions. They're rooted in segregation and are holding back the city.



Respondent No: 1252

Login: Anonymous

Responded At: Aug 16, 2021 19:43:54 pm

Last Seen: Aug 16, 2021 19:43:54 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Density is good, but resources will be strained unless infrastructure is upgraded

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

Shouldn't be parking requirements

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1253

Login: Anonymous

Responded At: Aug 16, 2021 19:49:05 pm

Last Seen: Aug 16, 2021 19:49:05 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Major benefits to livability, affordability, walkability

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Allows for more flexible uses for multi generational households as well as income generation for homeowners

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

In dense neighborhoods with transit mandatory parking minimums should be eliminated

Q4. Should parking vary based on proximity to various modes of transit?

Yea, see prior response

Q5. What might be some other aspects that should be considered?

Increasing density in areas with good public schools, expanding sidewalks and bike lanes in more areas, more minimum tree cover to mitigate urban heat island



Respondent No: 1254

Login: Anonymous

Responded At: Aug 16, 2021 19:54:12 pm

Last Seen: Aug 16, 2021 19:54:12 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

From the construction issue of additional housing the constant issue of construction obstructing the ability to for individuals to travel a crowded street, construction blocking the thoroughfare tearing up adjacent properties and creating a civic nuisance

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Unless the ADU is designed properly and meets particular building specifications I see no need for an add on to the premises

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, it should no be changed

Q4. Should parking vary based on proximity to various modes of transit?

No, parking should not vary based upon proximity to various modes of transportation This causes massive congestion in neighborhoods tears ip local streets crates an ongoing nuisance and safety concerns to families and their children

Q5. What might be some other aspects that should be considered?

When looking at the possibility of increasing ADU's consideration should be given the overall demographics that come into play with said area and net effect it will have on the area in question both positive and negative



Respondent No: 1255

Login: Anonymous

Responded At: Aug 16, 2021 20:03:39 pm

Last Seen: Aug 16, 2021 20:03:39 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

People in their 20s and 30s can afford to enter the housing market; folks who've been dealt a series of financial blows from the recession to COVID. This would allow more people to access housing and increase supply easing the housing cost crisis that is raging across the nation. Build more on smaller lots. Major benefits all around.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Again, more housing opens the market to young folks starting out and builds housing supply which will decrease prices for housing. Win, win, win.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Parking requirements force builders to increase the cost of their product to compensate for land lost. Free parking encourages car ownership, which contributes to climate change. Do away with parking requirements. Less parking - more transit, please.

Q4. Should parking vary based on proximity to various modes of transit?

Possibly, though you'd have to build more transit in conjunction with this policy. BRT, rail expansion. If I never drove again I'd be delighted - do you know how relaxing it is to read on your commute?!? It's the best!

Q5. What might be some other aspects that should be considered?

Smaller lots, more housing builds equity in home ownership. Home ownership for those who aren't white and 45+ in this market feels like a dream that moves further away every day. Fewer/zero parking requirements encourage transit oriented housing, greater reliance on transit can help combat climate change. If you want a better, more equitable, more habitable future, density and transit are the way to go.



Respondent No: 1256

Login: Anonymous

Responded At: Aug 16, 2021 20:15:24 pm

Last Seen: Aug 16, 2021 20:15:24 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Benefits: (1) densification - Houston needs to become more urban and increase population density (2) more affordable housing challenges: public acceptance

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

not answered

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

There should be no min parking requirements. Prioritizing cars over livability in Houston has to stop. Also, Houston was supposed to be pro-market, what happened to that? Parking should be determined by supply and demand, not be obsolete building codes.

Q4. Should parking vary based on proximity to various modes of transit?

There should be no min parking requirements. Prioritizing cars over livability in Houston has to stop. Also, Houston was supposed to be pro-market, what happened to that? Parking should be determined by supply and demand, not be obsolete building codes.

Q5. What might be some other aspects that should be considered?

not answered



Respondent No: 1257

Login: Anonymous

Responded At: Aug 16, 2021 20:21:49 pm

Last Seen: Aug 16, 2021 20:21:49 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Challenges include: increased street parking resulting in more traffic, particular on trash pick up days. Also a challenge would be possibility for less ground space to absorb rainfall, resulting in more street water and flooding.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Challenge to increasing the size would be reducing sunlight to neighboring properties if a lot builds to the property boundaries.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

No, it is important to keep parking off the streets for traffic flow and safety.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

Height and proximity of new ADUs to property boundaries and how it could negatively effect a neighbor's privacy or sunlight.



Respondent No: 1258

Login: Anonymous

Responded At: Aug 16, 2021 22:47:15 pm

Last Seen: Aug 16, 2021 22:47:15 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

No benefit. These changes to single family lots negatively impact neighborhoods. There are already scores of non-single family areas of Houston that do not restrict ADUs. Single-family home Owners choose to pay for homes in single-family home neighborhoods because that is the structure of the neighborhood they choose to live in. They want (and pay) to live in single family neighborhoods. Property owners (city and county tax payers) choose to live in single family lot neighborhoods for the following reasons: +low density neighborhoods are quieter and safer +less traffic +adequate privacy from neighbors +single-family homeowners share common high fiscal responsibility for maintaining their property & neighborhood +HOA and the neighborhood residents (who own the property, pay taxes, and maintain their neighborhood) have the right and obligation to manage their own neighborhood (not a city committee or council who are not the private property owners) +single-family home owners often work multiple jobs, are dual income couples/families, build credit for loans and make sacrifices to buy/rent and live in these single-family neighborhoods which cost a premium to higher density areas and multifamily districts +nobody in single-family neighborhoods wants multiple units and multiple families living on a single-family property next to them...period. It is not a committee or city councils mandate to disrupt single family neighborhoods in order to increase housing when there are AMPLE areas and districts of town already established for multifamily facilities

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

See above. Additionally, neighbors lose privacy. Single-family home/property values decrease when adjacent to multifamily units. These properties become less desirable (everyone knows and understands this). There are always developers & builders who will maximize or try to exceed ANY type of limitation on ADUs if given the slightest opportunity. The developer or Owner of these multi-family ADUs often are not living in the primary dwelling or next door. They are there to develop the property and make a profit regardless of whether a larger ADU disrupts and devalues the neighborhood. This is never good for the neighborhood property owners (who are Houston & Harris County taxpayers) and should be making their own neighborhood decisions with the other property Owners.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Absolutely not. This clogs streets. Makes neighborhood streets less safe for children to play and ride bikes. Less safe for families to walk. Challenges home owners and guests to locate parking when needed. Crowds and lessens the beauty of single-family neighborhoods.

Q4. Should parking vary based on proximity to various modes of transit?

No.

Q5. What might be some other aspects that should be considered?

See comments above. This is a social engineering and a violation of private property owners rights pure and simple. Everyone knows this is a social initiative. What they fail to remember, is that many families have saved and worked for years to live in these desirable neighborhoods. So have their neighbors who have the same work ethic and family values that they have. These commonalities build and determine great neighbors and neighborhoods. These neighborhoods are indeed more expensive and less dense than other areas for all of the reasons above which make them desirable. These single family neighborhoods make Houston special and desirable unlike New York City, Chicago, LA, etc. Houstonians do NOT want their city to move in that direction of higher density neighborhoods. Houston has differentiated itself from other large metropolitan cities because of the abundance of land and growth outward...not upward or destroying Houston's unique and historical single-family neighborhoods. Our family, friends, neighbors, and fellow property tax payers will fight this committee and initiative forever. We will never allow city council to dictate what is best for private property owners in their own neighborhoods. We will never compromise the safety of our neighborhoods and children. Especially in a city like Houston that has so many other areas that still allow for multifamily and higher density housing at much more affordable costs per sqft.



Respondent No: 1259

Login: Anonymous

Responded At: Aug 17, 2021 06:59:00 am

Last Seen: Aug 17, 2021 06:59:00 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Deed restrictions are the number 1 challenge. Large front setbacks, particularly for corner lots, are another challenge.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

900 sf is only really appropriate for a single person or a couple; increasing the maximum size would make it possible for small families to live in ADUs as well.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

It depends on the neighborhood. I would like to see more parallel parking right off of the street that is permeable.

Q4. Should parking vary based on proximity to various modes of transit?

That makes sense.

Q5. What might be some other aspects that should be considered?

Setbacks; if the property has a deep front yard, it seems reasonable to re-route the sidewalk around new parallel parking right off the street.



Respondent No: 1260

Login: Anonymous

Responded At: Aug 17, 2021 08:56:24 am

Last Seen: Aug 17, 2021 08:56:24 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Problem: Increased traffic = increased hazards on roads, child/pedestrian safety. Two-way streets would become blocked up with extra cars creating a one-way passage. Potential flooding due to new fill dirt. Compromising the integrity of the neighborhoods and destroying any existing history/culture/vegetation. Benefit: none

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Problem: If you eliminate the maximum size per dwelling, what will stop anyone from building a high rise in the middle of a neighborhood? You will encroach on current resident's privacies.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes. If you are going to add more housing, you need to add more parking requirements. Where will the cars go if you don't accommodate all the new residents?

Q4. Should parking vary based on proximity to various modes of transit?

NO - public transportation in Houston does not function enough to plan around replacing personal vehicles. You still need a vehicle to move about certain parts of the city.

Q5. What might be some other aspects that should be considered?

Flooding and drainage. Current resident's input.



Respondent No: 1261

Login: Anonymous

Responded At: Aug 17, 2021 10:38:19 am

Last Seen: Aug 17, 2021 10:38:19 am

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Tremendous benefits for multi generational family members can readily assist with childcare, healthcare, etc..

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

Flexibility in sizes can be more beneficial than rigid standards, especially for those with physical/mental disabilities.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

not answered

Q4. Should parking vary based on proximity to various modes of transit?

Yes, individuals with physical disabilities requiring wheelchairs, scooters should be considered.

Q5. What might be some other aspects that should be considered?

More interaction with Neighborhood police, fire personnel, clergy, etc especially with youths can foster greater safety, respect for law and caring for our neighbors.



Respondent No: 1262

Login: Anonymous

Responded At: Aug 17, 2021 12:49:13 pm

Last Seen: Aug 17, 2021 12:49:13 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

Parking is always a problem when adding bedrooms to a property.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I think 900 s.f. is workable. I would suggest making it work with the new Tiny Home addition to the Code amendments.The Tiny home requirement is only 400 s.f., which is too small. I think the tiny home should be increased to 900 s.f. also.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

I think the parking space has to be inside the lot.

Q4. Should parking vary based on proximity to various modes of transit?

No, it is Texas. Everyone has a car.

Q5. What might be some other aspects that should be considered?

I think the additional coverage for a lot will impact the drainage. I think some sort of exception for drainage requirements will have to be granted in order to build units within the lot.



Respondent No: 1263

Login: Anonymous

Responded At: Aug 17, 2021 17:11:52 pm

Last Seen: Aug 17, 2021 17:11:52 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think the current model strikes a good balance between increasing available housing options and protecting the character of neighborhoods. In my neighborhood (Montrose) overbuilding on single-family lots can have a very negative impact on the immediately adjacent homes in terms of increased noise levels, parking issues, loss of privacy and even loss of sunlight. The potential impact to other homeowners should be a primary consideration in any future ADU code changes.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

I would possibly support a modest increase (100-200 square feet) to the maximum square feet of detached units and definitely would support some kind of reasonable limit on attached units.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Yes this should be changed. If two car owning adults could live in the detached secondary unit then two off-street parking spots should be required. Otherwise this addition to our already congested on-street parking has a negative impact on the neighborhood.

Q4. Should parking vary based on proximity to various modes of transit?

No. For right now Houston is very much a car-dependent city. Should widespread use of public transportation increase significantly in the future then this issue could be revisited.

Q5. What might be some other aspects that should be considered?

Please consider the neighbors before allowing any increase in housing on single family lots. Increasing housing increases neighborhood density and all its attendant problems. Allowing larger or more ADUs on a single family lot has significant consequences for the neighboring homes and it is not fair to ignore that aspect when contemplating changes to the current code.



Respondent No: 1264

Login: Anonymous

Responded At: Aug 17, 2021 19:21:42 pm

Last Seen: Aug 17, 2021 19:21:42 pm

Q1. Currently, a single-family lot may not have more than 2 units (an attached duplex or a primary unit with an additional detached secondary unit not to exceed 900 square feet).What do you see as benefits and/or challenges to increasing the number of units per lot?

I think this is very workable.

Q2. Currently, attached secondary units have no size restrictions and detached secondary units may not exceed 900 square feet.What do you see as benefits and/or challenges of increasing or eliminating the maximum size of accessory dwelling units (ADUs)?

If the objective is single-level senior housing, 900 square feet may not be enough.

Q3. The current off-street parking requirement for a secondary detached unit on single-family lots is one additional space.Should this requirement be changed? If so, how?

Sounds good.

Q4. Should parking vary based on proximity to various modes of transit?

Probably one clear rule is fine.

Q5. What might be some other aspects that should be considered?

Sidewalk quality. Sanitary sewer demand.
