

Westlake
Land Development Regulations
Code Amendment
ZTA-2025-01

Justification Statement

June 5, 2025

Revised: June 9, 2025

Introduction

The Applicant, Minto PBLH, LLC (“Minto”) is pleased to present proposed amendments to the existing Land Development Regulations to allow two new single family home products, the Cottage Home and the Paired Villa, to be introduced to Westlake.

The Cottage Homes Are a new, innovative, single-family attached housing product that will consist of 2 (two) connected dwelling units in z-shaped configuration, typically situated in groups of 4 such that up to 8 units are contained within one larger, square parcel. Each unit will sit atop a fee simple ownership lot. The 8-unit parcel will have a common driveway (access easement) and an interior parking area largely shielded from street view by the exterior of the Cottage Homes.

Like the Cottage Home, the Paired Villa is a variation on a single-family attached product (a 2-Lot duplex configuration) and is designed in a Z-unit configuration. This configuration promotes innovative architecture and enhances curb appeal similar to that of a larger, single-family home.

We have provided exhibits with this application for your reference that contain example illustrations of the Cottage Home and Paired Villa products and lot configurations.

Requested Amendments

To allow these new products, Minto is requesting amendments to the City’s Land Development Regulations.

Cottage Home Amendments

Minto is requesting ***Sec. 101-1 Definitions and Acronyms*** be amended to add to the following definition:

Cottage Home means a type of -single-family attached dwelling in a 2-lot, Z-lot configuration with a common driveway and parking area in the rear from a public or private access easement or alley. Unless separate standards for Cottage Homes are specified, standards for development of single family attached dwellings shall apply to Cottage Homes.

Adding this definition will allow the City to specify regulations appropriate to the product type. For example, to accommodate the interior parking and access, Minto is requesting **Sec. 117-176 – Minimum Standards**, be amended as follows:

Sec. 117-176. – Minimum Standards

Except when waived pursuant to article II of this chapter, the improvements set out herein shall be the minimum required improvements for all subdivisions of land.

...

(4)a.3.

Exceptions. The following are exceptions to the minimum legal access requirements found in subsection (4)a.2 of this section:

- (i) When legal access to a lot is permitted by these LDRs to be by a common parking area which serves more than one (1) parcel, it shall be dimensioned and depicted on the construction plans and reserved on the plat as a "parking tract." Said tract shall be reserved for parking and access purposes to the POA having jurisdiction over the parking area and the abutting lots.
- (ii) A common driveway may, with prior approval by the city engineer, be utilized for legal access to a group of not more than four (4) abutting parcels situated adjacent to a curve on a residential access road where said parcels would otherwise have no reasonable means of obtaining direct access to or required frontage on the adjacent residential access road. Said driveway shall be delineated and reserved on the applicable plat for purposes of perpetual access to the parcels served.
- (iii) A common parking lot may be utilized for legal access to individual parcels created by subdivision of a shopping center or set of parcels under a common plan of development developed solely for commercial or industrial uses where all parcels within the boundary of such subdivision are served by said access and are subject to recorded shared access, maintenance, and use covenants approved by the city. Where such access is utilized, direct lot or parcel access on any road adjacent to the boundary of the subdivision parcel shall be prohibited except at common access points approved for the subdivision parcel as a whole.
- (iv) A common driveway and parking area may be utilized for legal access to a group of not more than eight (8) abutting Cottage Homes (that is, 4 sets of Cottage Homes in 2-lot configurations) sharing a single common driveway and parking area. The common driveway and parking area must be accessible from a residential access road or other approved right-of-way, and shall be delineated and dedicated or reserved on the applicable plat for purposes of perpetual access to the lots served. For purposes of this subsection, lots separated only by the common driveway and parking area shall be considered abutting.

Paired Villa Amendments

When a single family attached lot is used in a 2-unit configuration, the pervious area is designed as a whole, or the combination of both lots. A code amendment is being requested as follows to reflect this change. No net change in perviousness will result from this amendment.

Table 119-31-3. R-1 District Residential Standards, Note 6. on to Attached Dwelling Units and Mobile Homes: The minimum pervious percentage of each residential lot shall be 20%. The minimum pervious percentage of the parcel's total land area, as set forth in the Master Site Plan (or Site Plan if not subject to a Master Site Plan), shall be 25%.

Residential Standards Amendments

To support both product types, **Sec. 119-31. Residential districts**, would be updated as shown in the tables below. The requested amendments do not result in a net change in perviousness to the overall development parcels approved in a site plan and align the setback requirements for 2-unit attached single family homes to be consistent between the R-1 and R-2 Districts.