

# Welcome to the

 **URBAN**   

  **CORRIDOR** 

---

---

 **PLANNING**  

   **HOUSTON**

Phases 2 & 3

## Kick-off Meeting April 14, 2007

City of Houston project website [www.houstonplanning.com](http://www.houstonplanning.com),  
Click on Urban Corridor Planning

# Today's Agenda

- 8:30 Registration
- 8:45 Welcome and Introduction
- 9:00 Presentation
- 9:45 Table Group Activity 1
- 10:30 Table Group Activity 2
- 11:45 Wrap up

# Presentation

Who we are?

Who is the client?

What are we doing?

Where are the corridors?

How are we doing it?

What have we done so far?

Principles of urban corridor planning.

What is transit oriented development and what does it look like?

What happens at the workshops?

# Welcome

**Marlene Gafrick**, Director, Planning and  
Development Department, City of  
Houston

# Who are we?

**The Planning Partnership:** urban design, planning, landscape architecture, facilitation

**Asakura Robinson Inc.:** landscape architecture

**Gunda Corporation:** engineering

**Cushman & Wakefield LePage:** development economics

**Working Partner:** facilitation

# Who is the client?

Urban Corridor Planning is a **City of Houston** initiative under Mayor White's direction

# Urban Corridor Planning Stakeholder Group

Represent a broad range of interests both city-wide and corridor specific.

Meet regularly to discuss urban corridor planning.

CM Anne Clutterbuck	District C
CM Ada Edwards	District D
CM Pam Holm	District G
CM Adrian Garcia	District H
CM Carol Alvarado	District I
CM Peter Brown	At large Position 1
John R. Breeding	Uptown Houston
Jamie Brewster	Houston Intown Chamber of Commerce
P. Castillo/Rebecca Reyna	Greater Northside Management District
David Crossley	Gulf Coast Institute
Jack Drake	Greater Houston Partnership/Greater Greenspoint MD
Robert M. Eury	Central Houston
Steve Flippo	Harris County Metropolitan Transit Authority
Reeves Gilmore	Harris County Public Infrastructure Department
Mary Margaret Hansen	Greater East End Management District
Kimberly Williams	Texas Southern University
Gabriel Johnson	Texas Department of Transportation



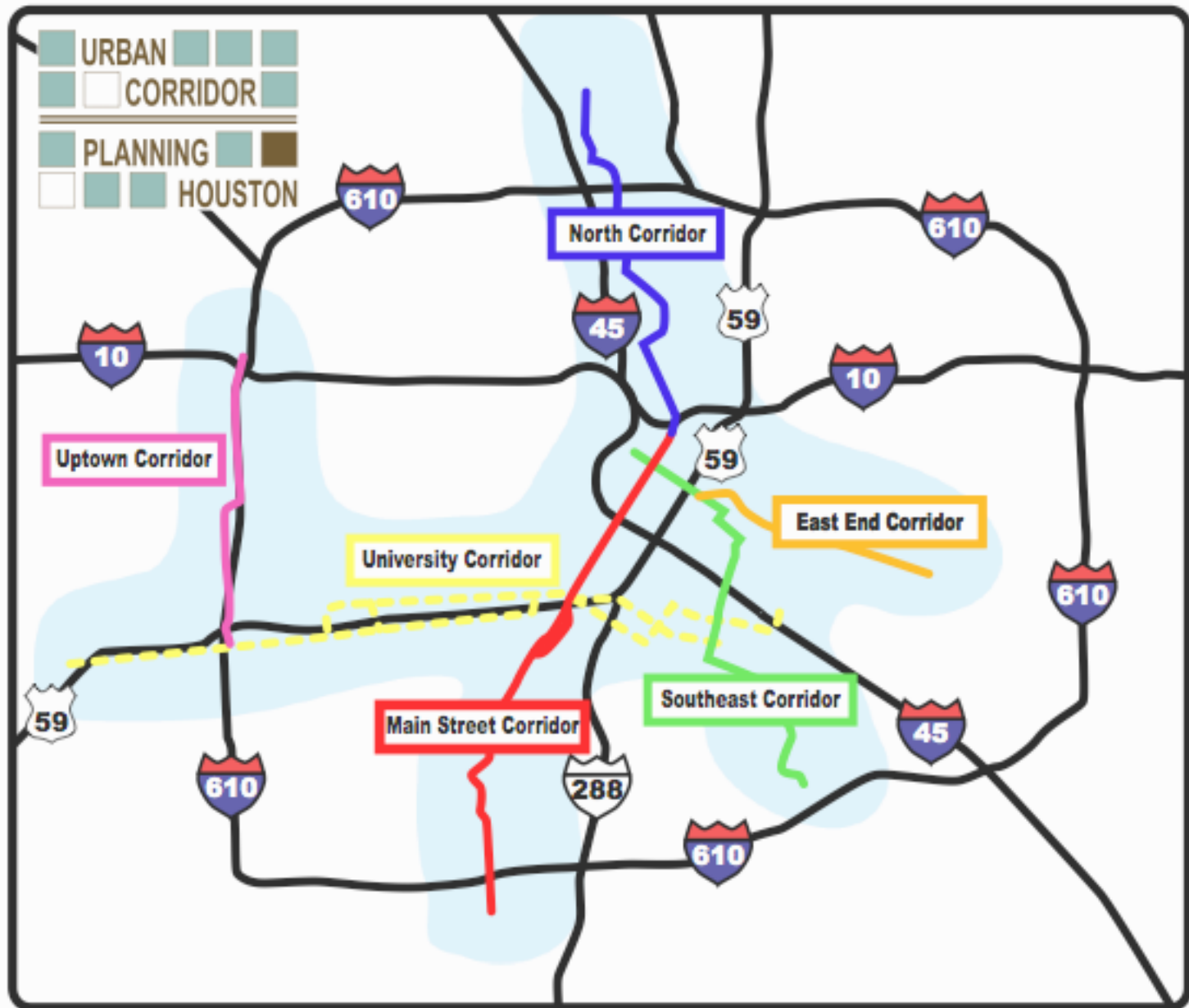
Jim Langford	Crescent Real Estate Equities Ltd/Greenway Plaza
Charles LeBlanc	Midtown Management District
Dr. Carol Lewis	Houston Planning Commission
Clark Martinson	Energy Corridor Management District
Todd A. Mason	Harris County Metropolitan Transit Authority
Jason McLemore	Greater Southeast Management District
Miki Milovanovic	Harris County Metropolitan Transit Authority
Carol W. Nixon	Texas Department of Transportation
Jane Page	Crescent Real Estate Equities Ltd.
Theola Petteway	OST/Alameda Corridors Redevelopment Authority
Ed Reyes	Northside Super Neighborhood Council
Carroll G. Robinson	TSU Barbara Jordan Mickey Leland School of Public Affairs
David Robinson	AIA Houston Chapter
Susan Rogers	University of Houston, Community Design Resource Center
Ian Rosenberg	Main Street Coalition
Jeff Ross	Pate Engineers
Anton Sinkewich	Central Houston

# What are we doing?

The Urban Corridor Planning Study will:

- Define a **broadly shared community vision** for redevelopment of corridors and areas near transit
- Identify **short and long term actions and strategies** to coordinate public and private investment to implement the vision
- Manage growth to result in **positive City building and protected neighborhoods**

# Where are the corridors?



# How are we doing it?

**Phase 1** was launched in June 2006 with a community workshop in August:

- the project was introduced
- a presentation described national urban trends and strategies to build competitive, successful cities
- table groups discussed issues, challenges and opportunities of corridor planning



# How are we doing it?

## Phase 2 & 3

Urban corridor concept plans and implementation strategies:

- land development, especially near transit stations,
- recommendations for public open space, streetscape, pedestrian connections,
- urban design guidelines
- strategies to preserve culturally and historically significant buildings and areas
- strategies to integrate transportation systems with land development plan
- parking standards
- requirements for public and private utilities

# What are we **not** doing?

No change in METRO's decisions on the transit alignments or station locations.

# What were the key messages from Phase 1?

- Create a connected **multi-modal network** and provide alternative transportation options – including more transit service and streets friendly to pedestrians and bicycles.
- **Protect the unique character** of existing neighborhoods and preserve historic buildings, homes, landmarks and community treasures.



# What were the key messages from Phase 1?

- Develop urban standards and ordinances that enable, encourage and allow **urban development**.
- Create **neighborhood centers and great places**.
- Develop **pedestrian-friendly** destination places, neighborhood serving amenities and neighborhood center.
- Preserve and expand **parks, open space, greens space corridors and trails**.





# What were the key messages from Phase 1?

- Encourage and support more **urban infill** development.
- Make new development **sustainable**.
- Provide **affordable housing** in mixed-income neighborhoods.



# Those messages provide some direction

**Protect:** neighborhoods, culture, landmarks, parks, trails, natural features...

**Enhance:** business areas, streetscape, parks, open space, residential areas...

**Promote:** infill development, transit-supportive development, affordable housing...

# Products and timing

By Fall 2007, products of the **urban corridor plan** will include:

Land development concept plan

Public realm plan

Urban design plan

Mobility plan

Parking concept plan

Infrastructure plan



# Products and timing

By Fall 2007, the products of the **implementation strategy** will include:

Financial Strategy

Code of Ordinances

Organizational Strategies



# What have we done so far?

**Met** with some representatives from each corridor

**Toured** each corridor

**Photographic inventory** of each corridor

**Reviewed reports** to understand the scope of previous work in each corridor

**Met** with the Urban Corridor Planning Stakeholder Committee

Weekly/daily **liaison** with City staff

# Understanding planning tools

**We have compiled information on over 40 planning tools currently in use in Houston:**

capital improvement plan municipal management districts  
TIRZ public improvement district municipal utility district  
developer participation contract tax abatement program  
SNAP Harris County Flood Control District adopt an  
esplanade civic art program adopt a monument  
community development block grant home investment  
partnerships act low income housing tax credit deed  
restrictions expedited permit process houston hope area  
emergency/critical home repair neighbourhood  
empowerment zone strategic investment areas brownfields  
economic development initiative housing tax credit  
chapter 380 agreements

# What have we heard so far?

Worried about gentrification planning is too important to be left to the public sector protect our neighborhoods protect our culture protect our rental housing I don't want to lose my business we need regular maintenance on our sidewalks we already have the ingredients of the most successful urban areas talk to residents concerned about construction and the impact on business success depends on protecting neighborhood integrity the community is anxious to get the LRT don't want a sea of homes that are all same people care about other issues before transit very few services for the number of students coming to the area need to try and transfer some of the successes of the Main Street to the other corridors we have been studied to death focus on economic development concerned of loss of parking **here we go again, another study**

# Principles of urban corridor planning

Research into North American and European case studies on transit oriented development, reveals four key and interrelated principles:

1. There is a direct relationship between transit ridership and distance from the station.
2. Density drives transit ridership.
3. Land use has an impact on transit use patterns.
4. Urban design has an impact on ridership.



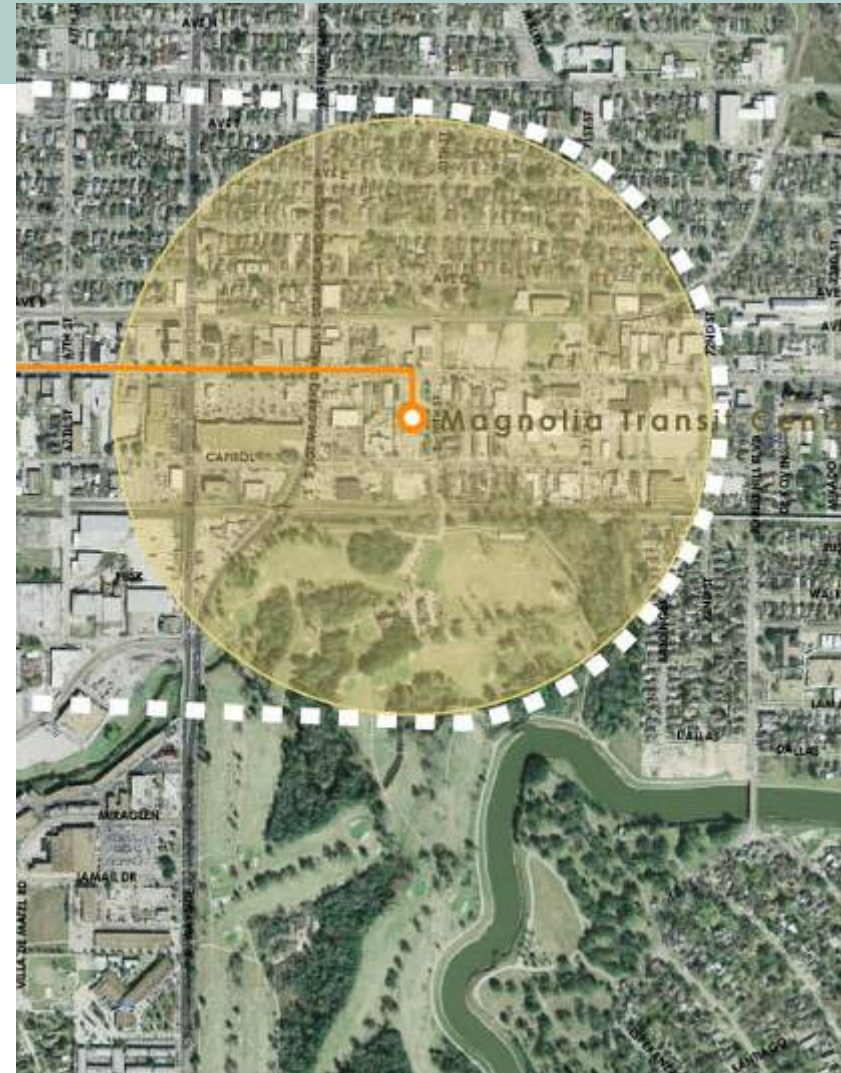
## Research Finding 1

*There is a direct relationship between transit ridership and distance from the station.*

### **Maximum ridership capture:**

- within a short walking distance from a transit station
- measured in terms of a 5 minute walk, or about 1/4 mile radius.

**Ridership dramatically drops off** if the walk to the station is **beyond 5 minutes.**



## Research Finding 2

# *Density drives transit ridership.*

**The higher the density** (in either population, employees and/or students), **the higher the ridership potential.**

High density does not have to mean high rise.



## Research Finding 3

*Land use has an impact on transit use patterns.*

Promote a balanced ridership pattern that generates **ridership** - peak and off-peak times, all day, every day.

**Best with multiple land uses** close to each other, along the route, connecting key destinations to each other.



## Research Finding 4

*Urban design has an impact on ridership.*

**TOD creates pedestrian places** - e.g. ground floor retail, pedestrian activity at street level, street trees, benches - to create an attractive and safe environment.

**Increases ridership by enhancing mobility and pedestrian comfort** along pedestrian routes, at destinations, and to get to and from the stations.



# What is transit oriented development (TOD) and what does it look like?

## **Transit oriented development is:**

- Higher density
- Mixed use (in same building or adjacent buildings)
- Pedestrian friendly
- Close to a transit station

# Key physical considerations

Block, site, building, landscape,  
sidewalk, streetscape, street...

Street and block pattern

Street edge condition

Buildings form the street edge

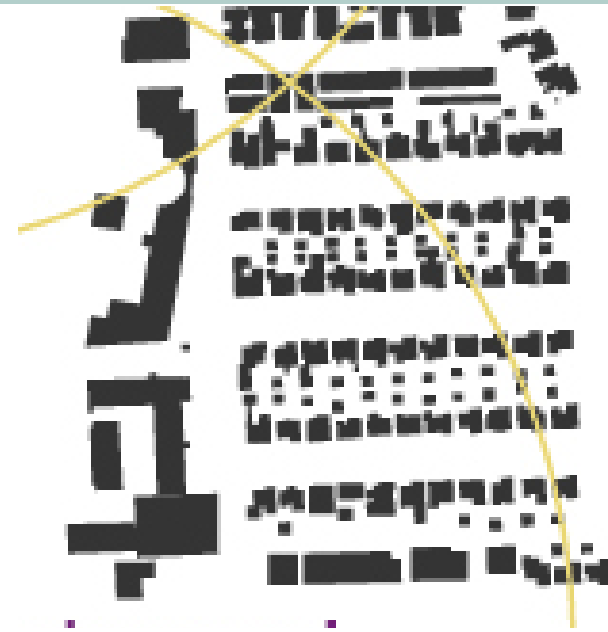
Active ground floor uses

Articulation of the façade

Heritage features

Parking and driveways

Height, Density, Use





These **Houston** developments are good examples of buildings that achieve the principles of TOD.

# What about the private realm?

1. Building is located at the sidewalk, no parking in front of the building
2. Higher density
3. Trees, special paving, planting, sidewalk
4. Ground floor should have active uses
5. Building facade is articulated with windows and doors
6. Front door is oriented to the street and connected with a walk





# What about the public realm?

1. Wide, clear, safe sidewalks
2. Street trees, landscape
3. Benches, waste receptacles, transit shelters
4. Cars parked at the side of the road - buffer from traffic



1

2

3

# What are some development models for the corridors?

## Building and Site Prototypes

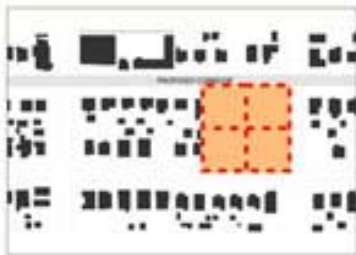
The prototypes considered for the Houston Corridors consist of two elements; the site configuration and location which we have called the **Site Prototype** and the built form related to the site which we have called the **Building Prototype**. All of the development will be Transit Oriented Development. As the corridors are analyzed with respect to the potential form that might occur adjacent to the corridor, each site is different and will be evaluated with respect to scale and location which will suggest a specific built form.



# What are some development prototypes for the corridors?

## Prototype 1 - Large Through-Lots

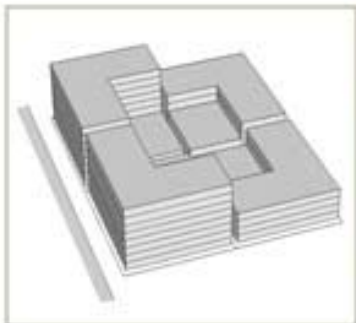
City of Houston



This **Site Prototype** is characterized by large through blocks that are large enough to accommodate a range of uses including residential, office and retail. The mix of uses can be spread over the site and are not necessarily in a single building. The development of these sites can occur over a period of time in phases and the parking may also be phased from at grade parking in the beginning to structured parking in the final phases. The sites generally have frontage on the corridor as well as the first parallel street. The sites lend themselves to a mix of uses because of accessibility and scale of sites. Transition is an important component as a result of the interior street frontage. Parking is integral to the development.

This **Building Prototype** is characterized by:

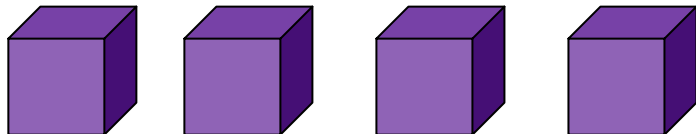
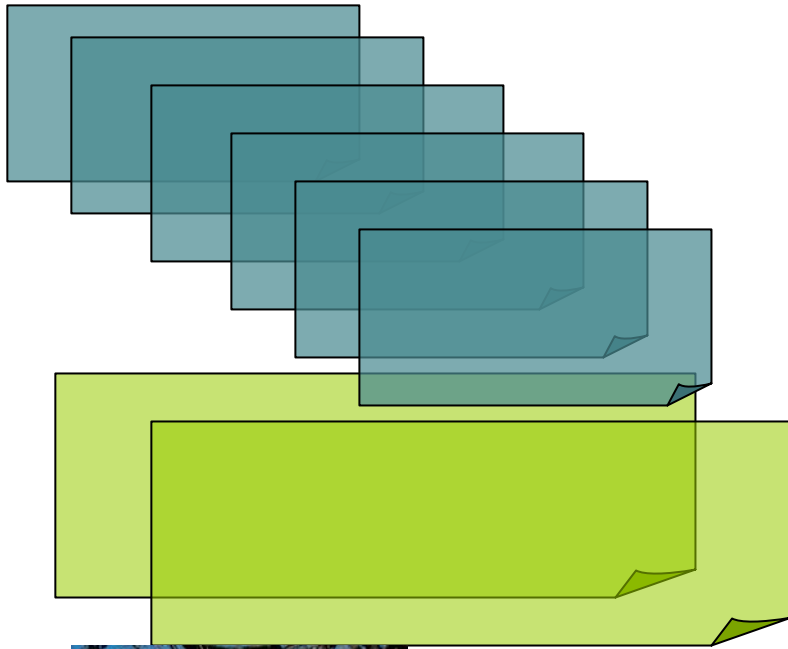
- Multi-level, mixed use corridor facing buildings,
- Most often they will include residential over retail or office over retail,
- Can accommodate a range of building heights from high rise to mid rise buildings,
- 2-4 level multi-family on adjacent street as a transition,



# How we will use the prototypes?



# Corridor workshops - process



**Day 2:** Preliminary framework of the urban corridor plan: e.g. streetscape, parks, stable neighborhoods, enhanced areas of business, development prototypes, infrastructure.

**Day 1:** Opportunities for change: public and private realm

**Day 1:** Understand the character of the corridor: e.g. neighborhoods, parks, community features streetscape, business areas

**Day 1:** Building blocks -confirm the fundamental principles

# What happens at each corridor workshop?

Help us understand:

- your neighborhood
- the special opportunities for change along your corridor
- areas that should be protected
- a vision of the urban corridor



# What will I see at the workshop?

Sample of drawings. The drawings illustrate 1/4 mile on each side of route and around stations



# Sample of drawings. Existing open spaces, parks, trails, schools, community centers

## Existing Conditions



- Four images were chosen as examples of the types of existing conditions that exist along the North Side of the Charles River.
- The images are chosen to illustrate a variety of the existing conditions of the North Side of the Charles River.
- The map on the left shows the proposed transit route and the locations of the stations as well as the approximate location of where some of the photos were taken along the Charles River.
- Here is a brief description of each of the images:
1. Aerial view of the Charles River and surrounding area.
  2. View of a modern building with a glass facade.
  3. View of a street with a tram or light rail vehicle.
  4. View of a street with a tram or light rail vehicle.
  5. View of a street with a tram or light rail vehicle.
  6. View of a street with a tram or light rail vehicle.
  7. View of a street with a tram or light rail vehicle.
  8. View of a street with a tram or light rail vehicle.
  9. View of a street with a tram or light rail vehicle.
  10. View of a street with a tram or light rail vehicle.
  11. View of a street with a tram or light rail vehicle.
  12. View of a street with a tram or light rail vehicle.



## Open Space Plan





# Sample of drawings. Compilation of initiatives identified in previous studies, plans, reports and strategies

## Current Initiatives

City of Houston



### Legend

- 
**1** **Gateway**  
 Creation of Gateway of key entry points to strengthen the community identity. Potential gateway areas are:  
 1. Fulton St Loop 410  
 2. Irvington St & Loop 410  
 3. Concourse St Bridge  
 4. Quailman St Bridge  
 5. Quailman St Bridge  
 6. Quailman St Bridge  
 7. Quailman St Bridge  
 8. Quailman St Bridge  
 9. Quailman St Bridge  
 10. Quailman St Bridge  
 11. Quailman St Bridge  
 12. Quailman St Bridge
- 
**Economic Development Nodes**  
 13. 1000+ residential units east of the Loop  
 14. 1000+ residential units east of the Loop  
 15. 1000+ residential units east of the Loop  
 16. 1000+ residential units east of the Loop  
 17. 1000+ residential units east of the Loop  
 18. 1000+ residential units east of the Loop  
 19. 1000+ residential units east of the Loop  
 20. 1000+ residential units east of the Loop  
 21. 1000+ residential units east of the Loop  
 22. 1000+ residential units east of the Loop  
 23. 1000+ residential units east of the Loop  
 24. 1000+ residential units east of the Loop  
 25. 1000+ residential units east of the Loop  
 26. 1000+ residential units east of the Loop  
 27. 1000+ residential units east of the Loop  
 28. 1000+ residential units east of the Loop  
 29. 1000+ residential units east of the Loop  
 30. 1000+ residential units east of the Loop  
 31. 1000+ residential units east of the Loop  
 32. 1000+ residential units east of the Loop  
 33. 1000+ residential units east of the Loop
- 
**Central Axis**  
 Road Design for 14 blocks starting at Irvington & Concourse extending south along Irvington to Fulton proceeding to the intersection of Fulton & Quailman
- 
**Central Axis**  
 Pathway: Identify commercial corridors including: analyze corridor urban form and services area of a neighborhood scale. Provide information to support neighborhood and working/living trip. Create a three-part action implementation plan for development/development to create a development environment
- 
**Central Axis**  
 Pathway: Identify commercial corridors including: analyze corridor urban form and services area of a neighborhood scale. Provide information to support neighborhood and working/living trip. Create a three-part action implementation plan for development/development to create a development environment
- 
**Central Axis**  
 Pathway: Identify commercial corridors including: analyze corridor urban form and services area of a neighborhood scale. Provide information to support neighborhood and working/living trip. Create a three-part action implementation plan for development/development to create a development environment
- 
**Central Axis**  
 Pathway: Identify commercial corridors including: analyze corridor urban form and services area of a neighborhood scale. Provide information to support neighborhood and working/living trip. Create a three-part action implementation plan for development/development to create a development environment
- 
**Central Axis**  
 Pathway: Identify commercial corridors including: analyze corridor urban form and services area of a neighborhood scale. Provide information to support neighborhood and working/living trip. Create a three-part action implementation plan for development/development to create a development environment
- 
**Central Axis**  
 Pathway: Identify commercial corridors including: analyze corridor urban form and services area of a neighborhood scale. Provide information to support neighborhood and working/living trip. Create a three-part action implementation plan for development/development to create a development environment
- 
**Central Axis**  
 Pathway: Identify commercial corridors including: analyze corridor urban form and services area of a neighborhood scale. Provide information to support neighborhood and working/living trip. Create a three-part action implementation plan for development/development to create a development environment
- 
**Central Axis**  
 Pathway: Identify commercial corridors including: analyze corridor urban form and services area of a neighborhood scale. Provide information to support neighborhood and working/living trip. Create a three-part action implementation plan for development/development to create a development environment
- 
**Central Axis**  
 Pathway: Identify commercial corridors including: analyze corridor urban form and services area of a neighborhood scale. Provide information to support neighborhood and working/living trip. Create a three-part action implementation plan for development/development to create a development environment
- 
**Central Axis**  
 Pathway: Identify commercial corridors including: analyze corridor urban form and services area of a neighborhood scale. Provide information to support neighborhood and working/living trip. Create a three-part action implementation plan for development/development to create a development environment
- 
**Central Axis**  
 Pathway: Identify commercial corridors including: analyze corridor urban form and services area of a neighborhood scale. Provide information to support neighborhood and working/living trip. Create a three-part action implementation plan for development/development to create a development environment
- 
**Central Axis**  
 Pathway: Identify commercial corridors including: analyze corridor urban form and services area of a neighborhood scale. Provide information to support neighborhood and working/living trip. Create a three-part action implementation plan for development/development to create a development environment
- 
**Central Axis**  
 Pathway: Identify commercial corridors including: analyze corridor urban form and services area of a neighborhood scale. Provide information to support neighborhood and working/living trip. Create a three-part action implementation plan for development/development to create a development environment



## North Corridor

The diagram in this panel is an effort to map within the study area the known initiatives that have been proposed or developed by various members of the community. The projects range in both scale and scope and the list is by no means exhaustive.



# Should I come for both days?

Yes. The work evolves over the course of the two days in the design studio/workshop

New information is discussed each day  
Working sessions begin at 6:00 both days

If this time is not convenient, drop by either day between 11:00 and 5:00

# What is the schedule for each day?

**East End:** Monday & Tuesday, April 16 & 17

Marbella Banquet Hall, 6632 Harrisburg Road

**North:** Wednesday & Thursday, April 18 & 19

Reid Memorial United Methodist Church, 5203 Fulton St.

**Southeast:** Wednesday & Thursday, April 25 & 26

Holman Street Baptist Church, 3422 Holman Street.

**Main Street:** Monday & Tuesday, April 30 & May 1

Palmer Memorial Church, 6221 Main Street

**Uptown:** Wednesday & Thursday, May 2 & 3

The Pavilion at Post Oak, 1800 Post Oak Blvd.

**University:** Dates to be confirmed

# A summary of all workshops

Presentation of Preliminary Findings for  
all corridors

Wednesday, May 23, 6:00 p.m.

George R. Brown Convention Center

# What to think about today

Through discussions with your table group over the next 5 minutes:

**List your questions of clarification.**

**Identify your top 3 questions.**

Ask one person from your table group to be the spokesperson.

We will be taking the table group's top question in 5 minutes

# What to think about today.

In Phase 1, you said you wanted a healthy urban environment...

Through discussions with your table group, spend 30 minutes and talk about **what is most important to you in a quality urban environment?** Think about physical attributes: building type, street design, sidewalks, location of parking, infrastructure, parks...

**List your group's top 3 attributes of a vibrant urban environment.**

**Think of Houston or remember another city you have recently visited. What is your favorite urban street or district?**

# Welcome to the

 **URBAN**   

  **CORRIDOR** 

---

---

 **PLANNING**  

   **HOUSTON**

Phases 2 & 3

## Kick-off Meeting April 14, 2007

City of Houston project website [www.houstonplanning.com](http://www.houstonplanning.com),  
Click on Urban Corridor Planning