



Walkable Places & Transit-Oriented Development

Public Hearing on changes to Chapter 42

July 22, 2020



PLANNING &
DEVELOPMENT
DEPARTMENT

Walkable Places & TOD:

Goals:

To encourage pedestrian-friendly, mixed-use development with an enhanced, walkable public realm.

Benefits:

- Property owners benefit by obtaining more buildable area and adjusting parking requirements.
- Pedestrians and neighborhoods benefit by getting safer and more walkable streetscapes and public spaces.
- Neighborhoods benefit by the creation of a more lively and activated area with more eyes on the street.

When it applies:

- **Does not** apply to existing development.
- **Does** apply when a property owner redevelops or makes changes to the existing development.

Walkable Places Committee:

Marty Stein*

Susan Alleman* Traffic Engineers, Inc.

Truman Edminster EHRA Engineering

Bolivar Fraga Neighborhood Centers, Inc.

Bill Baldwin* Boulevard Realty

Veronica Chapa Gorczynski Greater East End
Management District

Michael Huffmaster Super Neighborhood
Alliance

Mark Kilkenny** Twinwood U.S., Inc.

David Kim Urban Land Institute

Greg LeGrande Neartown/Montrose Super
Neighborhood Council

George Levan Crosspoint Properties

Ron Lindsey Houston Real Estate Council

James Llamas Midtown Management District

Clark Martinson

John Mooz Hines

Bradley Pepper Greater Houston Builder's
Association

Cynthia Reyes-Revilla Northside Village Super
Neighborhood Council

Abbey Roberson The Texas Medical Center

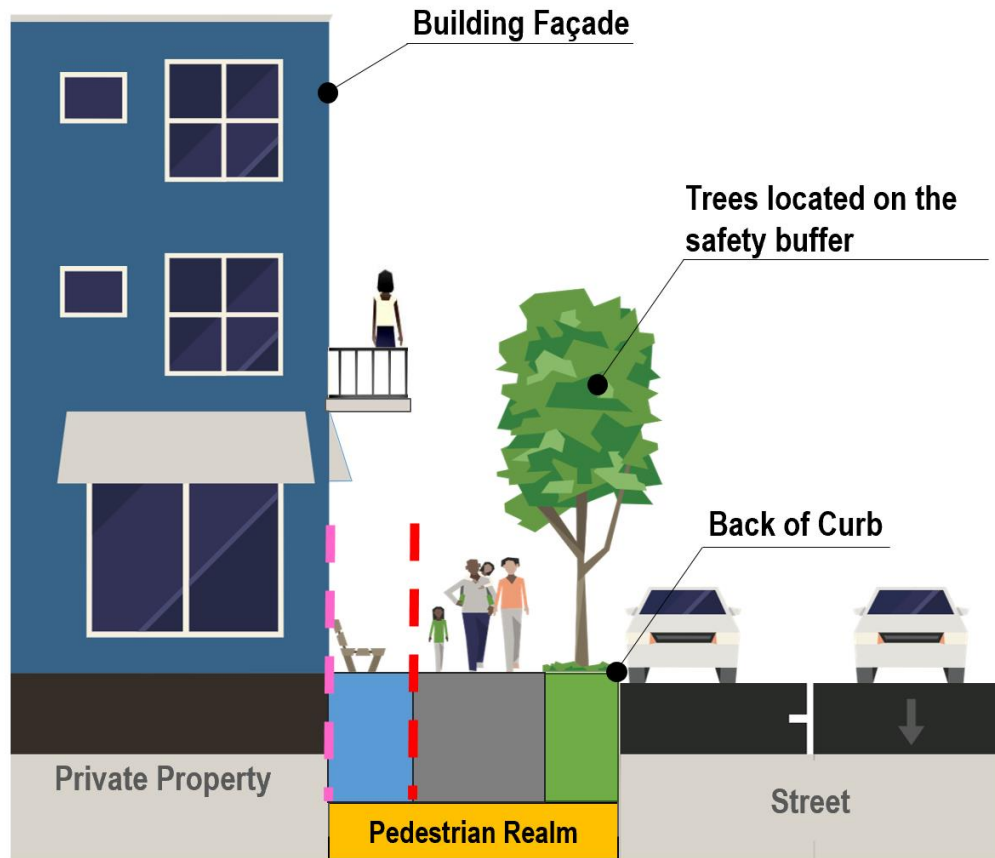
Irma Sanchez Westchase Management District

Josh Sanders

Jane West Super Neighborhood Alliance

* Planning Commission member ** Former Committee Chair

Pedestrian Realm:



- Ground Floor Building Line
- Property Line
- Pedestrian Access Easement
- Unobstructed Sidewalk
- 4' Safety Buffer

No auto-related uses within the pedestrian realm, except driveway(s) perpendicular with the adjacent public streets. (35% softscape)

Two sets of standards:

Walkable Places:

To create an opportunity for property owners along any street in Houston to choose from a menu of standards that are tailored to the existing development patterns.

Transit-Oriented Development standards:

To create compact, pedestrian-friendly development tailored to the street's relationship within ½ mile of transit stations.

Walkable Places:

Available for any street in the City

- Initiated by either 50% of property owners or Planning Department; and
- Requires City Council approval.

Four types of planning standards:

- Pedestrian realm
- Building design
- Site design
- Parking

Walkable Places:

Three pilot areas:

- Hogan and Lorraine Streets in the Near Northside
- Emancipation Avenue between i-45 and Alabama Street
- The Midtown area, generally bound by the Pierce Elevated, US 59/I-69, Spur 527/Bagby street

Transit-Oriented Development:

Map is based on objective criteria that relate to the street segment's unique conditions

- Primary streets are mandatory, eliminates parking requirements; and
- Secondary streets are optional and reduce parking by 50%.

Four types of planning standards:

- Pedestrian realm
- Building design
- Site design
- Parking

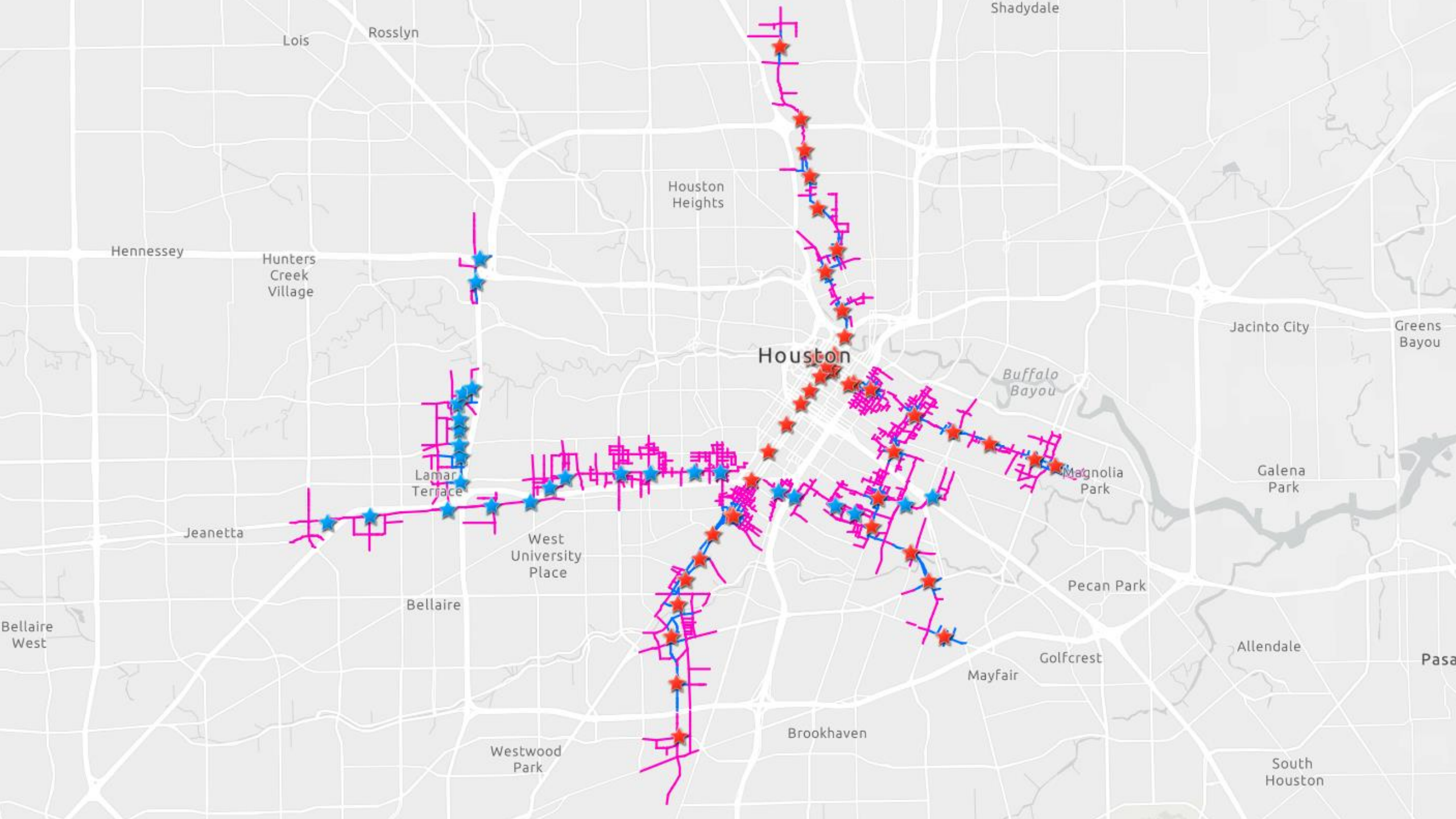
TOD Map Analysis:

- 1. Segment is a public road within ½ mile of an existing or planned transit station.**
- 2. If it meets ALL of these criteria, it is eligible for Secondary Street:**
 1. Less than 50% of street segment length is single-family residential lots 3,500 SF or larger
 2. Less than 50% of street segment length is industrial, manufacturing bulk warehouse
 3. Not designated as Special Minimum Building Line or Special Minimum Lot Size
 4. Not a freeway or freeway frontage road (except below-grade freeway & covered by an atgrade cap structure)
 5. Not grade-separated or limited access roadway
 6. Not a street segment with open-ditch drainage system
 7. Existing roadway meets applicable IDM standards, or there are approved plans showing the location of the future curb
 8. There is connection to the transit station via an eligible TOD Street

TOD Map Analysis (continued):

3. If it meets ANY of the these criteria, it becomes a Primary Street:

1. Within a designated Major Activity Center
2. Within a census tract where car ownership is 80% or less
3. Within 1/4 mile of a college or university campus
4. High Activity Population Density (7,200+ activity population/square mile) within ¼ mile
5. High Intersection Density (76+ intersections/square mile) within ¼ mile





City of Houston Users' Guide for Walkable Places and Transit-Oriented Development

TOD Pedestrian Realm Standards

	Elements	Standards	
		Transit Corridor Streets and TOD Streets designated as a Major Thoroughfare	All Other TOD Streets
1	Minimum Pedestrian Realm Width	20'	15'
2	Minimum Unobstructed Sidewalk Width	8'	6'
3	Minimum Safety Buffer Width	4'	
4	Maximum Softscape	35%	
5	Minimum Street Tree Size	3" caliper	2" caliper
6	Fences	The maximum allowable height in the pedestrian realm is 48" in the pedestrian realm. A fence located between the back of curb and the building façade shall be a non-opaque fence.	
7	Auto-Related Uses	No auto-related uses, except: <ul style="list-style-type: none"> • Driveway(s) perpendicular with the TOD Street; or • Pedestrian drop-off/loading area beyond minimum pedestrian realm width on a Secondary TOD Street where the design is approved by the City Traffic Engineer. 	

TOD Pedestrian Realm Standards

Adding street trees will provide shade and create a more pleasant streetscape.



Pedestrian comfort and safety would increase with a buffer zone.



Well-marked crosswalks provide safer crossings for pedestrians

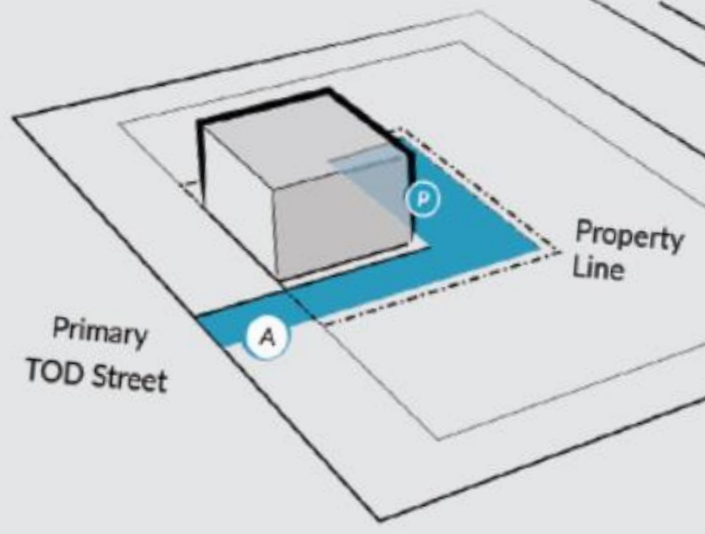


Standard and improved pedestrian elements along METRO routes will increase ridership and maximize the...
...width on a...
...by the City Traffic Engineer.

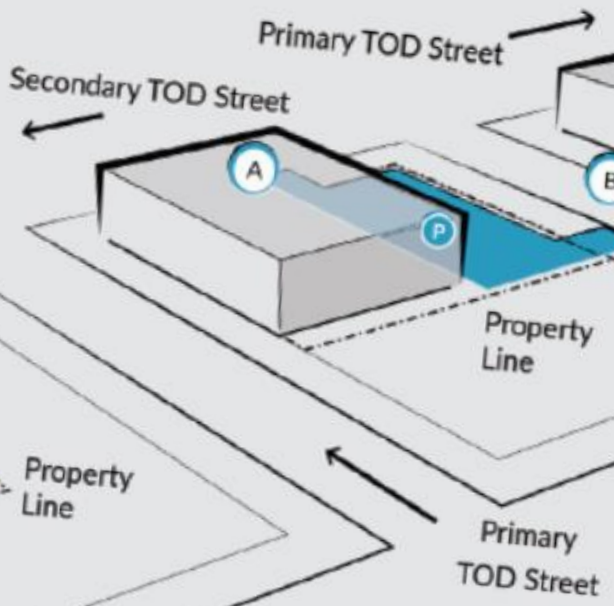
Source: Trong Nguyen/Shutterstock.com

Off-Street Parking on TOD Streets

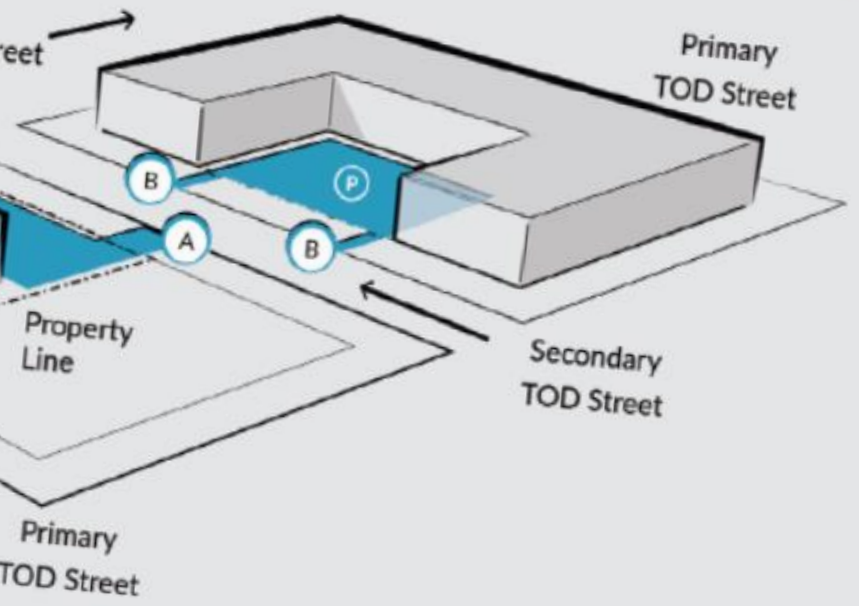
Parking Area in the Back



Parking Area in the Back or Side



Parking Area Wrapped by Proposed Building



A One 30' Two-Way Driveway

B Two 15' One-Way Driveways

Source: Trong Nguyen/Shutterstock.com

ize the

safer cross

and improved pedestrian structure.

Public Engagement Timeline:

Walkable Places Committee Meetings	January 2017 – October 2019
Walkable Places Pilot Areas Public Input Meetings (3 per area)	June – October 2018
Walkable Places Committee Approves Framework	June 2019
Six Community Meetings on Proposed Framework	October – November 2019
Planning Commission Reviews Framework	January 2020
Planning Commission Public Hearing for Framework	February 2020
Planning Commission Public Hearing for Pilot Areas	March 2020
Planning Commission Approves Framework, Pilot Areas	May 2020
Presentation to joint QofL and TTI Council Committees	June 2020
City Council Public Hearing	July 2020

Letters of Support:

- Center for Civic and Public Policy Improvement
- East End District
- Greater Houston Builders' Association
- Greater Northside Management District
- Hines Development Company
- Houston Real Estate Council
- Midtown Management District
- SuperNeighborhood Alliance members