

# Transit-Oriented Development Map

## FAQs



**PLANNING &  
DEVELOPMENT  
DEPARTMENT**

### **What is TOD?**

TOD Stands for Transit-Oriented Development. This development style is used in places close to transportation infrastructure (e.g. Metro, light rail, bus rapid transit). It promotes the use of different types of transportation, like walking and cycling, that reduce car dependency. It promotes pedestrian safety by creating wider, unobstructed, sidewalks and landscaping, increasing the “eyes on the street” and providing more separation between automobile and pedestrian areas.

### **Where are the TOD Streets being proposed?**

They are around the METRO light rail stations for the Red, Green, Purple, University and BRT line, including existing and future stations.

### **How are TOD streets designated?**

The Walkable Places Committee developed objective criteria to guide the TOD Street designation. These criteria are based on nation-wide best practices and consider existing the unique character of each block and its potential future development. The Planning and Development Department conducted a city-wide analysis and evaluated each designated light rail transit and BRT station city-wide based on these criteria.

Transit-Oriented Streets are identified by the Planning Department’s four-step process based on these objective criteria:

Step 1: Determine the street segments which are undesirable or incompatible for transit-oriented development

Step 2: Determine eligible TOD Streets adjacent to each transit station

Step 3: Determine transit station eligible for Primary TOD Streets

Step 4: Determine the type of TOD Streets

For the details about the TOD Street Designation Process, please visit:

<https://houstontx.gov/planning/wp-tod-ordinance.html>

### **Can the TOD Street designation criteria be changed?**

Yes, City Council will establish the criteria and can change it in the future.

The criteria are the result of three years of extensive research, public input, and analysis of possible alternatives. The proposed criteria encourage compact, mixed-use development along pedestrian-friendly corridors. The criteria were developed based on national best practices and consider existing conditions as well as the potential for future development in Houston.

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### **What is the difference between Primary TOD Street and Secondary TOD Street?**

A Primary TOD Street lies within 1,000 feet walking distance of a transit station platform. When properties along Primary TOD Streets redevelop, they are required to comply with the TOD rules. A Secondary TOD Street lies within ½ mile walking distance from a transit station platform. Properties along the Secondary TOD Streets can opt into the TOD rules, but it is not required. For more details about the TOD rules, please refer to the [User's Guide for Walkable Places and Transit-Oriented Development.](#)

### **How do I know if my property is located along a TOD Street?**

Planning and Development Department will notify property owners along the proposed TOD Street before the Planning Commission approves the TOD Plan. You can also access the interactive map of the plan at <https://houstontx.gov/planning/tod-standards.html>.

### **When do the TOD rules kick in?**

The new rules do not apply to existing development and will only apply once a property owner modifies or redevelops the property.

Once approved by City Council, the ordinance will be effective on October 1, 2020. The TOD rules will only apply to new development and some redevelopment along the designated Primary Streets. Development along the designated Secondary Streets may choose to opt into the rules or follow the existing rules. For details of the development scenarios that trigger the rules, please refer to Page 45 on the Users' Guide for Walkable Places and Transit-oriented Development.

### **Will my current business or home be affected if they are located along a TOD Street?**

No, the TOD standards only apply to new development and redevelopment along a TOD Street.

### **How do the TOD standards benefit the current neighborhood residents?**

The TOD standards benefits residents by providing safer and more walkable streetscapes and public spaces. The rules require unobstructed sidewalks, sidewalk buffers, windows and doors on the ground floor, and driveway location and dimensions that allow for safer movement, eyes on the street and a more enjoyable walk.

### **Can neighborhoods be removed from the TOD analysis and final plan?**

The TODP is developed based on city-wide analysis of objective criteria that examines the unique context of each street as it relates to the nearby transit station. Removing a specific neighborhood from a city-wide analysis does not conform to sound public policy and significantly compromises the efficacy of the effort.

Furthermore, removing a neighborhood from the TOD program does not protect the neighborhood from incompatible development. It does result in the loss of enhancements that support neighborhood character such as increased walkability achieved by wider sidewalks, more transparency at the ground level and a safer relationship between people and automobiles.

**For more information about the TOD program, please visit to <https://houstontx.gov/planning/tod-standards.html>**