

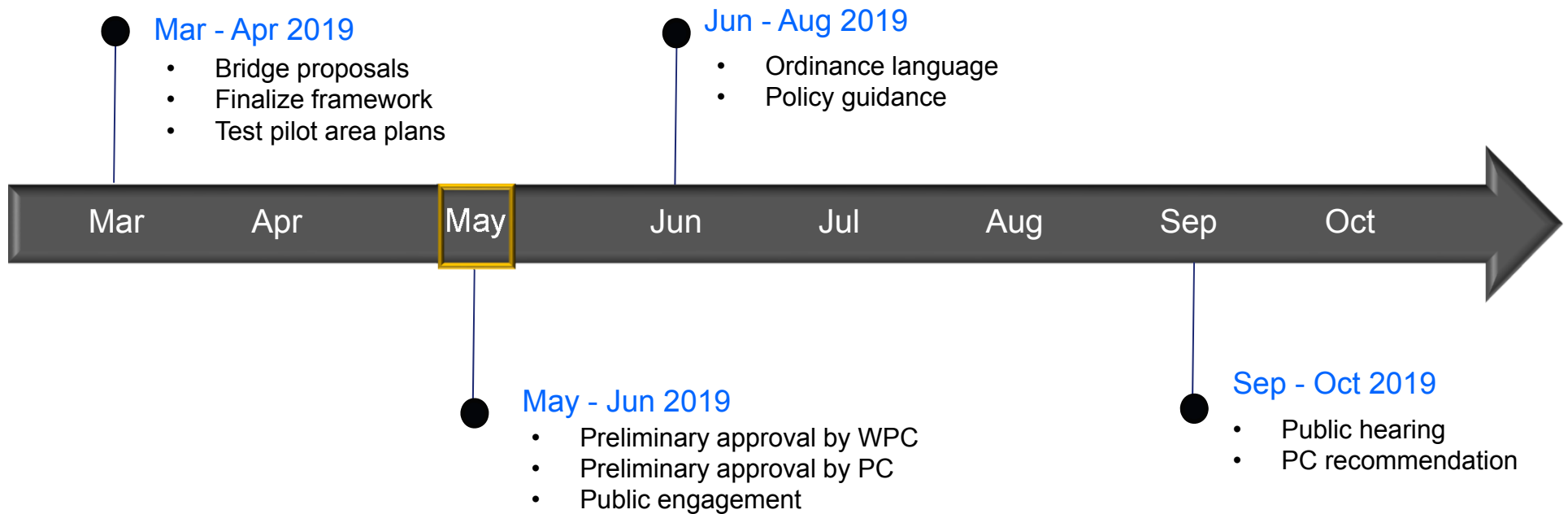


Walkable Places

Planning and Development Department
City of Houston

Walkable Places Committee
May 1st, 2019

Project Schedule



Agenda

- Summary Report for the Proposed Walkable Places Ordinance Framework
- Summary Report for the Proposed Transit Corridor Ordinance Amendments
- Public Comment



Proposed Walkable Places Ordinance Framework

Objectives:

- To establish a public process to create context sensitive, pedestrian friendly rules along designated corridors within the city
- To encourage high density, mixed use development along corridors with appropriate context

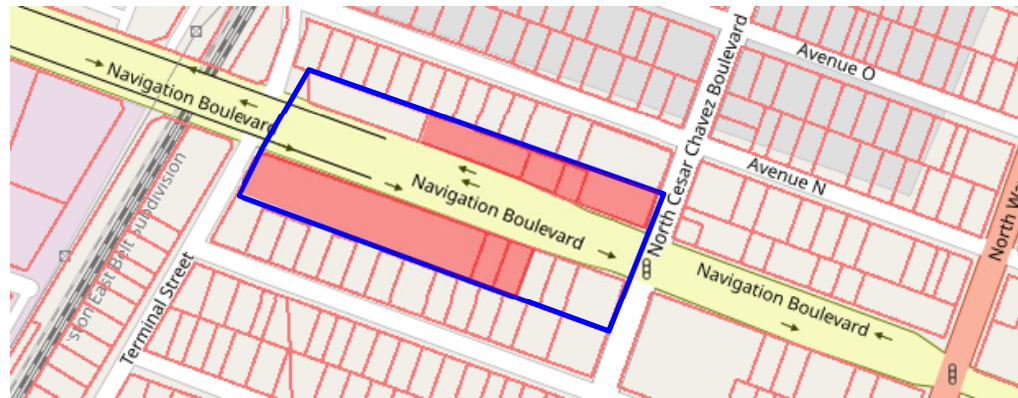
Proposed Walkable Places Ordinance Framework

Walkable Places Plan (WPP)

- WPP map: a map indicating all designated walkable places in the city
- WPP amendment process:
 - Designate new walkable place(s)
 - Amend the existing designated walkable places

Eligible Parties to Initiate the WPP Amendment

- City of Houston
- Property owners representing at least 50% linear street frontage of the proposed street segment(s)



Walkable Place Size Requirements

- Minimum 1 street segment*
- No maximum size requirements

* Street segment means

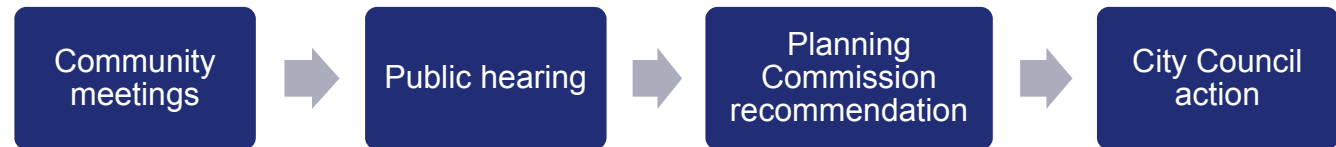
- Both sides of street right-of-way between 2 intersecting streets;
or
- Both sides of street right-of-way between an intersecting street
and the logical termination of the roadway

Initiation Requirements

- If initiated by property owners, a pre-submittal meeting with the Planning Department is required
- Required documents for all proposed designation:
 - A proposed walkable place boundary map
 - A proposed walkable place plan in the required format

Review Procedure

- If initiated by City of Houston, 4-step process:



- If initiated by property owners, 5-step process:



Walkable Places Planning Standards

- Established based on each street segment
- Each walkable place shall be established with 4 categories of planning standards:
 - Street width standards
 - Pedestrian realm standards
 - Building/ site design standards
 - Parking standards

Walkable Places Planning Standards

When the rules apply to non-single family residential permitting activities

			Building Setback	Unobstructed Sidewalk	Landscaping	Building & Site Design	Parking Rules
Interior remodeling w/o changed use							
Interior remodeling w/ changed use							X
Exterior remodeling w/o changed use						X	
Exterior remodeling w/ changed use						X	X
New addition	Within 15' of the building setback line	New addition – 250 sqft or more		X*	X	X	X
		New addition – less than 250 sqft				X	X
	Outside 15' of the building setback line						
New Development			X	X	X	X	X

* If the existing sidewalk is 6' or wider, no sidewalk widening is needed. If the existing sidewalk is less than 6' wide, the portion of sidewalk in front of the new addition is required to be widened to sidewalk standard established within the designated walkable place.

Street Width Standards

- Allow flexibility to establish an alternative minimum ROW width that is different from the typical standard
- Provide appropriate justifications

Pedestrian Realm Standards

Proposed Pedestrian Realm Standards		Walkable Place Corridor
Min Building Setback	Building line measured from property line	0', 5', 10', 15', 20'
	Setback line measured from back of curb	10', 12', 15', 18', 20'
Min unobstructed sidewalk width		6'
Min safety buffer width		4'
Maximum <u>softscape</u> percentage		35%
Landscape requirements		Min 2" caliper street trees
Fence requirements		Up to 54" within the pedestrian realm. Fence located between the back of curb and the building façade shall be non-opaque, decorative fence
Uses within the pedestrian realm		No auto-related uses, except driveway(s) perpendicular with the Transit Corridor Street and/or TOD Streets

Building/ Site Standards

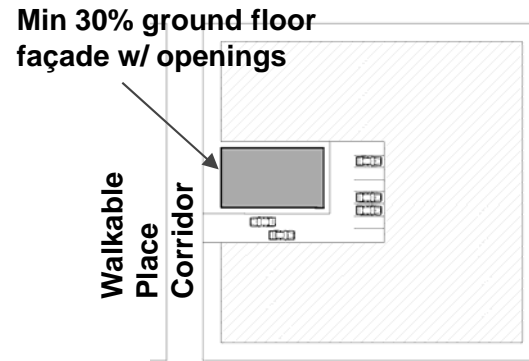
-- Non-single family residential uses

- Minimum 1 public entrance facing the street
- Ground floor building opening requirements
 - Transparent or translucent structural components
 - Provide light, ventilation, and/or climate control for rooms, such as windows, doors, or other building openings
 - Enable communication between indoor & outdoor spaces
 - Only required for the building façade area b/w the ground level finish floor height and a vertical height of 8' above

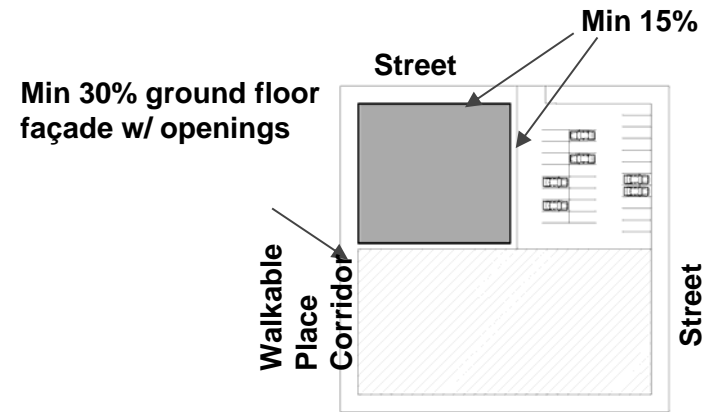
Building/ Site Standards

Non-single family residential uses

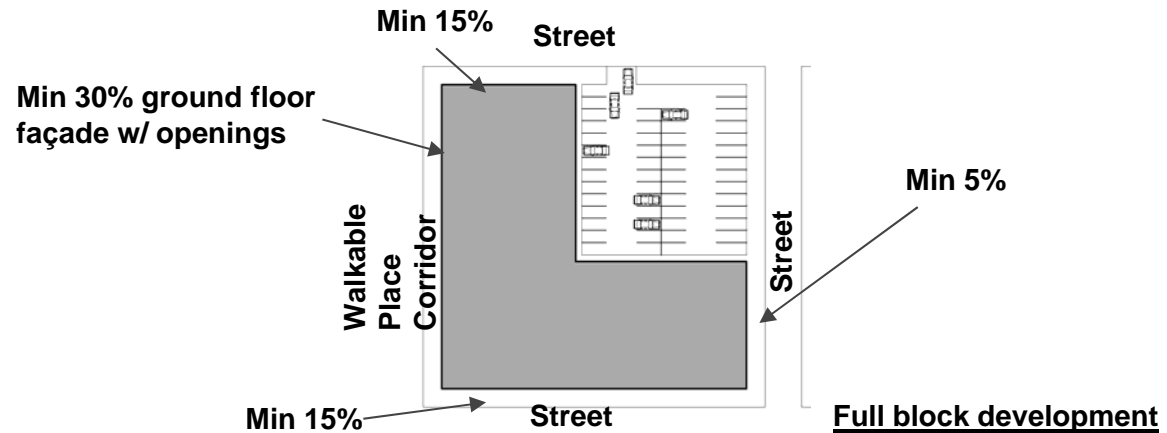
- Ground floor building opening requirements



Property fronting 1 street



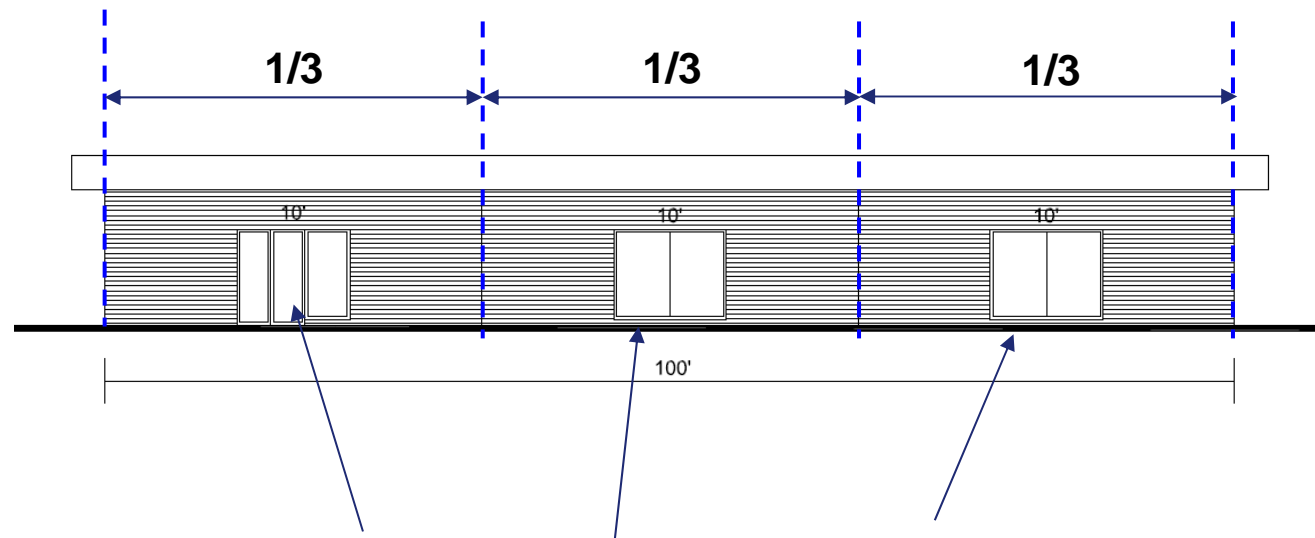
Property fronting 2 or 3 streets



Building/ Site Standards

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Non-single family residential uses

Opening interval requirements for buildings w/ 100+ feet frontage:

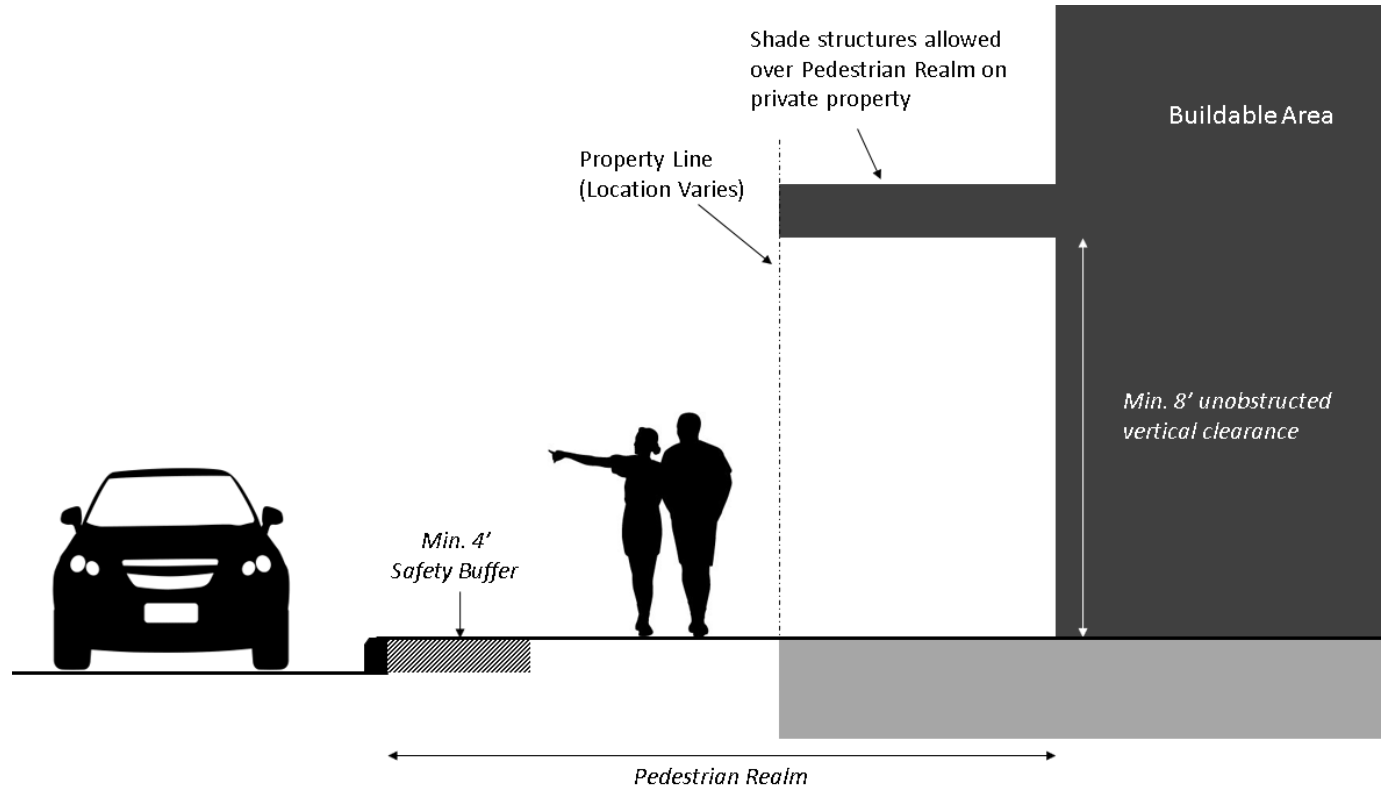


Each section meets 1/3 of the total building opening requirements

Building/ Site Standards

-- Non-single family residential uses

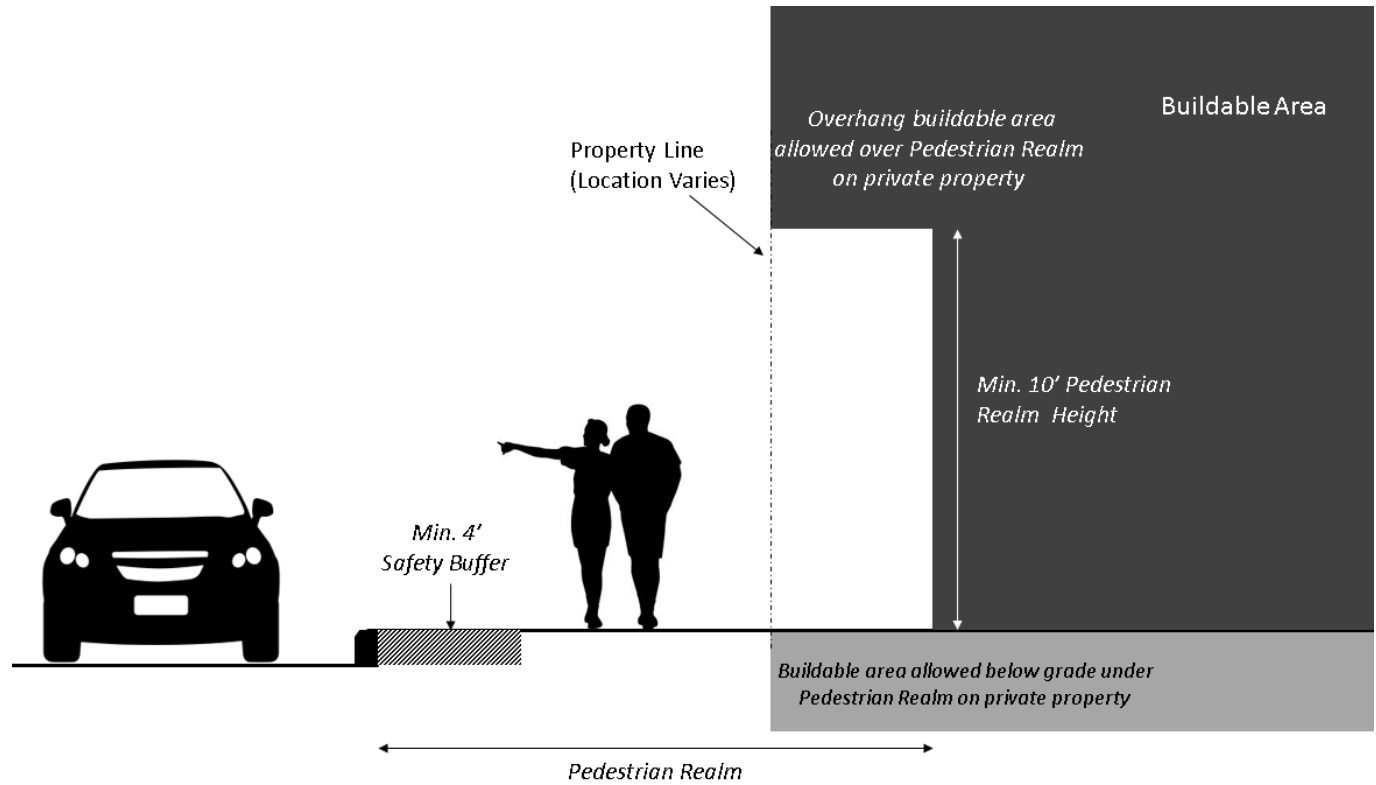
Shade structures



Building/ Site Standards

-- Non-single family residential uses

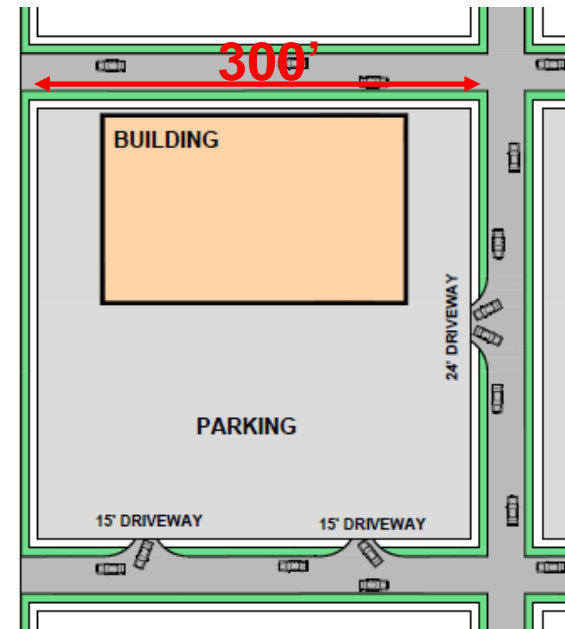
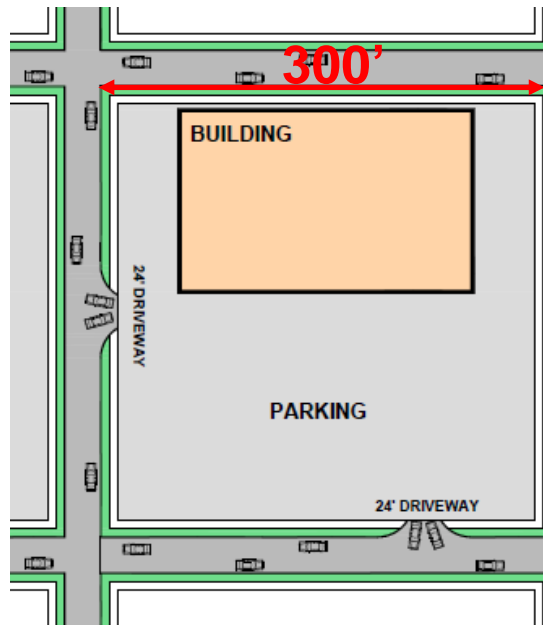
Overhang & below grade buildable area



Building/ Site Standards

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Non-single family residential uses

Driveway location and dimensions for each property



Building/ Site Standards

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Single family residential uses

- A front door facing the street with pedestrian access
- If subdividing the parcel into lots, lot access must be from a shared driveway, a Type 2 PAE, an alley, or a new public street

Walkable Places Parking Standards

- Regular parking requirements + additional bicycle parking requirements:
 - 1 bicycle space for every 5,000 SQFT GFA for uses that require bicycle parking
 - 1 bicycle space for every 20 dwelling units for apartments
- Special parking requirements via a more streamlined SPA application

Walkable Places Planning Standard Compliance Requirements

- Required compliance for all new development & applicable redevelopment within the designated boundary
- Requirements of the Historic Preservation Ordinance supersede the WPP Rules, as applicable
- Allow variance requests

Discussion



Agenda

- Summary Report for the Proposed Walkable Places Ordinance Framework
- Summary Report for the Proposed Transit Corridor Ordinance Amendments
- Public Comment

Proposed Transit Oriented Development Ordinance Amendments

Objectives

To effectively promote transit-oriented development adjacent to METRO light rail & bus rapid transit (BRT) stations by:

- Establishing objective criteria to determine streets eligible for the TOD rules
- Designating eligible TOD Streets for each transit station
- Updating the planning standards to improve pedestrian friendly environment adjacent to the designated Streets

Proposed Transit Oriented Development Ordinance Amendments

Key Terms

- Current ordinance:
 - Transit Corridor Streets
 - Type A Streets
- Proposed amendments:
 - TOD Street: a qualified street segment within 1/2 mile from each transit station platform, including Primary TOD Street and Secondary TOD Street.
 - Primary TOD Street: required compliance up to 1/4 mile from each transit station platform
 - Secondary TOD Street: optional compliance up to 1/2 mile from each transit station platform

Proposed Transit Corridor Map Amendments

Three-step process to determine TOD Streets for each existing and proposed transit station:

- Step 1: Identify eligible TOD Streets
- Step 2: Determine if the transit station is eligible for Primary TOD Streets
- Step 3: Determine the type of TOD Streets

Step 1: Identify eligible TOD Streets

1. Identify all public street segments within a 1/2 mile walking distance from the transit station platform;

Step 1: Identify eligible TOD Streets (Cont'd)

2. If a street segment meets one or more of the following 8 criteria, it is an eligible Secondary TOD Street
 - a. **Less than 50% of street segment length is single-family residential lots 3,500 SF or larger**
 - b. **Less than 50% of street segment length is industrial, manufacturing bulk warehouse**
 - c. **Not designated as Special Minimum Building Line or Special Minimum Lot Size**
 - d. **Not a freeway or freeway frontage road (except below-grade freeway & covered by an at-grade cap structure)**
 - e. **Not grade-separated or limited access roadway**
 - f. **Not open-ditch drainage system**
 - g. **Existing roadway meets applicable IDM standards, or there are approved plans showing the location of the future curb**
 - h. **There is connection to the transit station via a Transit Corridor Street or other eligible TOD Street**

Step 2: Determine if the transit station is eligible for Primary TOD Streets

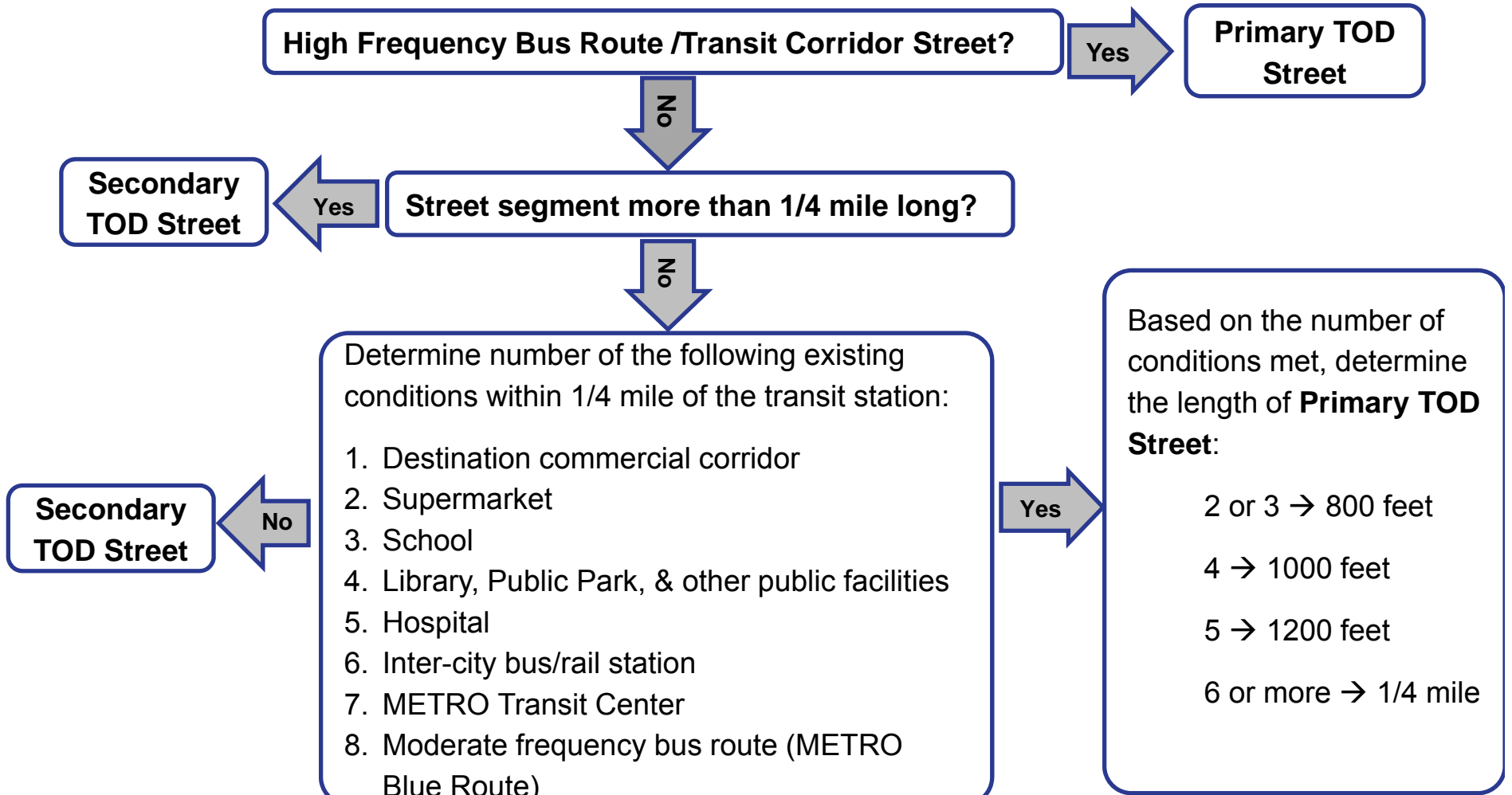
Determine if a transit station meets one or more of the following criteria:

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

If yes, continue with Step 3 to identify the Primary TOD Streets;

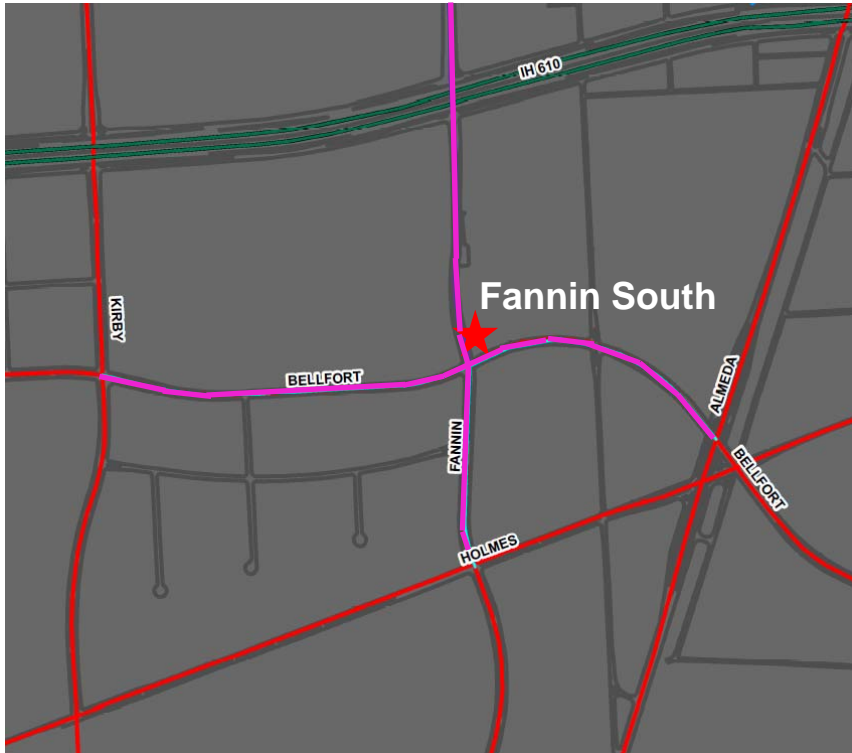
If no, there are no Primary TOD Streets. Only secondary TOD Streets designated with the transit station.

Step 3: Determine the type of TOD Streets



Transit Station Analysis – Fannin South Station

Current Transit Corridor Map



- Transit Corridor
- Existing Type A Streets
- Major Thoroughfare
- Secondary TOD Streets

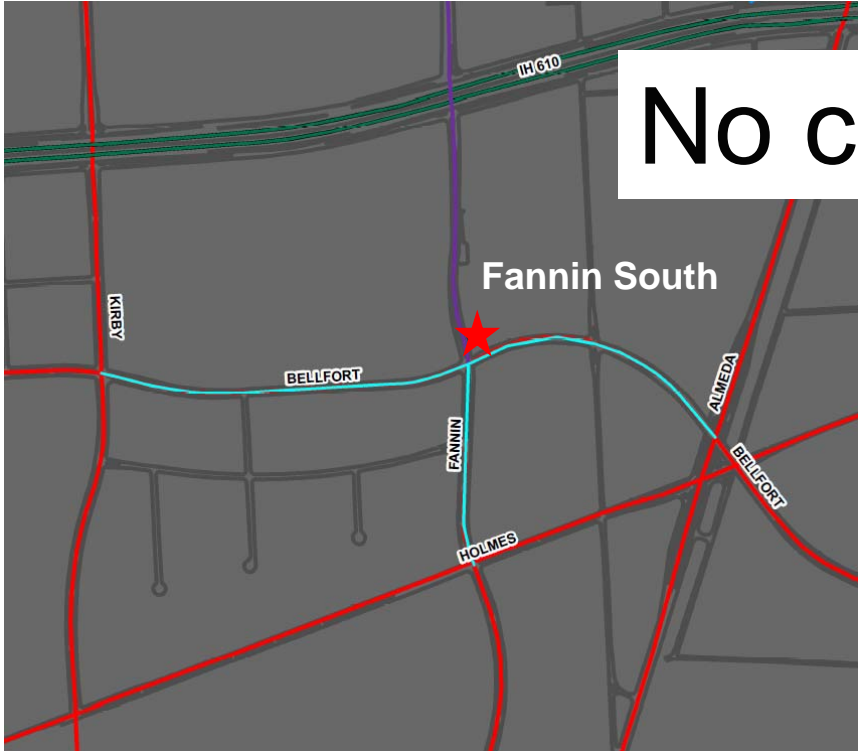
1. Identify all public street segments within a 1/2 mile walking distance from the transit station platform;
2. All of the 8 criteria in Step 1 are applicable
3. None of the 5 criteria in Step 2 are applicable



Secondary TOD Streets only,
No Primary TOD Streets for this station

Transit Station Analysis – Fannin South Station

Current Transit Corridor Map



- Transit Corridor
- Existing Type A Streets
- Major Thoroughfare

Proposed TOD Street Map

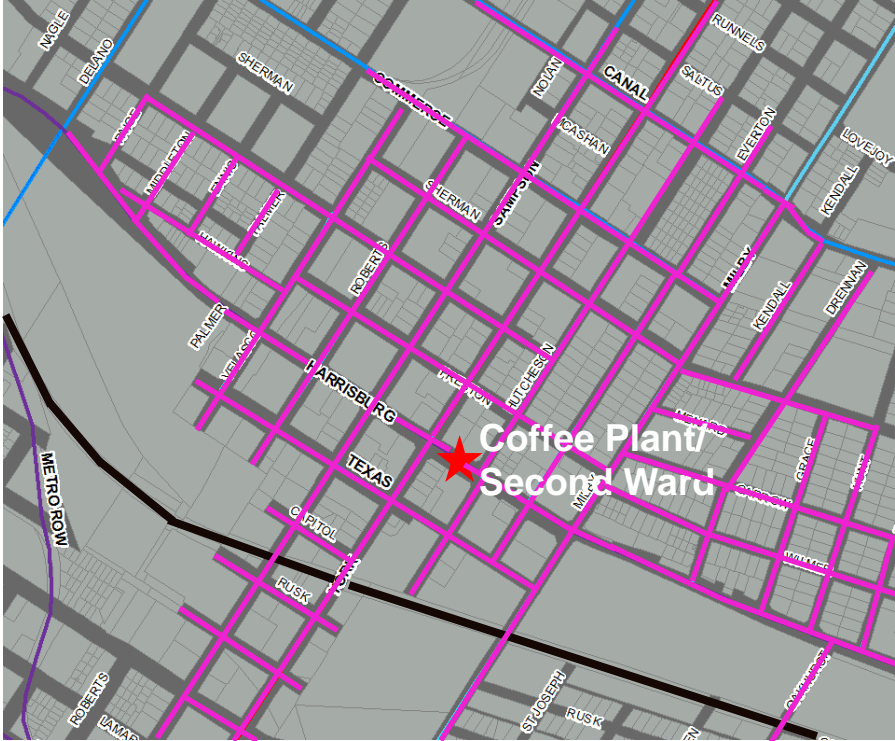


- Secondary TOD Streets
- Major Thoroughfare

No changes

Transit Station Analysis – Coffee Plant/ Second Ward Station

Current Transit Corridor Map

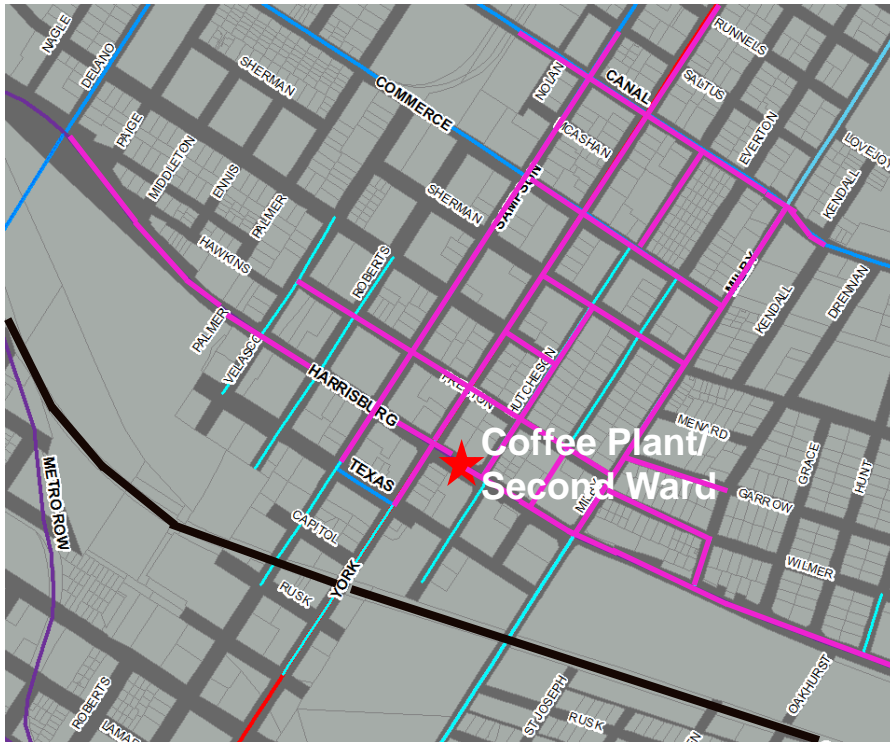


- Transit Corridor
- Existing Type A Streets
- Major Thoroughfare
- Major Collector
- Pacific Union Railroad
- Secondary TOD Streets

1. Identify all public street segments within a 1/2 mile walking distance from the transit station platform;

Transit Station Analysis – Coffee Plant/ Second Ward Station

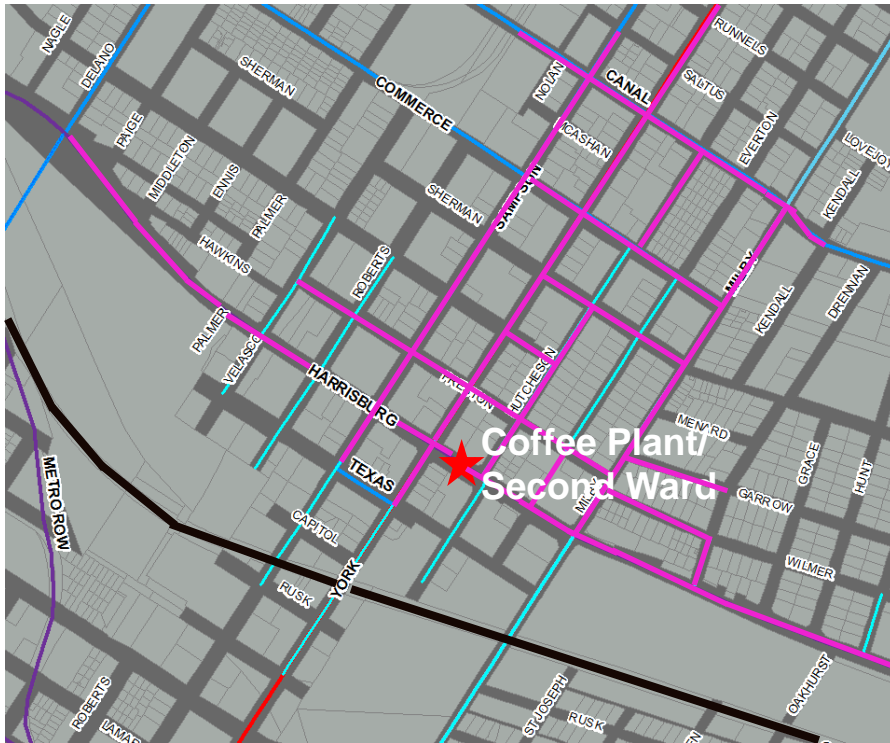
Current Transit Corridor Map



- 3 of the 8 criteria in Step 1 are inapplicable to some of the streets:
 - Less than 50% frontage of a street segment is SFR lots larger than 3500 sqft
 - Less than 50% frontage of a street segment is industrial, manufacturing, bulk warehouse, or truck terminal
 - Street segments with open-ditch drainage system

Transit Station Analysis – Coffee Plant/ Second Ward Station

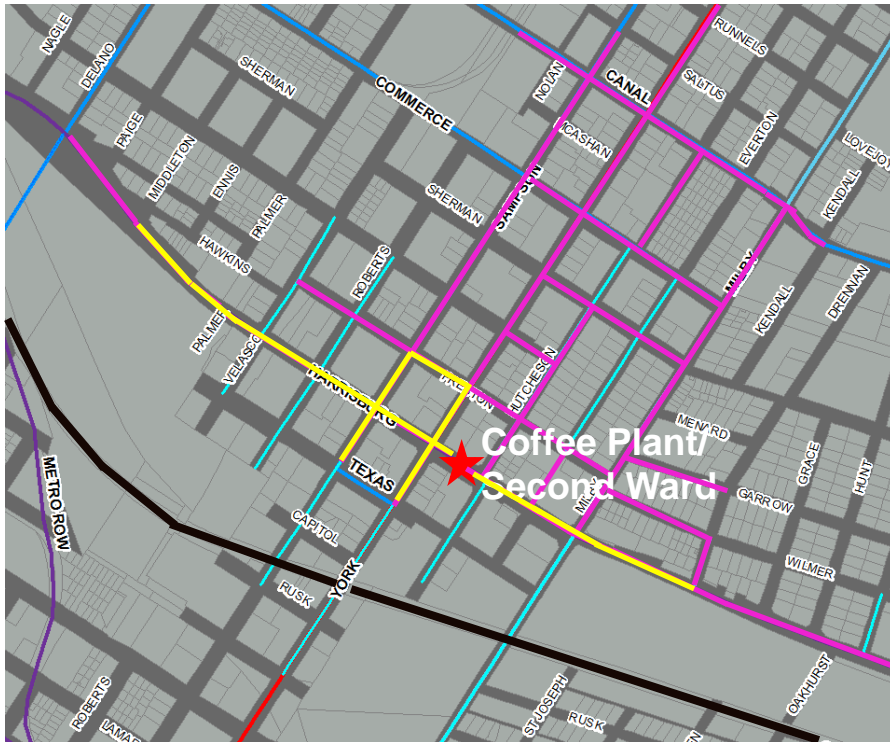
Current Transit Corridor Map



3. 2 of the 5 criteria in Step 2 are applicable:
 - High Activity Population Density (7,200+ activity population/square mile) within 1/4 mile
 - High Intersection Density (76+ intersections/square mile) within 1/4 mile

Transit Station Analysis – Coffee Plant/ Second Ward Station

Current Transit Corridor Map



4. Step 3: Determine the type of TOD Streets:
 - Transit Corridor street segment within 1/4 mile from the transit station
 - Applicable existing conditions:
 - a. Moderate frequency bus route
 - b. More than 50% vacant or non-single family residential parcels
 - c. Street segment less than 300', connecting two Primary TOD Streets



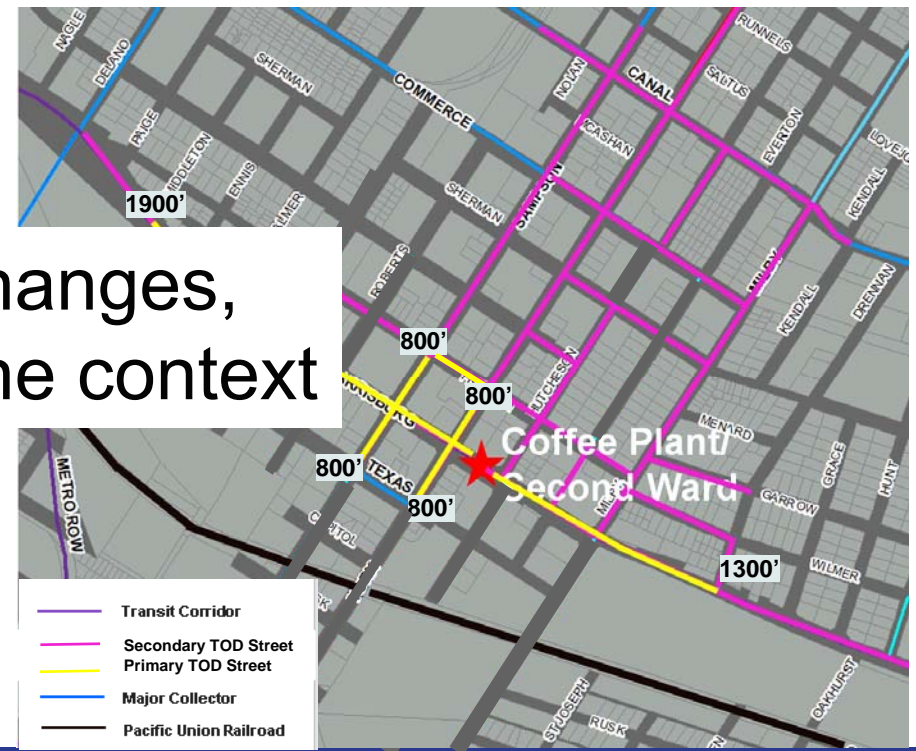
Up to 800' Primary TOD Streets (except Transit Corridor Street), and up to 1/2 mile Secondary TOD Streets

Proposed Transit Corridor Map Amendments – Coffee Plant/ Second Ward Station

Current Transit Corridor Map



Proposed TOD Street Map



Propose changes,
sensitive to the context

Coffee Plant/
Second Ward

TOD Street Planning Standards

- Established based on each street segment
- Three categories of planning standards:
 - Pedestrian realm standards
 - Building/ site design standards
 - Off-street parking standards

TOD Street Planning Standards

When the rules apply to non-single family residential permitting activities

			Building Setback	Unobstructed Sidewalk	Landscaping	Building & Site Design	Parking Rules
Interior remodeling w/o changed use							
Interior remodeling w/ changed use							X
Exterior remodeling w/o changed use						X	
Exterior remodeling w/ changed use						X	X
New addition	Within 15' of the building setback line	New addition – 250 sqft or more		X*	X	X	X
		New addition – less than 250 sqft				X	X
	Outside 15' of the building setback line						
New Development			X	X	X	X	X

* If the existing sidewalk is 6' or wider, no sidewalk widening is needed. If the existing sidewalk is less than 6' wide, the portion of sidewalk in front of the new addition is required to be widened to sidewalk standard established within the designated walkable place.

Pedestrian Realm Standards

	Transit Corridor Street/ TOD Streets also designated as a Major Thoroughfare	All Other TOD Streets
Min. Pedestrian Realm Width	20 feet	15 feet
Min. Unobstructed Sidewalk Width	8 feet	6 feet
Min. Street Tree Size	3-inch caliper	2-inch caliper
Max. Softscape	35%	
Min. safety buffer width	4 feet	
Fences	Max. height of 54-inch within the pedestrian realm. Any fence between the TOD Street and the building façade must be a non-opaque, decorative fence.	
Auto-Related Uses	No auto-related uses in the pedestrian realm, except driveway(s) crossing the pedestrian realm at a right angle	

Building/ Site Standards

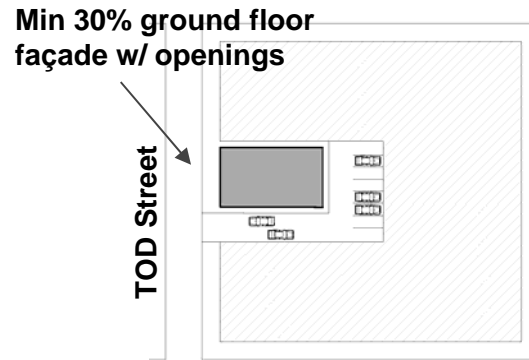
-- Non-single family residential uses

- Minimum 1 public entrance facing the street
- Ground floor building opening requirements
 - Transparent or translucent structural components
 - Provide light, ventilation, and/or climate control for rooms, such as windows, doors, or other building openings
 - Enable communication between indoor & outdoor spaces
 - Only required for the building façade area b/w the ground level finish floor height and a vertical height of 8' above

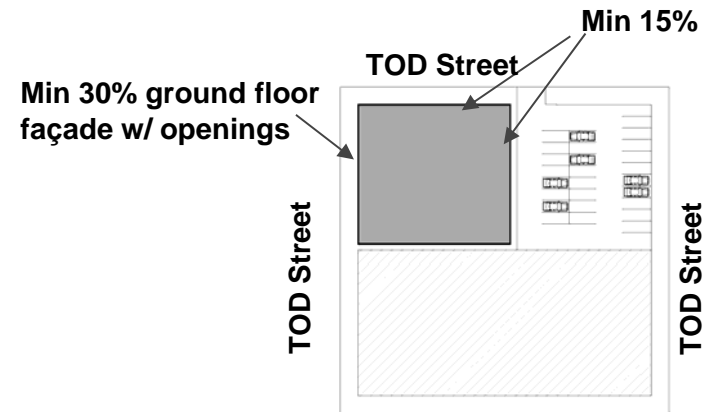
Building/ Site Standards

Non-single family residential uses

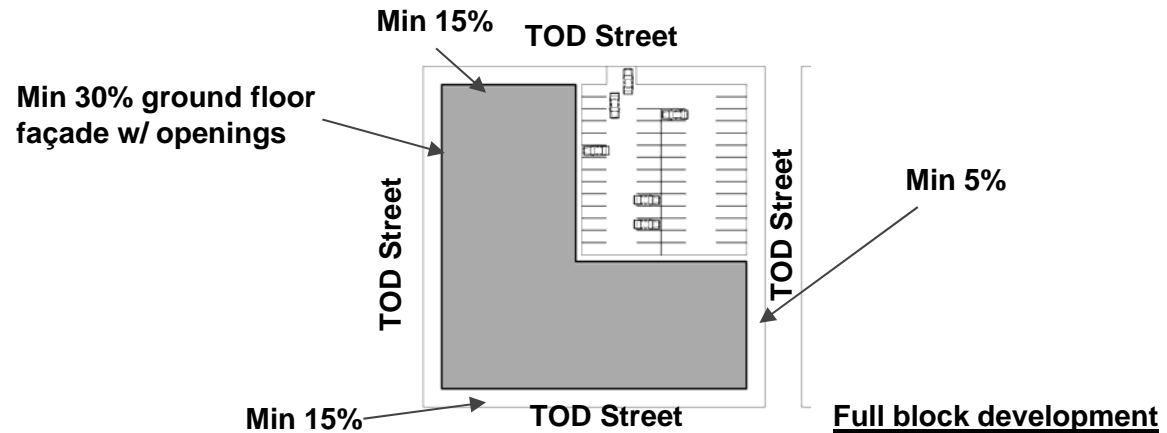
- Ground floor building opening requirements



Property fronting 1 street



Property fronting 2 or 3 streets

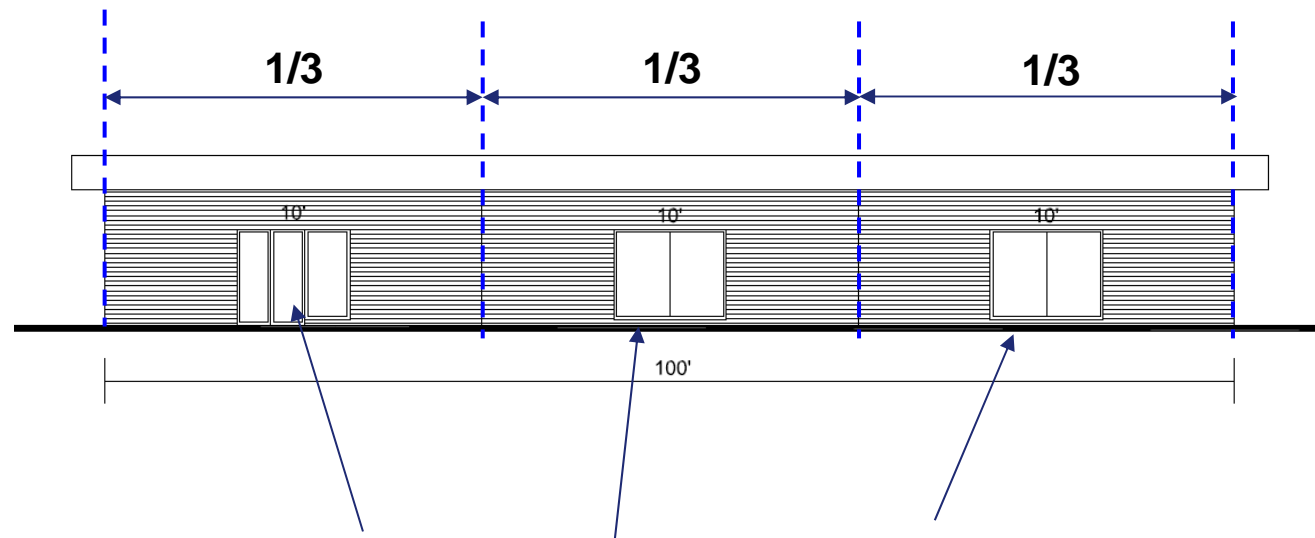


Full block development

Building/ Site Standards

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Non-single family residential uses

Opening interval requirements for buildings w/ 100+ feet frontage:

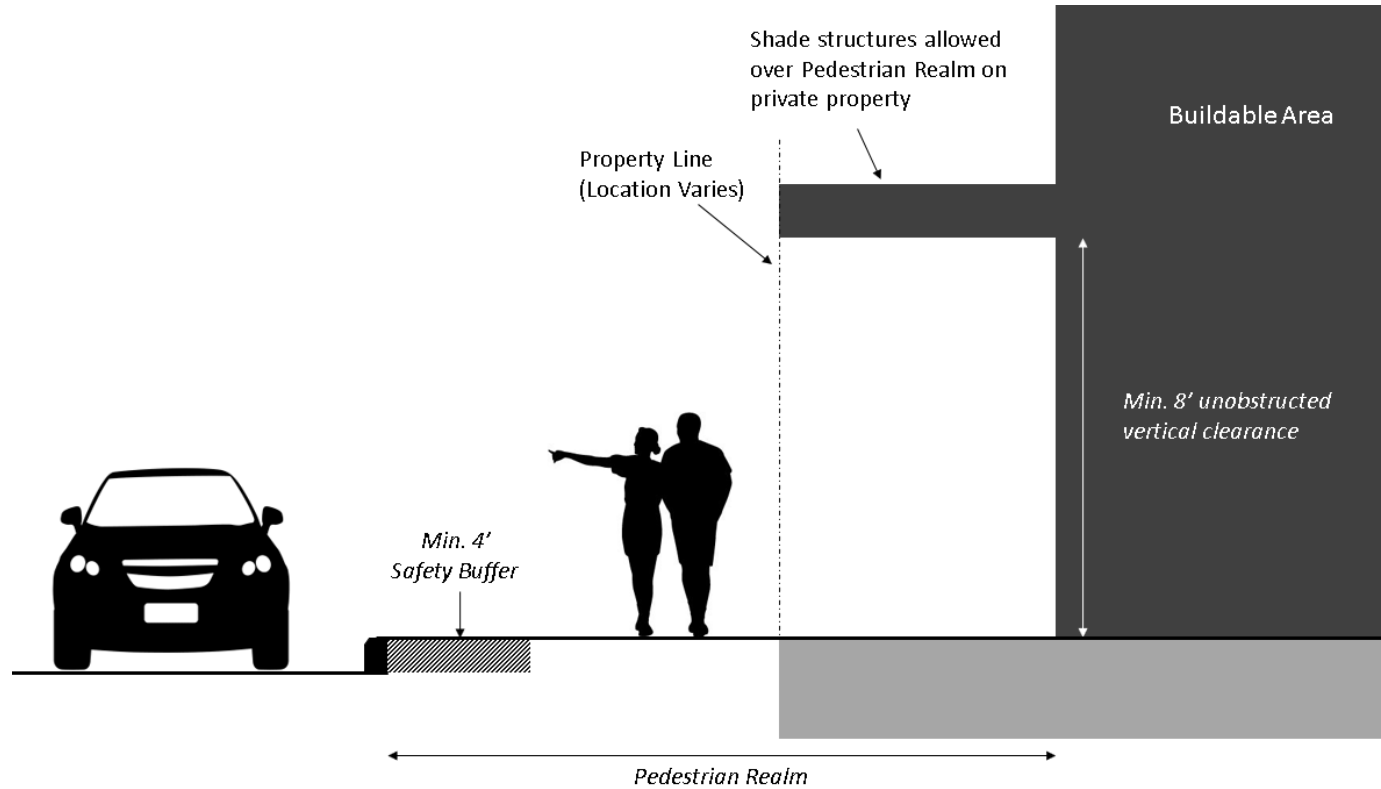


Each section meets $\frac{1}{3}$ of the total building opening requirements

Building/ Site Standards

-- Non-single family residential uses

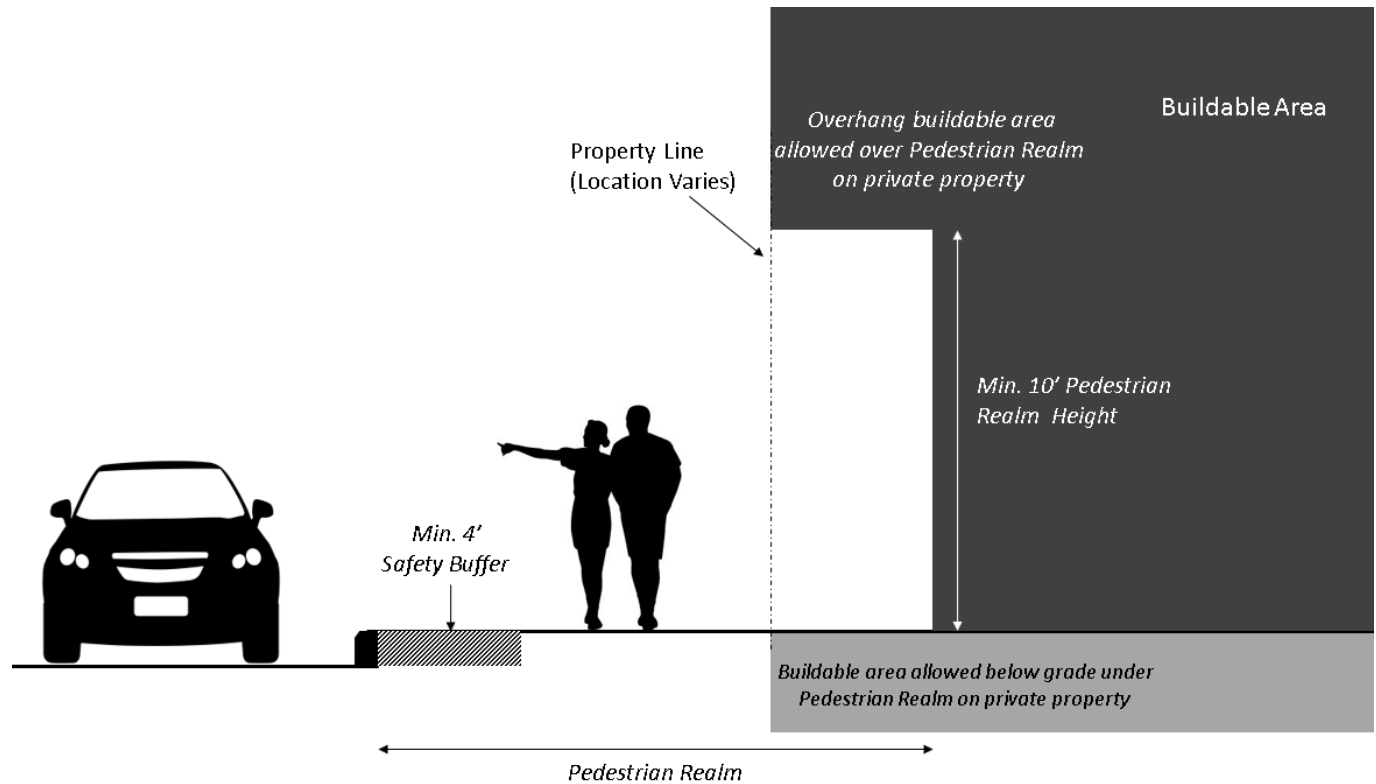
Shade structures



Building/ Site Standards

-- Non-single family residential uses

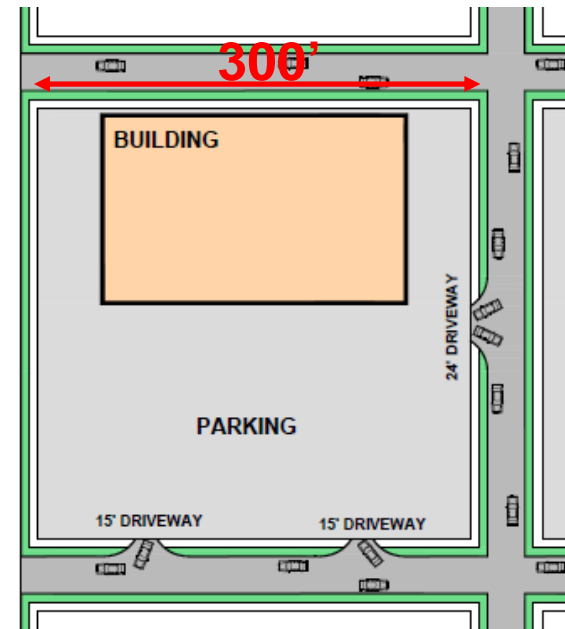
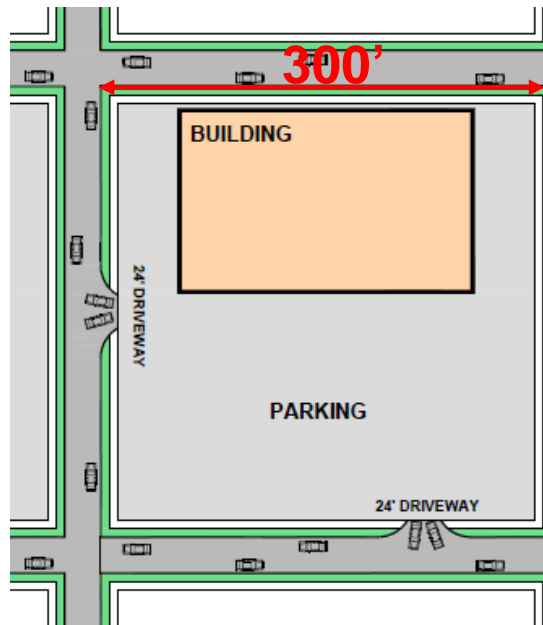
Overhang & below grade buildable area



Building/ Site Standards

--
Non-single family residential uses

Driveway location and dimensions for each property



Building/ Site Standards

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Single family residential uses

- A front door facing the street with pedestrian access
- If subdividing the parcel into lots, lot access must be from a shared driveway, a Type 2 PAE, an alley, or a new public street

Off- street Parking Standards

Off-street parking standards	Proposed Building/ Site Design Standards
<u>Non-single family residential</u>	
Primary TOD Street	No requirement (Market-Based)
TOD Street	50% reduction
Additional bicycle parking	1 bicycle space for every 5,000 SQFT GFA for uses that require bicycle parking
	1 bicycle space for every 20 dwelling units for Apartments
<u>Single family residential</u>	
TOD Street	No requirement (Market-Based)
Primary TOD Street	No requirement (Market-Based)

TOD Street Planning Standard Compliance Requirements

- Required compliance for all new development & applicable redevelopment along Primary TOD Streets
- Optional compliance for all new development & applicable redevelopment along Secondary TOD Streets
- Historic Preservation Ordinance requirements supersede the TOD rules
- Allow variance requests

Discussion



Agenda

- Transit Corridor Map Amendment Update
- Walkable Places Project Update
- Public Comment