

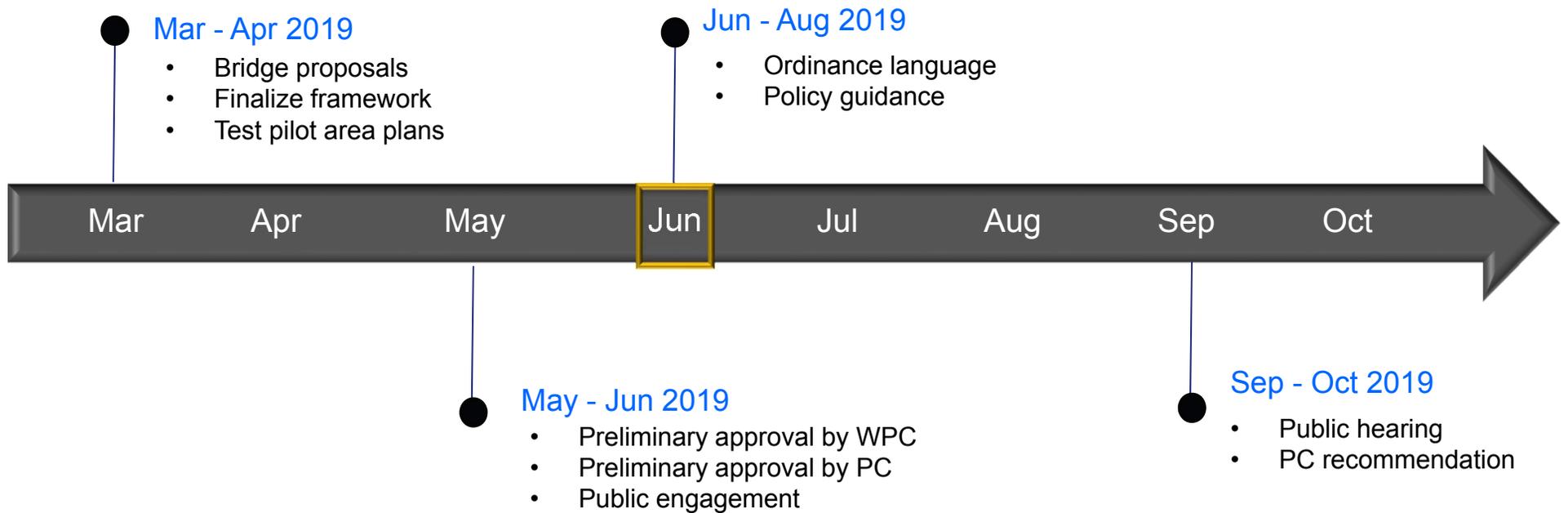


Walkable Places

Planning and Development Department
City of Houston

Walkable Places Committee
June 11th, 2019

Project Schedule



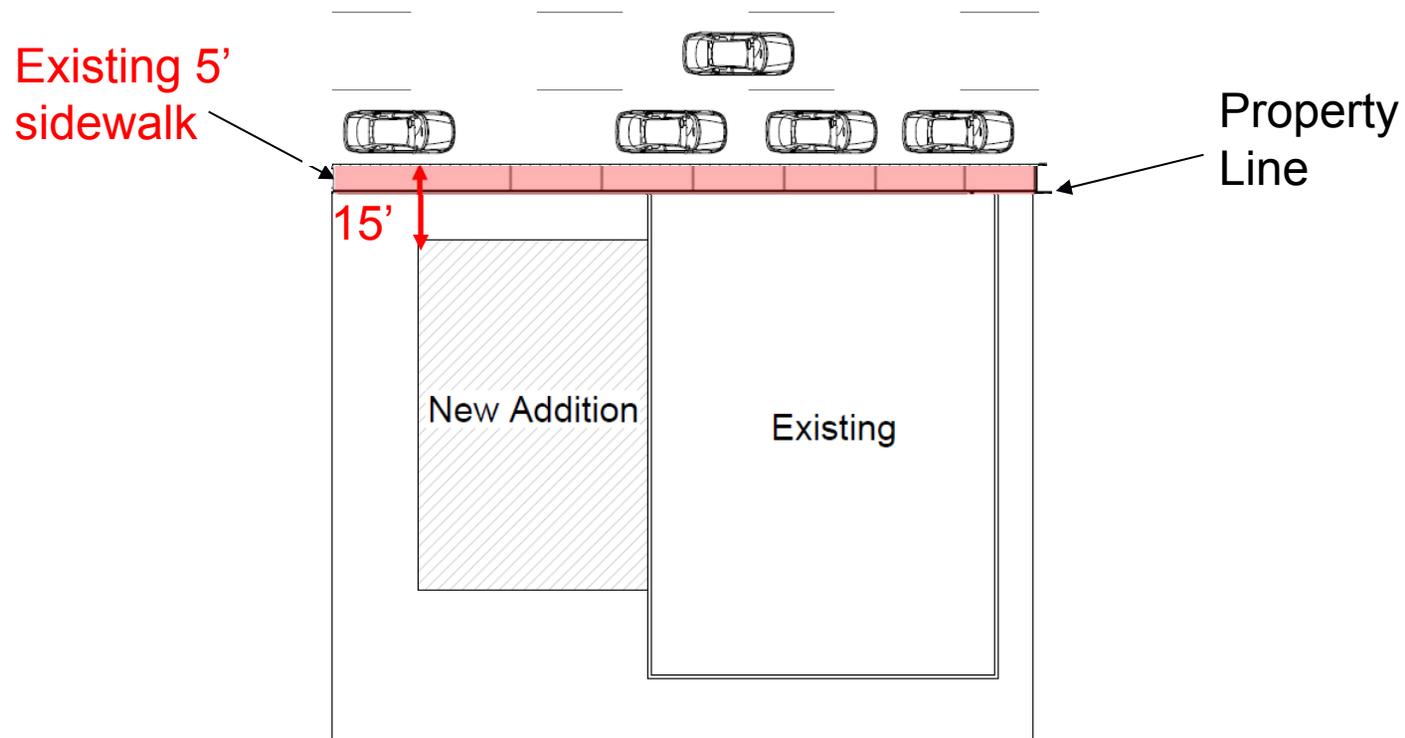
Agenda

- Consideration of the Proposed Walkable Places Ordinance Framework
- Consideration of the Proposed Transit Corridor Ordinance Amendments
- Public Comment

- Proposed WPP Ordinance Framework
- Proposed Submittal Procedure for WPP Amendments
- Proposed Review Procedure for WPP Amendments
- When WPP Rules Apply to Non-Single Family Residential Development



When the rules apply to non-single family residential new additions



- Proposed WPP Ordinance Framework
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- When WPP Rules Apply to Non-Single Family Residential Development
- **Proposed Walkable Places Pedestrian Realm Standards**



Pedestrian realm standards – non-single family residential

- Pedestrian realm requirement exception – on-street cutback design for pedestrian drop-off/ loading area
 - If there is an existing or a proposed on-street cutback, allow the following pedestrian realm exceptions:
 1. Min 10' between the curb and the building façade
 2. No safety buffer is required
 - The on-street cutback design must be approved by City Traffic Engineer

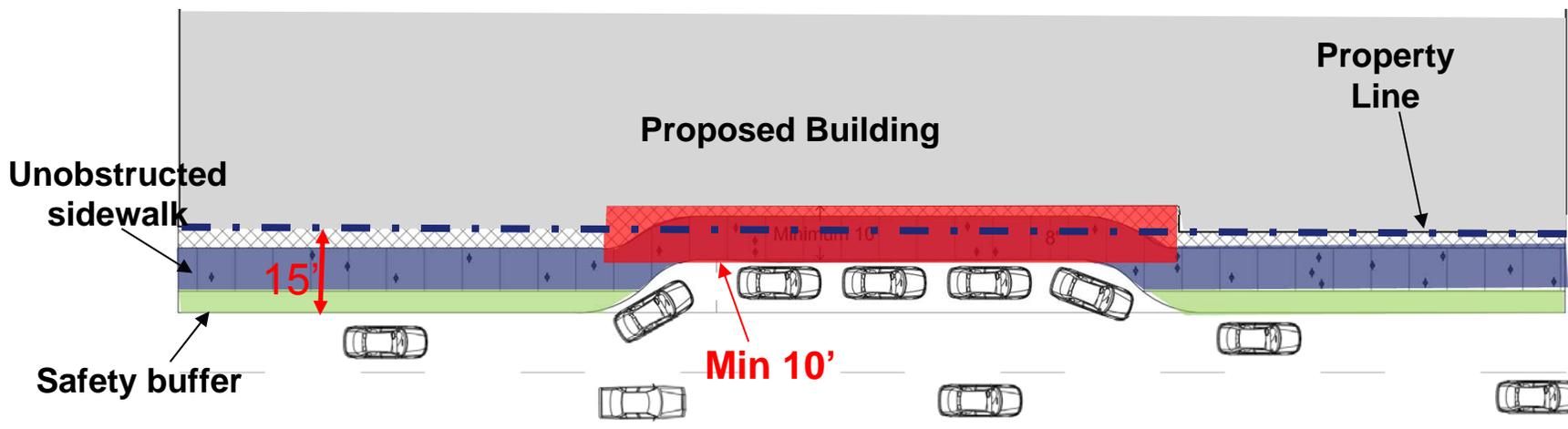
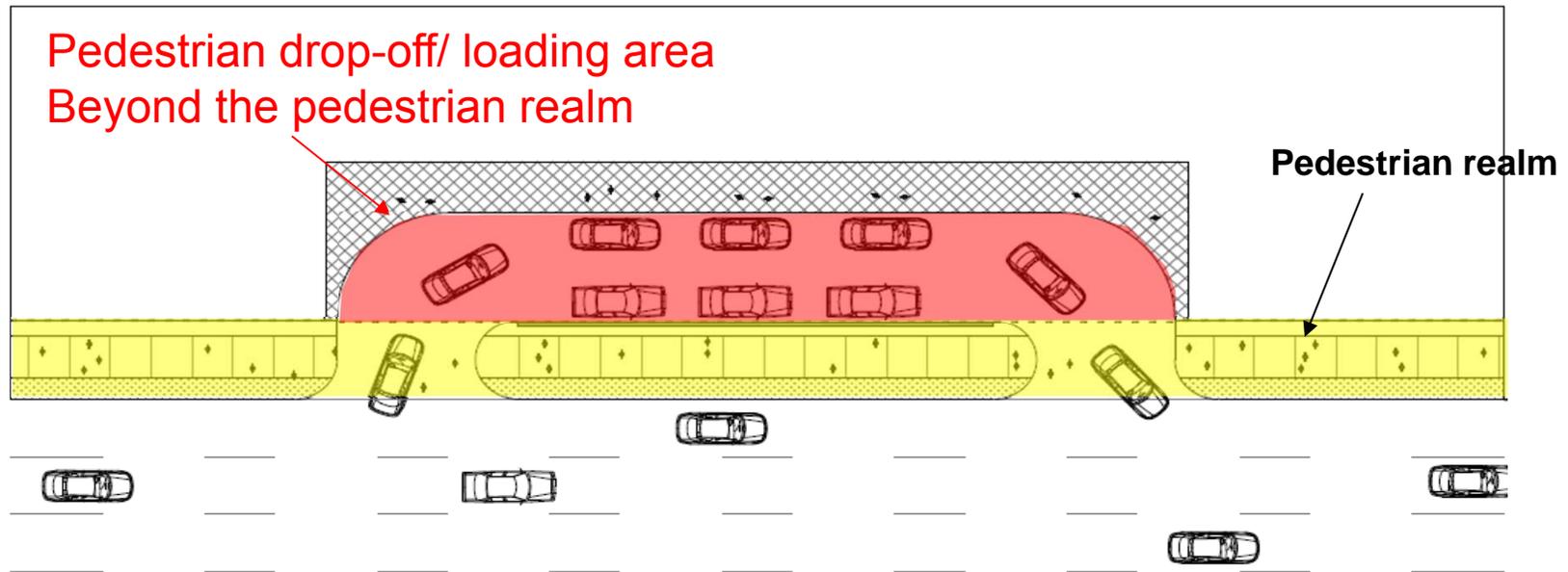


Table 10.06-03 Roadway Geometric Design Criteria

Item	Desirable	Minimum
Width of Travel Lanes (ft)	11	11
Width of Turn Lanes (ft)	11	11
Horizontal Curve Radii	Varies ⁵	500
Non-Dedicated Bike Lane	*11-14	*11-14
Standard Bike Lane Width (ft)	*6	*5
Median Width at turn lanes (ft)	17 ¹	15
Median Width face of the curb to the face of curb outside the turn lanes (ft)	*6-10	4
Center Turn Lane Width (ft)	11	11
Pedestrian Realm Width ² (ft)	15 ³	10
Total Buffer to Sidewalk with Tree Well ²	6	4
Total Buffer to Sidewalk w/o Tree Well ²	4	2
Sidewalk Width (ft)	*6-10	5/6 ⁵
Transit Sidewalk Width (ft) By Transit Corridor Ordinance	>6	6
Sidewalk adjacent to curb	>6	6
Shared use path/trail	10	8
Shared use path/trail easement	20	15

Pedestrian realm standards – non-single family residential

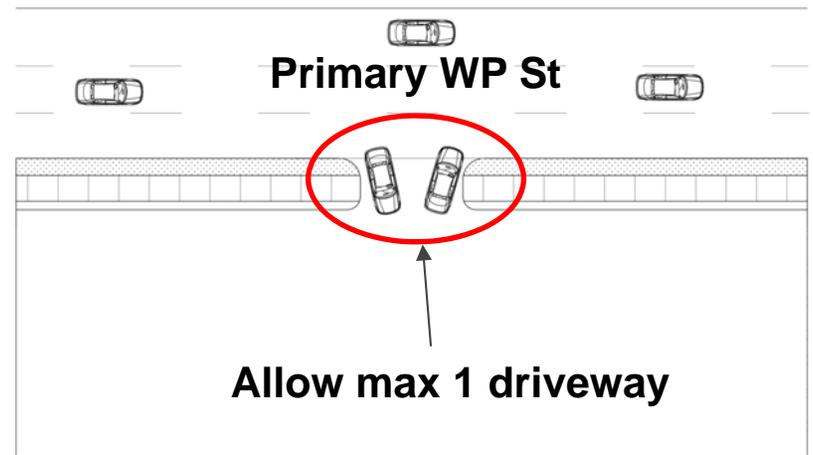
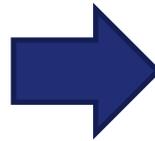
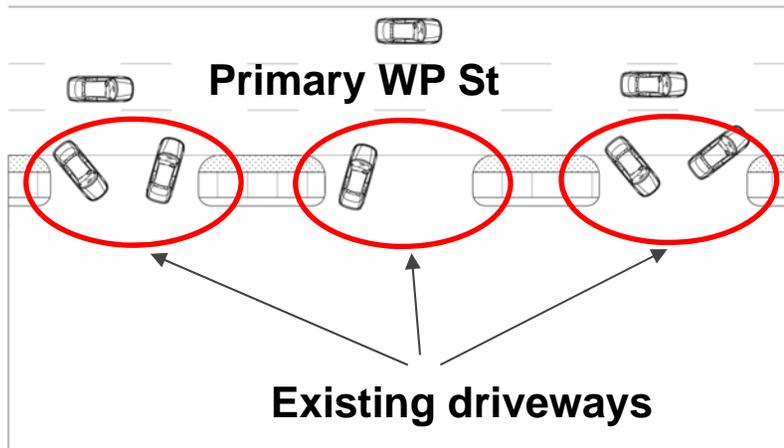
- No auto-related uses within pedestrian realm except driveways perpendicular with the WP Street
- A sidewalk across any driveways must have a clear visual delineation across the driveway
- **When fronting both Primary and Secondary WP Streets, pedestrian drop-off/loading area beyond the min. pedestrian realm must be along Secondary WP Streets**



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- Proposed Walkable Places Pedestrian Realm Standards
- **Proposed Walkable Places Building/ Site Design Standards**

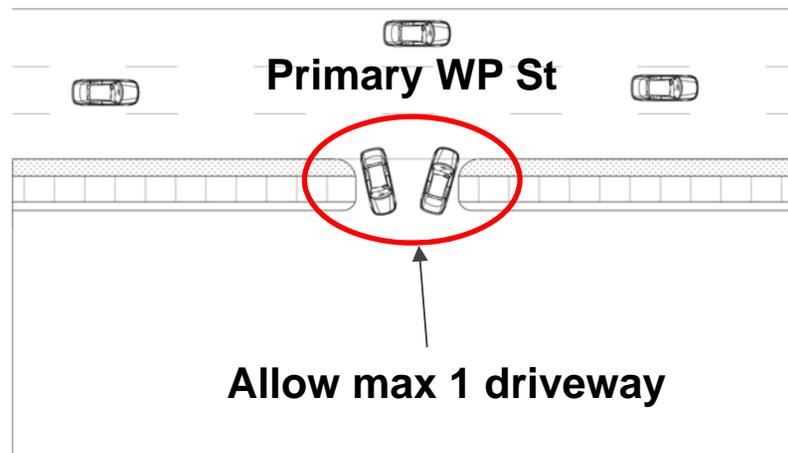


Existing Driveways along Primary WP Streets



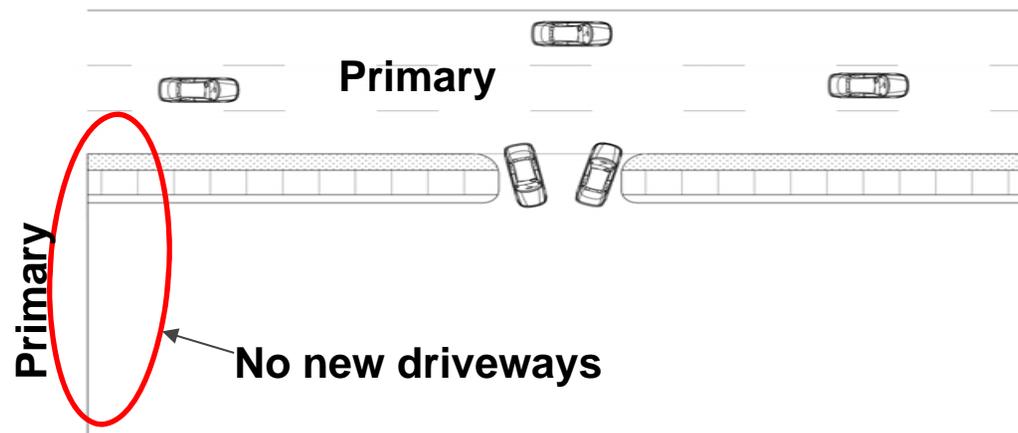
New Driveway along Primary WP Streets

- Property has its sole frontage along a Primary WP Street ;



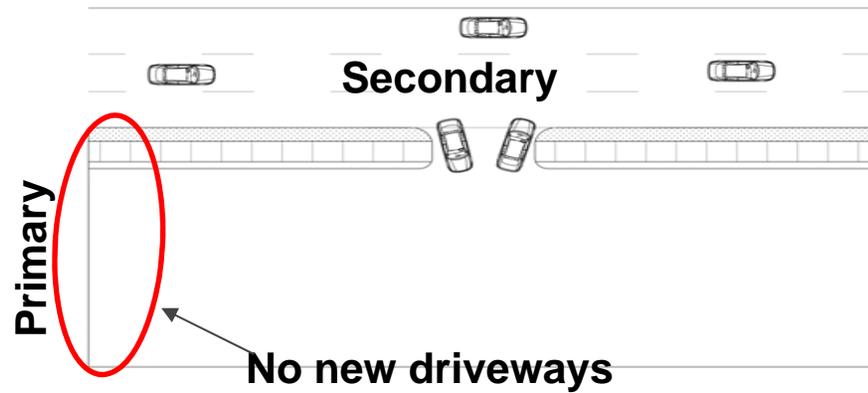
New Driveways along Primary WP Streets

- Property fronts 2 or more Primary WP Streets



New Driveways along Primary WP Streets

- Property fronts both Primary & Secondary WP Streets



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- Proposed Walkable Places Pedestrian Realm Standards
- Proposed Walkable Places Building/ Site Design Standards
- **Proposed Walkable Places Off-Street Parking Standards**



Discussion



Agenda

- Consideration of the Proposed Walkable Places Ordinance Framework
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- Proposed TOD Ordinance
- When WPP Rules Apply to Non-Single Family Residential Development
- Proposed TOD Pedestrian Realm Standards



TOD Pedestrian realm standards – non-single family residential

	Transit Corridor Street/ TOD Streets also designated as a Major Thoroughfare	All Other TOD Streets
Min. Pedestrian Realm Width	20 feet ¹	15 feet
Min. Unobstructed Sidewalk Width	8 feet ²	6 feet

1. Exceptions:

1) Min 15' pedestrian realm along Transit Corridor Streets if there is only one vehicular through traffic lane on each direction;

2) Min 15' pedestrian realm measured from the final determined curb along TOD Streets also designated as Major Thoroughfare 80' or less in width

2. Exception: Min 6' unobstructed sidewalk is allowed along Transit Corridor Streets/ TOD Streets which are eligible for min 15' pedestrian realm.

- Proposed TOD Ordinance
- When WPP Rules Apply to Non-Single Family Residential Development
- Proposed TOD Pedestrian Realm Standards
- Proposed TOD Building/ Site Design Standards
- Proposed TOD Off-Street Parking Standards



TOD Off-street parking standards

	Off-street parking standards
Non-single family residential	
Primary TOD Street	No requirement (Market-Based)
Secondary 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
Single family residential	
Primary TOD Street	No requirement (Market-Based)
Secondary TOD Street	No requirement (Market-Based)

- Proposed TOD Ordinance
- When WPP Rules Apply to Non-Single Family Residential Development
- Proposed TOD Pedestrian Realm Standards
- Proposed TOD Building/ Site Design Standards
- Proposed TOD Off-Street Parking Standards
- **Proposed Process to Determine TOD Street Boundary**



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 TOD Street category and boundary

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