

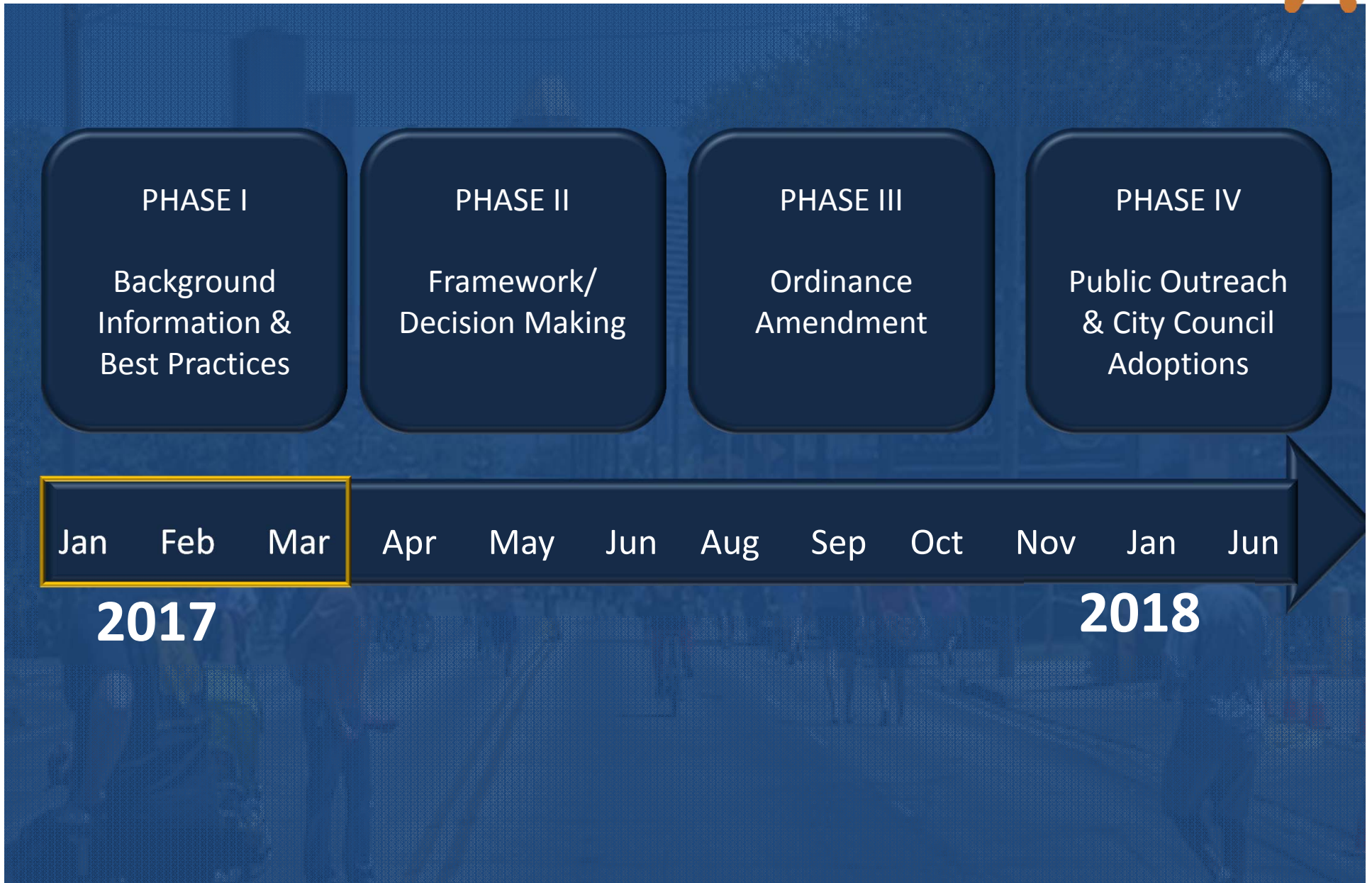


Walkable Places

Presented by
Planning & Development Department
City of Houston

Walkable Places Subcommittee
Wednesday, February 8, 2017

Project Schedule



Meeting Agenda



- I. Recap
- II. What is your favorite walkable place?
- III. What do we mean by a walkable place?
- IV. Case Studies
- V. Homework
- VI. Public Comment

I. Recap: Project Objective



- Promote walkability by :
 - updating Houston's development related ordinances and policies to maximize the opportunity for walkable urban places
 - Providing recommendations to the Planning Commission

Project Scope



- To promote walkable places, it requires:
 - Regulations and public policy
 - Accommodation of multi transportation modes
 - Site Planning
 - Capital Projects
 - Economic incentives

Project Scope



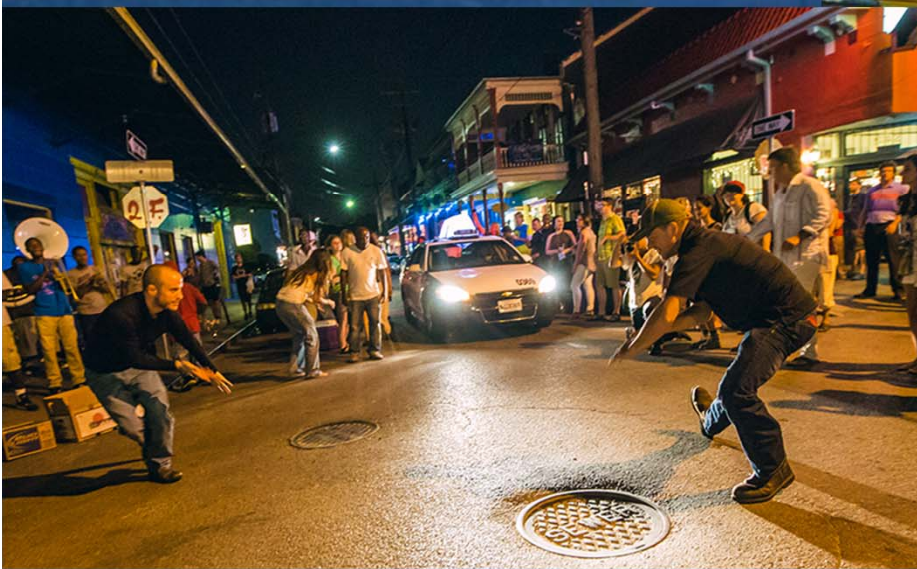
- Individual developments
- Committee will determine:
 - Ordinance amendments

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II. What is your Favorite Walkable Place?



Michelle Ashton

What is your Favorite Walkable Place?



Susan Alleman

What is your Favorite Walkable Place?



David Kim

What is your Favorite Walkable Place?



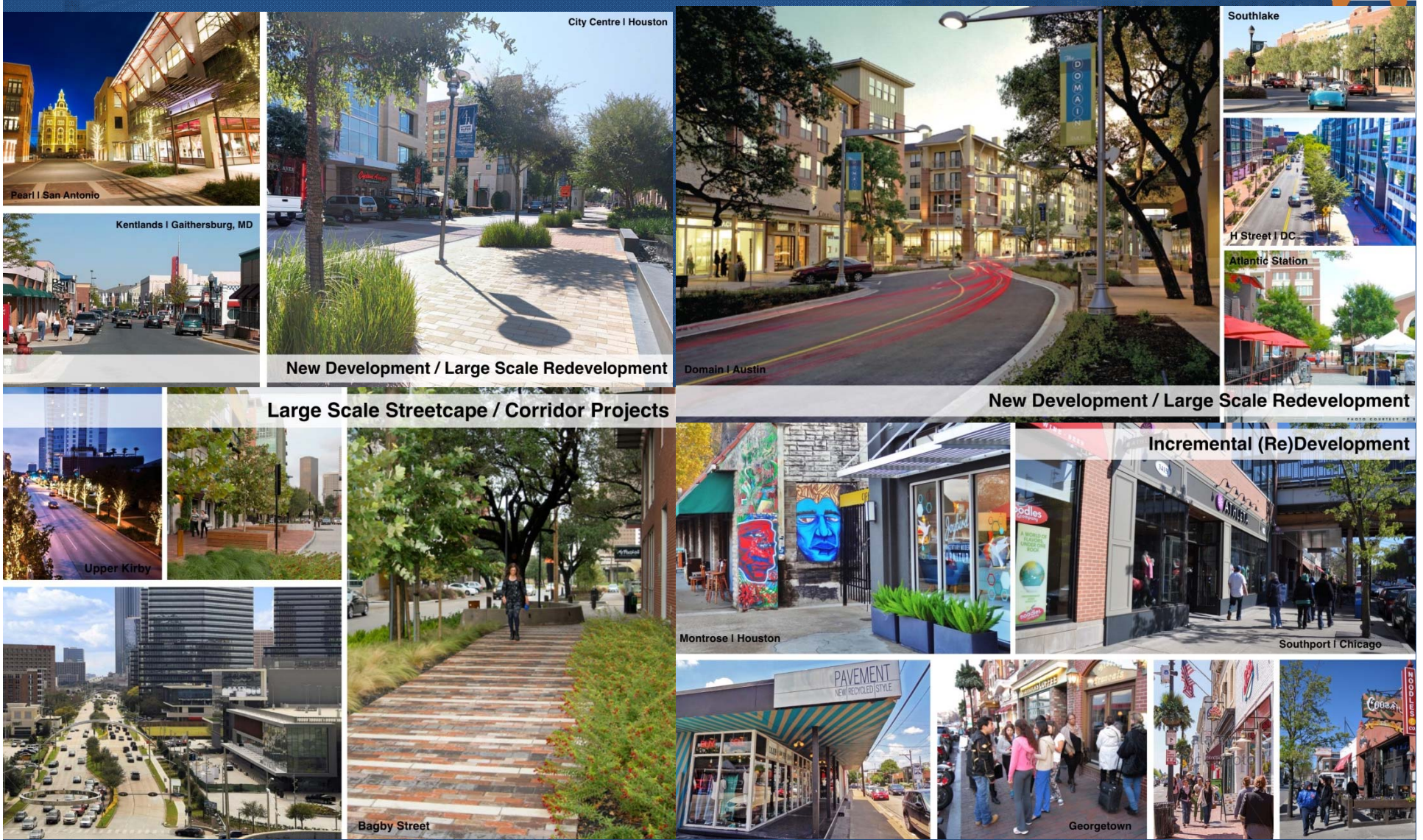
Philip Morgan

What is your Favorite Walkable Place?



Cynthia
Reyes Revilla

What is your Favorite Walkable Place?



New Development / Large Scale Redevelopment

Domain | Austin

Southlake

H Street | DC

Atlantic Station

Large Scale Streetcape / Corridor Projects

New Development / Large Scale Redevelopment

Incremental (Re)Development

Montrose | Houston

Southport | Chicago

Bagby Street

Georgetown

Abbey Roberson

What is your Favorite Walkable Place?



Diane Schenke

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III. What Do We Mean by a Walkable Place?



What Do We Mean by a Walkable Place?



What Do We Mean by a Walkable Place?



What Do We Mean by a Walkable Place?



Walkable Place

Walkable,
but not a Walkable Place

Major Characteristics of a Walkable Place



- Active Ground Floor
- Pedestrian Scale
- Integrated Pedestrian Realm
- Mix of Land Uses
- Multi-modal transportation

Active Ground Floor



Walkable
Disengaged



Walkable Place
Interactive

Pedestrian Scale



Walkable
Imposing



Walkable Place
Human Scale

Integrated Pedestrian Realm



Walkable
Non-integrated



Walkable Place
Integrated

Mix of Land Uses



Walkable
Single Use



Walkable Place
Mixed Use

Multi Modal Transportation

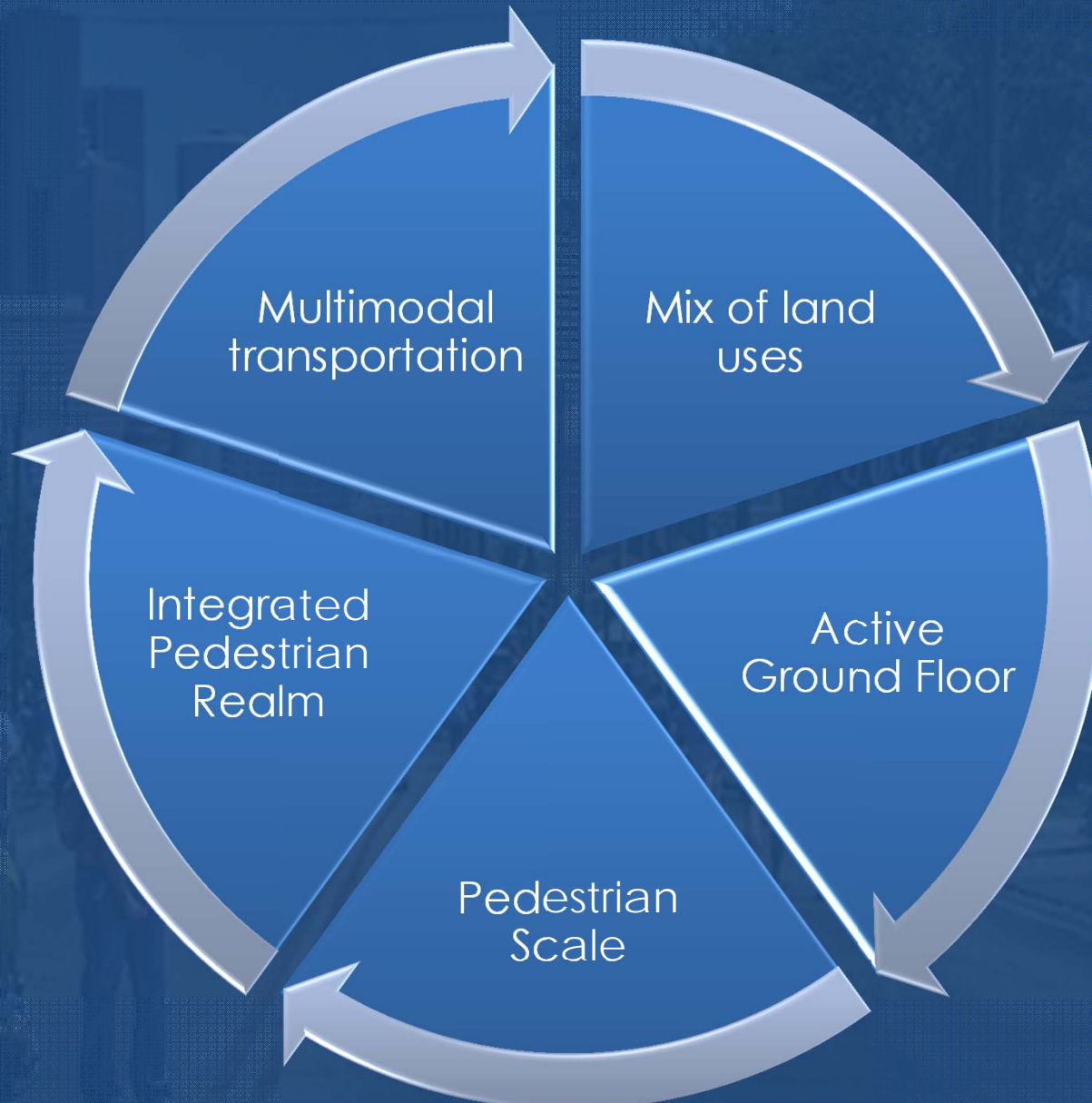


Walkable
Auto Oriented



Walkable Place
Multi Modal
Transportation

How to Create a Walkable Place?



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IV. Case Studies



- Building Line
- Parking
- Transit Corridor Development



Timeline: Land Regulation



1982

- Chapter 42

1989

- Off-street parking ordinance

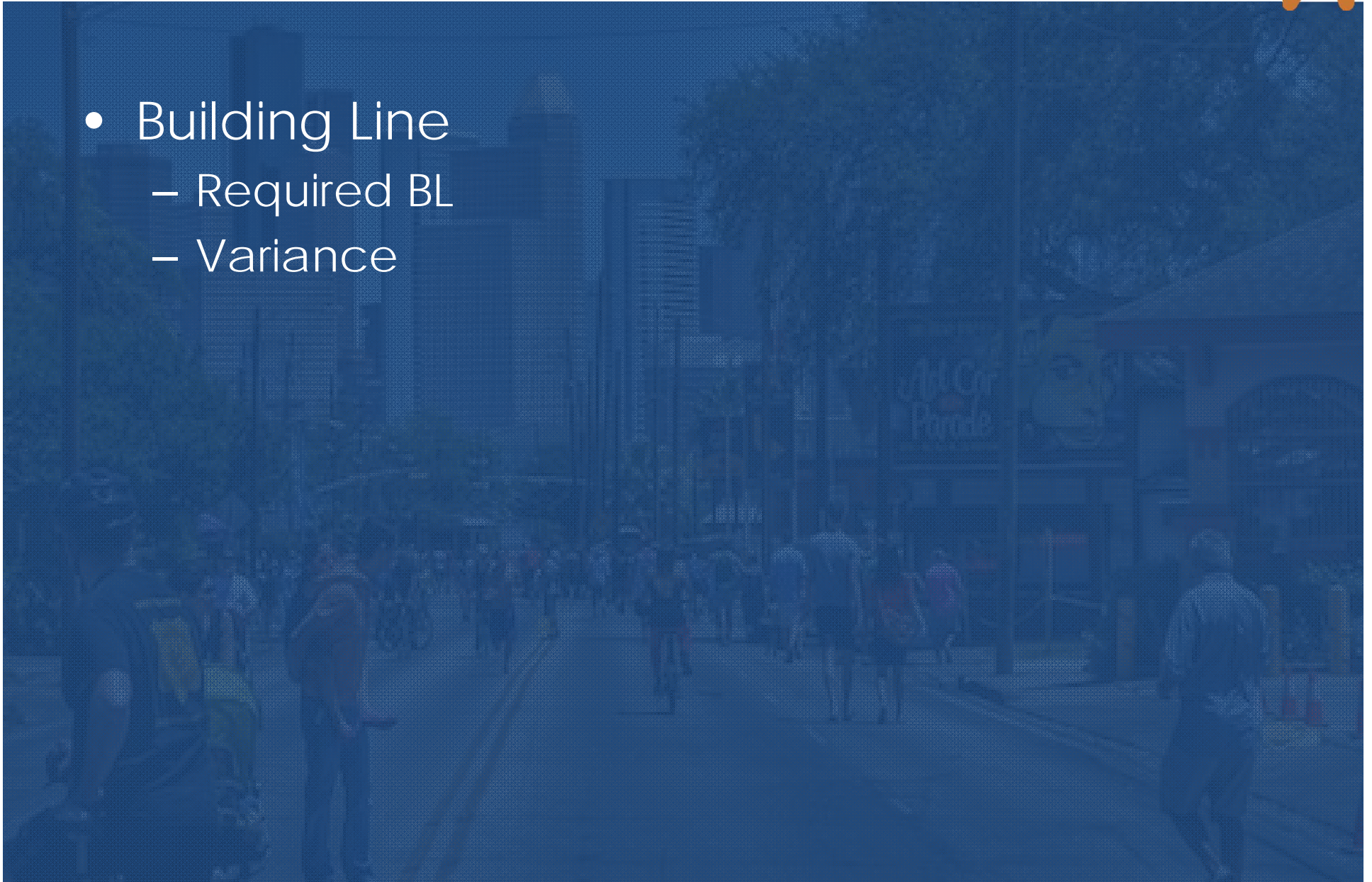
1999-
present

- Regulatory amendments

IV. Case Studies



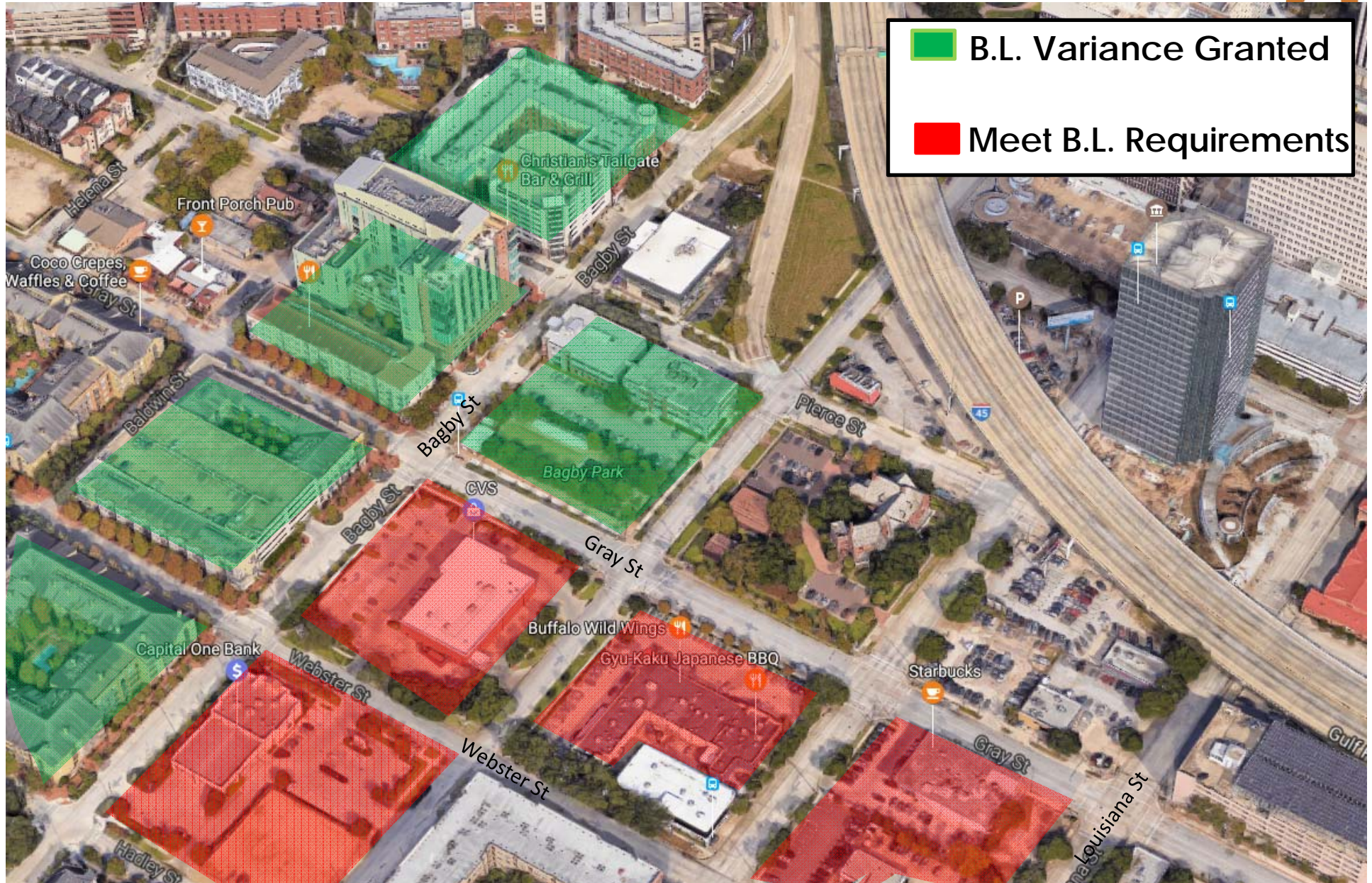
- Building Line
 - Required BL
 - Variance



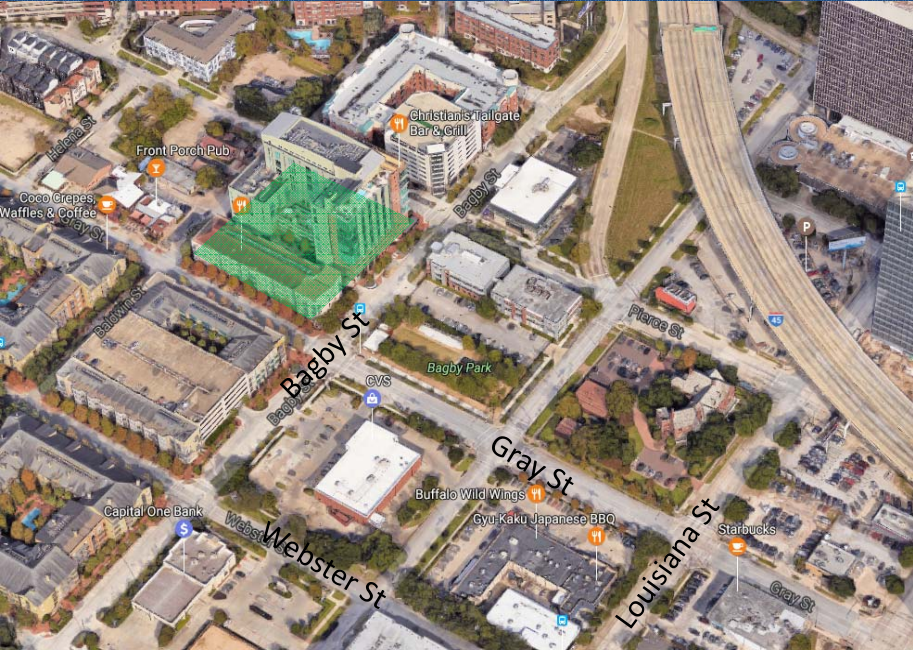
Case Studies - Midtown

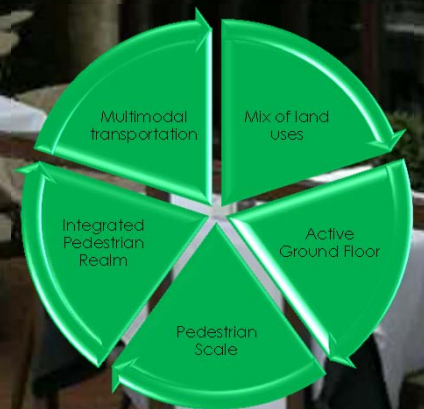


Case Studies - Midtown

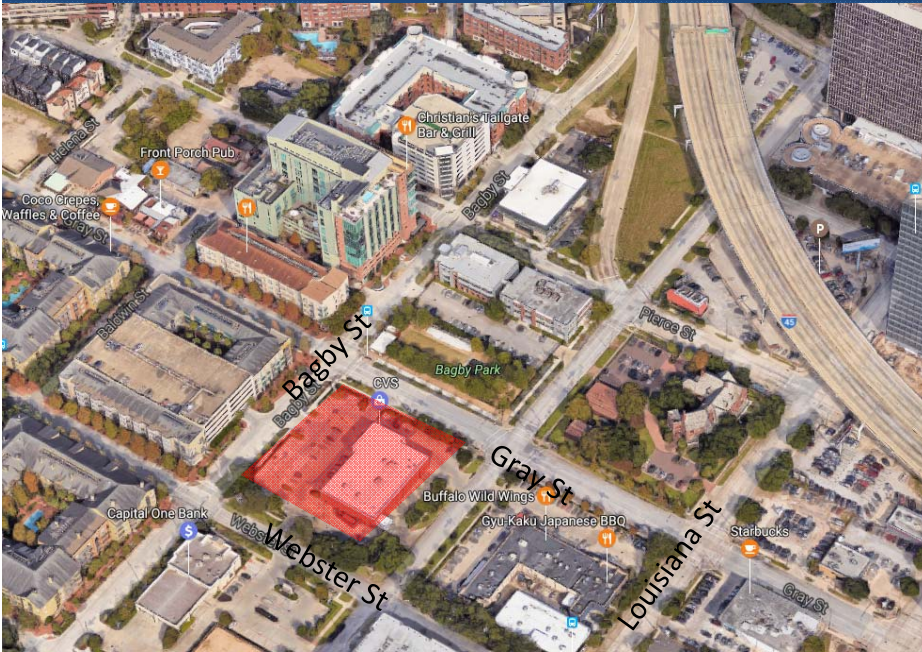


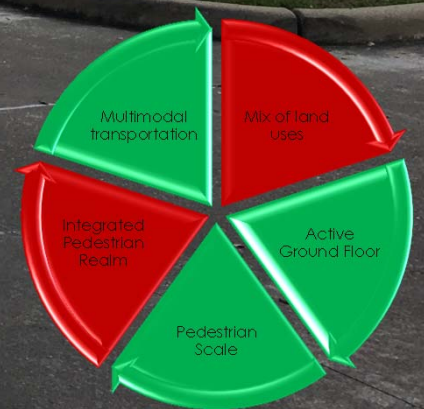
Midtown: Building Line Variance



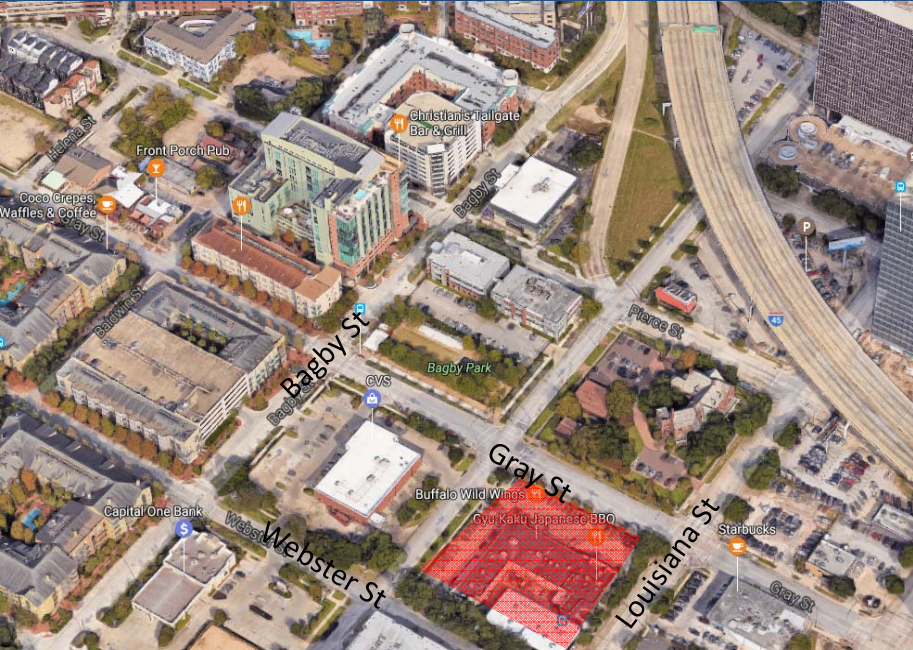


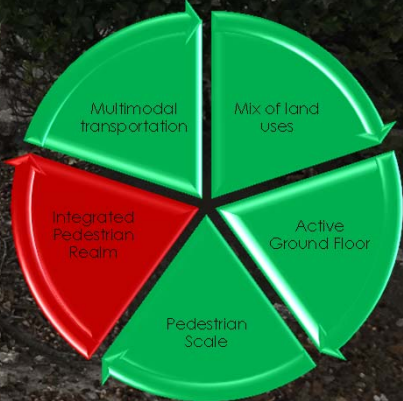
Midtown: Required Building Line





Midtown: Required Building Line

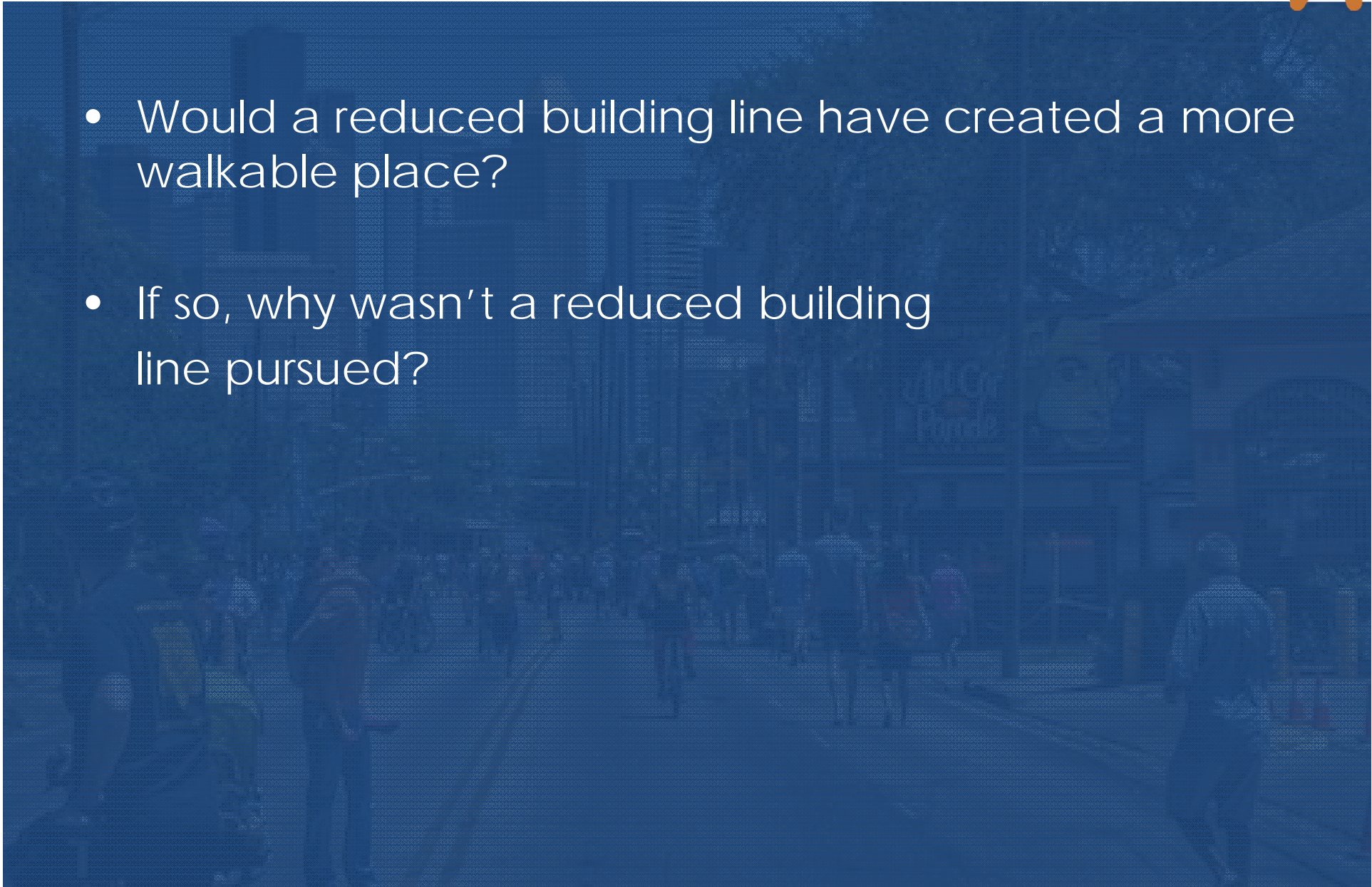




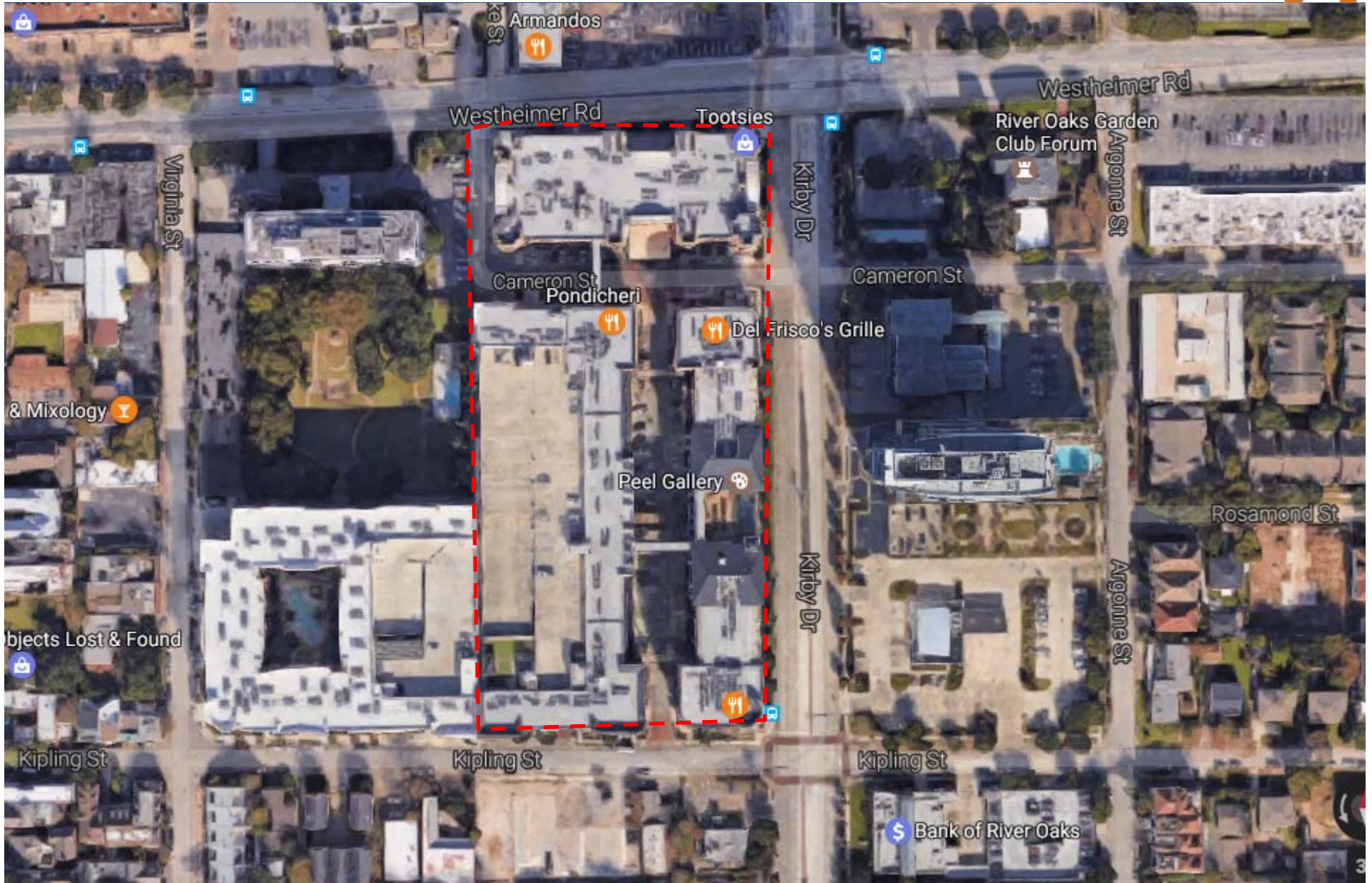
Questions from the Case Study



- Would a reduced building line have created a more walkable place?
- If so, why wasn't a reduced building line pursued?

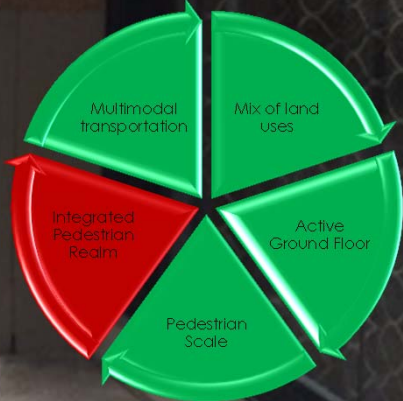


Case Studies – Building Line Variance

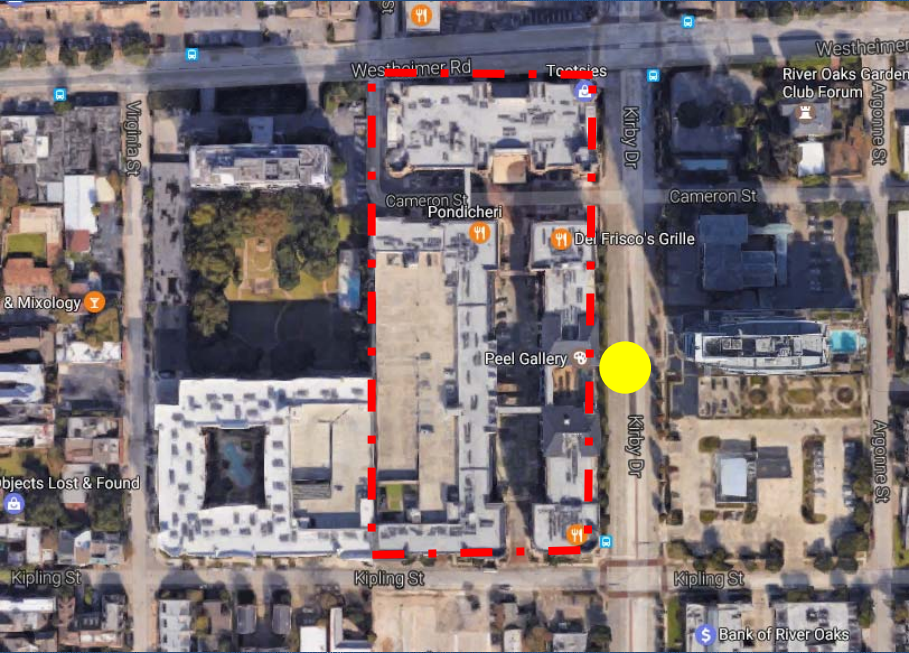


Case Studies – Upper Kirby

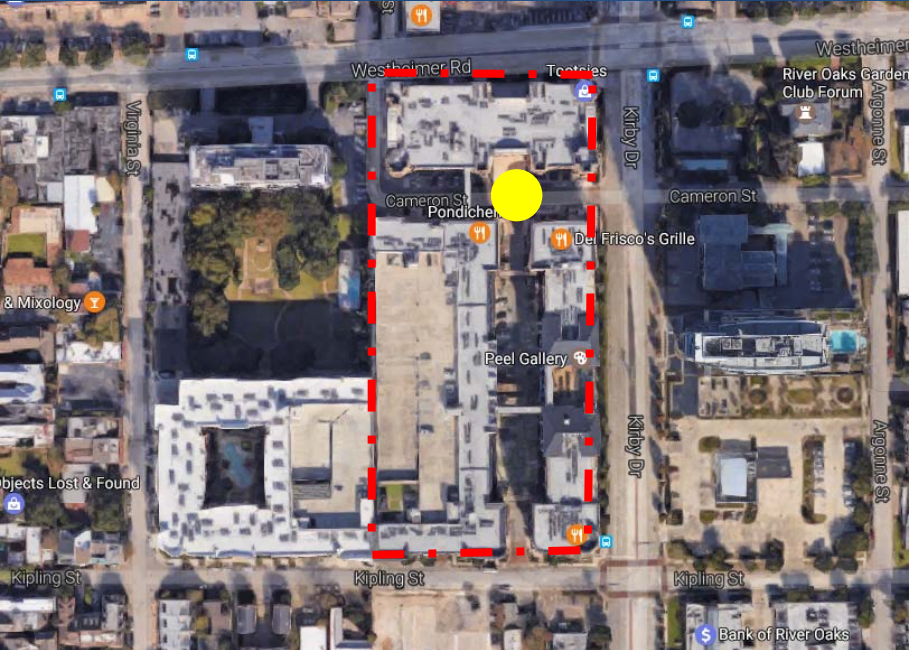




Upper Kirby: Kirby Street



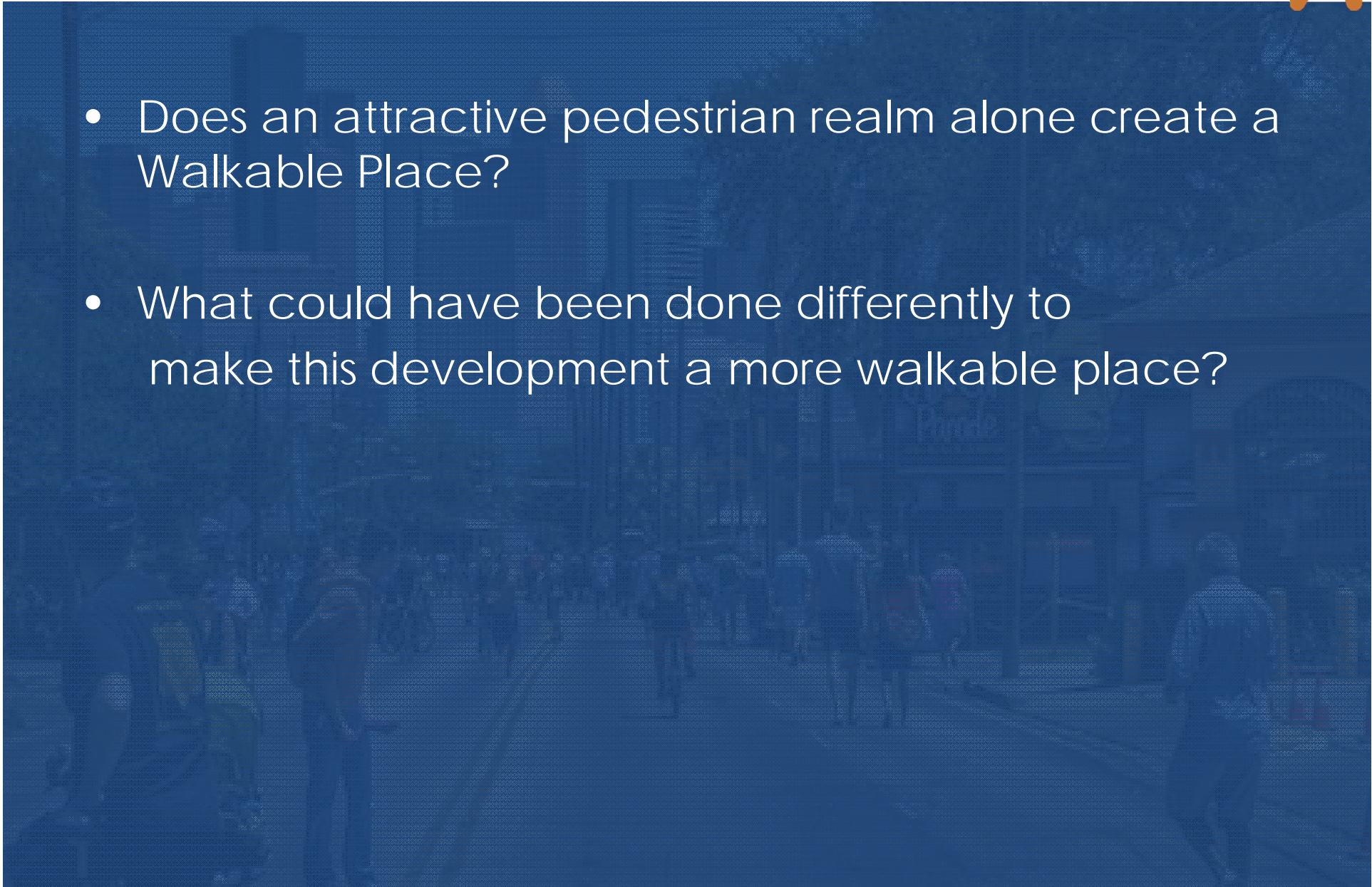
Upper Kirby: Cameron Street



Questions from the Case Study



- Does an attractive pedestrian realm alone create a Walkable Place?
- What could have been done differently to make this development a more walkable place?

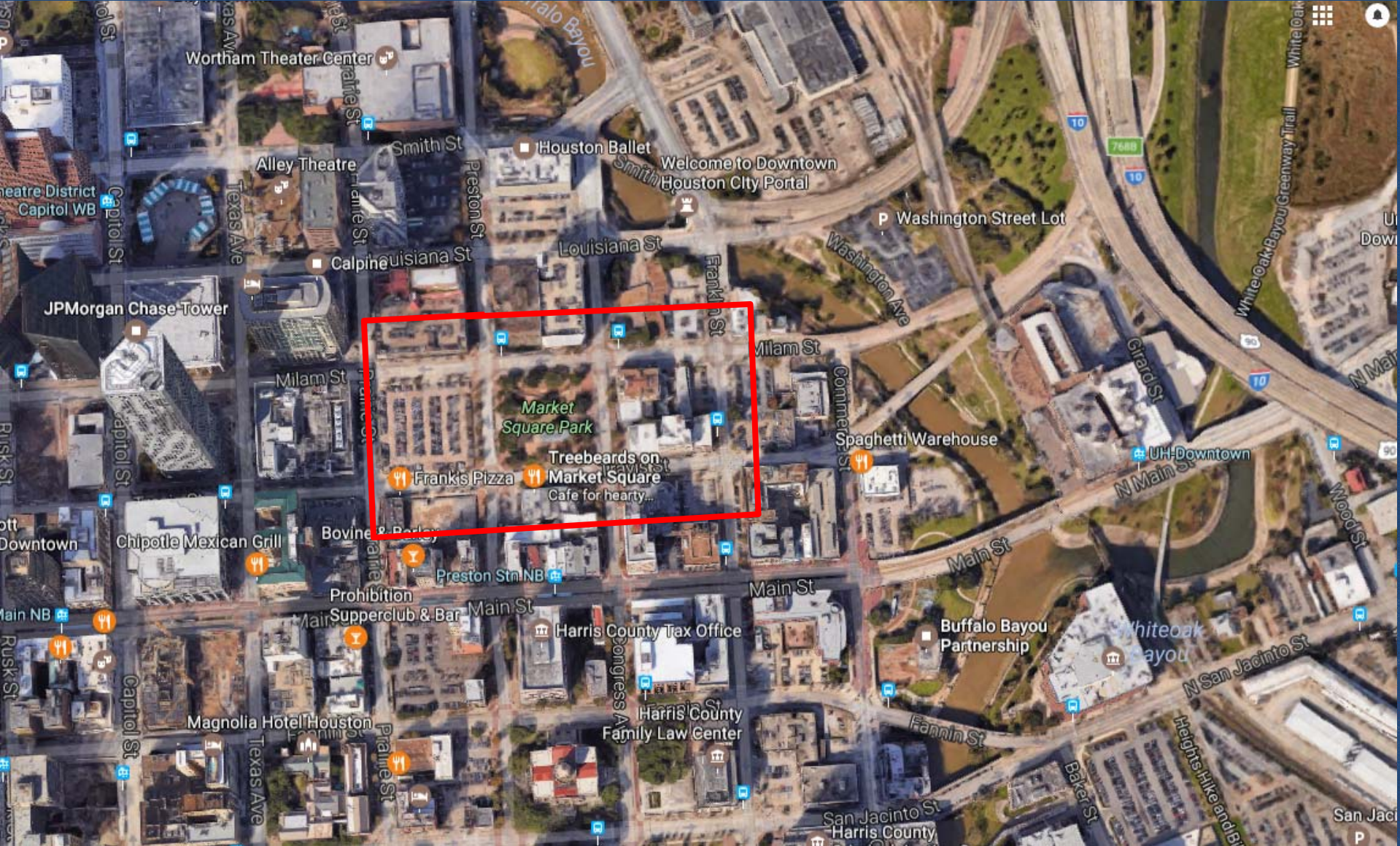


IV. Case Studies



- Building Line
- Parking
- Transit Corridor Development

Parking Case Study-Market Square



Parking Case Study-Market Square



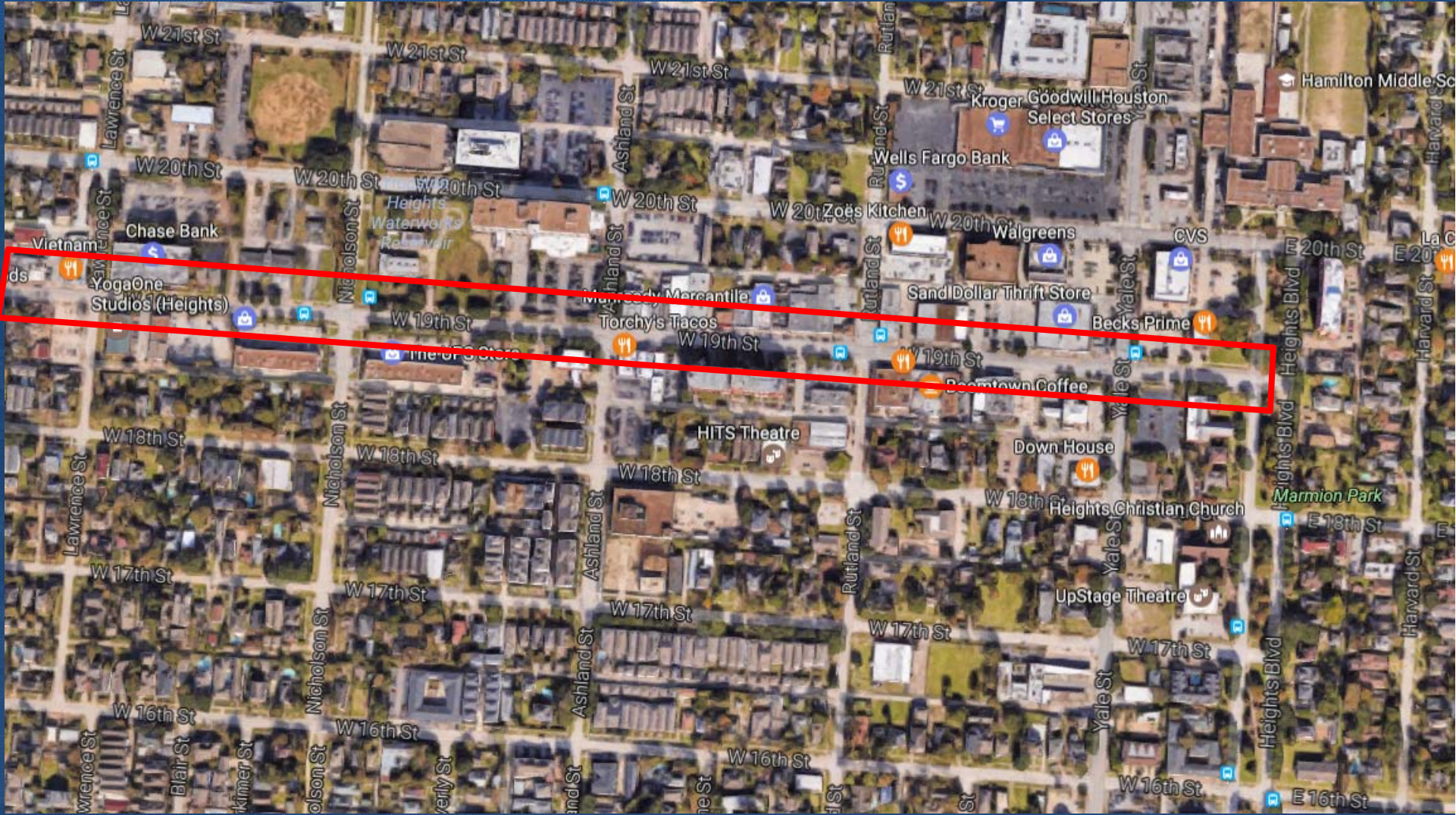


METRO

- 20 CANAL REMONIAL
- 108 VETERANS MEMORIAL
- 202 ALPENDINGAL
- 204 SPRING PARK
- 209 SPRING LAKE
- 212 PETERSON LAKE
- 236 MARKET PARK

Information / Information
713-635-4000
www.metrotransit.org

Parking Case Study-W 19th Street



Parking Case Study- W 19th Street





Parking Case Study: Variance



Parking Case Study: Variance



Proposed Parking Variance



- Site
- 97 On-Site Parking
- 58 On-Street Parking

155

Required Parking



- Site
- 97 On-Site Parking
- 58 Additional Parking

155

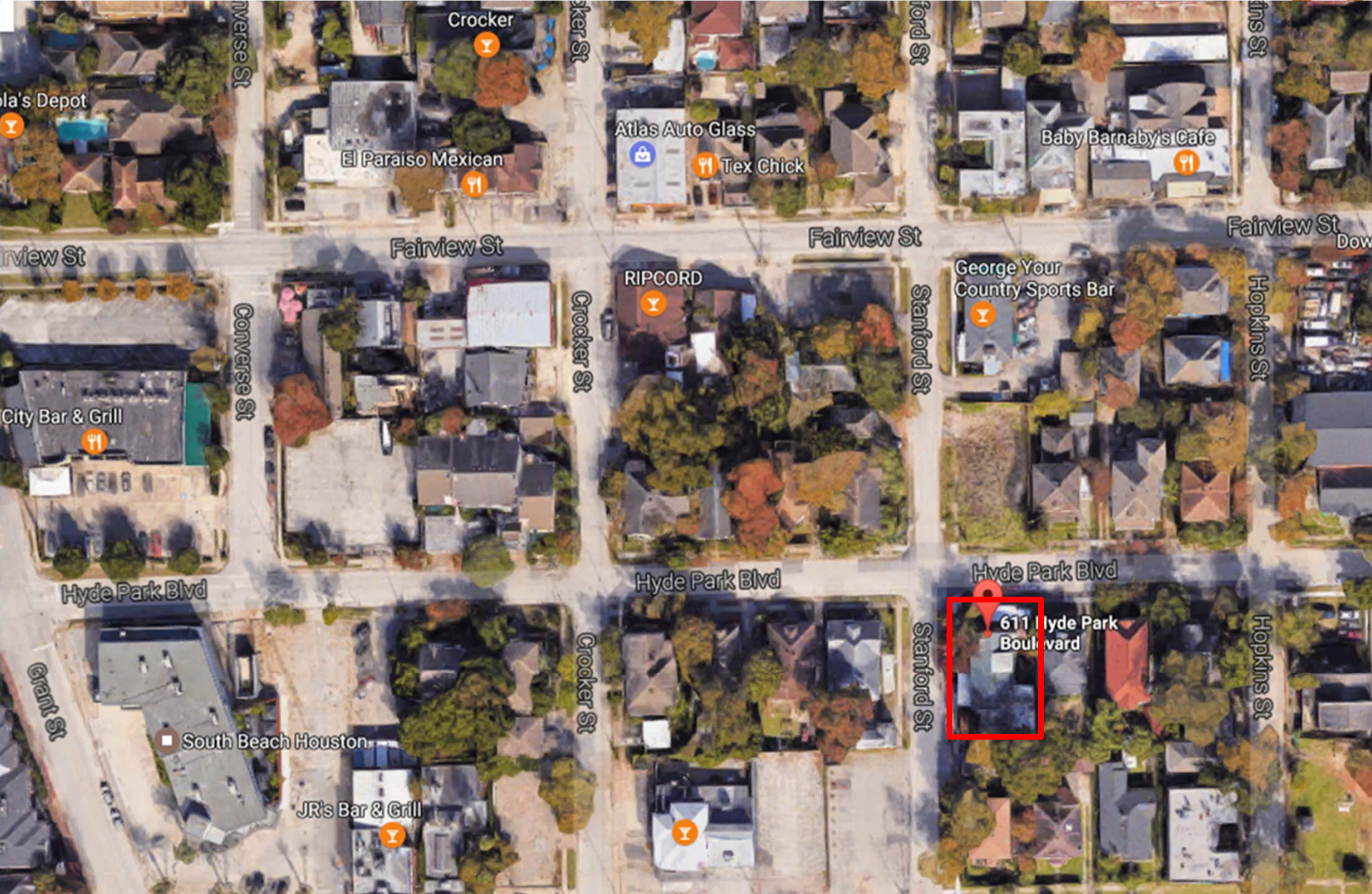
- 58 On-Street Parking

213 Parking Spaces

Additional Parking



Parking Case Study: Variance

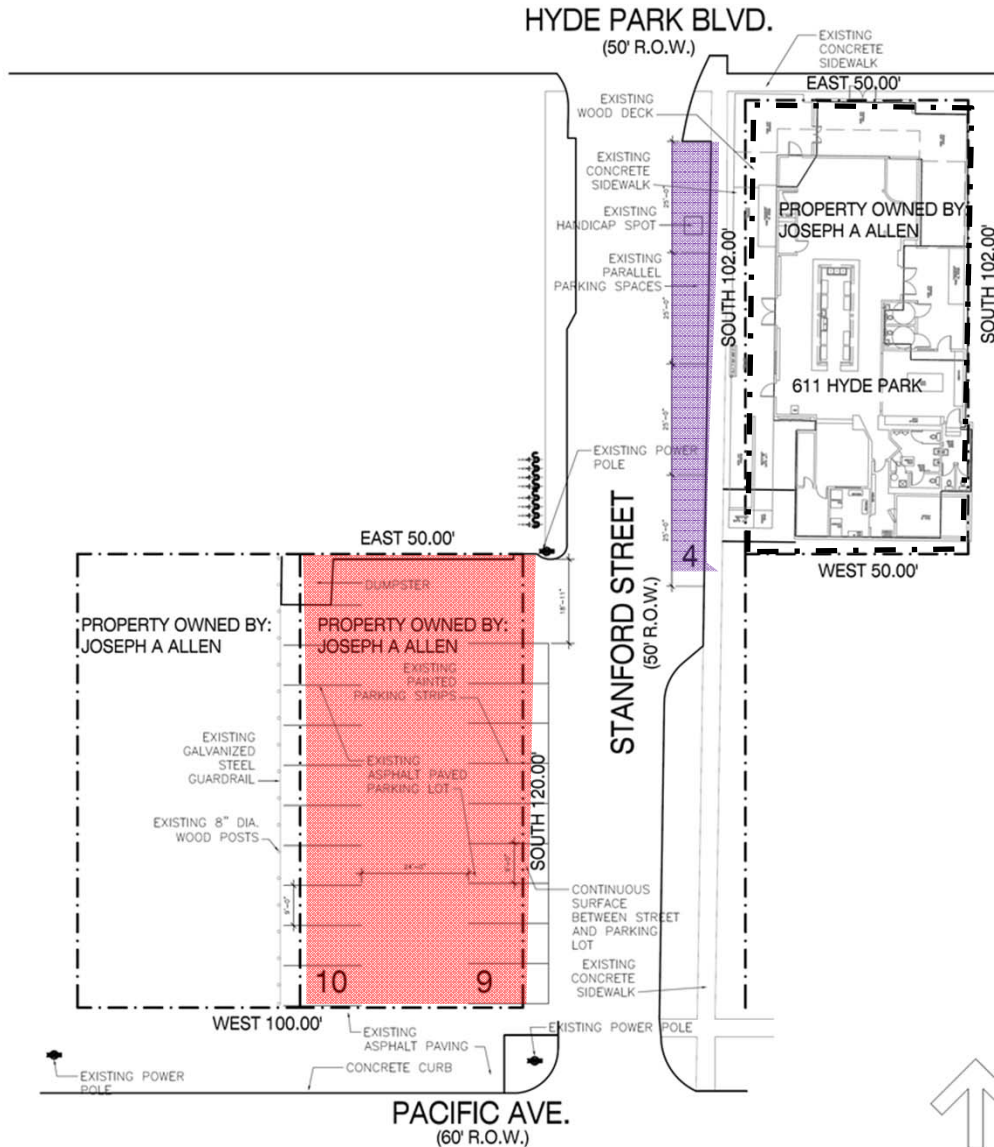




2013

2017

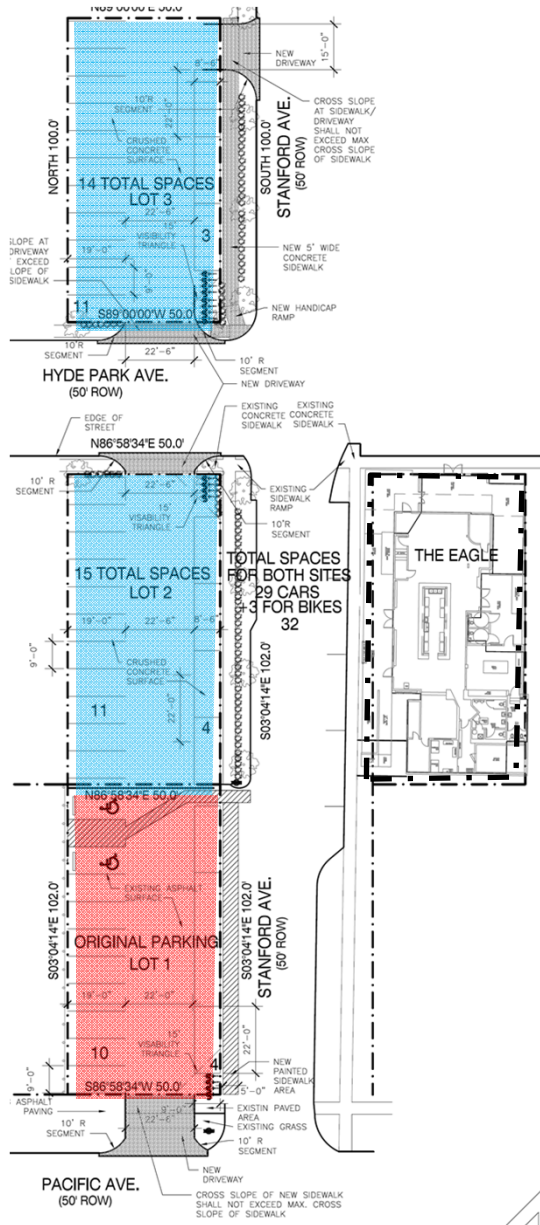
Original Proposed Variance



- Site
 - 19 On-Site Parking
 - 4 On-street Parking
-
- 23 Parking Spaces



Revised Variance



-  Site
-  19 On-Site Parking
-  29 Additional Parking

48 Parking Spaces





2016

2017

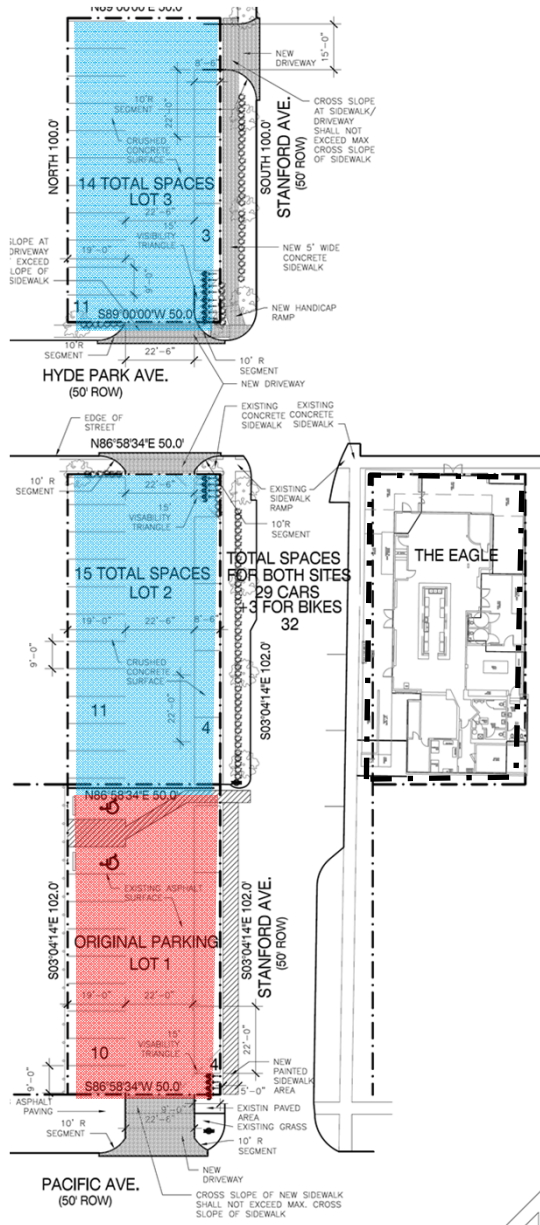


2016



2017

Revised Variance



- Site
- 19 On-Site Parking
- 29 Additional Parking

48 Parking Spaces



Questions from the Case Study



- Is there a benefit for some places to have less parking than required?
- Did we lose an opportunity to create walkable places by mandating that developments meet the standard parking requirements?
- Is it worth losing neighborhood fabric in order to meet the parking requirements?

IV. Case Studies



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Transit Corridor Development (TCD)



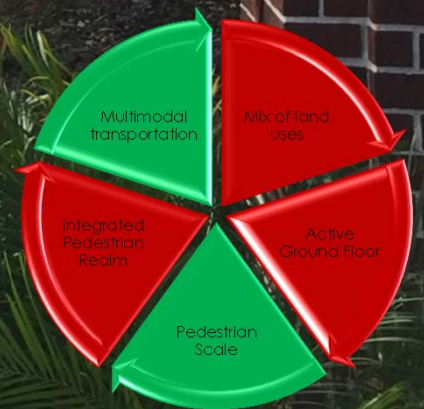
Transit Corridor Development (TCD)



- Reduced Building Line:
 - Type A Street & Transit Corridor Street
- Required Criteria
 - Min 15' Pedestrian Realm
 - Min 50 % Frontage
 - Min 30% Transparency
 - At Least One Public Entrance

Case Studies-Main Street





Case Studies-Richmond Avenue







Questions from the Case Study



- Why have so few developments taken advantage of the transit corridor ordinance?
- What could have been done differently to encourage more walkable development along transit corridors?
- For those opting into transit corridor ordinance, are we getting walkable places?

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IV. Homework



- How do other U.S. cities promote walkable places?



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V. Public Comment

