

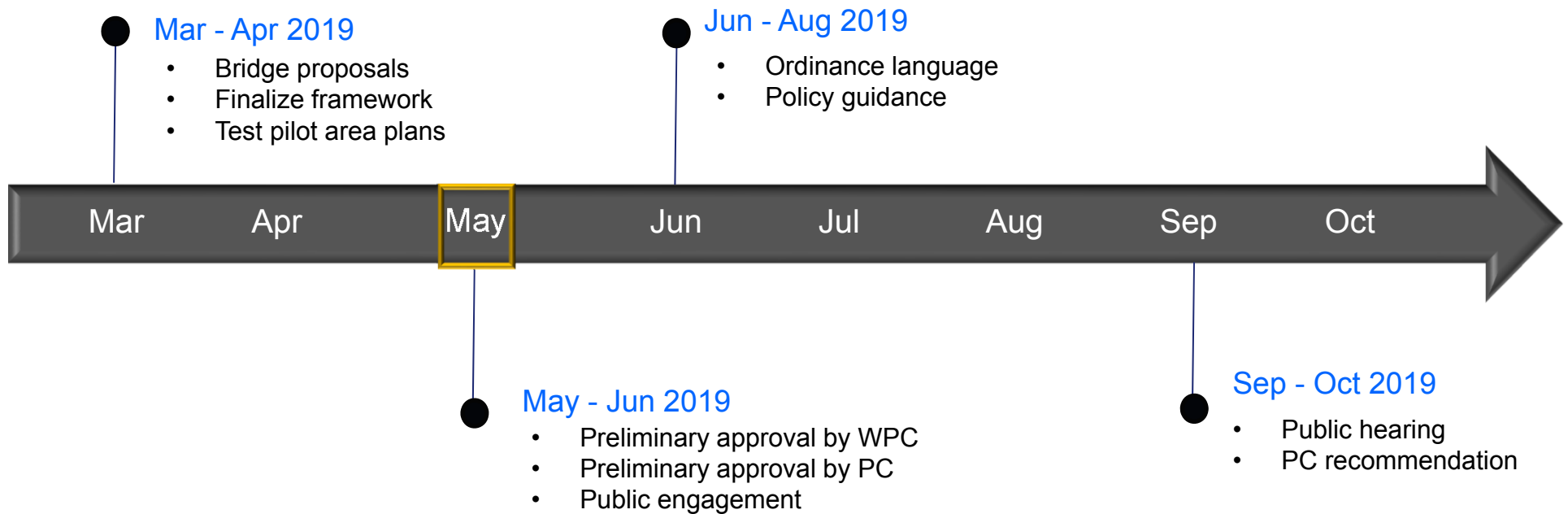


Walkable Places

Planning and Development Department
City of Houston

Walkable Places Committee
May 15th, 2019

Project Schedule



Agenda

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



Recap Walkable Places Ordinance Framework

- Two types of Walkable Place Street
 - Primary Walkable Place Street: require compliance of WPP rules
 - Secondary Walkable Place Street: optional compliance of WPP rules
- Both are designated in the WPP amendment process
 - Each proposed Walkable Place must include at least one Primary WP Street
 - A proposed Walkable Place may or may not include a Secondary WP Street

Recap Walkable Places Ordinance Framework

Primary WP Street VS. Secondary WP Street

- Primary WP Street:
All fronting properties are required compliance of WPP rules
- Secondary WP Street:
Fronting properties can:
 1. Opt in all WPP rules; or
 2. Comply with current ordinance requirements*, and WPP unobstructed sidewalk and safety buffer requirements

***No other building line performance standards may apply**

Recap Walkable Places Ordinance Framework

- Four categories of WPP rules:
 1. Street width standards
 2. Pedestrian realm standards
 3. Building/ site design standards
 4. Off-street parking standards

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

Scenario:	Pedestrian Realm Width	Widen Existing Sidewalk	Building/ Site Design	Parking Rules
Changed use only				X
Interior remodeling w/o changed use				
Interior remodeling w/ changed use				X
Exterior remodeling w/o changed use	X		X	
Exterior remodeling w/ changed use	X		X	X

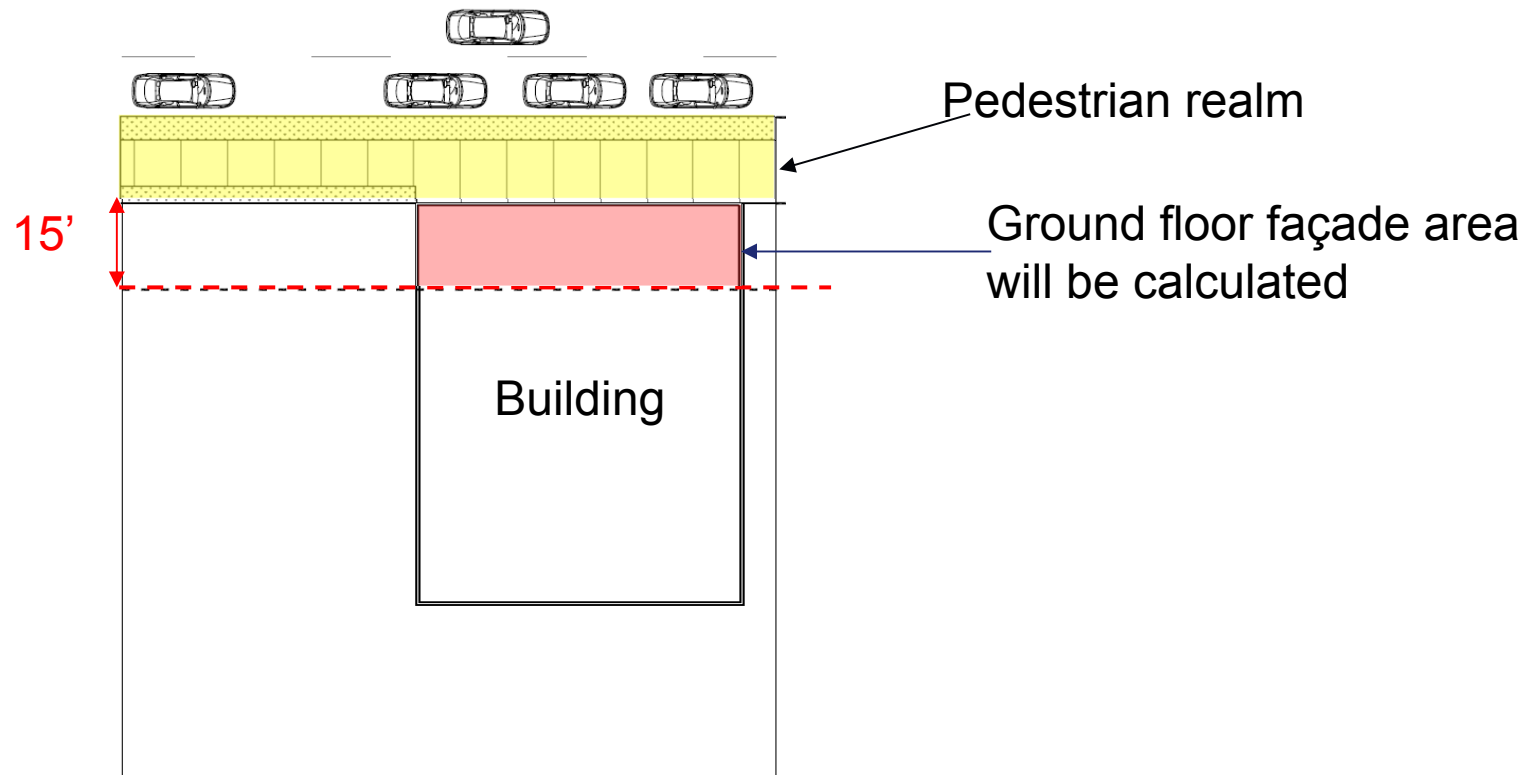
Recap Walkable Places Ordinance Framework

When will the building design rules apply to exterior remodeling?

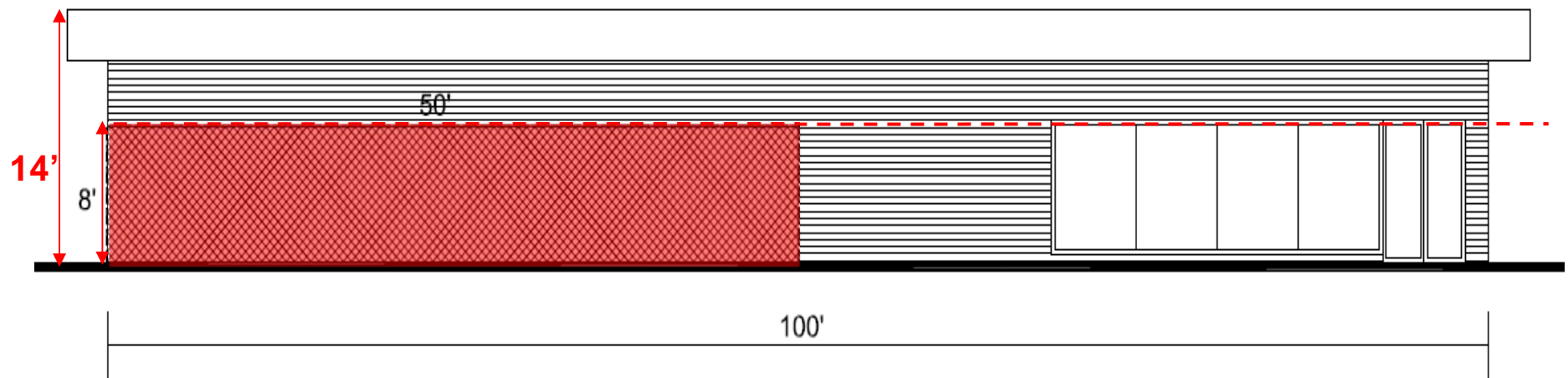
- Applied to the ground floor building façade* located within 15' of the pedestrian realm along the designated WP Street
- The exterior remodeling applies to more than 50% of the ground floor building façade

* **Ground floor building façade** means the building façade between the ground level finished floor height (FFH) and a vertical height of 8' above

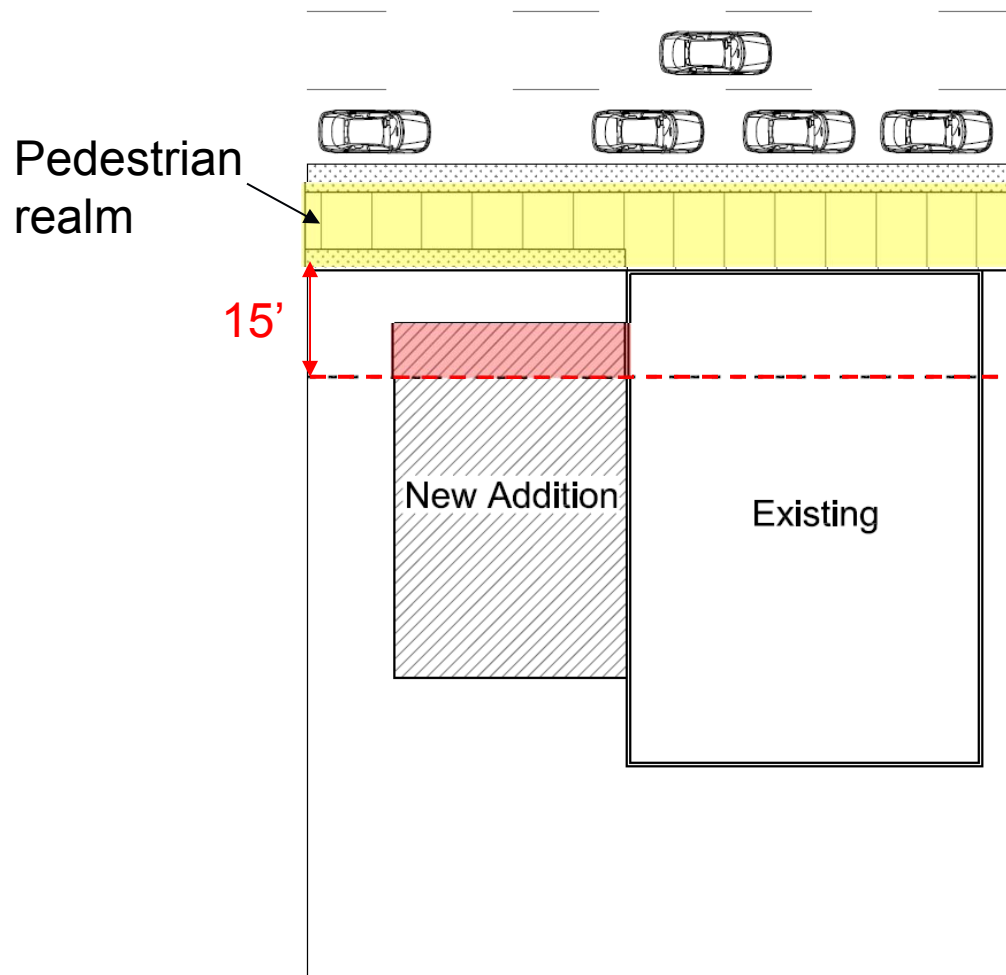
Exterior remodeling of more than 50% ground floor façade requires the compliance of the WPP building design rules



Exterior remodeling of more than 50% ground floor façade requires the compliance of the WPP building design rules

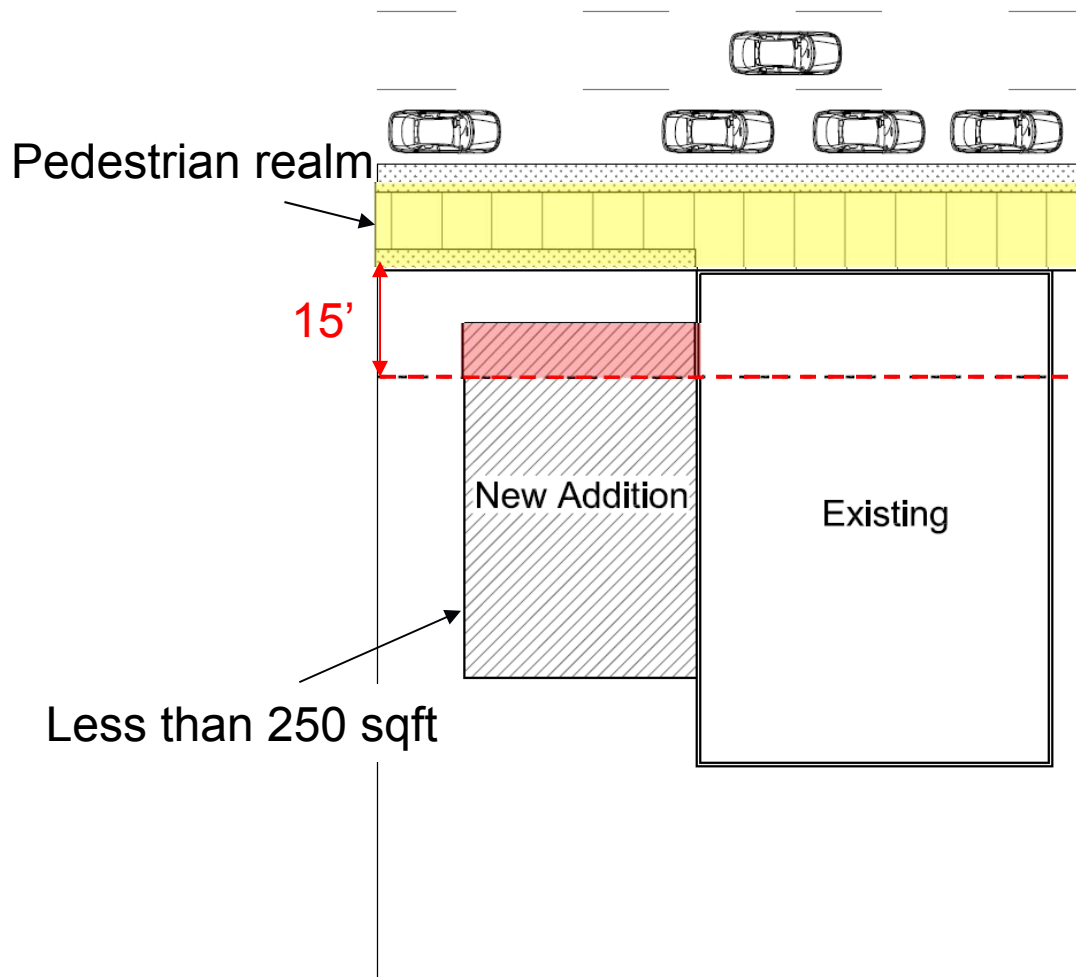


When the rules apply to non-single family residential new additions



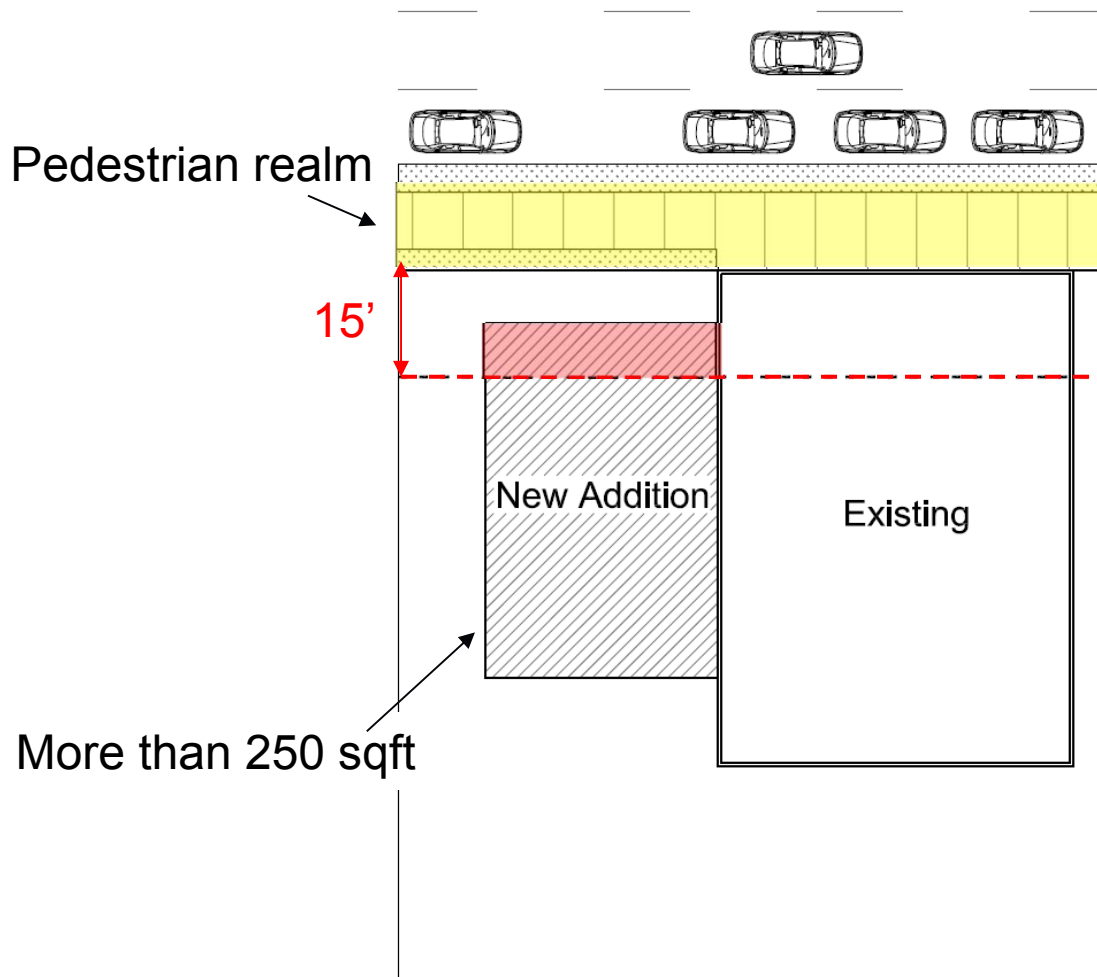
- For additions located within 15' of the pedestrian realm, the following rules apply:
 - Pedestrian realm width
 - Building and site design
 - Parking

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



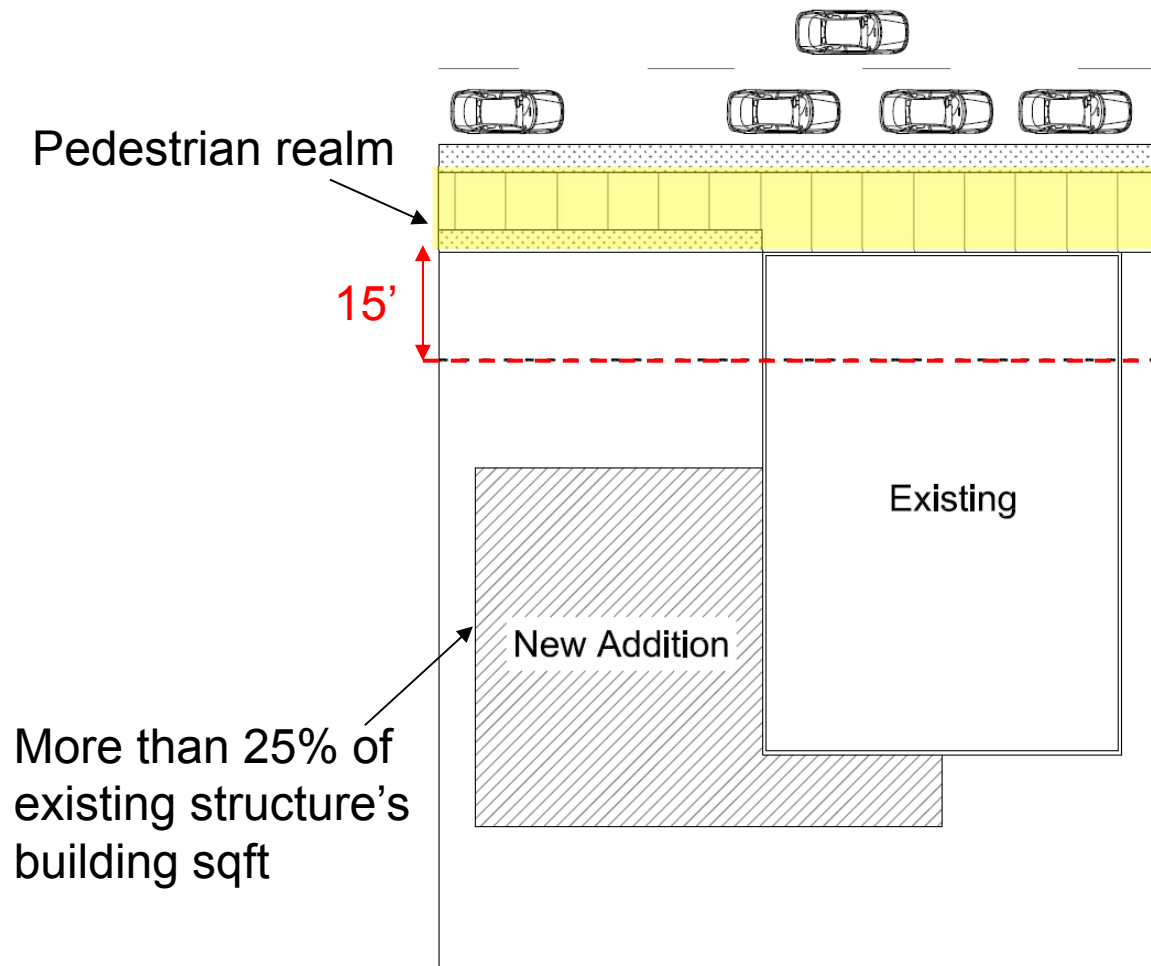
- For additions located within 15' of the pedestrian realm and less than 250 sqft, the following rules apply:
 - Pedestrian realm width
 - Building and site design
 - Parking
- * Widening the existing sidewalk is not required

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



- For additions located within 15' of the pedestrian realm and less than 250 sqft, the following rules apply:
 - Widening existing sidewalk
 - Pedestrian realm width
 - Building and site design
 - Parking

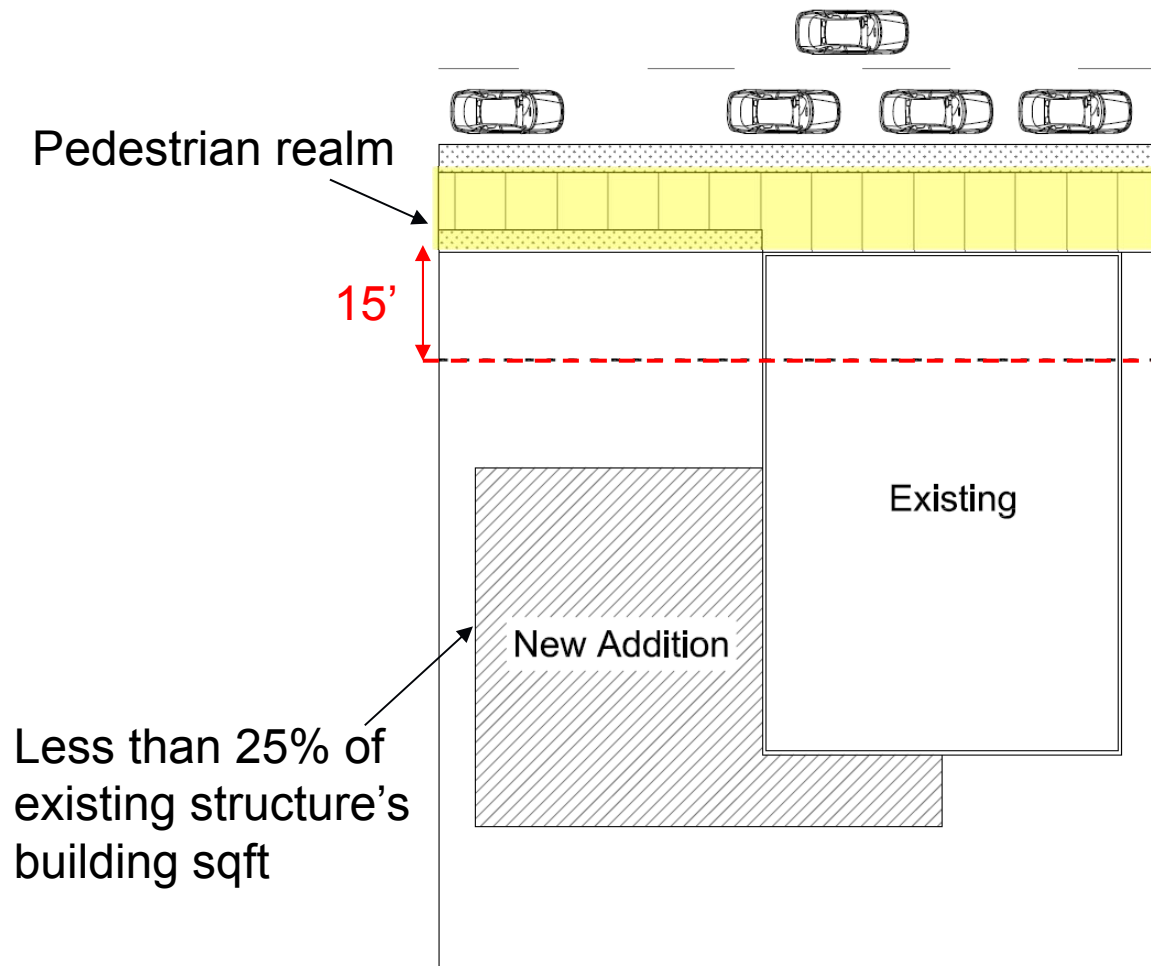
When the rules apply to non-single family residential new additions



- For additions located beyond 15' of the pedestrian realm, the following rules apply:

- Widening existing sidewalk
- Pedestrian realm width
- Site design
- Parking

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



- For additions located beyond 15' of the pedestrian realm and less than 250 sqft, the following rules apply:

- Pedestrian realm width
- Site design
- Parking

* Widening the existing sidewalk is not required

Less than 25% of existing structure's building sqft

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

Scenario:	Pedestrian Realm Width	Widen Existing Sidewalk	Building/ Site Design	Parking Rules
Addition (250 sqft or less) w/in 15' of the minimum pedestrian realm	X		X	X
Addition (250 sqft or more) w/in 15' of the minimum pedestrian realm	X	X	X	X
Addition (more than 25% of the building sqft) and beyond 15' of the minimum pedestrian realm	X	X	X	X
Addition (less than 25% of the building sqft) beyond and 15' of the minimum pedestrian realm	X			X

Pedestrian realm standards – non-single family residential

Customizable



Pedestrian Realm Elements		Pedestrian Realm Standards
Minimum Width	Option 1: Measured from property line	0', 5', 10', 15', 20'
	Option 2: Measured from back of curb	10', 12', 15', 18', 20'
Minimum unobstructed sidewalk width		6', 8', 10'
Minimum safety buffer width		4 feet
Maximum softscape		35%
Landscape requirements		Min 2" caliper street trees
Fence requirements		Max height of 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: <ol style="list-style-type: none"> 1. Driveway(s) perpendicular with the WP Street; or 2. Pedestrian drop-off/loading area beyond minimum pedestrian realm width on a Secondary WP Street where the design is approved by the City Traffic Engineer

Pedestrian realm standards – non-single family residential

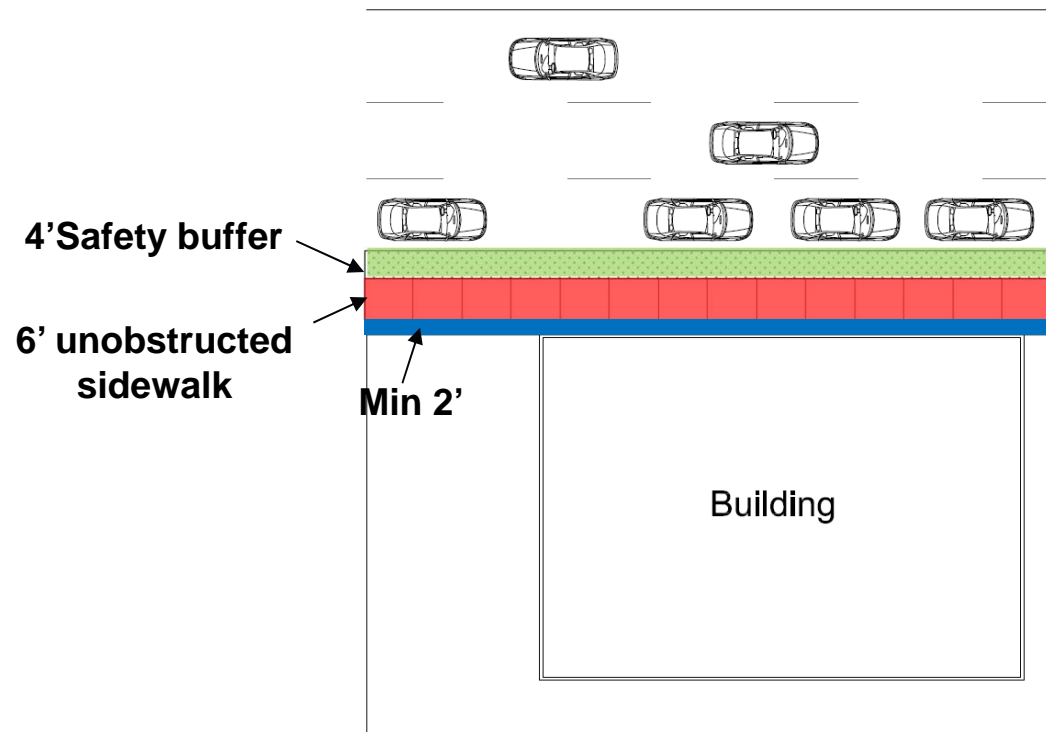
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Uses within the pedestrian realm		No auto-related uses, except: <ol style="list-style-type: none"> 1. Driveway(s) perpendicular with the WP Street; or 2. Pedestrian drop-off/loading area beyond minimum pedestrian realm width on a Secondary WP Street where the design is approved by the City Traffic Engineer

Non-customizable



Pedestrian realm standards – non-single family residential

- If the unobstructed sidewalk is 6' wide, the sidewalk must be at least 2' away from the building

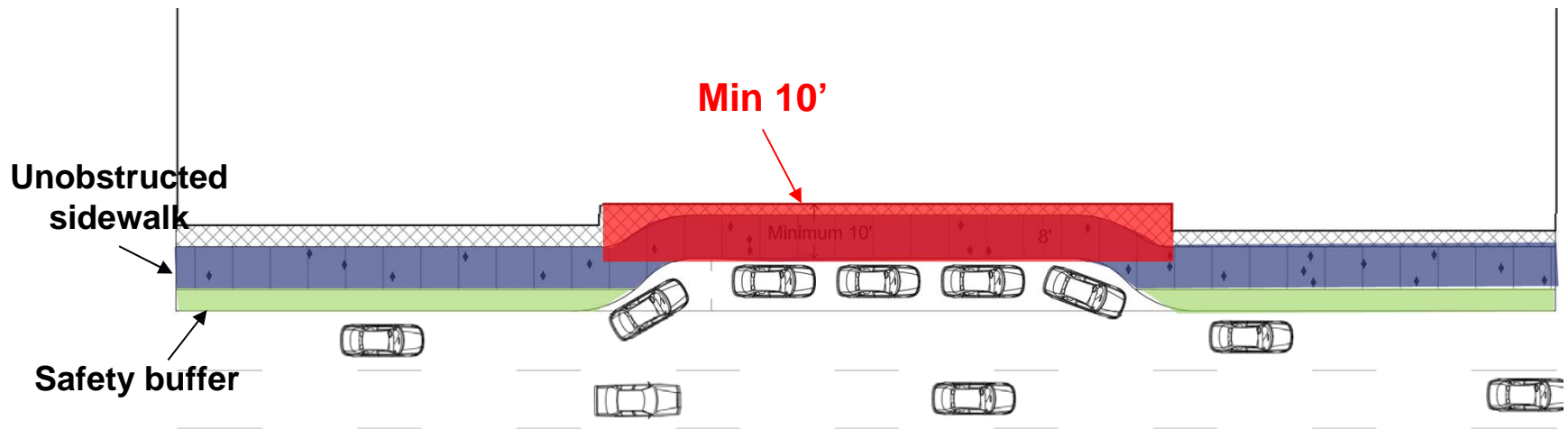


Pedestrian realm standards – non-single family residential

- Fence requirements:
 - Max 54' within the pedestrian realm
 - A fence located between the back of curb and the building façade shall be non-opaque, decorative fence
 - Requirements for the screening of bulk solid waste containers supersede the WPP Rules, as applicable.

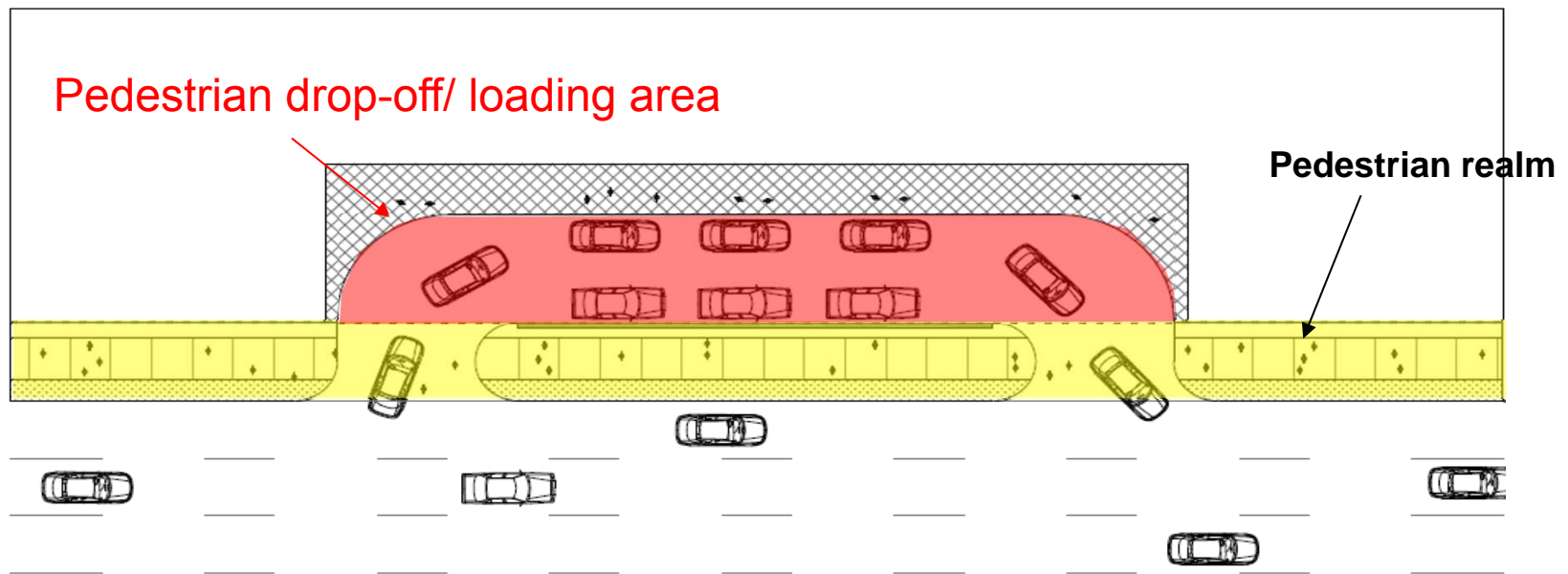
Pedestrian realm standards – non-single family residential

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



Pedestrian realm standards – non-single family residential

- No auto-related uses within pedestrian realm except driveways perpendicular with the WP Street
- **Exception**: pedestrian drop-off/loading area beyond the min. pedestrian realm along Secondary Walkable Place Streets



Building and site design standards – non-single family residential

Building/ Site Design Elements	Building/ Site Design Standards
Non-single family residential:	
Public entrance to the Pedestrian Realm	Minimum one (1) for each Primary WP Street and opt-in Secondary WP Street
Ground Floor Façade fenestration/ decorative features	Along Primary WP Street: Min 30% fenestration or decorative features
	Along Secondary WP Street: Min 20% fenestration or decorative features for opt-in streets
	Exception: Building fronting three (3) or more WP Streets may have one (1) non-Primary WP Street, as applicable, that is exempt for the fenestration or decorative feature requirement

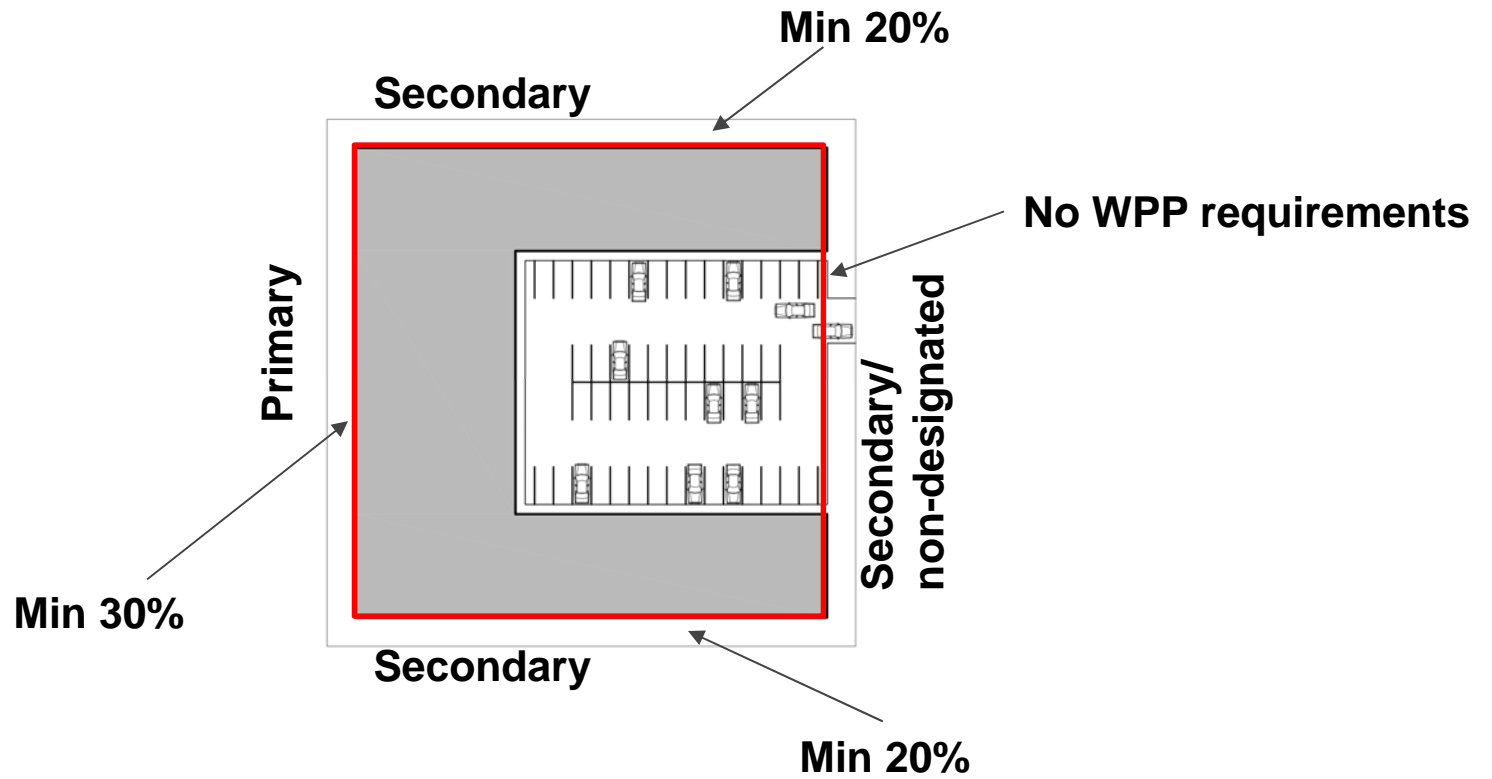
Ground floor fenestration/ non-commercial decorative features

- **Fenestration: the arrangement of windows and doors on the elevations of a building**

- **Decorative features:**
 - **Murals**
 - **Artwork**
 - **Mosaics**
 - **Photographs**
 - **Water features**
 - **Sculptures**
 - **Plantings**
 - **“Living walls”**
 - **Any combination thereof**

- **Unqualified features:**
 - **Signs or advertisements as defined by the Sign Code**
 - **Common paint technics**
 - **Construction materials**
 - **Building elements**

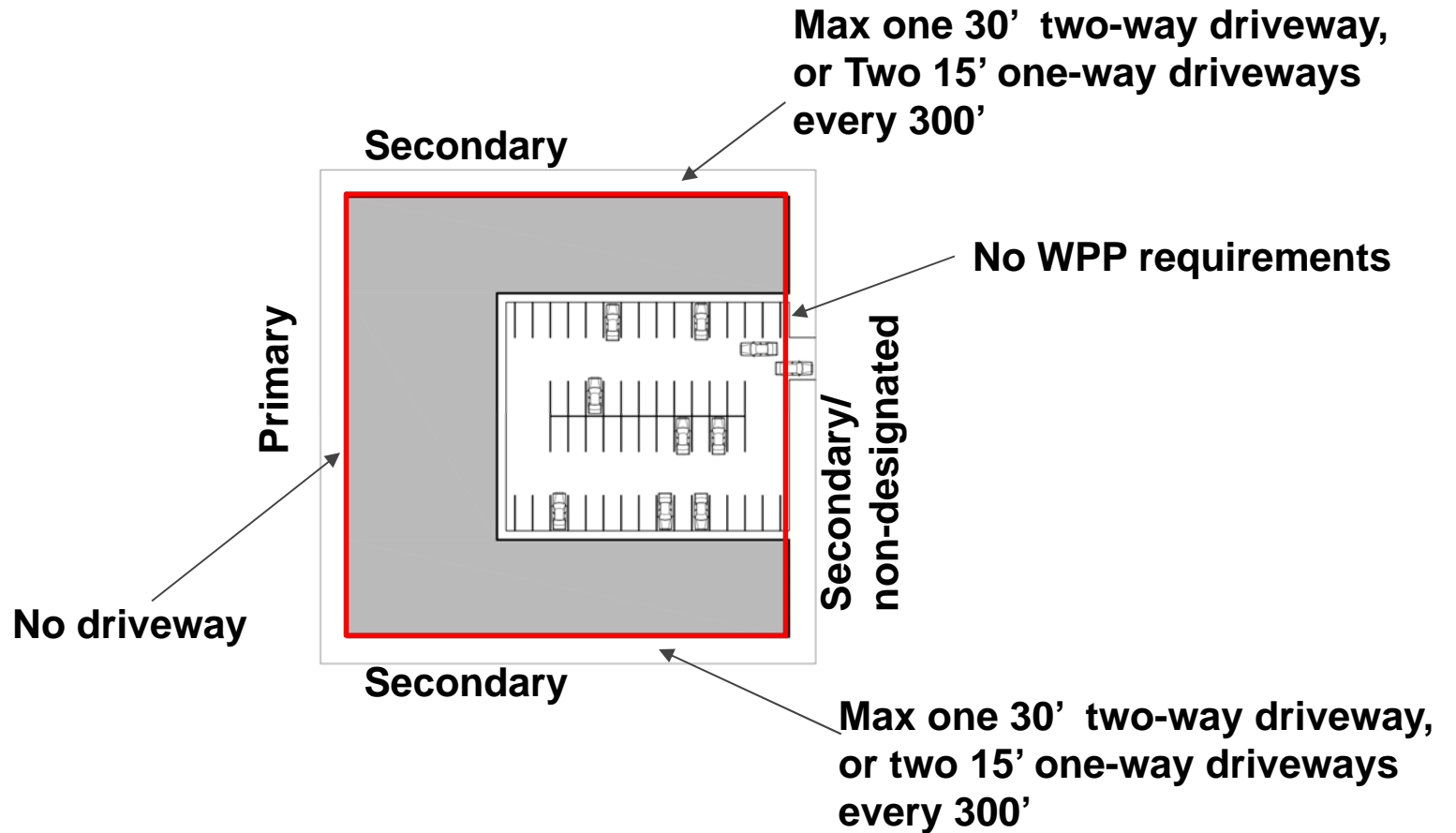
Ground floor fenestration/ decorative features



Building and site design standards – non-single family residential

Building/ Site Design Elements	Building/ Site Design Standards
Non-single family residential:	
Minimum unobstructed vertical clearance within the pedestrian realm on private property	Decorative shade structures/ unenclosed balconies: 8 feet
	Other overhang buildable areas: 10 feet
Below grade structures	Allow up to the property line
Driveway location & dimensions for each property under common ownership or legal interest	<p>Max one 30' wide two-way driveway or two 15' wide one-way driveways along the Walkable Place Street for every 300'</p> <p>Exceptions:</p> <ol style="list-style-type: none"> 1. For properties fronting more than one street, no new driveways are allowed along the Primary WP Street. If two or more streets are Primary WP Streets, then the property owner may select one street to meet the driveway standards 2. Properties fronting three (3) or more WP Streets may have one (1) non-Primary WP Street that is exempt from driveway location and dimension requirements

Driveway location and dimension requirements for each property



Discussion



Agenda

- Recap 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

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: a qualified street segment within 1/4 mile from each transit station platform, with required compliance of TOD rules
- Secondary TOD Street: a qualified street segment within 1/2 mile from each transit station platform, with optional compliance of TOD rules

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 for each station

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)

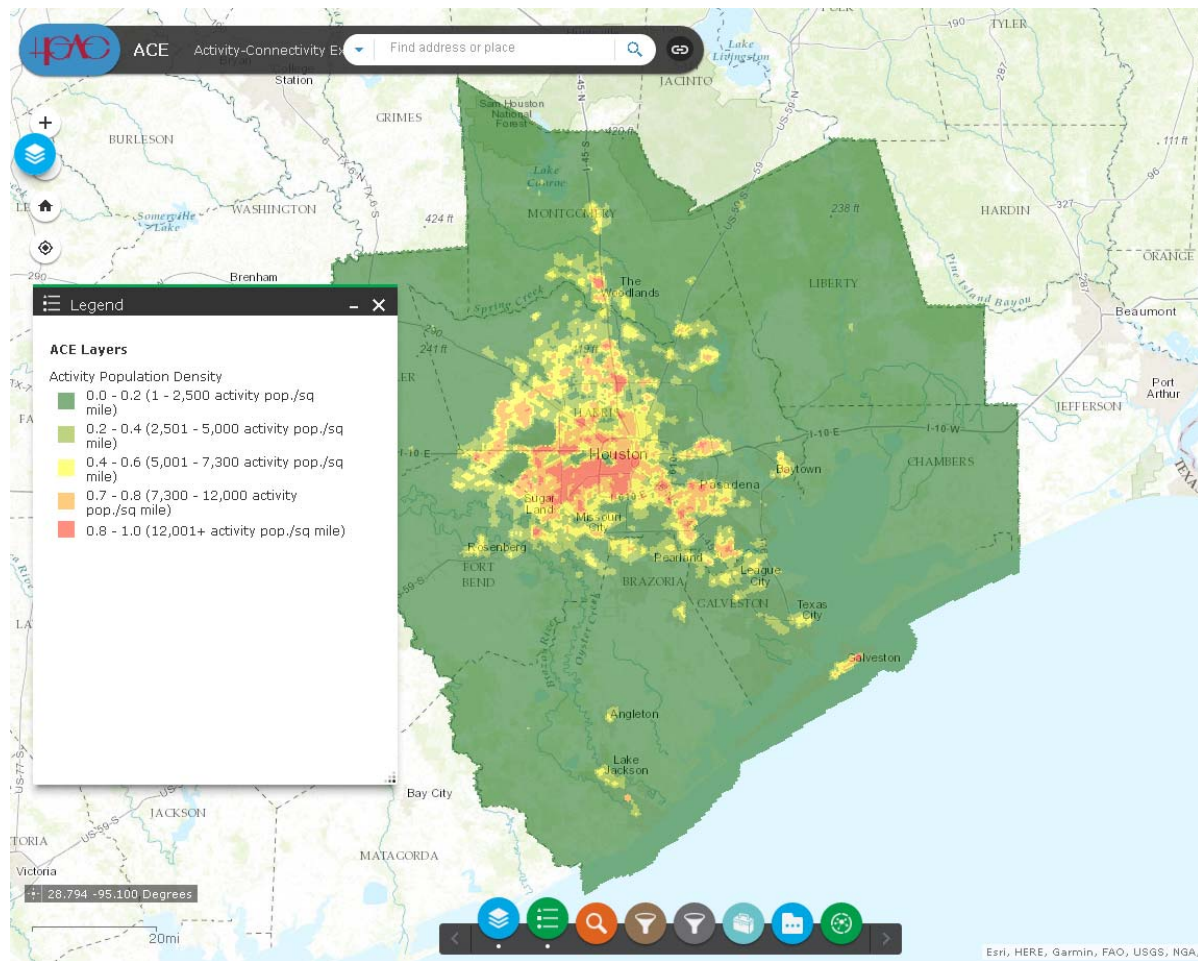
2. If a street segment meets all of the following 8 criteria, it is an eligible TOD Street:
 - a. Less than 50% of street segment length is single-family residential lots 3,500 SF or larger
 - b. Less than 50% of street segment length is industrial, manufacturing bulk warehouse
 - c. Not designated as 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 a street segment with 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 an eligible TOD Street

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

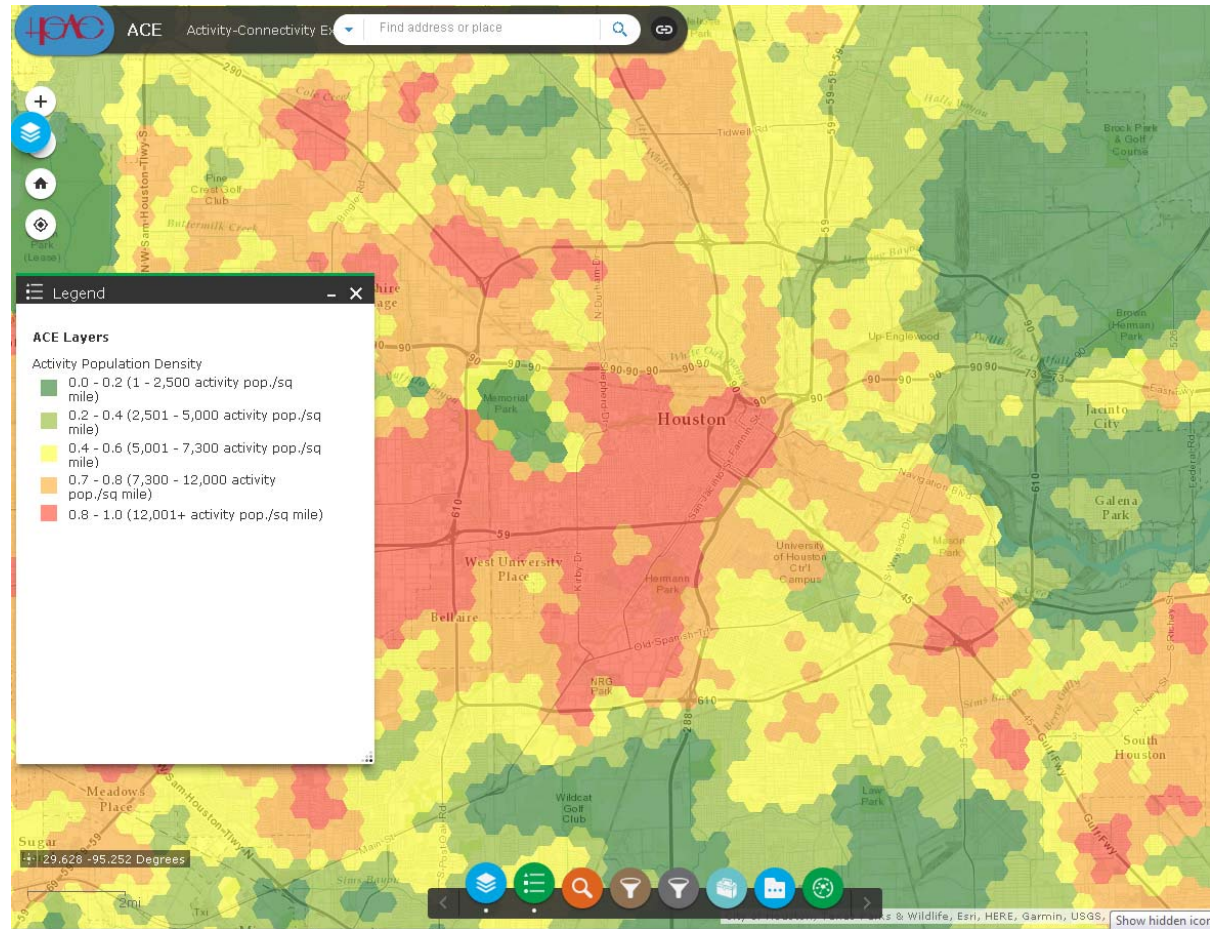
Determine if a transit station meets one or more of the following criteria:

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

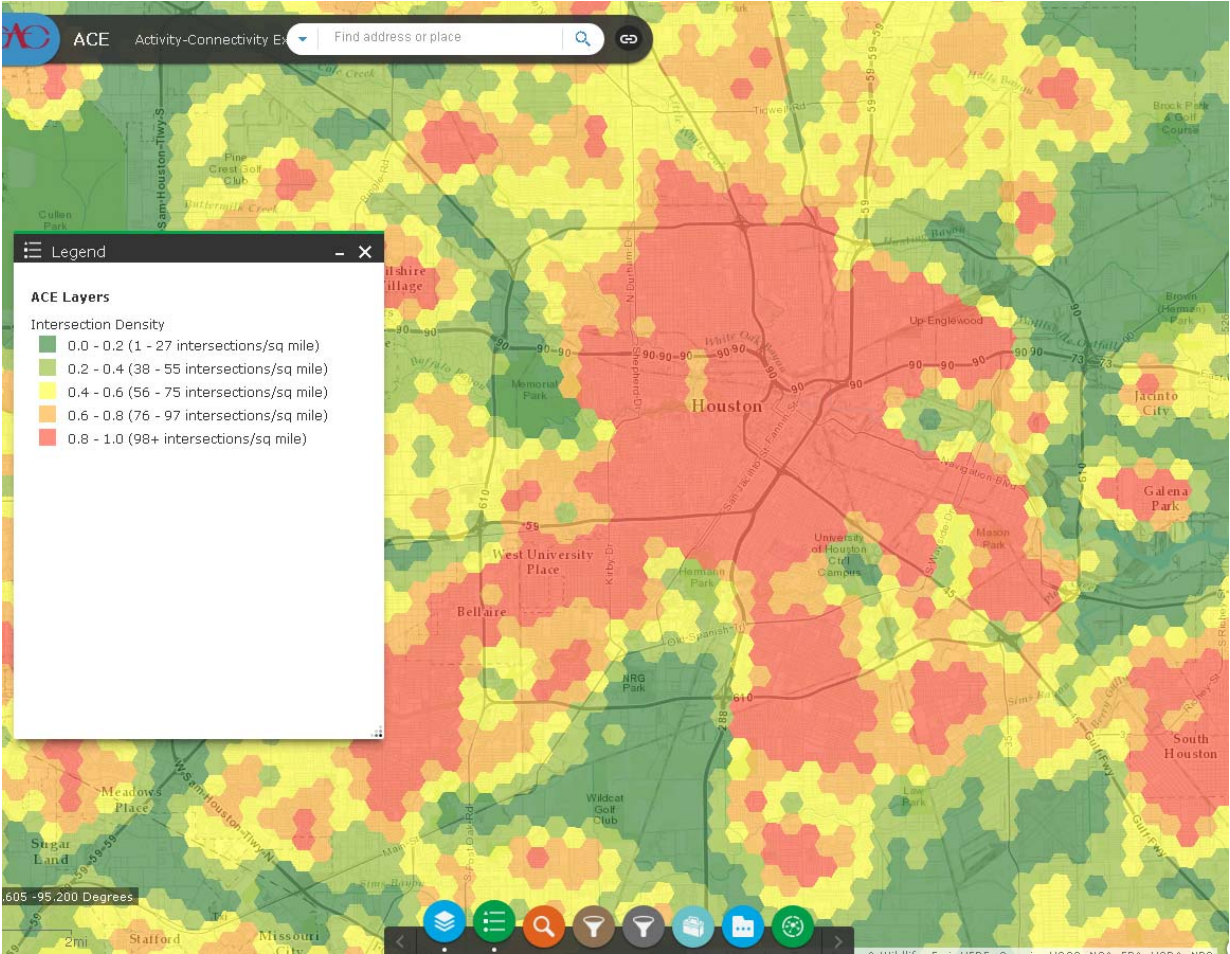
H-GAC's Activity-Connectivity Explorer (ACE)



Activity Population Density



Intersection Density



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

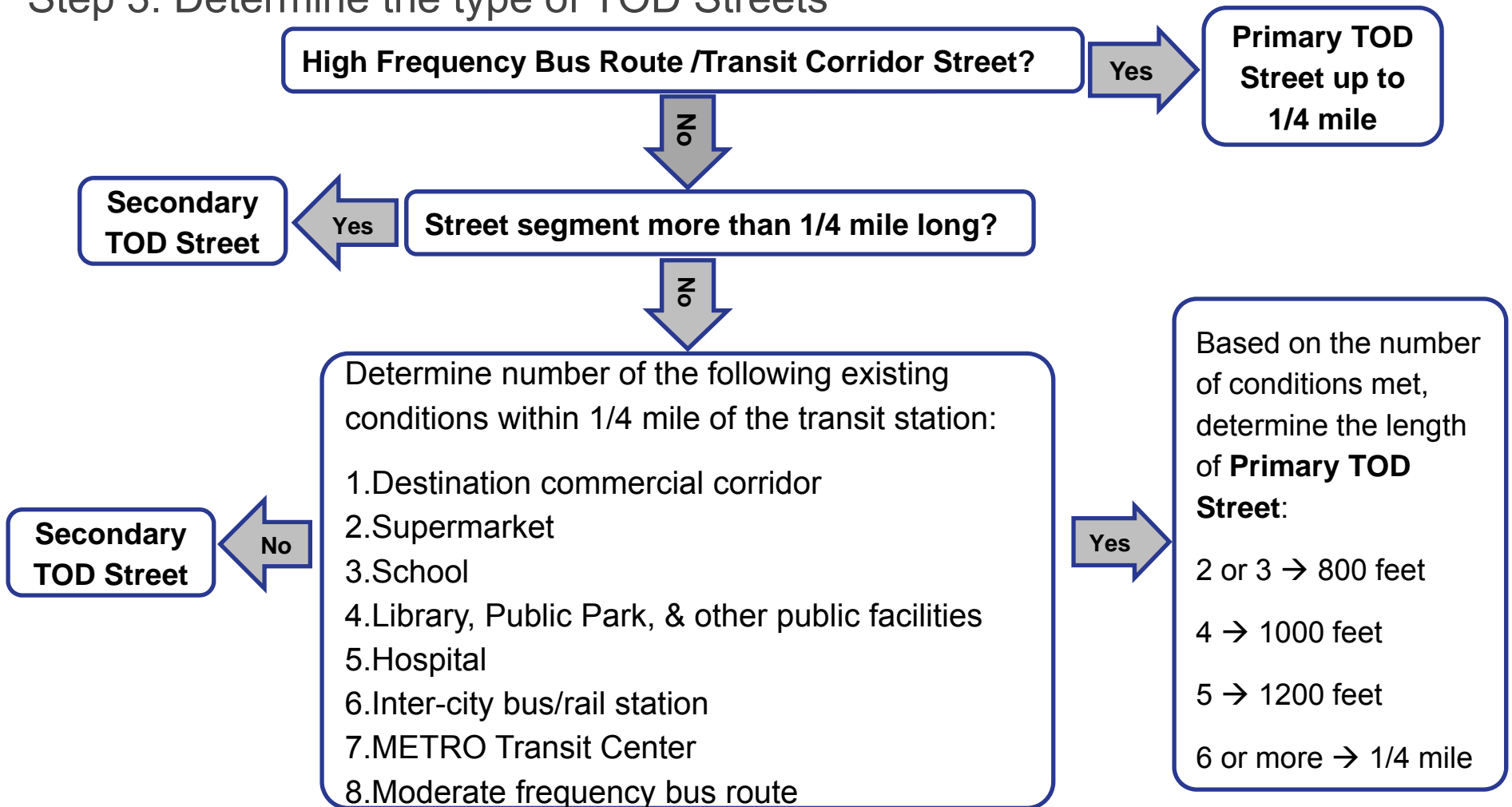
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4. High Activity Population Density (7,200+ activity population/square mile) within 1/4 mile
5. High Intersection Density (76+ intersections/square mile) within 1/4 mile

If yes, continue with Step 3 to identify the type of 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

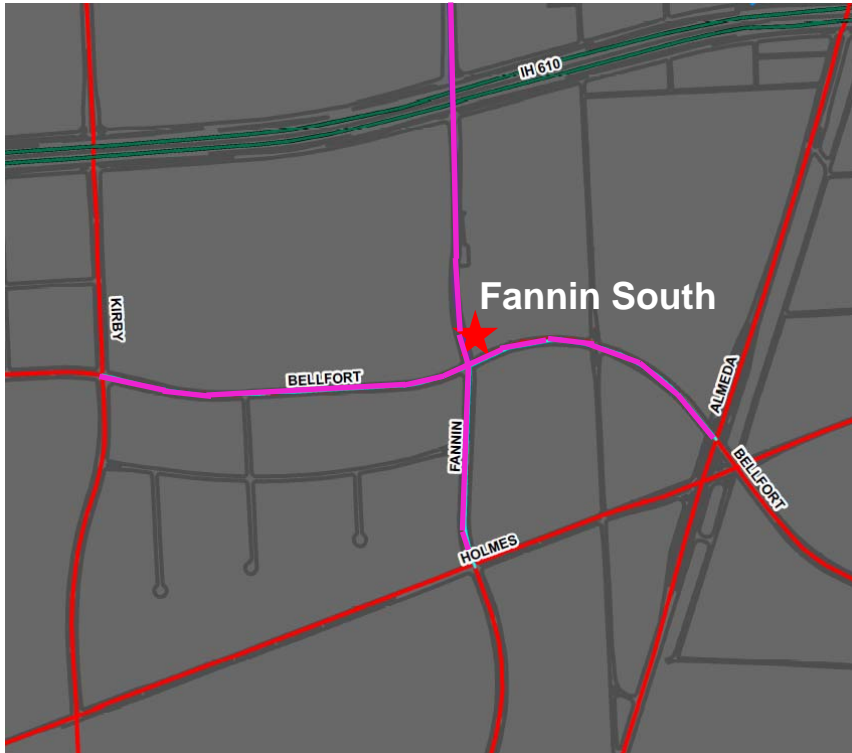


Additional Rules for TOD Street Designation

- TOD Street designation applies to the entire street segment
- A TOD Street will be automatically designated as a Primary TOD Street if:
 1. The street segment connects two Primary TOD Streets
 2. The street segment is less than 300' in length

Transit Station Analysis – Fannin South Station

Current Transit Corridor Map



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

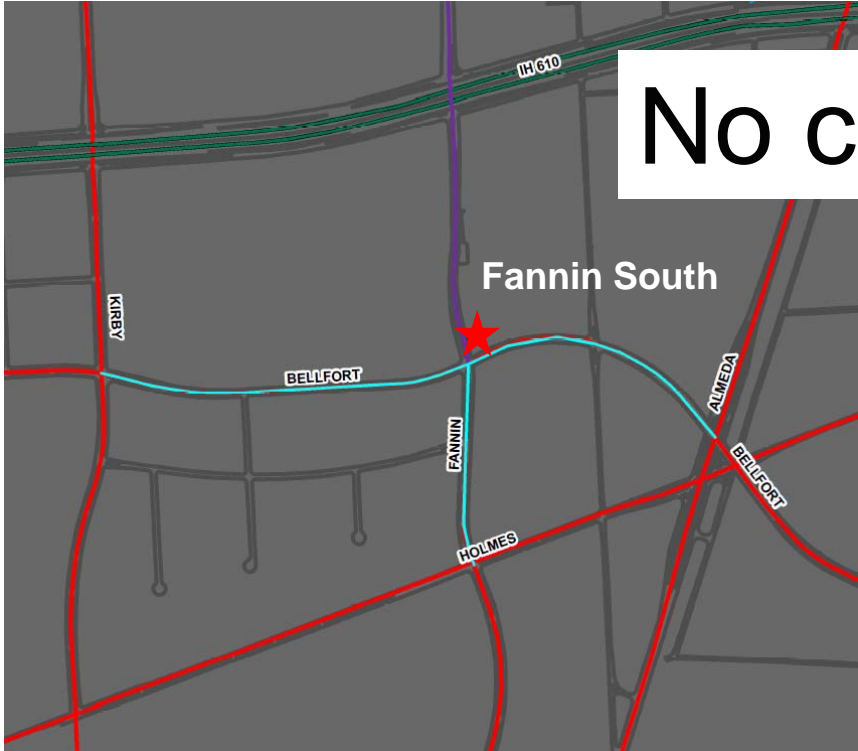


Secondary TOD Streets only,
No Primary TOD Streets for this station

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

Transit Station Analysis – Fannin South Station

Current Transit Corridor Map



- Transit Corridor
- Existing Type A Streets
- Major Thoroughfare

Proposed TOD Street Map

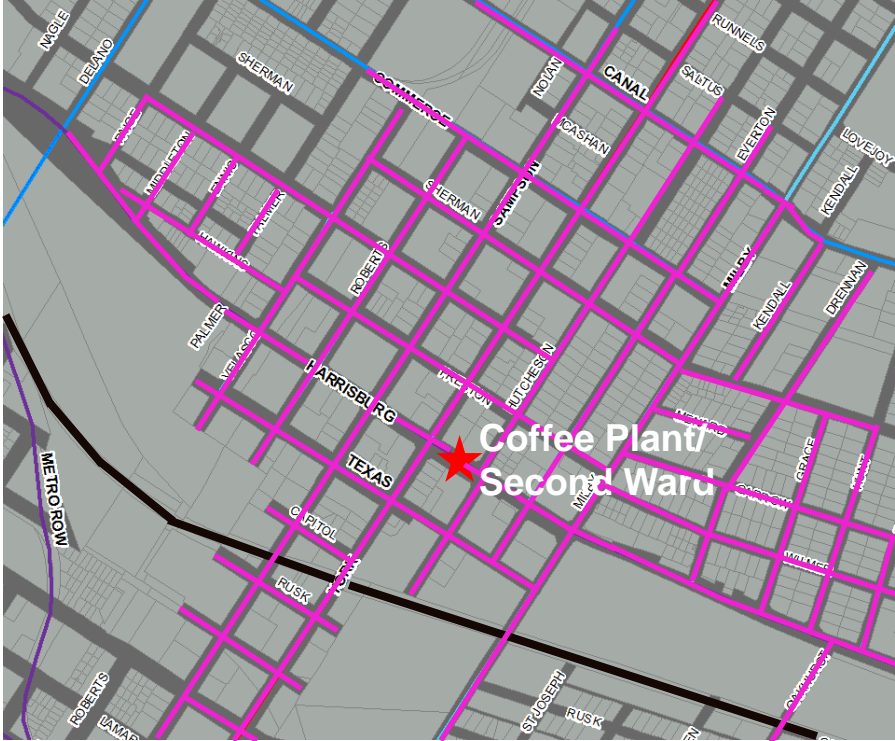


- Secondary TOD Streets
- Major Thoroughfare

No changes

Transit Station Analysis – Coffee Plant/ Second Ward Station

Current Transit Corridor Map

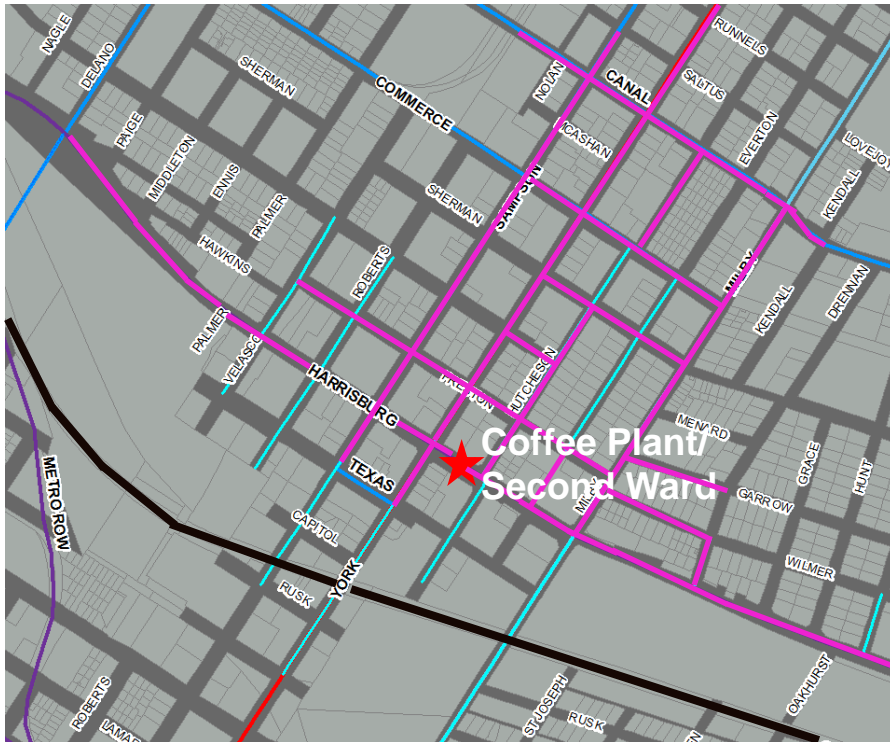


1. Identify all public street segments within a 1/2 mile walking distance from the transit station platform;



Transit Station Analysis – Coffee Plant/ Second Ward Station

Current Transit Corridor Map

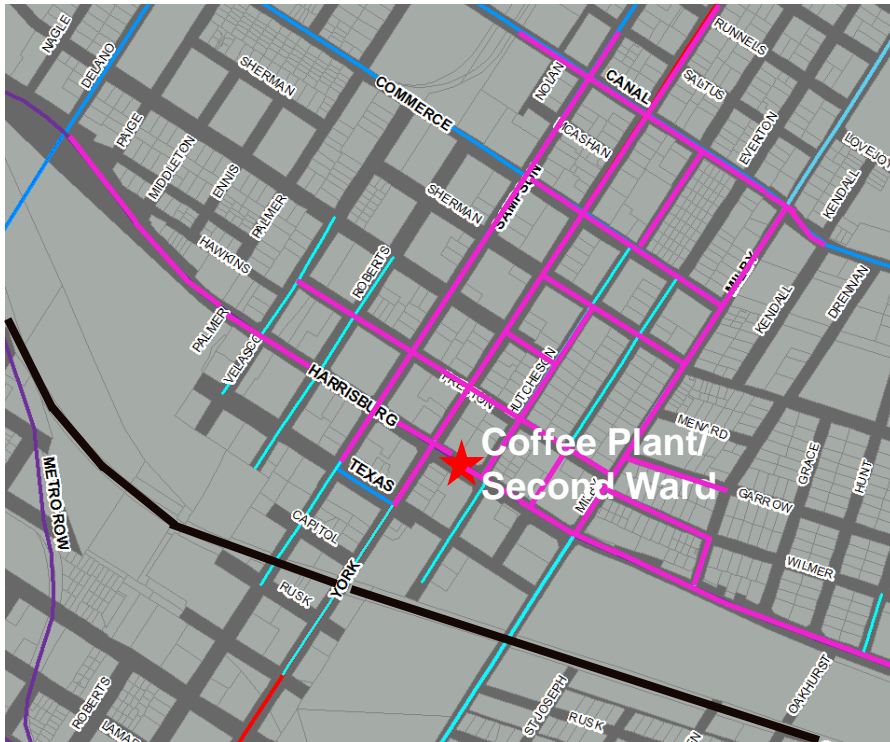


2. Some of the streets do not meet the following criteria in Step 1:

- 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 no open-ditch drainage system

Transit Station Analysis – Coffee Plant/ Second Ward Station

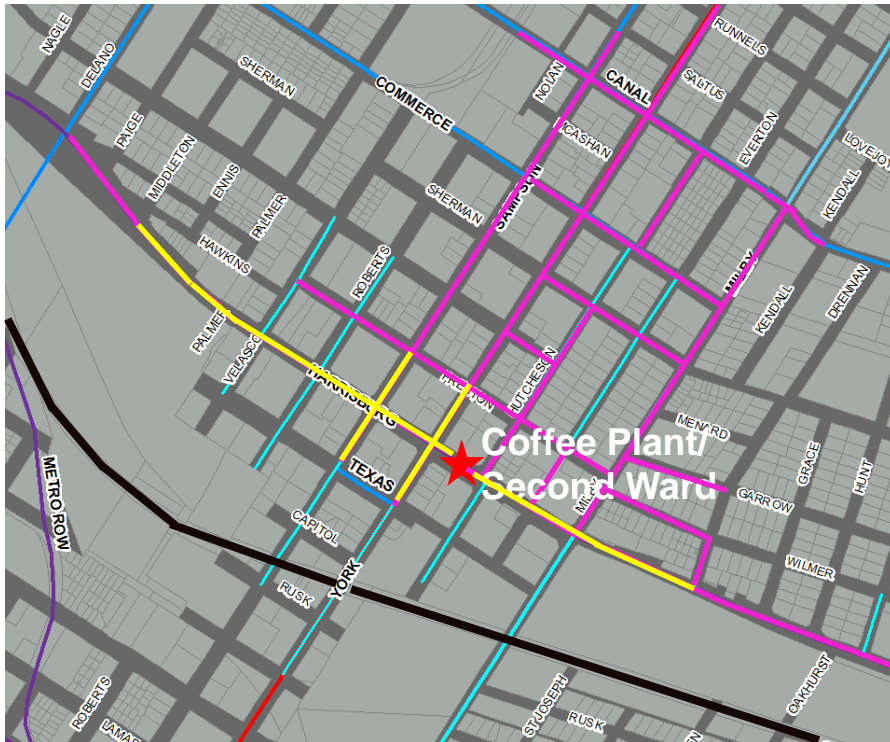
Current Transit Corridor Map



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



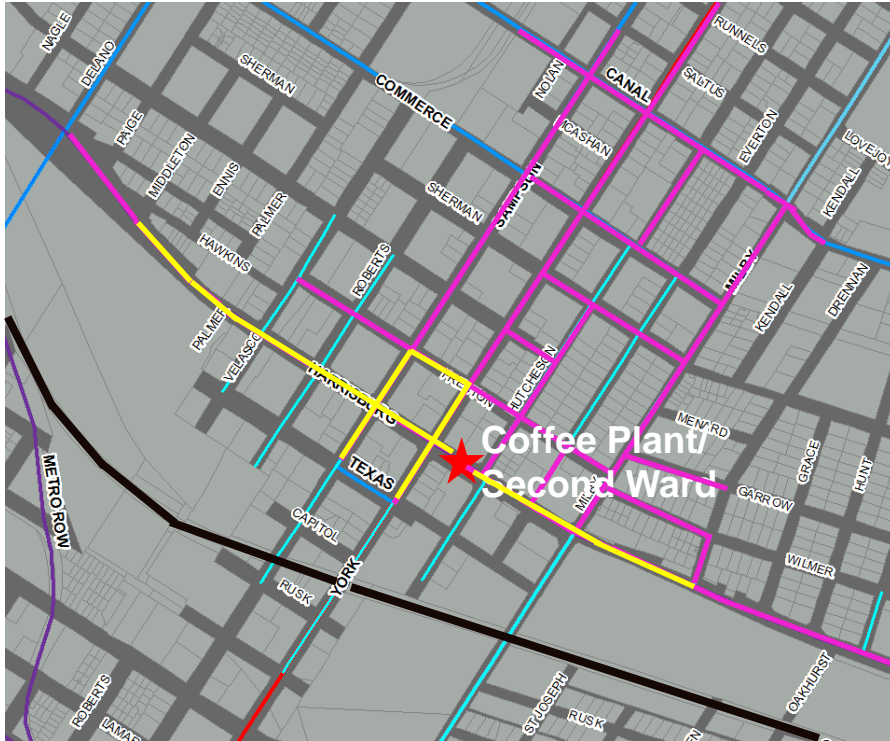
4. Step 3: Determine the type of TOD Streets:

- 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

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

Transit Station Analysis – Coffee Plant/ Second Ward Station

Current Transit Corridor Map



- Preston Street connecting two Primary TOD Streets
- The street segment is less than 300'

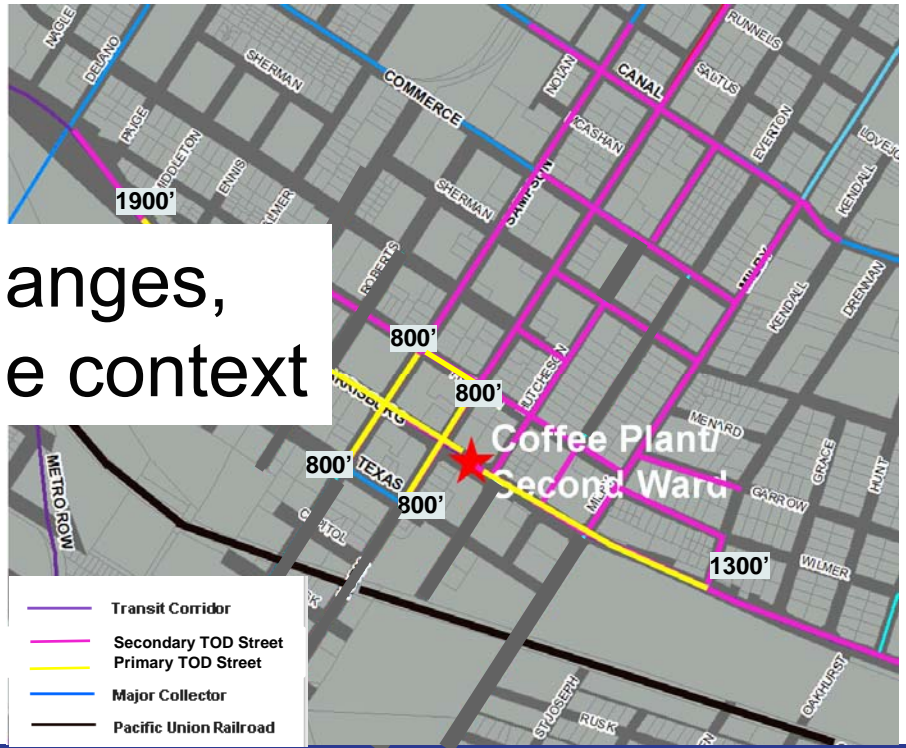


The Preston Street Segment is designated as Primary TOD Street

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

Coffee Plant/
Second Ward

TOD Street Planning Standards

- Two types of TOD Street
 1. Primary TOD Street: within 1/4 mile of transit station, required compliance of TOD rules
 2. Secondary TOD Street: within 1/2 mile of transit station, optional compliance of TOD rules
- Four categories of TOD rules:
 1. Pedestrian realm standards
 2. Building/ site design standards
 3. Off-street parking standards

TOD Street Planning Standards

Primary TOD Street VS. Secondary TOD Street

- Primary TOD Street: require compliance of TOD rules
- Secondary Walkable Place Street: optional compliance of TOD rules
 - Opt in all TOD rules; or
 - Comply with current ordinance requirements*, and TOD unobstructed sidewalk and safety buffer requirements

***No other building line performance standards may apply**

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

Scenario:	Pedestrian Realm Width	Widen Existing Sidewalk	Building/ Site Design	Parking Rules
Changed use only				X
Interior remodeling w/o changed use				
Interior remodeling w/ changed use				X
Exterior remodeling w/o changed use	X		X	
Exterior remodeling w/ changed use	X		X	X

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

Scenario:	Pedestrian Realm Width	Widen Existing Sidewalk	Building/ Site Design	Parking Rules
Addition (250 sqft or less) w/in 15' of the minimum pedestrian realm	X		X	X
Addition (250 sqft or more) w/in 15' of the minimum pedestrian realm	X	X	X	X
Addition (more than 25% of the building sqft) and beyond 15' of the minimum pedestrian realm	X	X	X	X
Addition (less than 25% of the building sqft) beyond and 15' of the minimum pedestrian realm	X			X

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	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. A fence located between the back of curb and the building façade shall be non-opaque, decorative fence.	
Auto-Related Uses	No auto-related uses, except: <ol style="list-style-type: none"> 1. Driveway(s) perpendicular with the TOD Street; or 2. 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 	

* If the unobstructed sidewalk is 6' wide, the sidewalk must be at least 2' away from the building

Building and site design standards – non-single family residential

Building/ Site Design Elements	Building/ Site Design Standards
Non-single family residential:	
Public entrance to the Pedestrian Realm	Minimum one (1) for each Primary TOD Street and opt-in Secondary TOD Street
Ground Floor Façade fenestration/ decorative features	Along Primary TOD Street: Min 30% fenestration or decorative features
	Along Secondary TOD Street: Min 20% fenestration or decorative features for opt-in streets Exception: Building fronting three (3) or more TOD Streets may have one (1) non-Primary TOD street that is exempt for the fenestration or decorative feature requirement

Building and site design standards – non-single family residential

Building/ Site Design Elements	Building/ Site Design Standards
Non-single family residential:	
Minimum unobstructed vertical clearance within the pedestrian realm on private property	Decorative shade structures/ unenclosed balconies: 8 feet
	Other overhang buildable areas: 10 feet
Below grade structures	Allow up to the property line
Driveway location & dimensions for each property under common ownership or legal interest	<p>Max one 30' wide two-way driveway or two 15' wide one-way driveways along the Walkable Place Street for every 300'</p> <p>Exceptions:</p> <ol style="list-style-type: none"> 1. For properties fronting more than one street, no new driveways are allowed along the Primary TOD Street. If two or more streets are Primary TOD Streets, then the property owner may select one street to meet the driveway standards 2. Properties fronting three (3) or more TOD Streets may have one (1) non-Primary TOD Street that is exempt from driveway location and dimension requirements

Building/ Site Design Standards

-- 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
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)

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

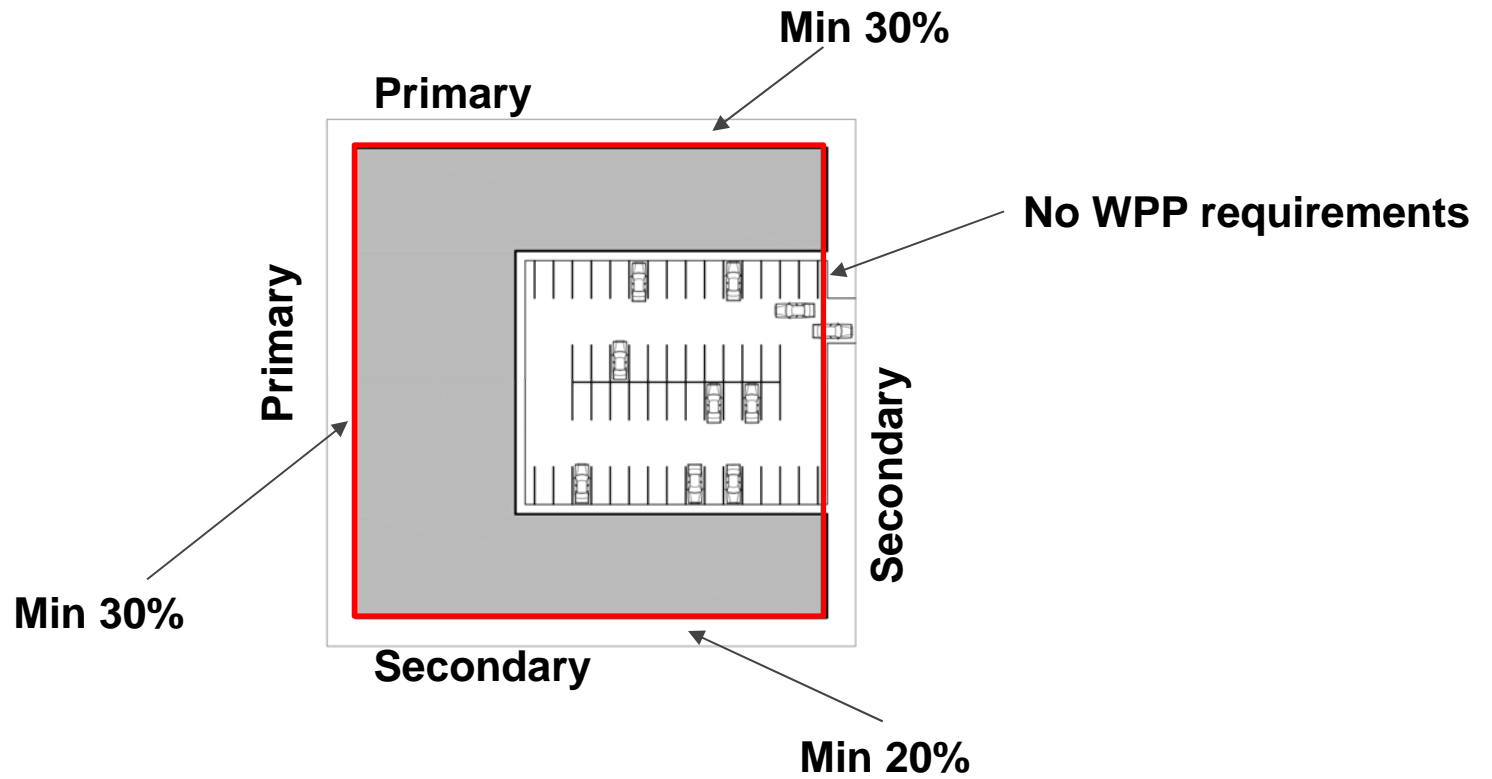
Discussion



Agenda

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

Ground floor fenestration/ decorative feature



Driveway location and dimension requirements for each property

