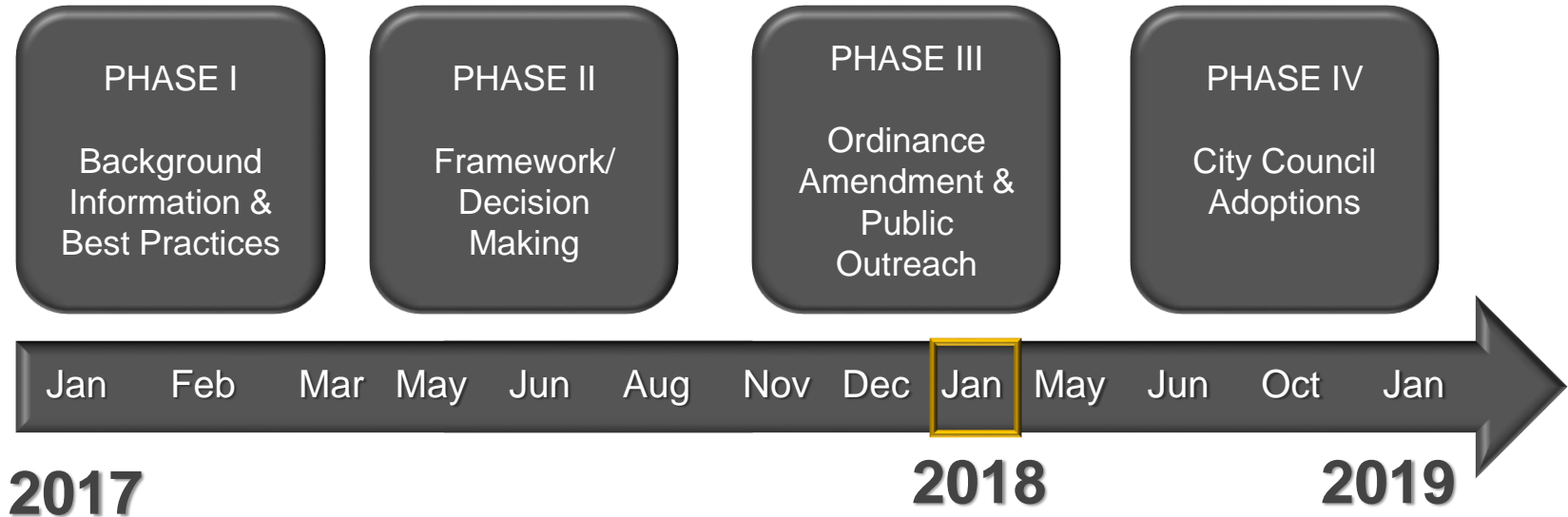


Walkable Places

Planning and Development Department
City of Houston

Walkable Places Committee
January 10, 2018

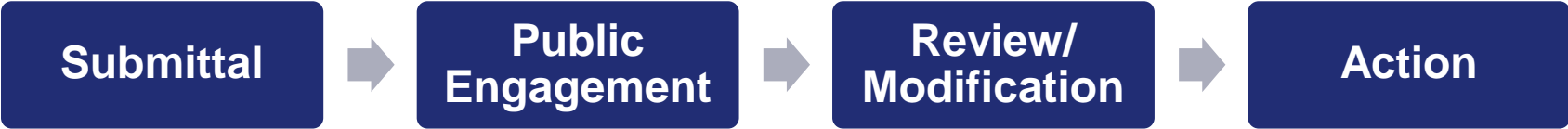
Project Schedule



Agenda

- Recap District Application Process & Rule Applicability
- Ordinance Amendments to Promote City-wide Walkability
- Homework
- Public Comment

Proposed Walkable Place District Application Process



Rule Applicability in Walkable Place District

-- within private properties

	Building Line	Building Design	Site Design	Pedestrian Realm	Landscaping	Parking Rules
Interior remodeling w/o changed use						
Exterior remodeling w/o changed use		✓				
Changed use only						✓
Interior remodeling w/ changed use						✓
Exterior remodeling w/ changed use		✓				✓
Addition to existing structure	Addition only	Addition only	✓	✓	✓	Addition only
New Development	✓	✓	✓	✓	✓	✓

Rule Applicability in Walkable Place District

-- within public rights-of-way

Require coordination between Public Works & Planning Department on:

- Sidewalk permits
- Driveway permits
- Creation of on-street parking

Discussion



Agenda

- Recap District Application Process & Rule Applicability
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- Homework
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Houston Land Regulation Timeline

1982

- **Chapter 42**

1989

- **Off-street parking ordinance**

1999-present

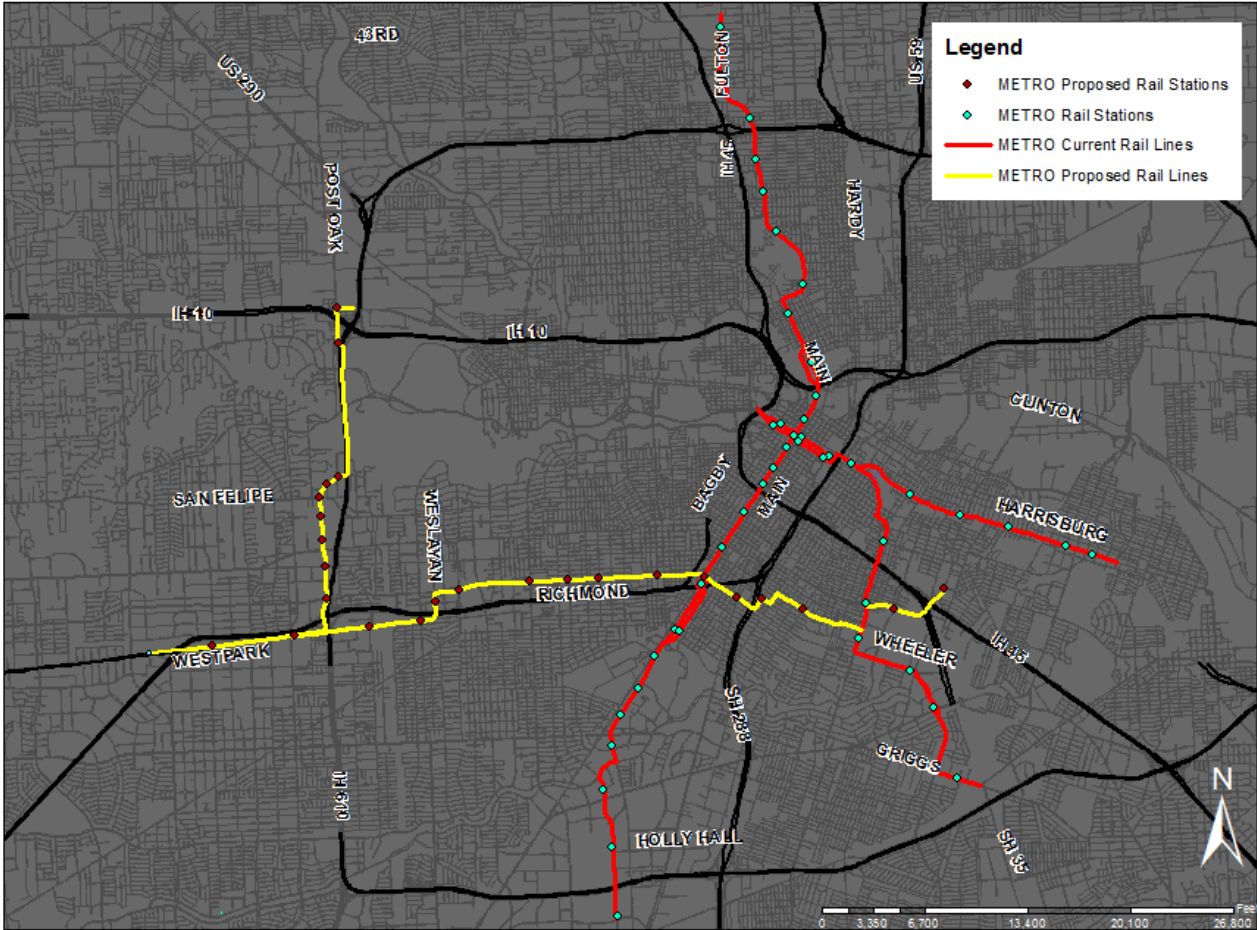
- **1999, MTF reduced B.L. performance standards**
- **2009, TCO**
- **2013, TC parking amendments**

Current Ordinances Related to City-wide Walkability

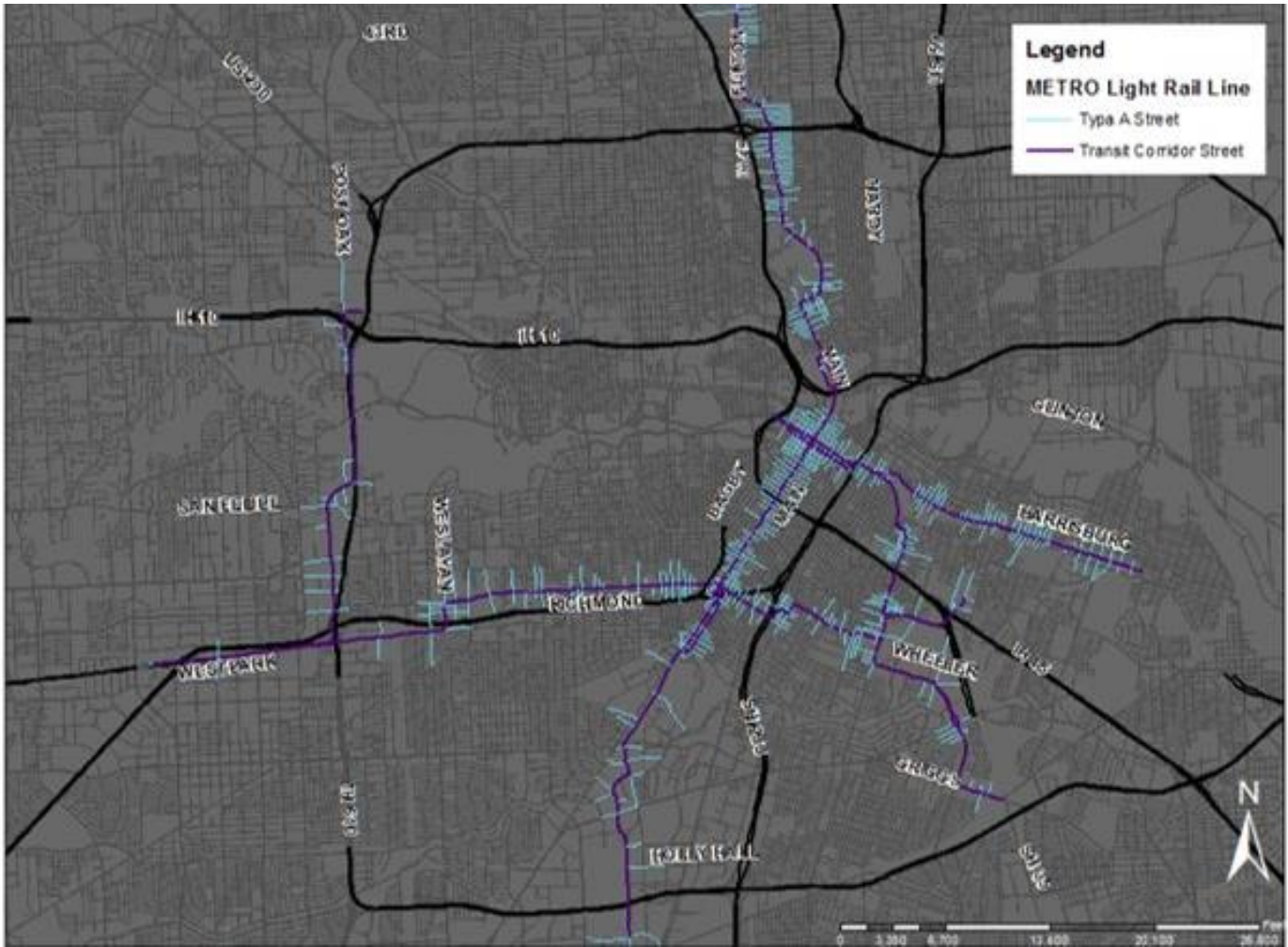
- **Optional performance standards**
 - Transit Corridors and Type A streets
 - Major Thoroughfares 80' or less

Transit Corridors

METRO's Transit Corridors



Existing Transit Corridor Performance Standards



Minimum 15' Pedestrian Realm

Existing
Transit
Corridor
Performance
Standards

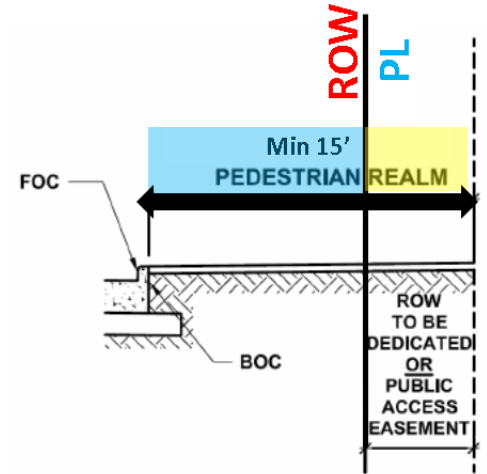
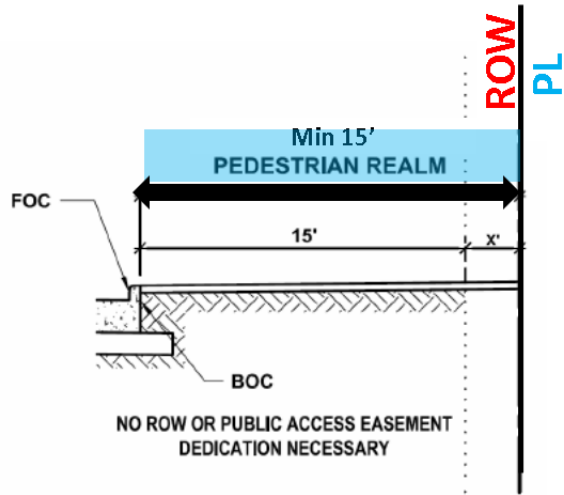


Existing Transit Corridor Performance Standards

Pedestrian Realm within ROW

OR

Pedestrian Realm within property/ROW



Minimum 6' Sidewalk & Clear Zone



Existing
Transit
Corridor
Performance
Standards

Existing Transit Corridor Performance Standards

Softscape



Minimum Building Frontage

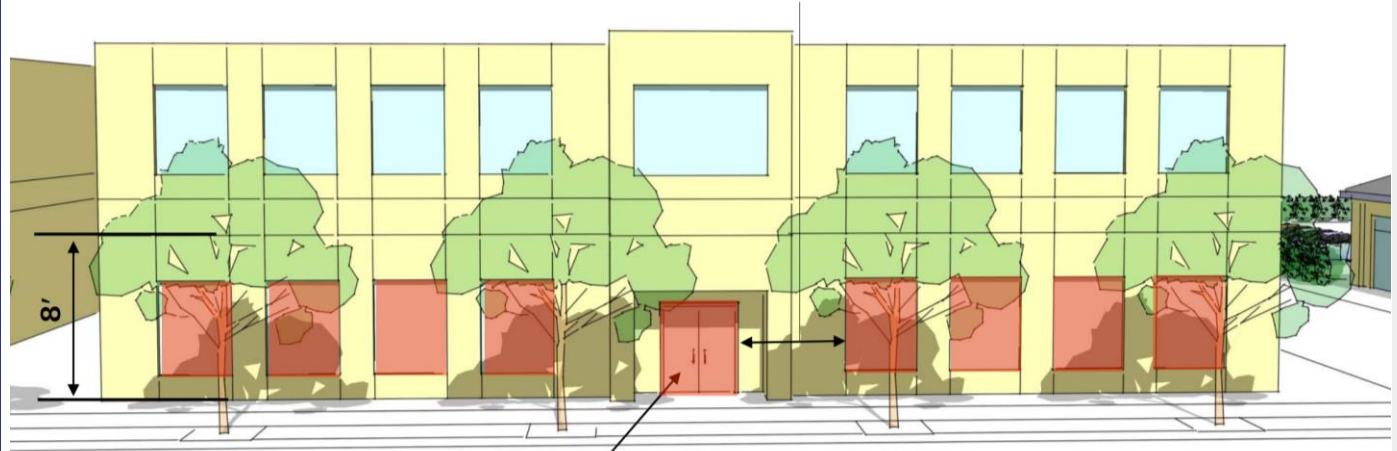


Existing
Transit
Corridor
Performance
Standards

Public Entrance / Façade Transparency / Penetration

Existing Transit Corridor Performance Standards

Min 20' interval between Transparent openings

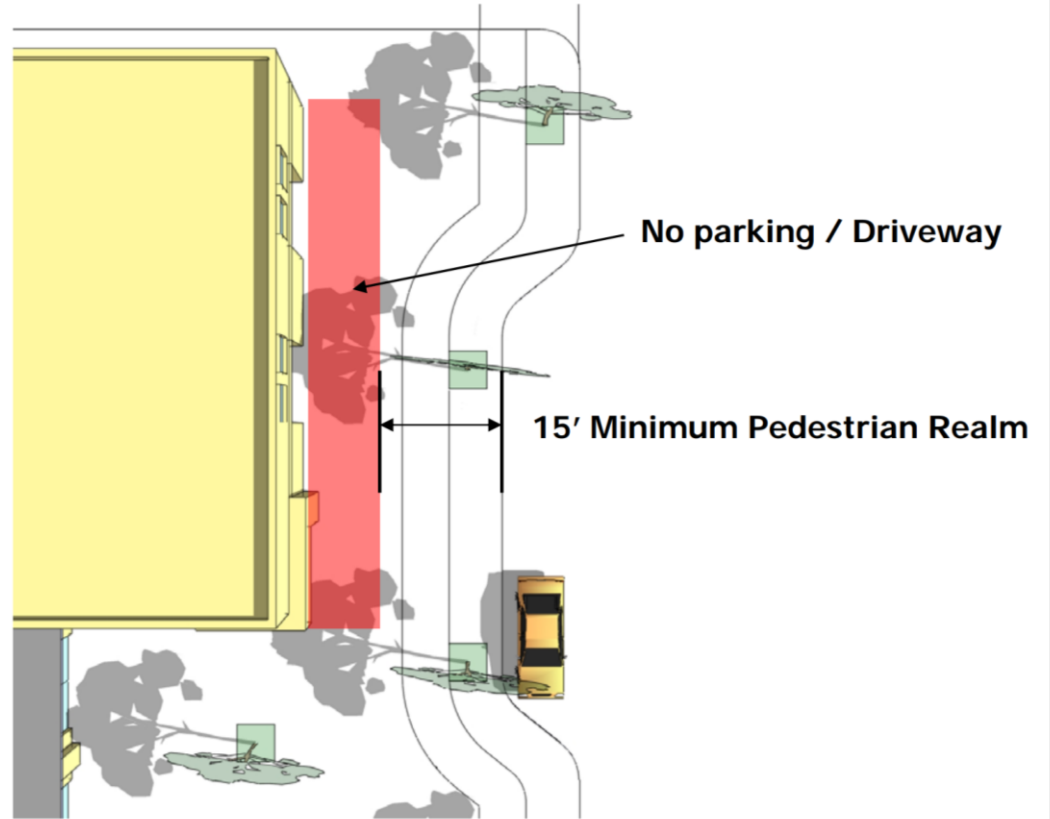


Public Entrance

Transparency is 30% of façade surface
Area consisting of doors and windows
Between 0' and 8' height

Existing
Transit
Corridor
Performance
Standards

No Parking / Driveway



Existing
Transit
Corridor
Performance
Standards

Fences



Transit Corridor Performance Standards

- **Benefits**
 - Have more buildable areas by right
 - Allow 20% parking reduction

Transit Corridor Performance Standards

- **Challenges**
 - 83% of developments do not opt in
 - Do not effectively promote walkable development
 - Min 15' pedestrian realm may not be sufficient
 - Lack of guidance for utility equipment location within the pedestrian realm
 - Insufficient guidance for driveway location and dimension

Proposed Amendments for Transit Corridor Planning Standards

- **Approach**
 - Require compliance for properties within close proximity of transit stations, request variances if needed



Proposed Amendments for Transit Corridor Planning Standards

- **Approach**
 - Require compliance for properties within close proximity of transit stations, request variances if needed



Proposed Amendments for Transit Corridor Planning Standards

- **Approach**
 - Optional performance standards along:
 - Transit corridors
 - Type A streets
 - Adjacent public streets



Proposed Amendments for Transit Corridor Planning Standards

	Current Transit Corridor Performance Standards	Proposed Amendments
Approach	Optional performance standards, no variances allowed	<ul style="list-style-type: none">* Require compliance for properties within close proximity of transit stations, request variances if needed* Optional performance standards along the rest of transit corridors, Type A streets, & adjacent public streets

Proposed Amendments for Transit Corridor Planning Standards

	Current Transit Corridor Performance Standards	Proposed Amendments
Pedestrian Realm	* Min 15' pedestrian realm	<u>Along most streets:</u>
	* 6' sidewalk	* Min 15' pedestrian realm
	* Max 20% softscape	* Min 6' clear & unobstructed sidewalk
	* No fence within pedestrian realm or within 10' next to pedestrian realm	* Min 6' landscaping/ utility buffer
	* Fence outside the pedestrian realm, non-opaque, decorative fencing with max 8' height	* Max 20% softscape
		* Fence outside the pedestrian realm, non-opaque, decorative fencing with max 8' height
		<u>Along wider streets with high vehicular speed</u>
		* Wider pedestrian realm
		* Wider clear & unobstructed sidewalk
		* Min 6' landscaping/ utility buffer
	* Max 20% softscape	
	* No fence within pedestrian realm	
	* Fence outside the pedestrian realm, non-opaque, decorative fencing with max 8' height	

Proposed Amendments for Transit Corridor Planning Standards

	Current Transit Corridor Performance Standards	Proposed Amendments
Building/ Site Design	* Min 1 public entrance along the transit corridor	Non-single family residential uses: * Min 1 public entrance along the transit corridor
	* Min 30% ground floor transparency	* Min 30% ground floor transparency
	* Min 20' intervals for transparent opening	* Min 20' intervals for transparent opening
	* Min 50% frontage with building façade	* Min 50% frontage with building façade
		* Driveway location and dimension requirements:
		o Allow at most one 24' wide two-way driveway, or
		o Allow at most two 15' wide one-way driveways ; If the two driveways are next to each other, a min 8' wide pedestrian safety island is required.
		o If the two driveways are next to each other, a min 8' wide pedestrian safety island is required.
		Single family residential uses:
		* Each dwelling unit adjacent to the street shall have a front door facing the street and provides pedestrian access to the street
	* Minimize number of driveway cuts	

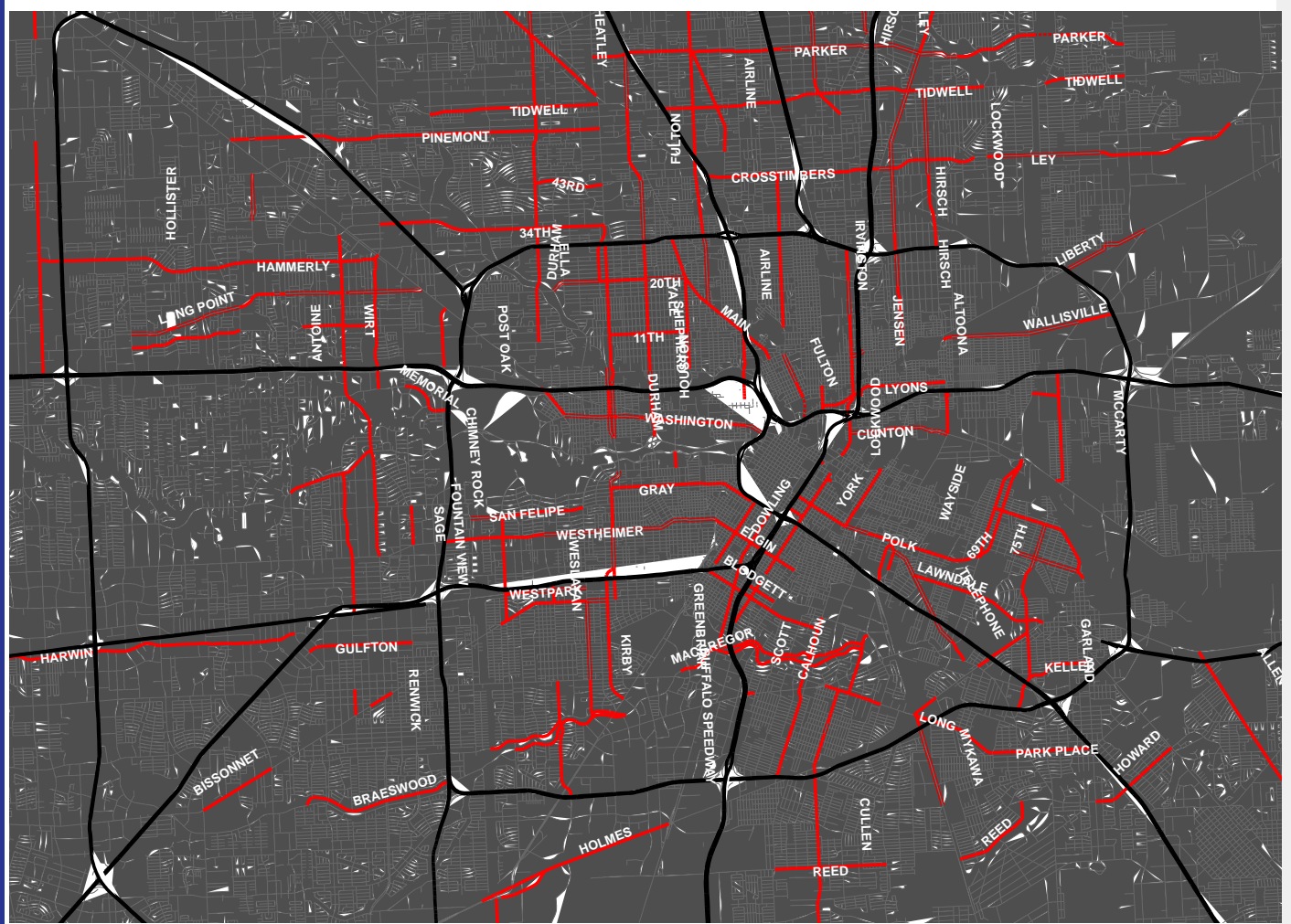
Proposed Amendments for Transit Corridor Planning Standards

	Current Transit Corridor Performance Standards	Proposed Amendments
Parking	<u>Non-single family residential uses:</u>	<u>Non-single family residential uses:</u>
	* No surface parking spaces in front of buildings	* No surface parking spaces in front of buildings
	* 20% parking reduction	* 20% parking reduction
		* Allow parking exemption for properties close to transit stations
	<u>Single family residential uses:</u>	<u>Single family residential uses:</u>
	* 2 parking spaces/ dwelling unit	* 2 parking spaces/ dwelling unit

Discussion



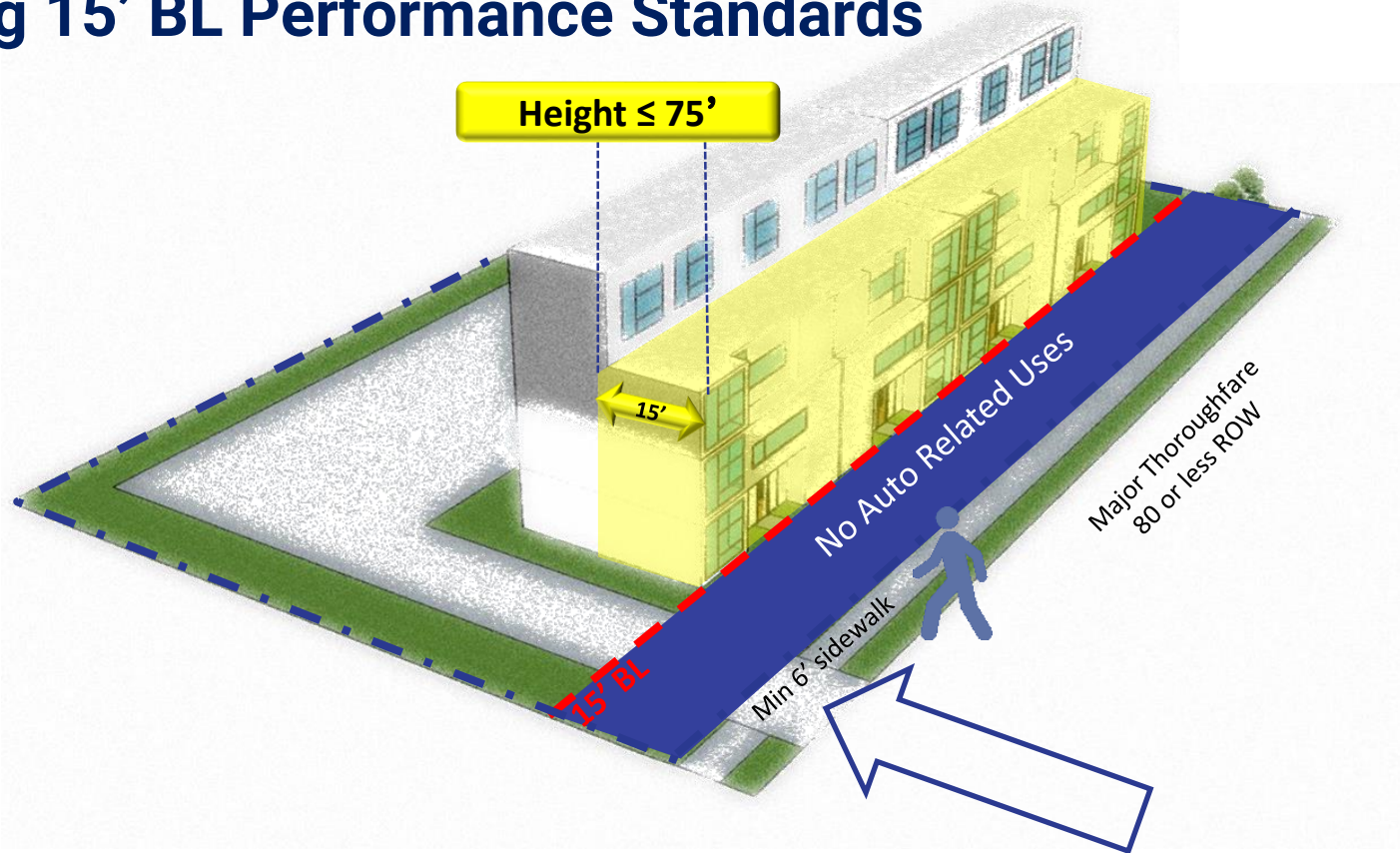
Major Thoroughfares 80' or Less



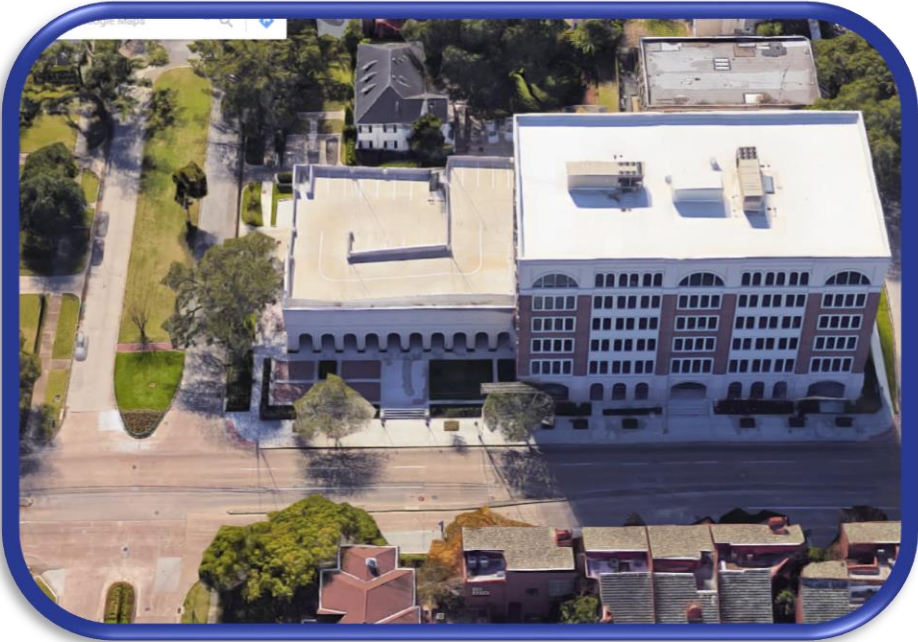
Optional Performance Standards for Major Thoroughfares 80' or Less

- Reduced Building Line Performance Standards for Major Thoroughfares less than 80'
 - 15' Reduced Building Line
 - 5' Reduced Building Line for retail commercial centers
 - 0' Reduced Building Line for retail commercial centers

Existing 15' BL Performance Standards

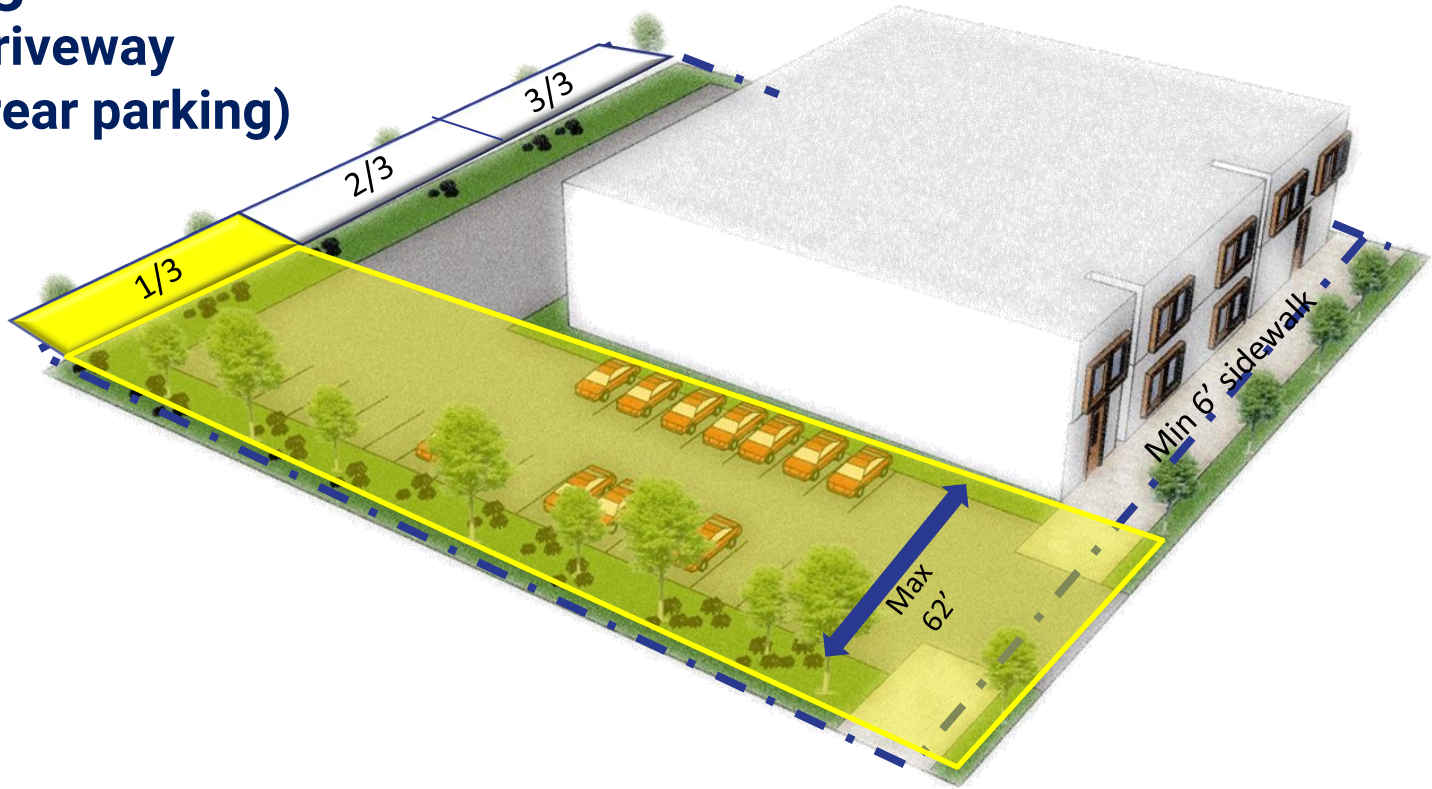


Development Opting in 15' B.L. Performance Standards

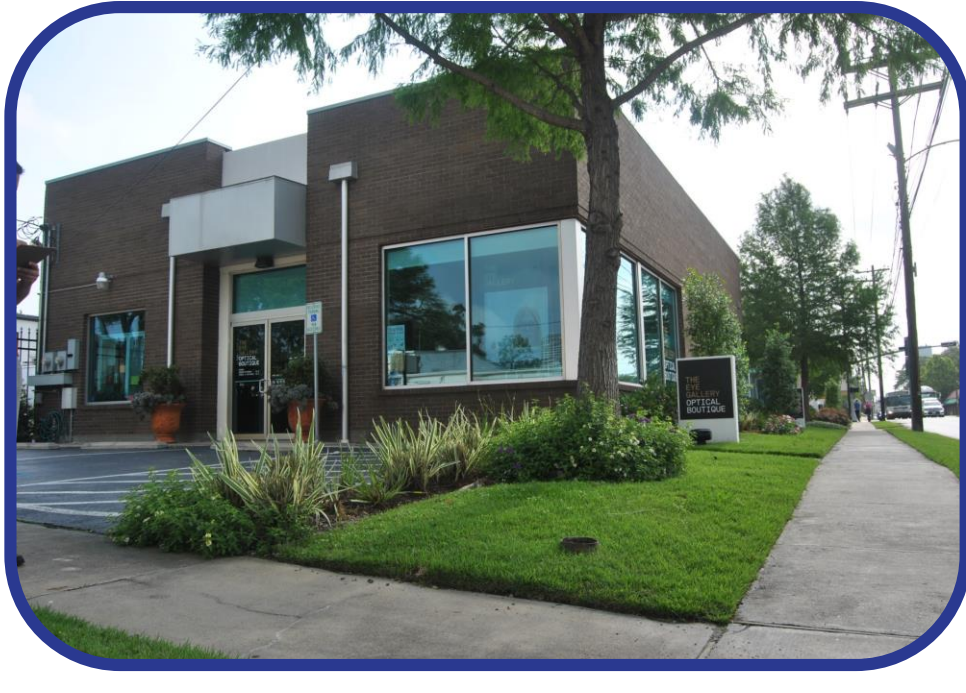


Existing 5' BL Performance Standards

2-way Driveway
(Side & rear parking)

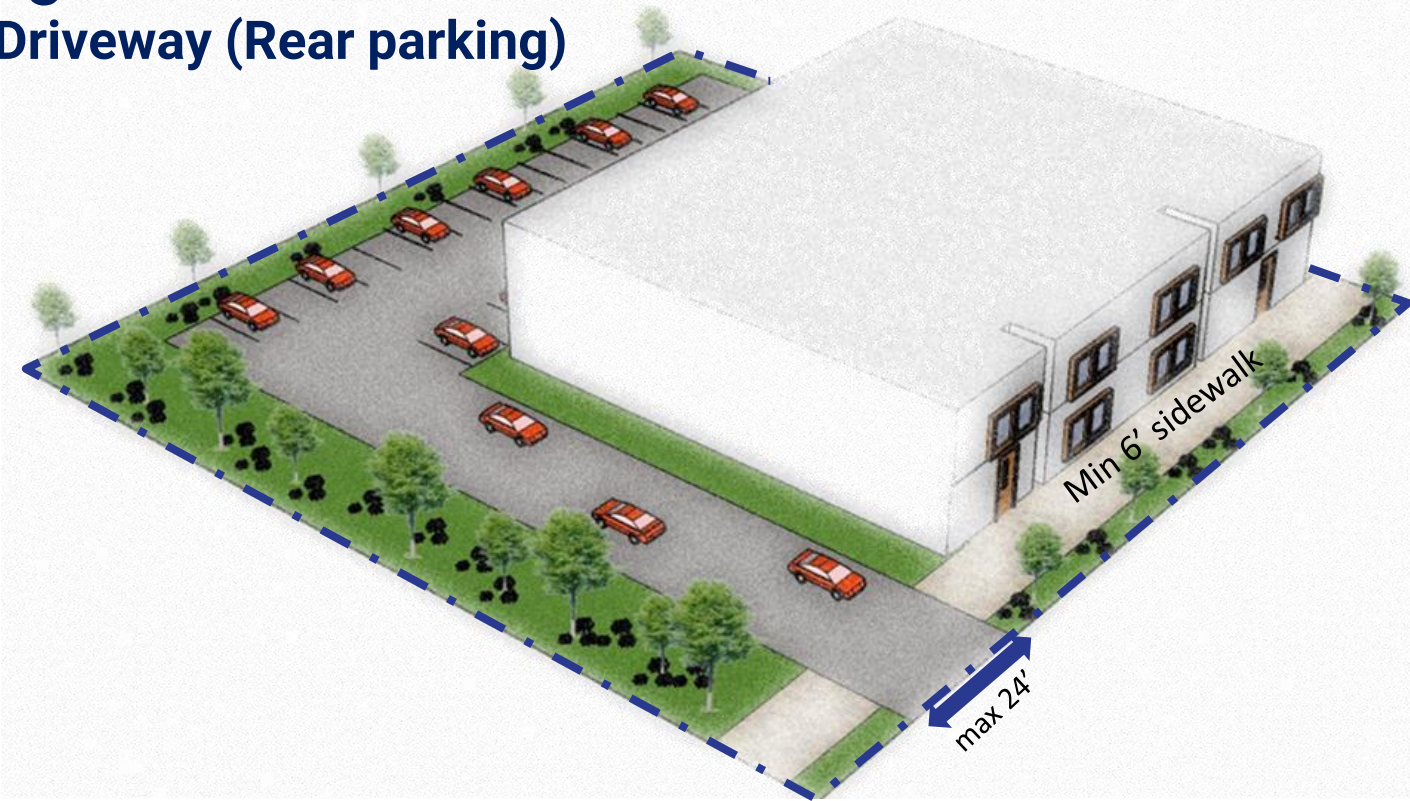


Development opting in 5' B.L. Performance Standards



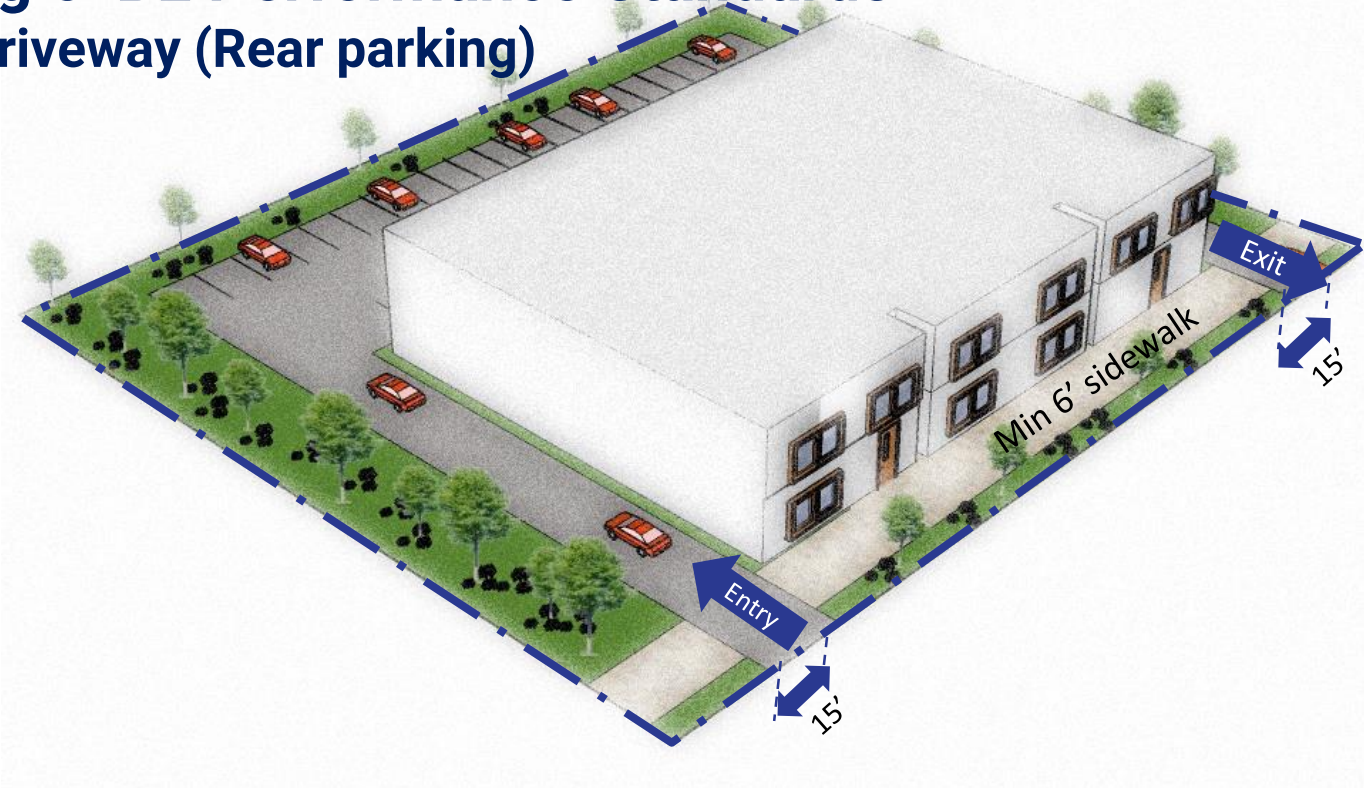
Existing 5' BL Performance Standards

2-way Driveway (Rear parking)



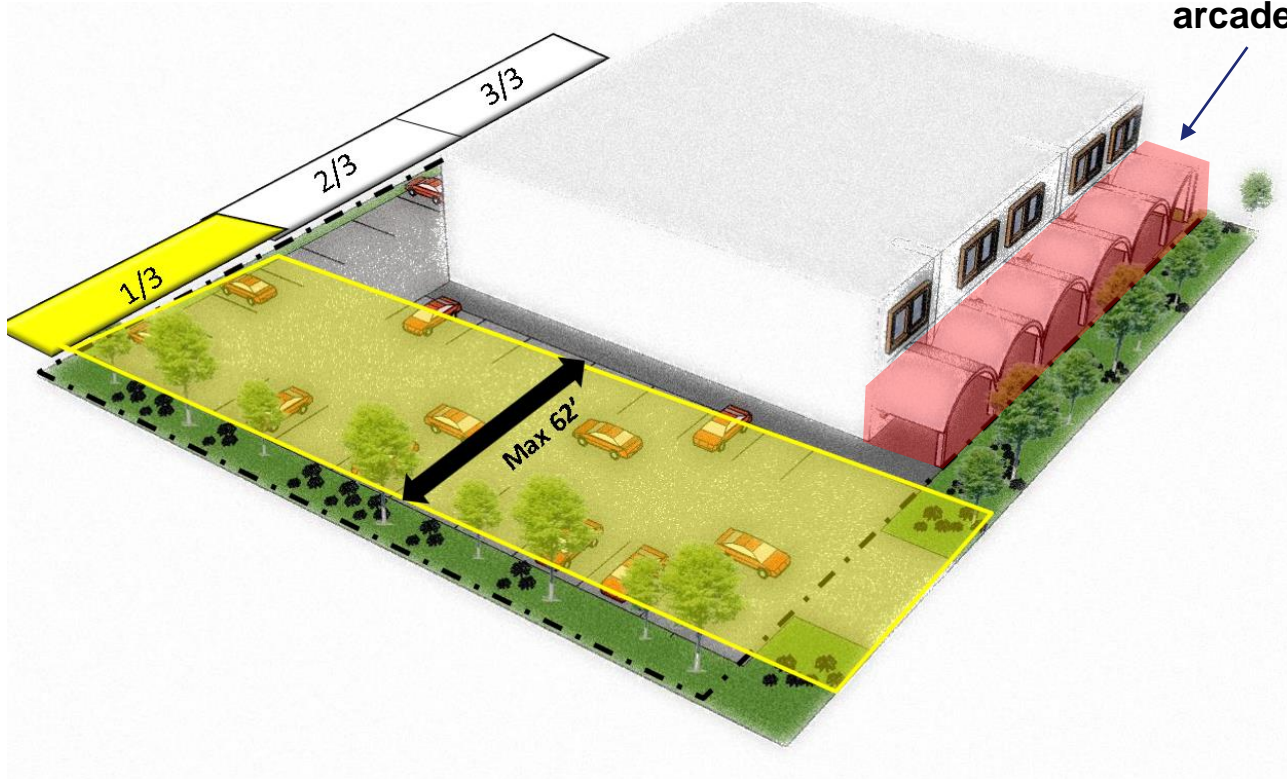
Existing 5' BL Performance Standards

1-way Driveway (Rear parking)



Existing 0' BL Performance Standards

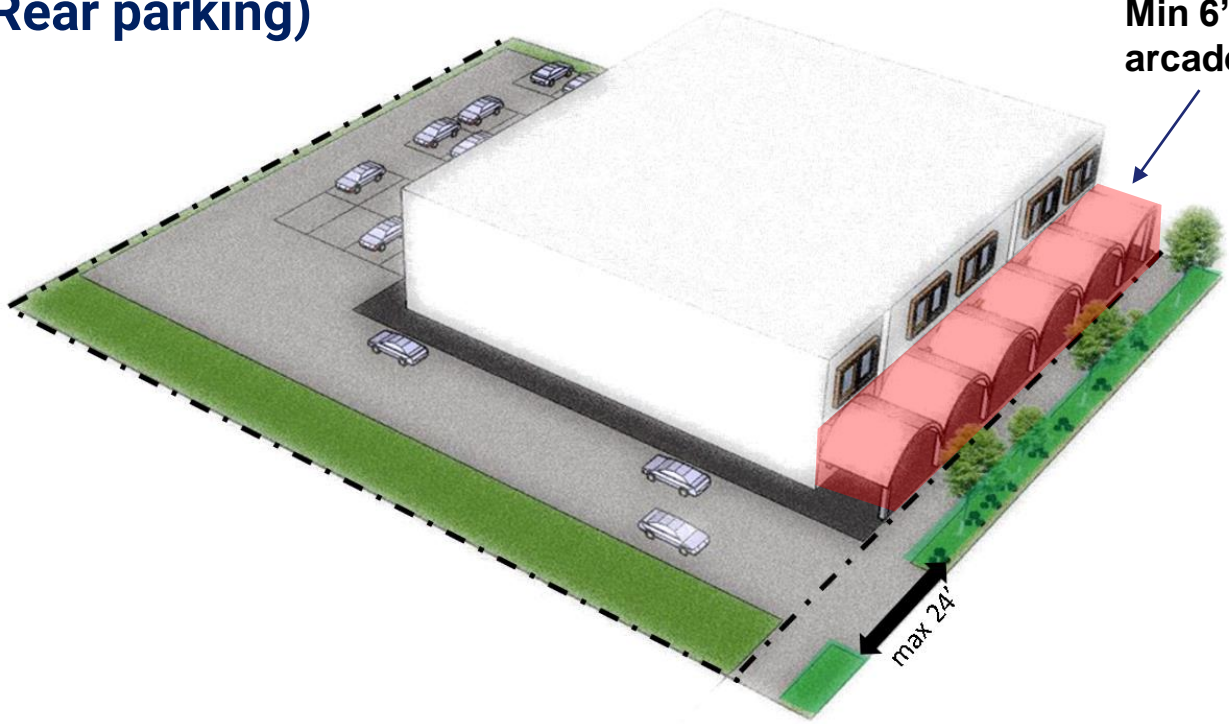
2-way Driveway (Side & rear parking)



Min 6' wide
arcade/colonnade

Existing 0' BL Performance Standards

2-way Driveway (Rear parking)

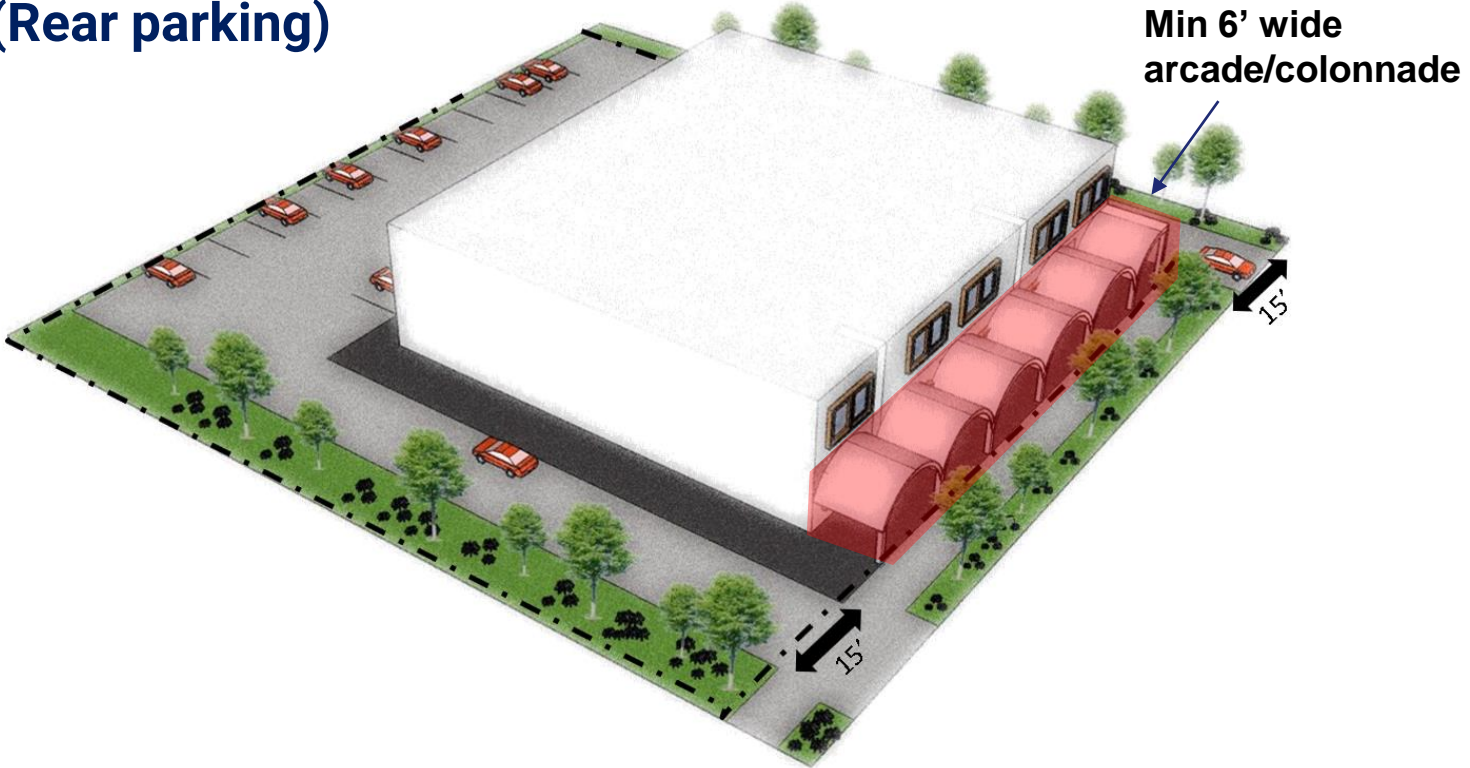


Min 6' wide
arcade/colonnade

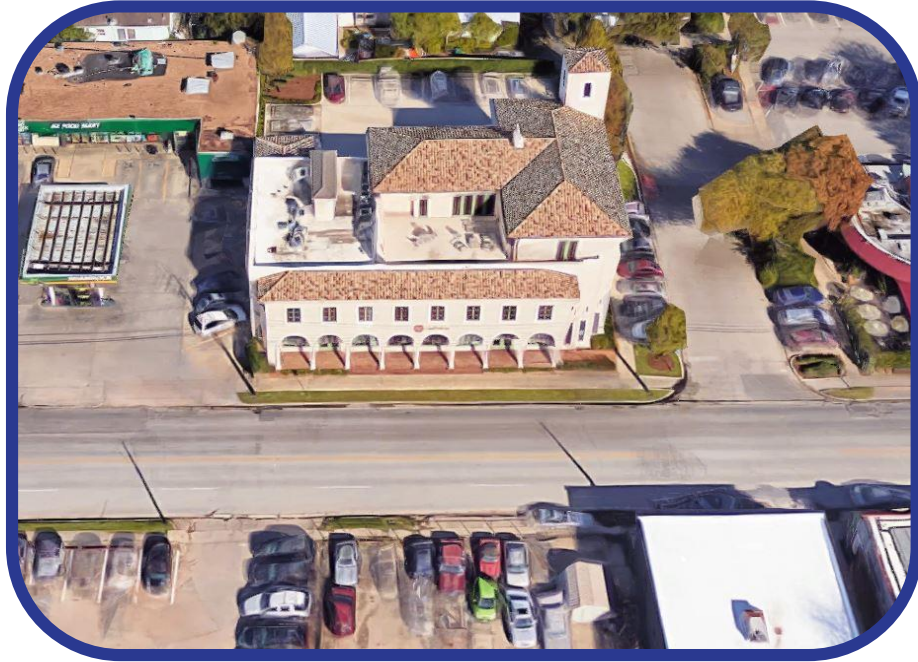
max 24'

Existing 0' BL Performance Standards

1-way Driveway (Rear parking)

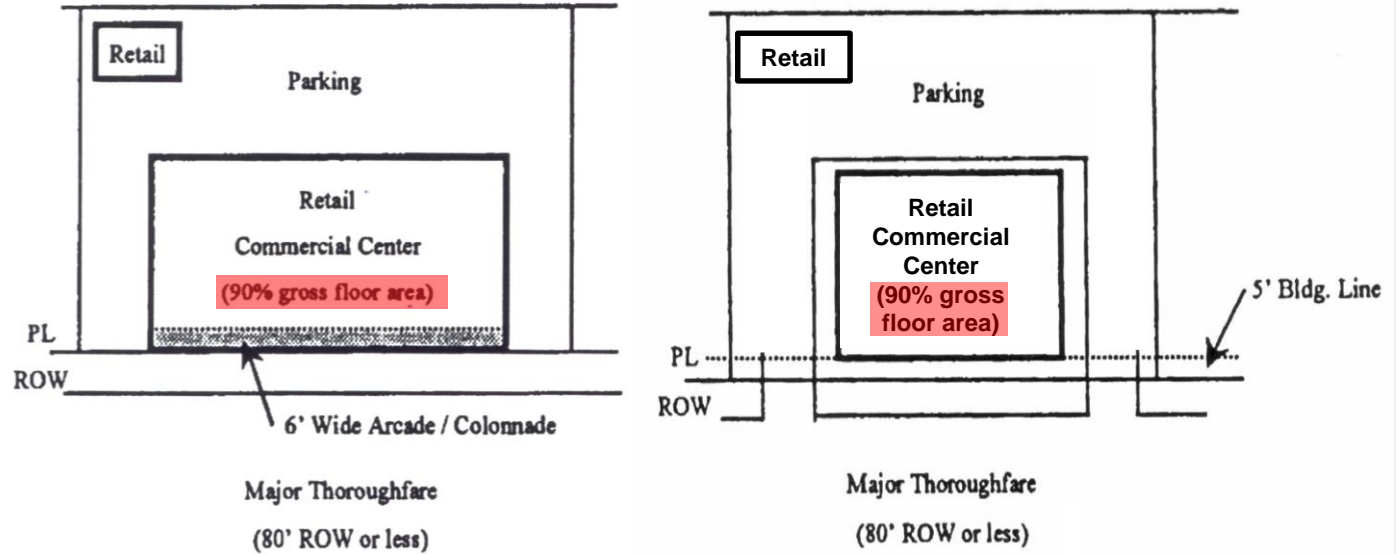


Development Opting in 0' B.L. Performance Standards



Existing Performance Standards for Major Thoroughfares 80' or Less

- Additional Requirements for 0' & 5' Reduced Building Line



Existing Performance Standards for Major Thoroughfares 80' or Less

- **Challenges**
 - Current optional approach is under utilized
 - Some of the current requirements are too restrictive/undesirable
 - Retail commercial center requires at least 2 different uses
 - Min 6' wide arcades/ colonnades at property line
 - Min 90% GFA along the reduced building line
 - Max 75' height within 15' next to the building line
 - Ineffectively integrate development with the adjacent urban corridors
 - Lack of building design requirements
 - Insufficient pedestrian realm requirements
 - Create inconsistent streetscape along urban corridors

Performance Standards for Major Thoroughfares 80' or Less

- **Potential Next step – 4 options**
 - No changes at all
 - Eliminate the performance standards
 - Make minor amendments
 - Eliminate the retail commercial center requirements
 - Eliminate the min 6' wide arcade/colonnade requirements
 - Eliminate the Max 75' height requirement
 - Change the approach
 - Designate a set of urban corridors & apply special rules?
 - Create mandatory instead of optional standards?

Discussion



Agenda

- Recap District Application Process & Rule Applicability
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- Homework
- Public Comment

Homework

- **Think through the reduced building line performance standards**
- **Provide thoughts/feedback for next step**
- **Email Muxian Fang by the end of Jan 19th, 2018**

Muxian.Fang@houstontx.gov

Agenda

- Recap District Application Process & Rule Applicability
- Proposed Ordinance Amendments to Promote City-wide Walkability
- Homework
- Public Comment