



Transit-Oriented Development Rules

Learn how you can apply TOD rules on your property



**Encouraging
Pedestrian- Friendly
Developments**



**PLANNING &
DEVELOPMENT
DEPARTMENT**

Contact Us:

832-393-6600, or
walkableplaces@houstontx.gov

"Houston is growing in record numbers. More than ever, our citizens want walkable places that connect to parks and activity centers. Our city needs to grow and develop responsibly and efficiently, under the guidance of the Code of Ordinances."

- Mayor Sylvester Turner

What is transit-oriented development?

Transit-oriented development (TOD) is a dense mix of commercial, office, leisure and residential uses within walking distance of a transit station. It attracts people, encourages walking, biking and transit use.

What is a TOD street?

A TOD Street is a street classification designated by the Planning and Development Department to encourage dense, walkable, mixed-use development near certain Metro transit stations. A TOD Street is within ½ mile walking distance from a transit station and meets certain criteria to promote transit-oriented development.

Where will the TOD Street rules apply?

New development and redevelopment on private properties along a designated TOD Street shall either comply with or opt-in to the TOD rules, depending on whether the TOD Street is classified as Primary or Secondary. For details about the TOD rules and the TOD Street map, please visit:
<https://www.houstontx.gov/planning>



Mixed uses, high density, multi-modal transportation

Proposed TOD Rules

Pedestrian Realm Criteria

Regulates standards for unobstructed sidewalks, safety buffer (the area between the street and the sidewalk) width, landscaping along the streets, etc.

Parking Criteria

Regulates the number of off-street vehicle and bicycle parking requirements for the proposed new development and redevelopment.

Building Design Criteria

Regulates the minimum requirements of windows, doors, canopies/awnings, and other decorative features to attract more pedestrians and create interesting walks.

Site Design Criteria

Regulates the location of the parking area and the location and dimension of new curb cuts. The parking area must be located on the back or a side of a proposed building.



Transit-oriented development