

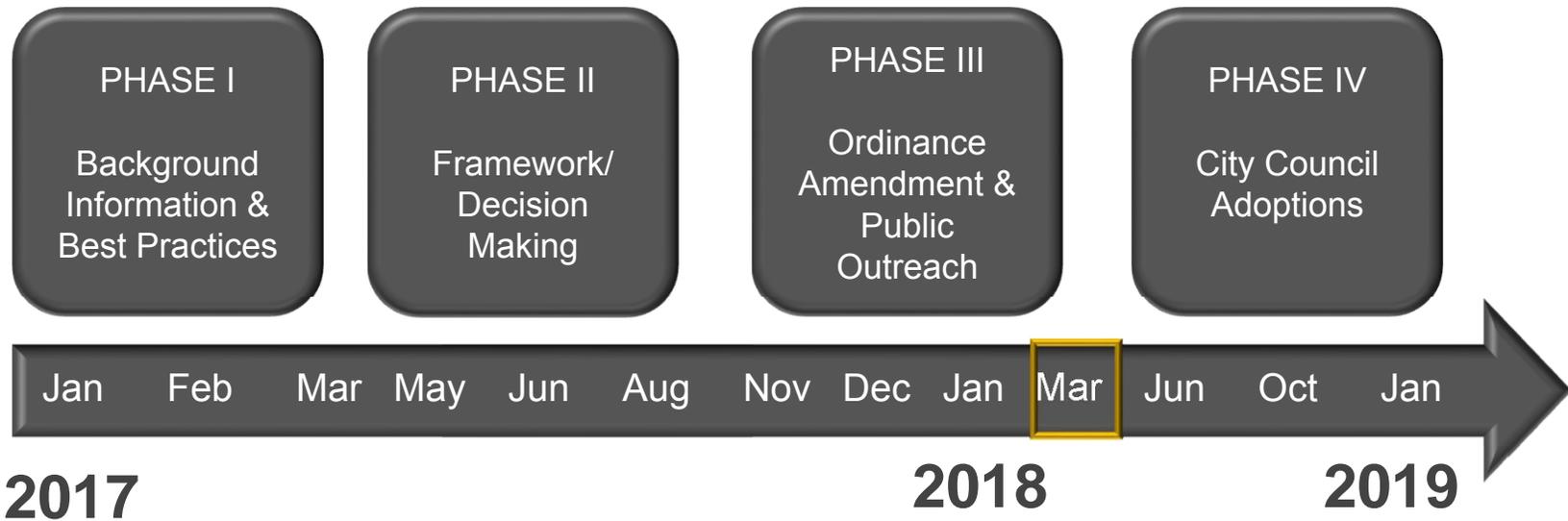


# Walkable Places

Planning and Development Department  
City of Houston

Walkable Places Committee  
March 7, 2018

# Project Schedule



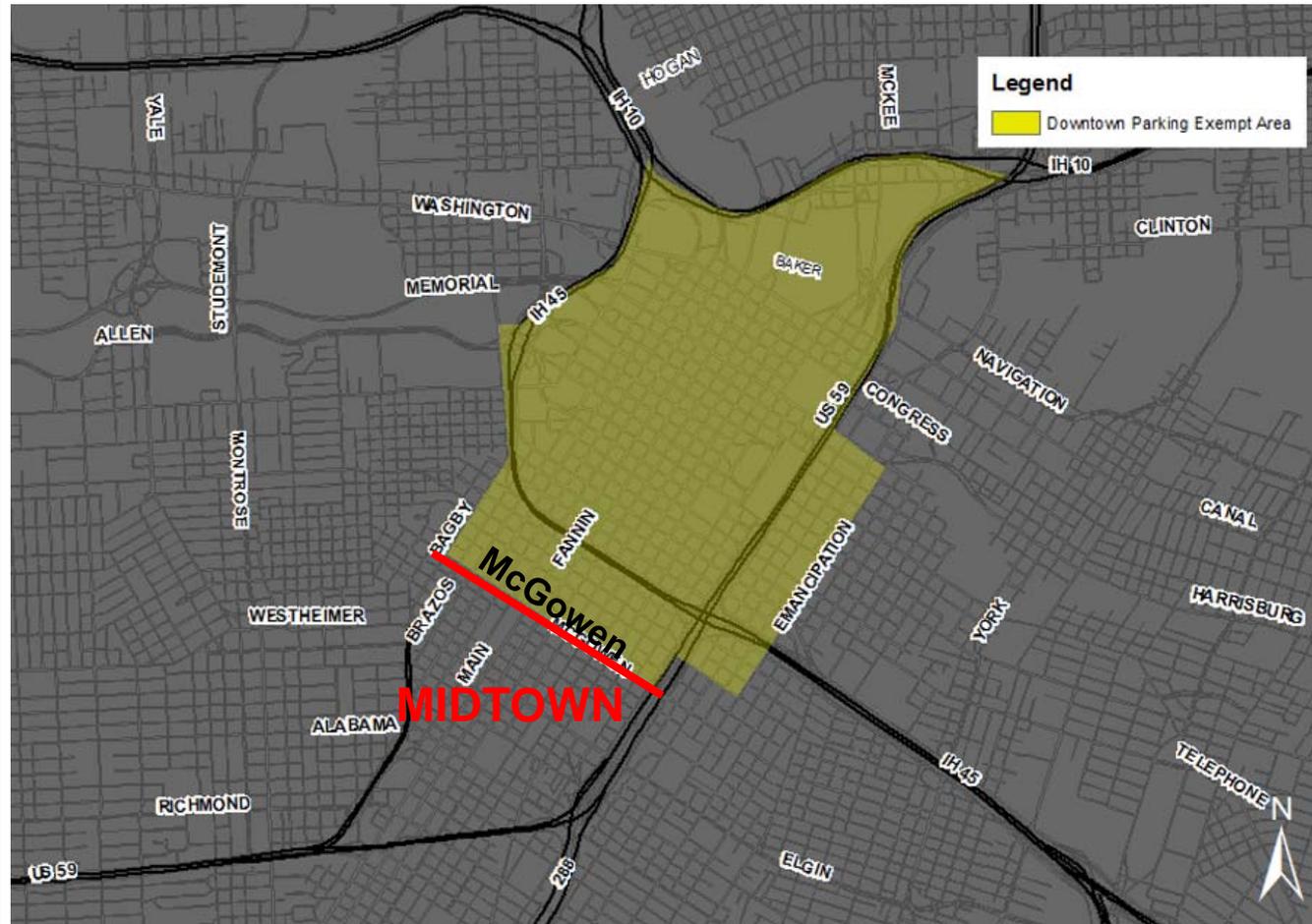
# Agenda

- Walkable Place Subcommittee Meeting Update
  - Recap Rule Applicability
  - Proposed Amendments to Transit Corridor Performance Standards
  - Proposed Amendments to Reduced Building Line Performance Standards
  - Public Comment
- 

## Proposed Parking Element Menu

- Reduced minimum parking requirements
- Fees in lieu of parking
- Maximum surface parking
- Transferable parking right
- Allow credits for on-street parking
- Parking exemption

# Proposed Parking Exempt Area Expansion



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## 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	✓	✓	✓	✓	✓	✓

## Recap Rule Applicability

### •**Grace period for existing development:**

- Within 30 days from the Walkable Place District approval
- Allow property owners to submit applications with old rules

## Recap Rule Applicability

### •Rule applicability for new additions:

- Building line, building design, site design, parking rules are applied to the new addition, unless:
  - The Planning Commission grants the requested variance(s), or
- Allow design exception if new additions meet certain criteria:
  - Allow establishment of design exception criteria for each Walkable Place District
  - Criteria will be established based on the local context
  - Criteria may include size requirements, location requirements, etc.

# Discussion



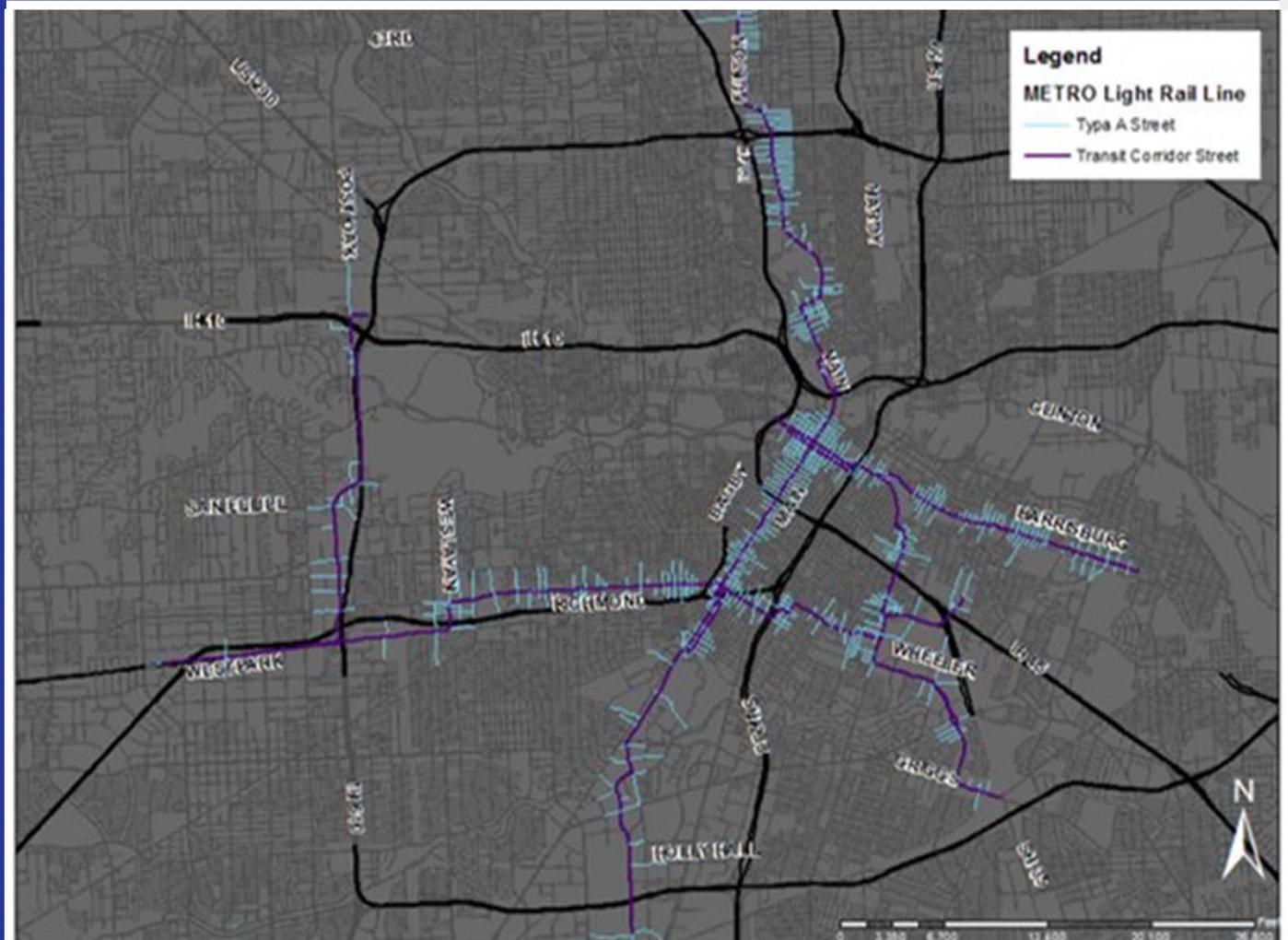
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## Proposed Amendments for Transit Corridor Performance Standards

- Modify applicable boundary
- Revisit pedestrian realm requirements
- Reconsider building/site design requirements

# Existing Transit Corridor Map



## **Procedure to Adopt Transit Corridor Maps**

- **The Planning Director was authorized and directed to prepare the Transit Corridor Map in 2009**
- **The Planning Director is authorized and directed to periodically revise the maps**
- **The revised map(s) shall be approved by the Planning Commission**

## Current Transit Corridor Performance Standards

- **Challenges**

- 83% of developments do not opt in
- Solely designate streets based on ¼ mile walking distance without considering the adjacent land uses
- Solely designate streets intersecting with the transit corridors without considering other parallel streets with appropriate context

**Proposed amendments to the Transit Corridor Map:**  
Revisit the designated Type A streets based on adjacent land uses

**Current Designated Type A Streets**



**Proposed Revised Type A Street Boundary Sensitive to Local Context**



**Proposed amendments to the Transit Corridor Map:**  
Designate additional streets with appropriate context

**Current Designated Type A Streets**



**Proposed Designating More Streets  
w/ Appropriate Context**

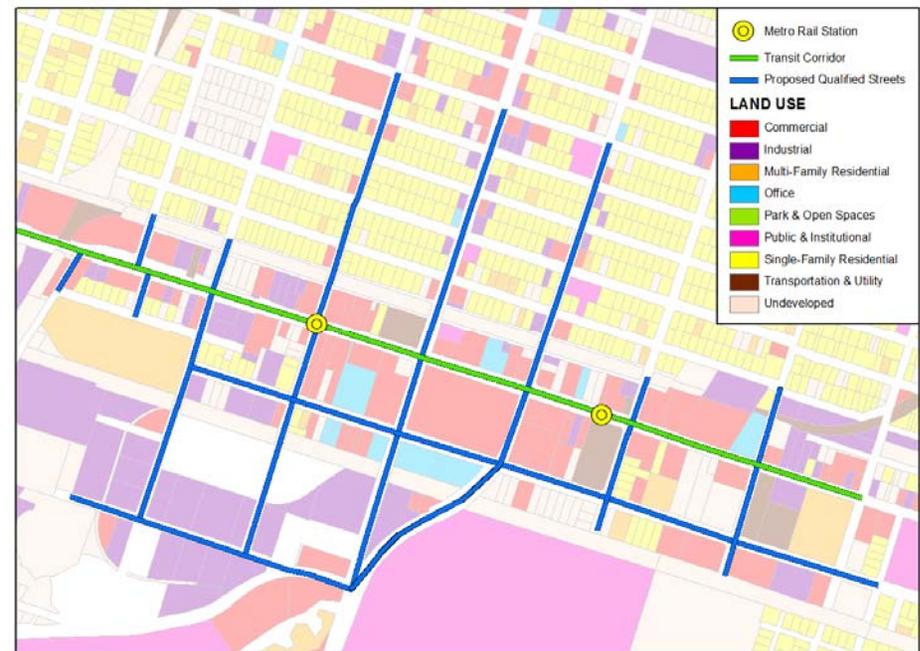


# Proposed amendments to the Transit Corridor Map:

## Current Transit Corridor Map



## Proposed Transit Corridor Map



## Proposed amendments to the Transit Corridor Map:

Required if meeting all of the following criteria:

Located along the designated streets, and

Within the identified close proximity to a transit station:

Required distance for each transit station will be identified when amending the maps

Up to 1000' distance

If 1000' falls in the middle of the block, will be extended to the end of the block

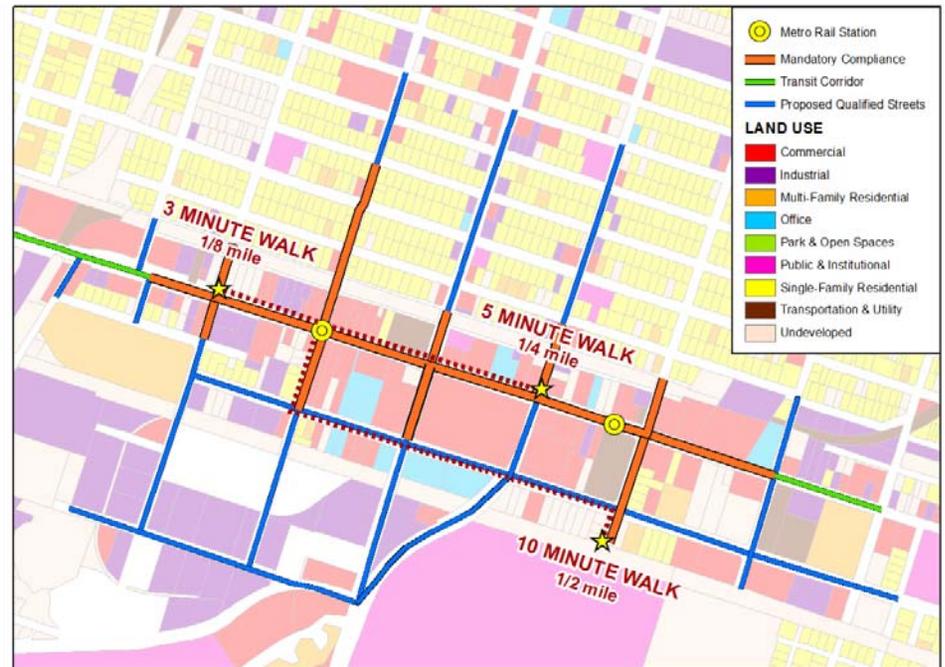


# Proposed amendments to the Transit Corridor Map:

## Current Transit Corridor Map



## Proposed Transit Corridor Map w/ Mandatory Compliance Boundary



## Proposed Amendments to Transit Corridor Planning Standards

### •**Proposed amendments to the Transit Corridor Map:**

- Revisit the designated Type A streets and consider other appropriate streets for each station
  - Allow properties along the designated streets to opt in
  
- Require compliance if meeting all of the following criteria:
  - Along the designated streets
  - Up to 1000' from a transit station
  - Sensitive to local context
    - Compliance exception
- Planning Commission grants the requested variance(s)

# Revisit Pedestrian Realm Requirements



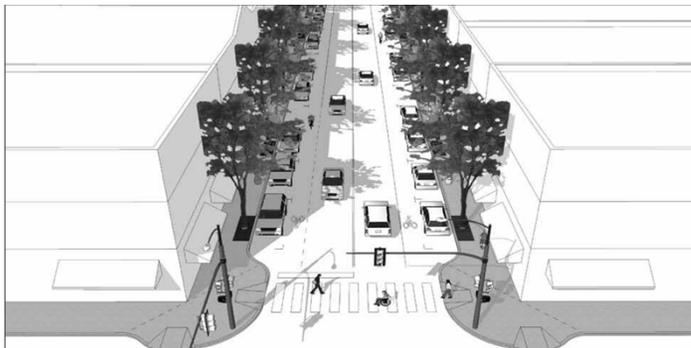
**ITE  
Recommended  
Pedestrian  
Realm Design  
along Walkable  
Urban  
Thoroughfares**

- ITE identifies 3 types of walkable urban thoroughfares

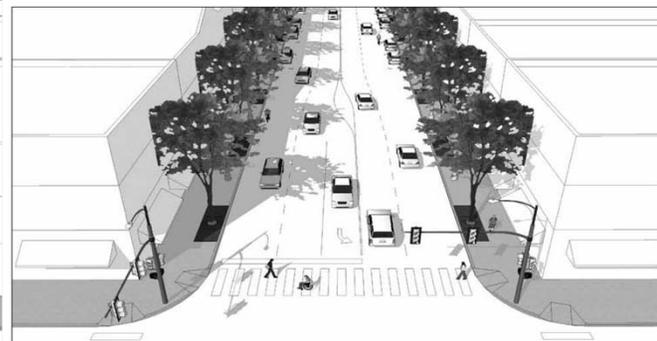
<b>Walkable Urban Thoroughfare Type</b>	<b># of Through Lanes</b>	<b>Desired Operating Speed (mph)</b>	<b>Median</b>
<b>Street</b>	2	25	No
<b>Avenue</b>	2 - 4	25 - 30	Optional
<b>Boulevard</b>	4 - 6	30 - 35	Required

**ITE  
Recommended  
Pedestrian  
Realm Design  
along Walkable  
Urban  
Thoroughfares**

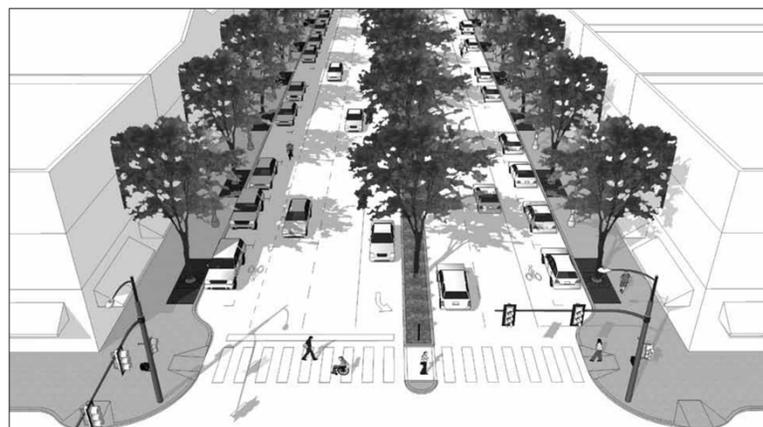
- ITE identifies 3 types of walkable urban thoroughfares



**Street**



**Avenue**



**Boulevard**

**ITE  
Recommended  
Pedestrian  
Realm Design  
along Walkable  
Urban  
Thoroughfares**

- **ITE Recommended Min Pedestrian Realm Dimension**

	<b>Street</b>	<b>Avenue</b>	<b>Boulevard</b>
<b>Edge zone</b>	1.5'	1.5'	1.5'
<b>Landscaping/ Utility buffer</b>	6'	6'	7'
<b>Unobstructed sidewalk</b>	6'	9'	10'
<b>frontage zone</b>	2.5'	3'	3'
<b>Total width</b>	16'	19.5'	21.5'

# ITE Recommended Pedestrian Realm Design along Walkable Urban Thoroughfares

- **ITE Classification vs. MTFP Classification**

ITE <u>Walkable Urban</u> Thoroughfare classification	Major Thoroughfare and Freeway Plan Street Classification			
	Major Thoroughfares	Major Collector	Minor Collector	Local Street
Street			■	■
Avenue	■	■	■	
Boulevard	■			

**Proposed  
Amendments to  
Pedestrian  
Realm  
Requirements  
along  
Designated  
Transit Streets**

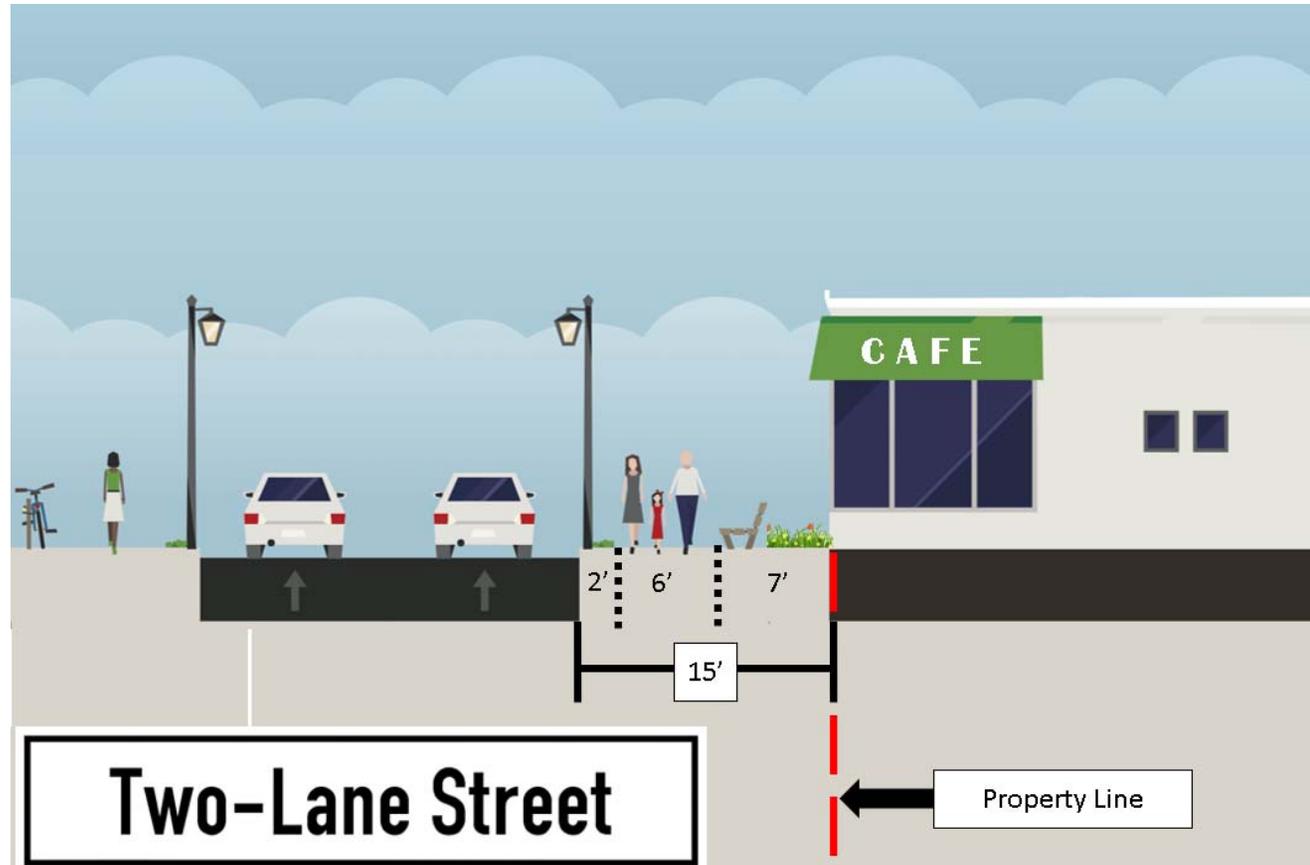
# of Vehicle Travel Lanes	Minimum Pedestrian Realm Width (Feet)		Minimum Clear Sidewalk Width (Feet)		Minimum Safety Buffer (Feet)	
	ITE	Proposed	ITE	Proposed	ITE	Proposed
2	16	15	6	6	6	2
3 - 4	19.5	20	9	8	6	4
5 +	21.5	22	10	10	7	6

# Proposed Amendments to Pedestrian Realm Requirements

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## Streets w/ 2 travel lanes

- Minimum 15' wide pedestrian realm

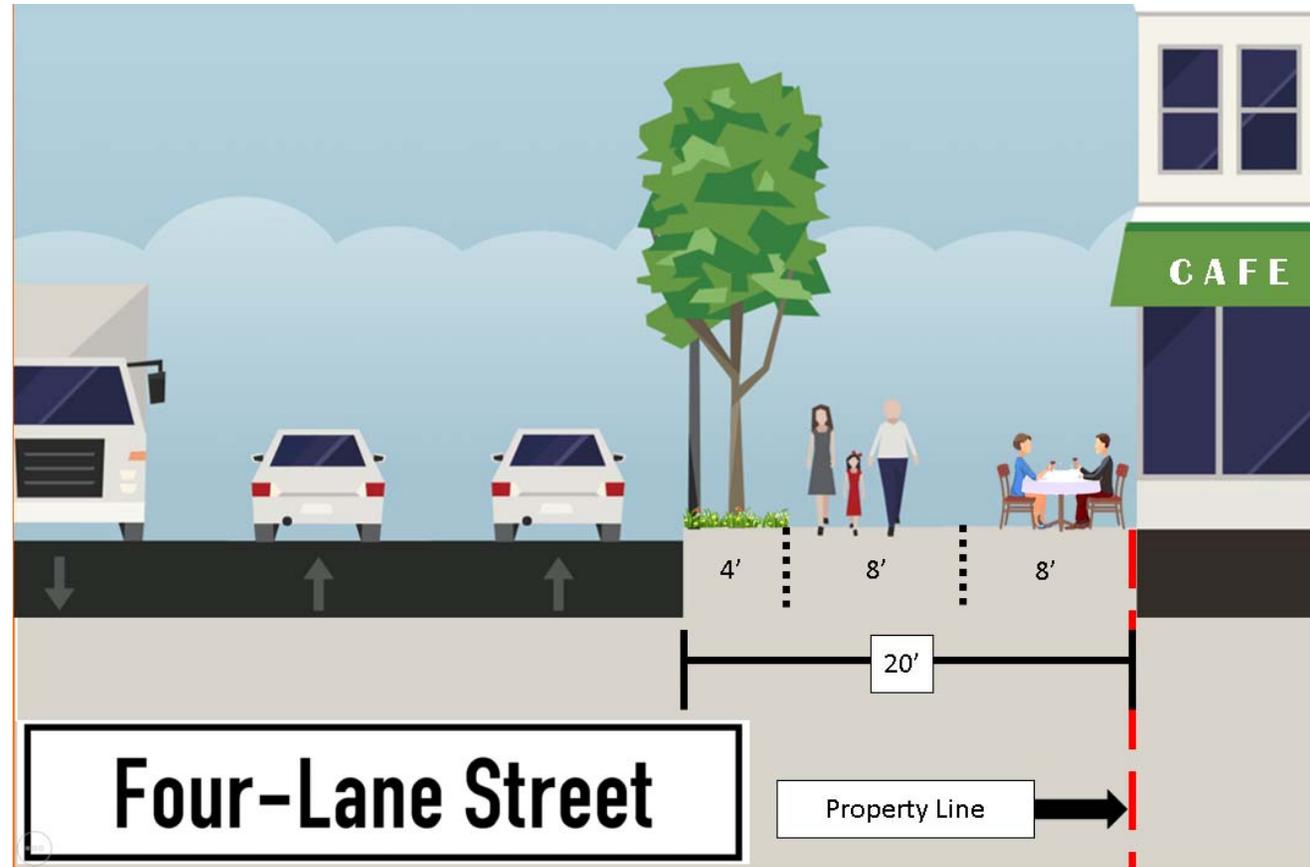


# Proposed Amendments to Pedestrian Realm Requirements

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## Streets w/ 4 travel lanes

- **Minimum 20' wide pedestrian realm**

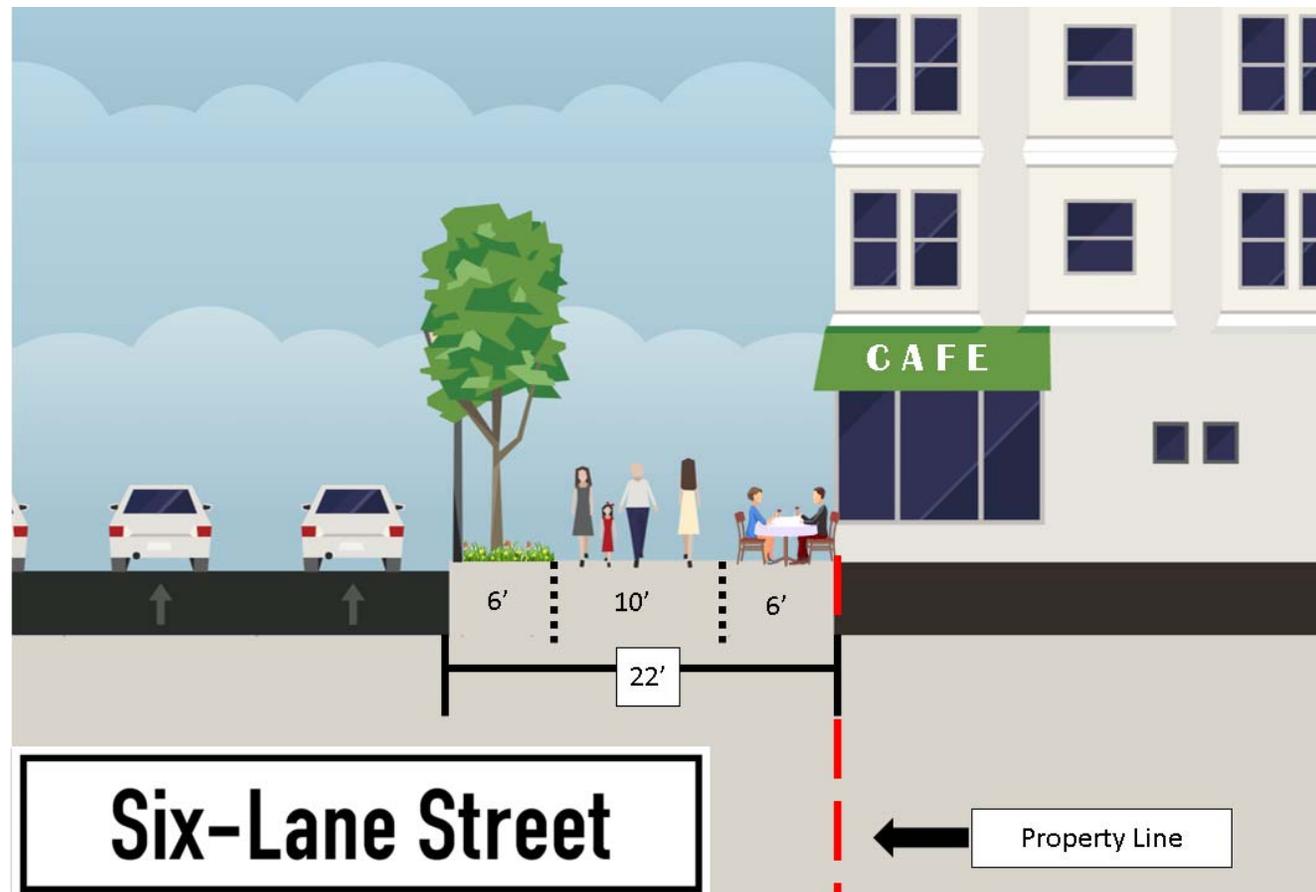


# Proposed Amendments to Pedestrian Realm Requirements

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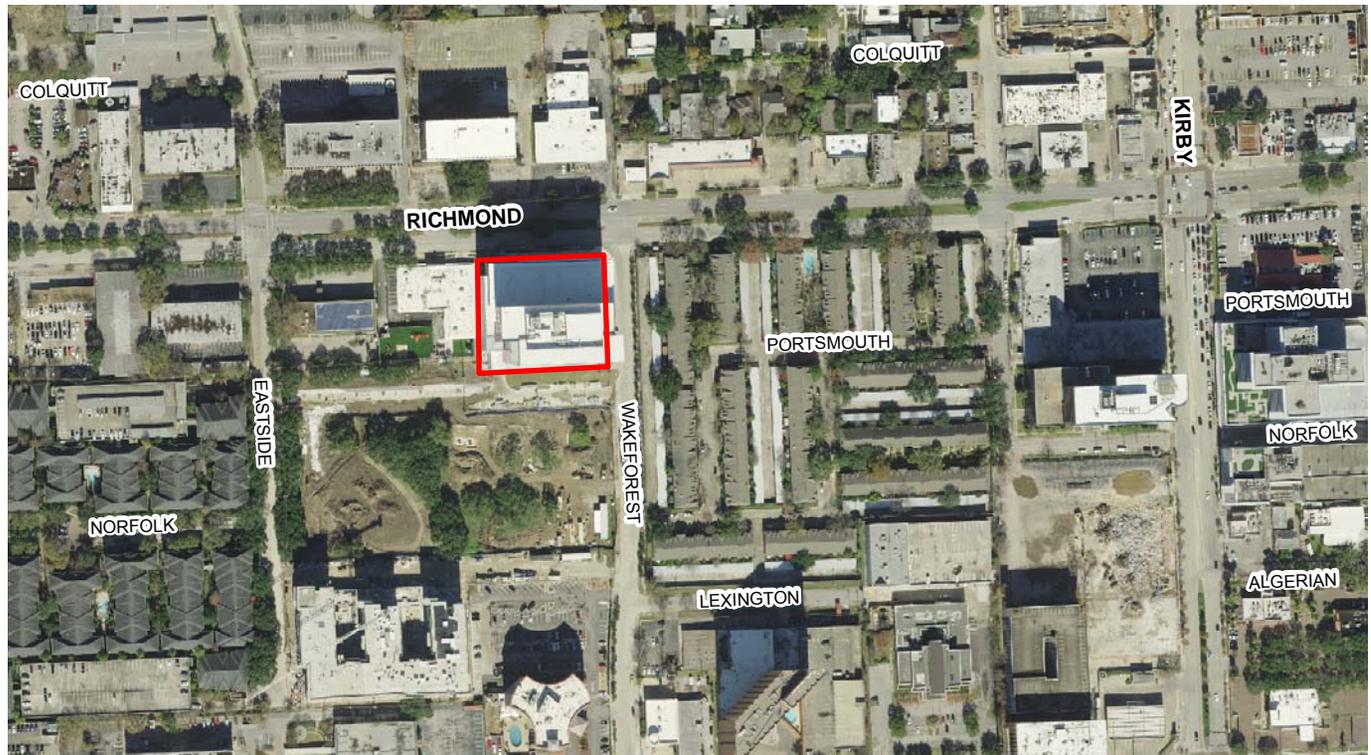
Streets w/ 6  
travel lanes

- Minimum 22' wide pedestrian realm



# Case Study

Richmond Avenue –  
Divided 6  
lanes (35  
mph)



# Case Study

Wider  
Pedestrian  
Realm along  
Richmond Ave



# Case Study

Wider  
Pedestrian  
Realm along  
Richmond Ave



# Case Study

Wider  
Pedestrian  
Realm along  
Richmond Ave



# Case Study

Kirby Drive –  
Divided 6  
lanes w/  
alternative  
turn lane (35  
mph)



# Case Study

Wider  
Pedestrian  
Realm along  
Kirby Dr



# Case Study

Wider  
Pedestrian  
Realm along  
Kirby Dr



# Case Study

Wider  
Pedestrian  
Realm along  
Kirby Dr



# Revisit Pedestrian Realm Requirements

	Current Transit Corridor Performance Standards	Proposed Amendments
Pedestrian Realm		<b><u>Along streets with 2 travel lanes:</u></b>
	* Min 15' pedestrian realm	* Min 15' pedestrian realm
	* 6' sidewalk	* Min 6' clear & unobstructed sidewalk
	* Max 20% softscape	* Max 20% softscape
	* Fence outside the pedestrian realm, non-opaque , decorative fencing with max 8' height	* Fence outside the pedestrian realm, non-opaque , decorative fencing with max 8' height
	* No fence within pedestrian realm or within 10' next to pedestrian realm	* Min 2' landscaping/ utility buffer
		<b><u>Along wider streets</u></b>
		* 3-4 travel lanes: 20' pedestrian realm, 8' unobstructed sidewalk, Min 4' landscaping/ utility buffer
		* 5-6 travel lanes: 22' pedestrian realm, 10' unobstructed sidewalk, min 6' landscaping/utility
		* Max 20% softscape
	* No fence within pedestrian realm	
	* Fence outside the pedestrian realm, non-opaque , decorative fencing with max 8' height	

# Proposed Amendments

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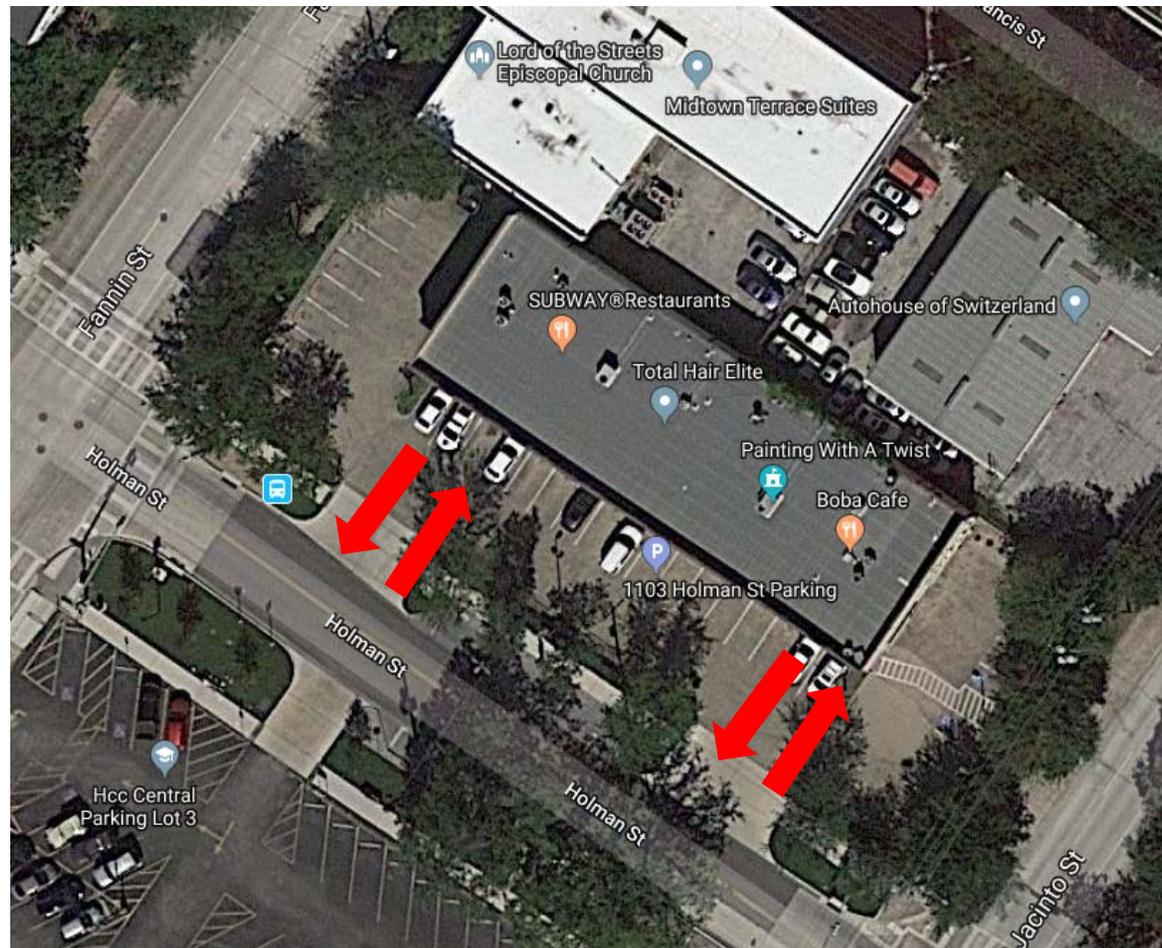
## Building/ Site Design for Non- Single Family Residential

	Current Transit Corridor Performance Standards	Proposed Amendments
Building/ Site Design	* Min 1 public entrance along the transit corridor	* 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: <ul style="list-style-type: none"> <li>o Allow at most one 24' wide two-way driveway along the same street for every 300', or</li> <li>o Allow at most two 15' wide one-way driveways along the same street for every 300';</li> </ul>

# Proposed Amendments

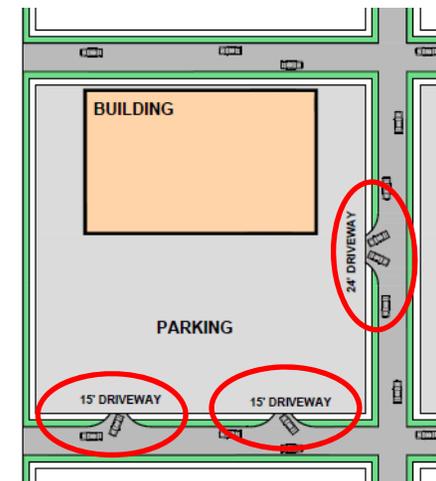
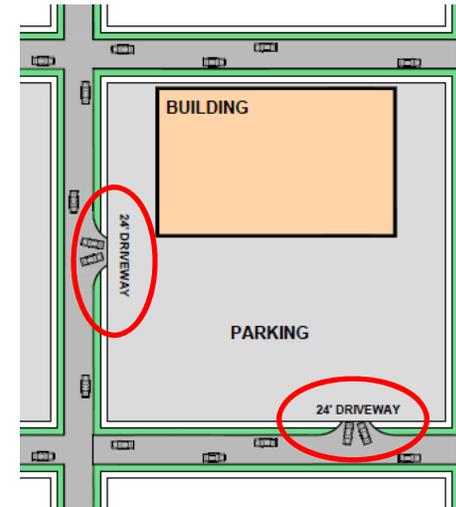
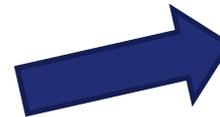
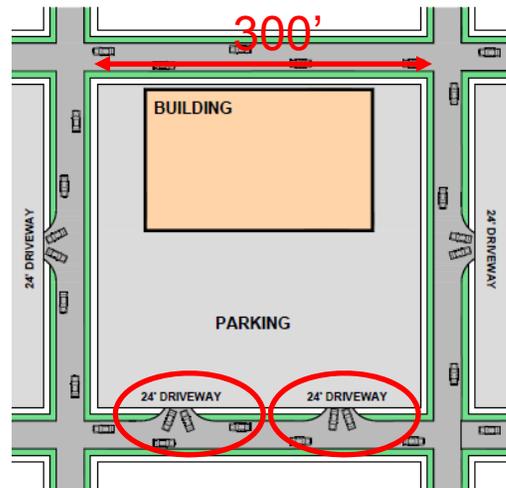
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# Building/ Site Design for Non- Single Family Residential



# Proposed Amendments

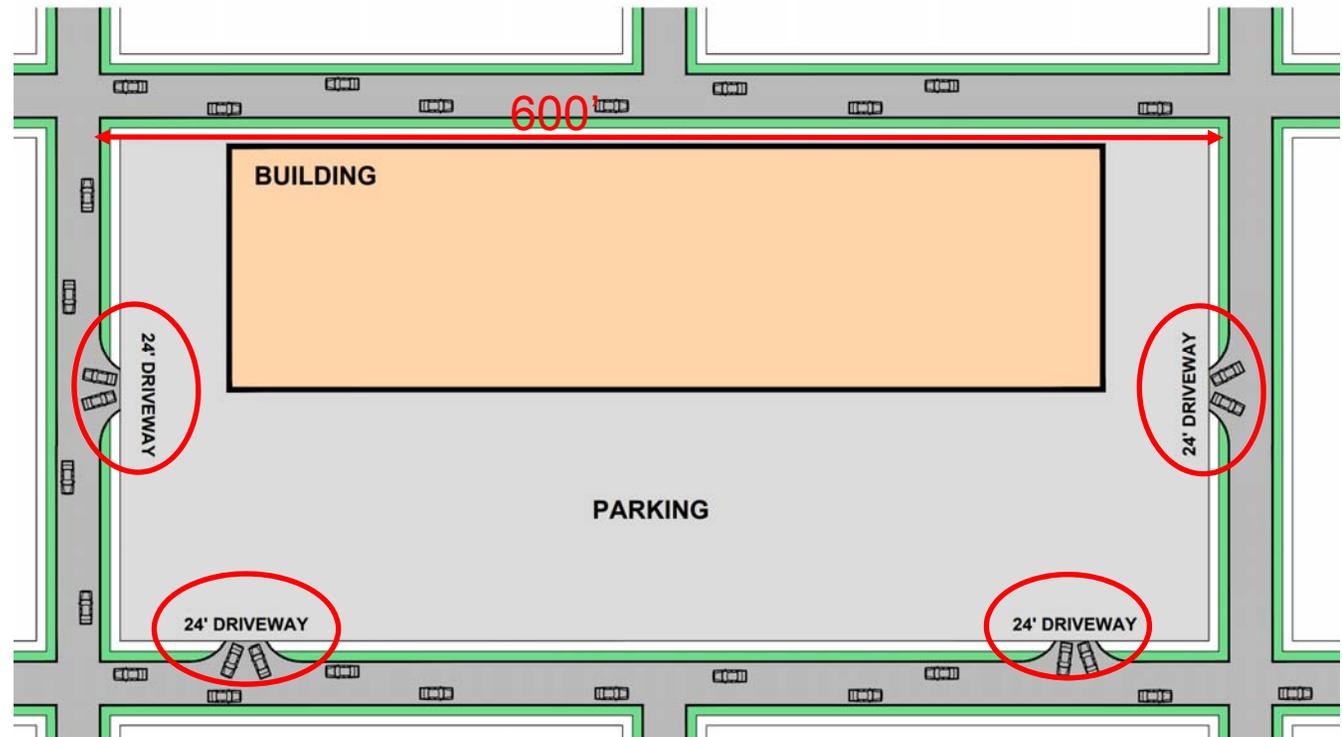
Building/ Site  
Design for  
Non- Single  
Family  
Residential



# Proposed Amendments

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Building/ Site  
Design for  
Non- Single  
Family  
Residential



# Proposed Amendments

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## Building/ Site Design for Non- Single Family Residential

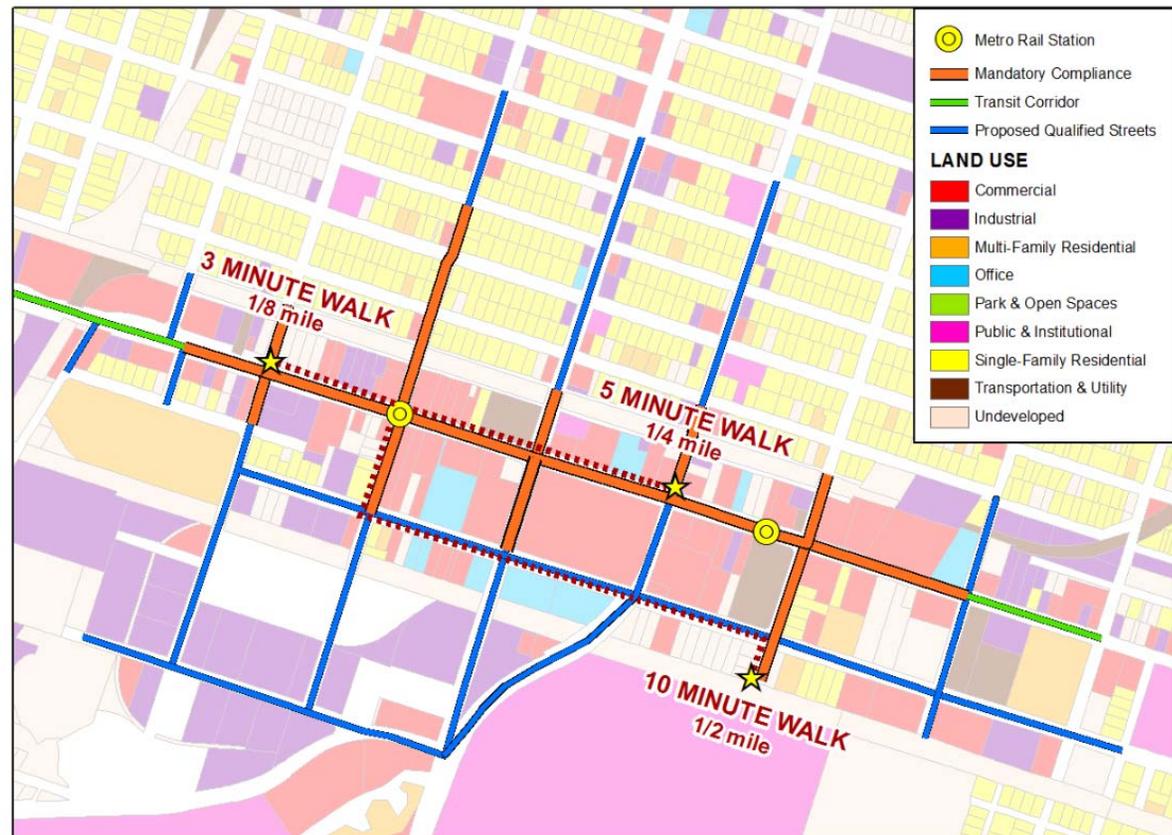
	Current Transit Corridor Performance Standards	Proposed Amendments
Parking	* No surface parking spaces in front of buildings	* No surface parking spaces in front of buildings
	* 20% parking reduction	* 20% parking reduction
		* Allow parking exemption for properties close to transit stations

# Proposed Amendments

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## Parking exemption for Non- Single Family Residential

- Allow parking exemption for properties within the mandatory compliance boundary



# Proposed Amendments

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## Building/ Site Design for Single Family Residential

	Current Transit Corridor Performance Standards	Proposed Amendments
<b>Building/ Site Design</b>	* Min 1 public entrance along the transit corridor	* Each dwelling unit adjacent to the street shall have a front door facing the street and provides pedestrian access to the street
	* Min 30% ground floor transparency	* Minimize number of driveway cuts
	* Min 20' intervals for transparent opening	
	* Min 50% frontage with building façade	
<b>Parking</b>	* 2 parking spaces/ dwelling unit	* Allow parking exemption for single family residential use

## Proposed Amendments

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Building/ Site  
Design for  
Single Family  
Residential

- Existing townhomes with front door facing the street



## Proposed Amendments

--

## Building/ Site Design for Single Family Residential

- Existing townhomes with front door facing the street



## Proposed Amendments

--

## Building/ Site Design for Single Family Residential

- **Driveway cut impact on pedestrian realm**  
Front loading development vs shared driveway development



# Discussion



# Agenda

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# Existing Performance Standards for Major Thoroughfares 80' or Less

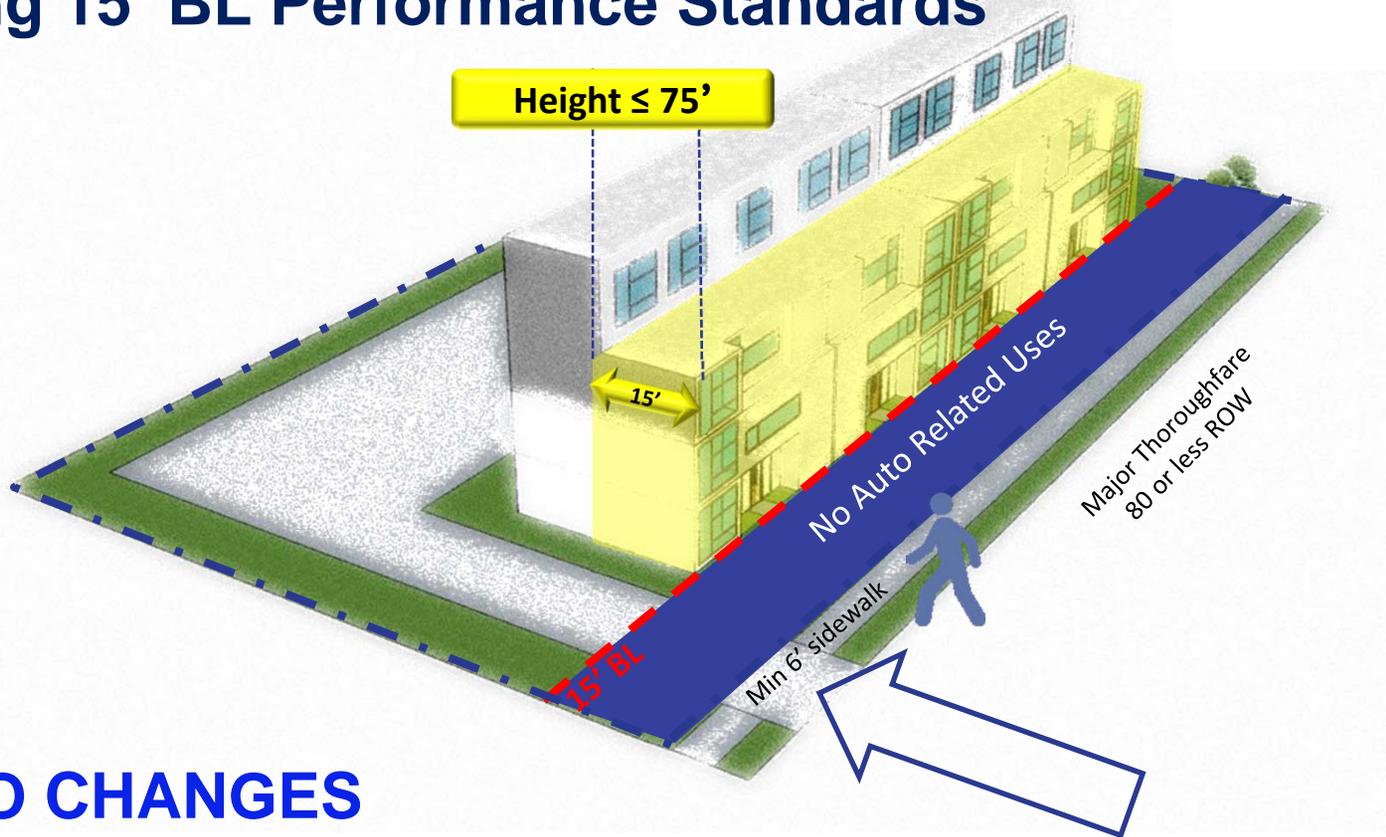
## •Challenges

- 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
- Ineffectively integrate development with the adjacent urban corridors
  - Lack of building design requirements
  - Insufficient pedestrian realm requirements

## Performance Standards for Major Thoroughfares 80' or Less

- **Potential Next step – 4 options**
  - No changes at all
  - Eliminate the performance standards
  - Make minor amendments
  - Change the approach

# Existing 15' BL Performance Standards

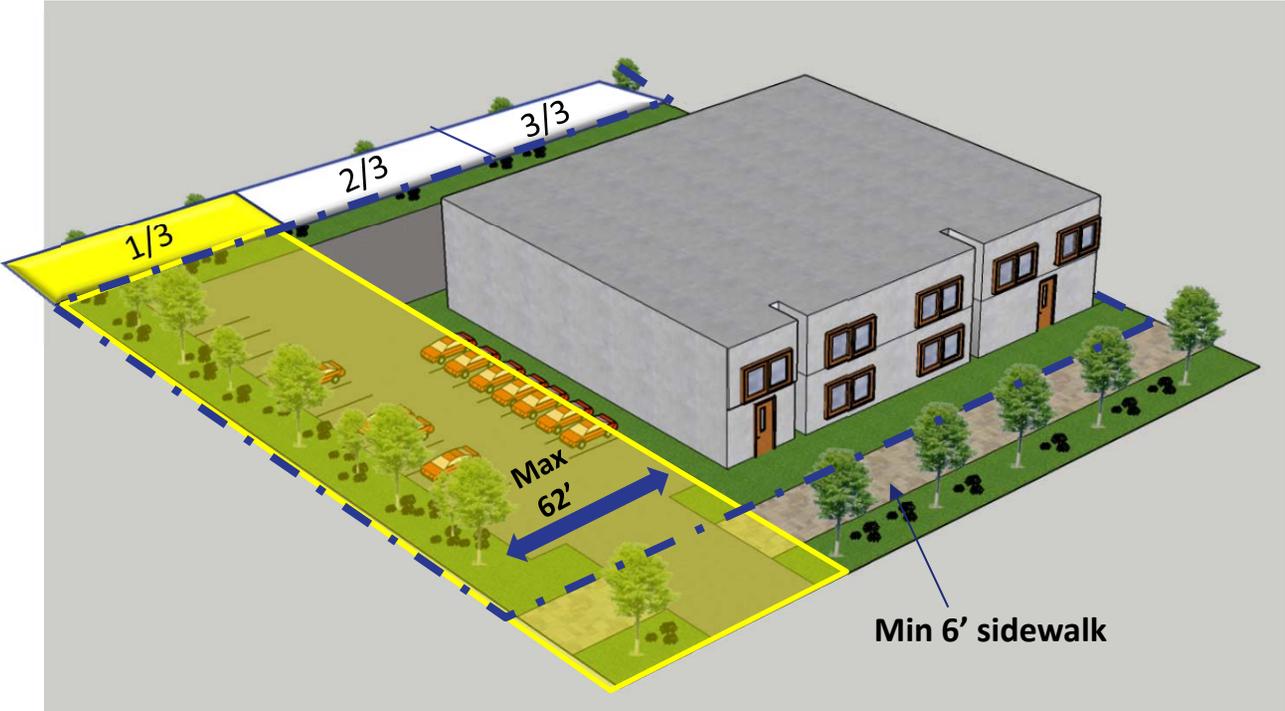


**NO CHANGES**



# Existing 5' BL Performance Standards

2-way Driveway  
(Side & rear parking)



# Existing 5' BL Performance Standards

## 2-way Driveway (Rear parking)



# Existing 5' BL Performance Standards

## 1-way Driveway (Rear parking)



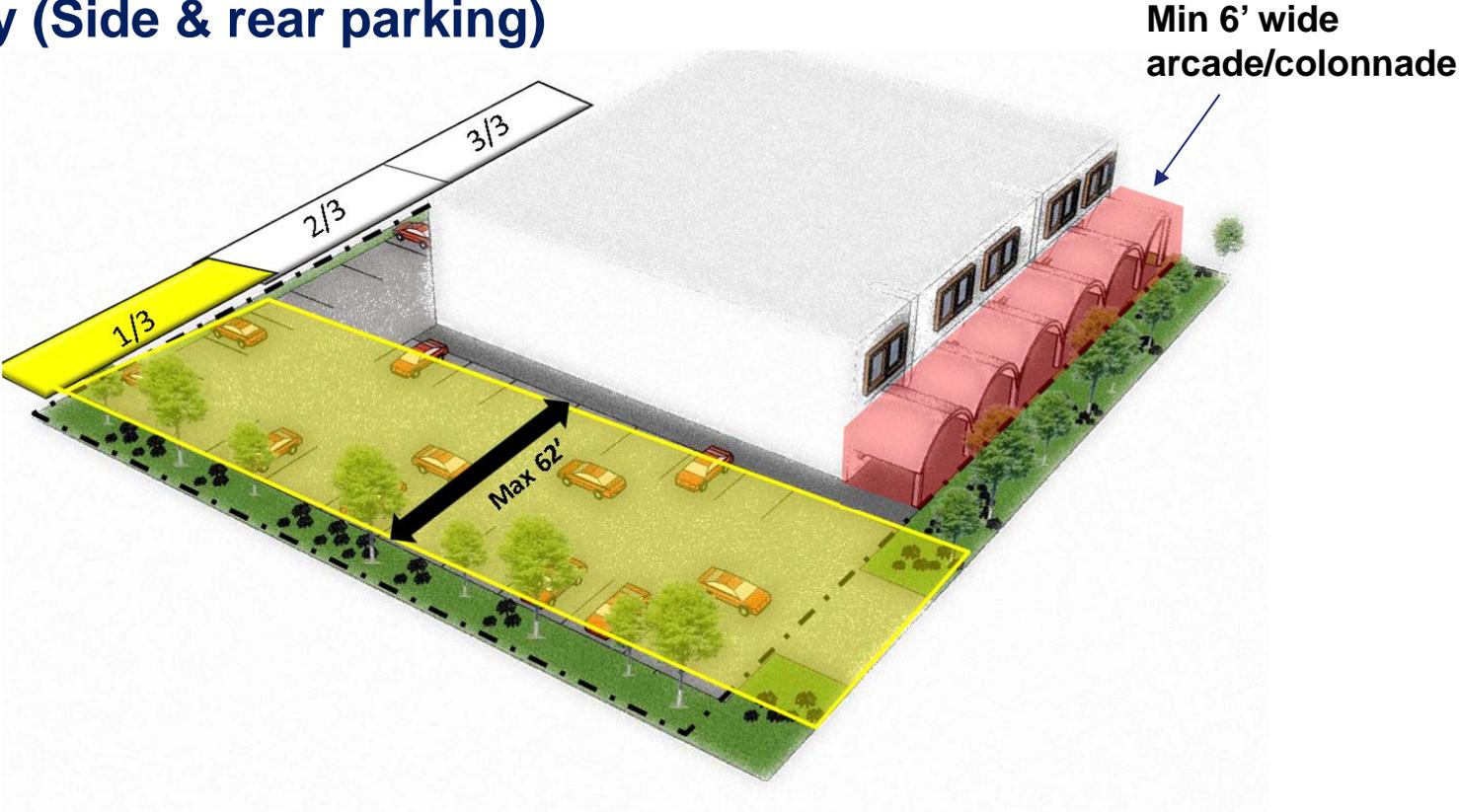
## Proposed Amendments to Performance Standards for Major Thoroughfares 80' or Less

- Reduced Building Line Performance Standards for Major Thoroughfares less than 80'

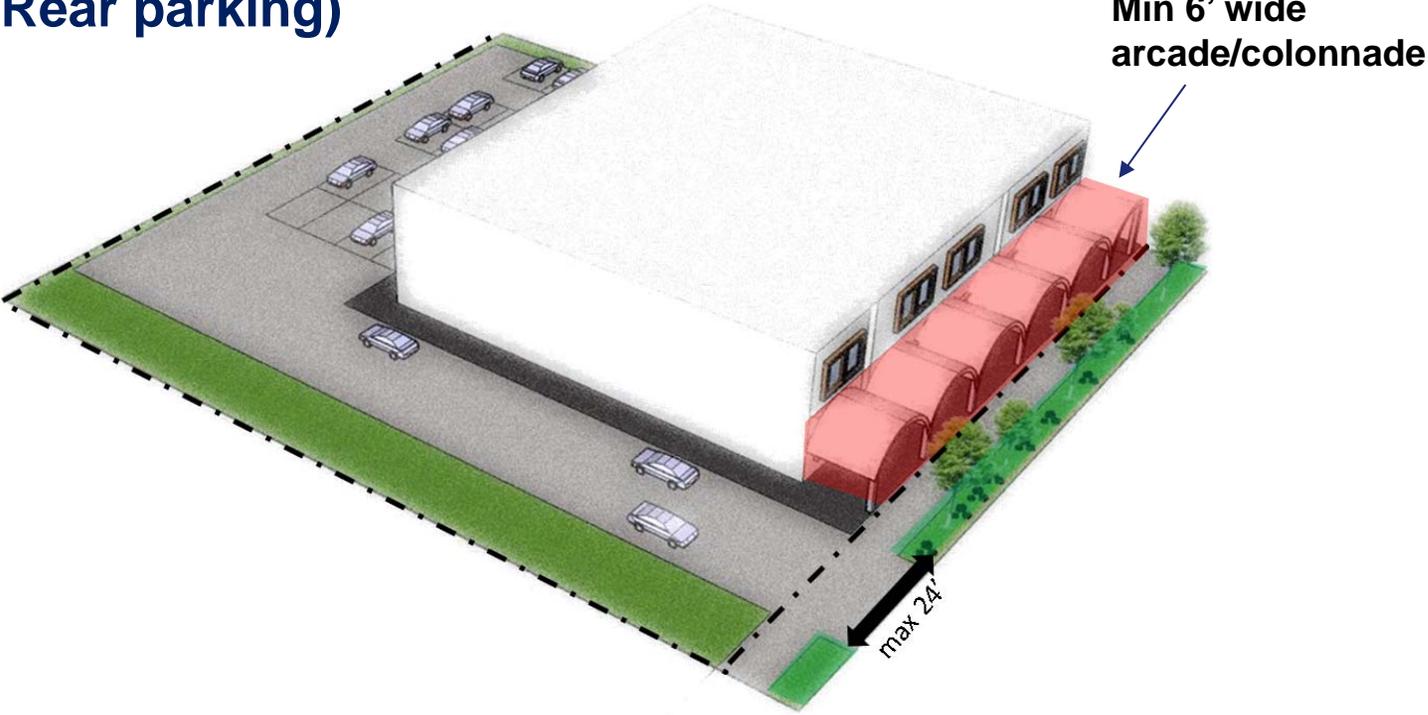
- o5' Reduced Building Line for retail commercial centers

1. Remove the retail commercial center requirement
2. Require building design elements for opt-in developments:
  - Min 1 public entrance facing the street
  - Min 30% ground floor transparency

# Existing 0' BL Performance Standards 2-way Driveway (Side & rear parking)



# Existing 0' BL Performance Standards 2-way Driveway (Rear parking)



# Existing 0' BL Performance Standards 1-way Driveway (Rear parking)



## Proposed Amendments to Performance Standards for Major Thoroughfares 80' or Less

- Reduced Building Line Performance Standards for Major Thoroughfares less than 80'

- o0' Reduced Building Line for retail commercial centers

1. Remove the retail commercial center requirement
2. Require building design elements for opt-in developments:
  - Min 1 public entrance facing the street
  - Min 30% ground floor transparency
3. Revise colonnade requirements

Proposed  
Amendments  
to  
Performance  
Standards for  
Major  
Thoroughfares  
80' or Less

- Unintended outcome of the 6' wide colonnade/ arcade requirements

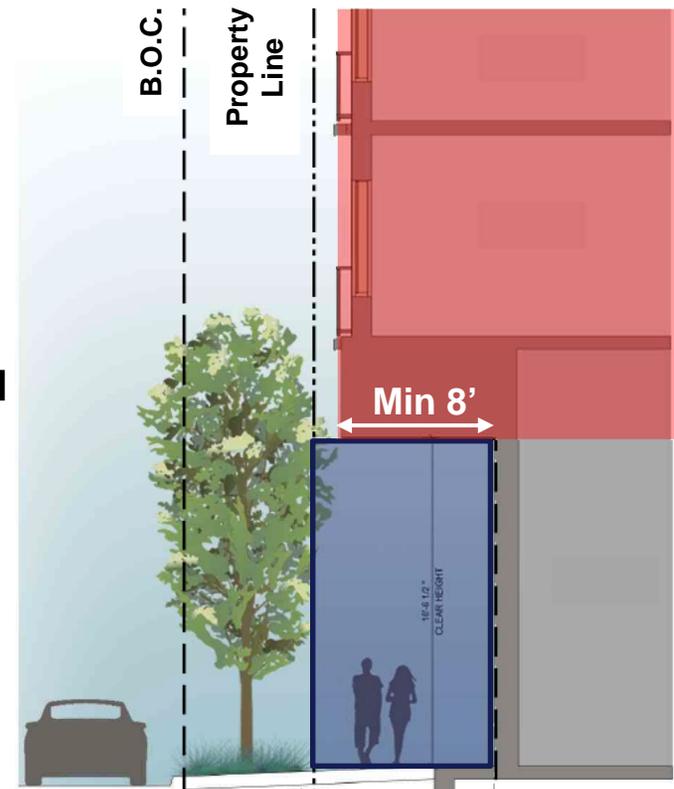


Proposed  
Amendments  
to  
Performance  
Standards for  
Major  
Thoroughfares  
80' or Less

- Intent of colonnade/ arcade is to provide weather protection for:
  - Display of merchandise
  - Outdoor seating/ dining
  - Walkway or pedestrian entry areas

# Proposed Amendments to Performance Standards for Major Thoroughfares 80' or Less

- In addition to colonnade/ arcade, allow other shade structures qualified for the 0' building line performance standards
- Min width: 8'
- Structures above the shade structures may be constructed at the property line
- Integrate the adjacent sidewalk, preserve min 8' wide unobstructed walkway



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