



HOUSTON

A WALKABLE CITYSCAPE

BILL BALDWIN

CITY OF HOUSTON

CODE OF ORDINANCES

HOUSTON MUNICODE



CH. 10 = BUILDINGS & NEIGHBORHOOD PROTECTION

CH. 19 = FLOODPLAIN DEVELOPMENT

CH. 26 = PARKING

CH. 33 = PLANNING & DEVELOPMENT

CH. 40 = STREETS & SIDEWALKS

CH. 42 = SUBDIVISIONS, DEVELOPMENTS, PLATTING

PROJECT TIMELINE

1

Ordinance Framework presentation to the Planning Commission

– January 9, 2020

The presentation provides an opportunity for the public to understand the proposed ordinance amendments prior to the Public Hearing meeting.

Thursday, January 9 - 2:30 pm
City Hall Annex Chambers, Public Level
900 Bagby Street, Houston, Texas 77002

2

Ordinance Framework public comment period

– January 9, 2020 to February 20, 2020

The purpose of the [public comment](#) period is to provide the public an opportunity to voice their support, concerns, or suggestions for the proposed ordinance amendments.

3

Walkable Places Pilot Area presentation to the Planning Commission

– January 23, 2020

The presentation provides the public an opportunity to understand the proposed Walkable Place Pilot Area Plans prior to the Public Hearing meeting.

Thursday, January 23 - 2:30 pm
City Hall Annex Chambers, Public Level
900 Bagby Street, Houston, Texas 77002

4

Walkable Places Pilot Area public comment period

– January 23, 2020 to March 5, 2020

The purpose of the [public comment](#) period is to provide the public an opportunity to voice their support, concerns, or suggestions for the proposed Walkable Place Pilot Area Plans.

5

Public hearing for the proposed ordinance framework

– February 20, 2020

This is an opportunity for concerned citizens to speak in support or in opposition to the proposed amendments.

Thursday, February 20 - 2:30 pm
City Hall Annex Chambers, Public Level
900 Bagby Street, Houston, Texas 77002

6

Consideration of public comments on the proposed ordinance framework

– March 5, 2020

The Planning Commission discusses the received public comments on the proposed ordinance framework and decides whether corresponding ordinance changes will be made to address the comments.

Public hearing for the proposed Walkable Places Pilot Area Plans

– March 5, 2020

This is an opportunity for concerned citizens to speak in support or in opposition to the proposed Walkable Place Pilot Area Plans.

Thursday, March 5 - 2:30 pm
City Hall Annex Chambers, Public Level
900 Bagby Street, Houston, Texas 77002

7

Consideration of the proposed ordinance framework Consideration of public Walkable Places Pilot Area Plans

– May 28, 2020

The Planning Commission votes on both the proposed Walkable Places and Transit-Oriented Development Ordinances and the proposed Walkable Place Pilot Area Plans.

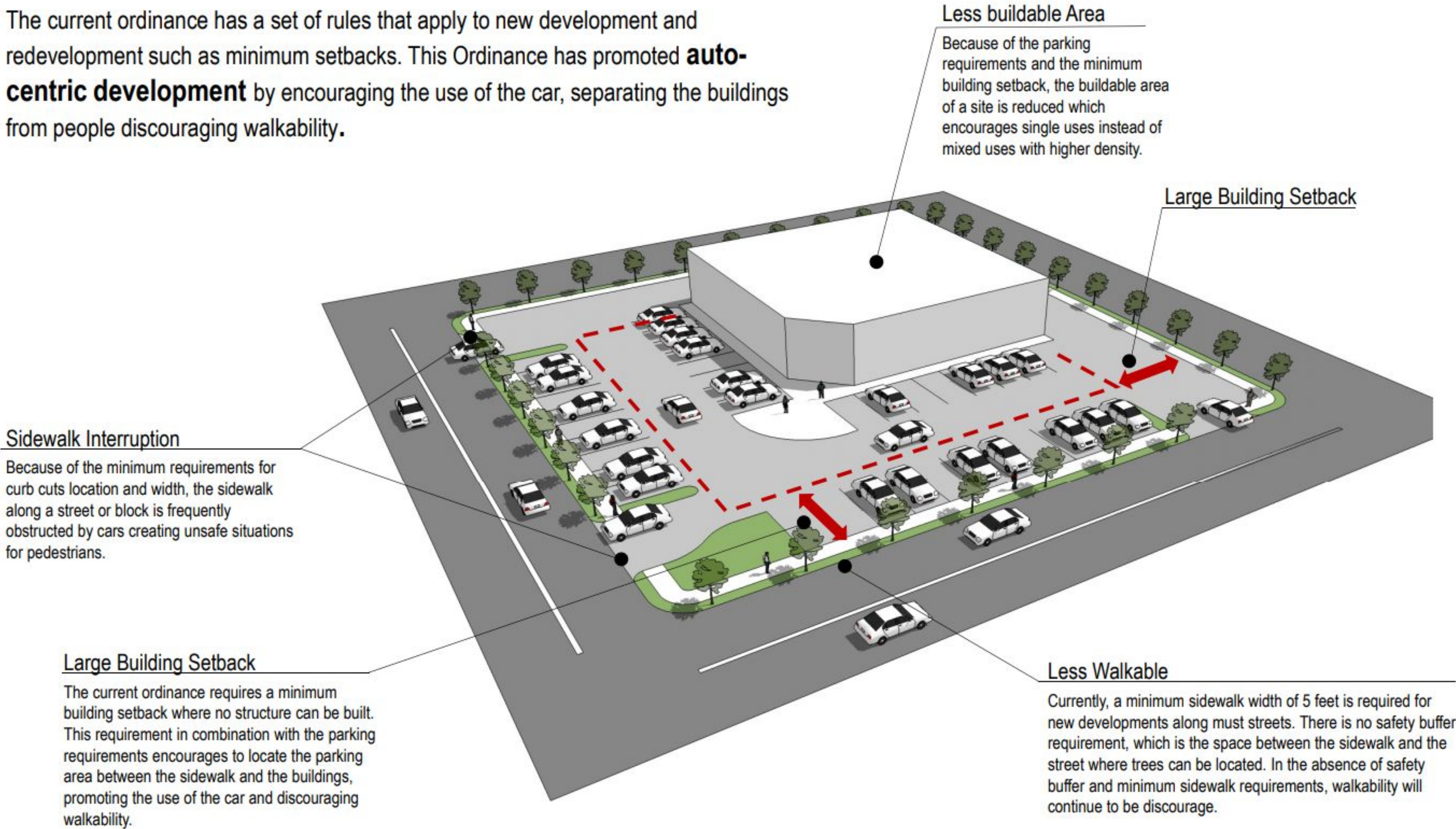
8

City Council action

– Summer, 2020

AUTO-CENTRIC SUBURBAN STYLE DEVELOPMENT

The current ordinance has a set of rules that apply to new development and redevelopment such as minimum setbacks. This Ordinance has promoted **auto-centric development** by encouraging the use of the car, separating the buildings from people discouraging walkability.



PEDESTRIAN FRIENDLY URBAN DEVELOPMENT

Walkable Places & Transit Oriented Development Ordinances are tools that create new rules to promote pedestrian friendly development along designated streets. These rules are designed to encourage **higher density, mixed uses, walkability** and **multimodal transportation**.

Promotes Higher Density and Mixed Uses

Both ordinances allow the building to be built closer to the street to have more buildable area for the development. This encourages higher density and mixed uses.

Reduces Sidewalk Interruptions & Obstructions

By reducing the number of curb cuts and their width along a street or a block, the interaction between cars and people is reduced. By requiring an unobstructed sidewalk, there will be no obstructions for pedestrians such as fire hydrants and light poles. This encourages walkability.

Promotes Multimodal Transportation

With the Walkable Places elements, multimodal transportation is more likely to happen.

Priority to People

By having the parking area on the back, the separation between the sidewalk and the building is reduced. This encourages direct pedestrian access from the building to the sidewalk giving priority to people over cars.

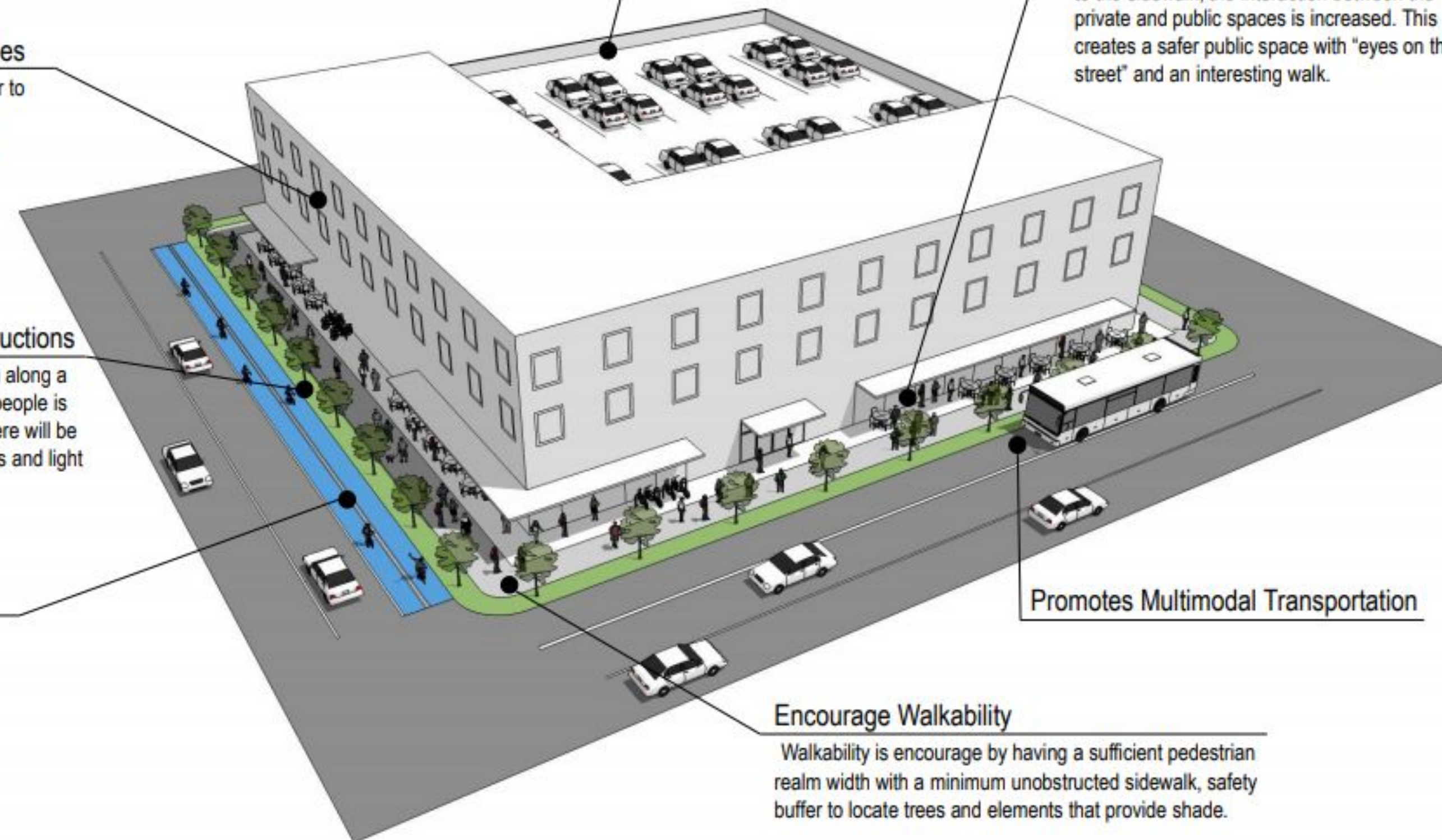
Create Interesting & Safer Walk

By having a minimum requirement for openings and windows on the ground floor and a minimum number of doors that connect to the sidewalk, the interaction between the private and public spaces is increased. This creates a safer public space with "eyes on the street" and an interesting walk.

Promotes Multimodal Transportation

Encourage Walkability

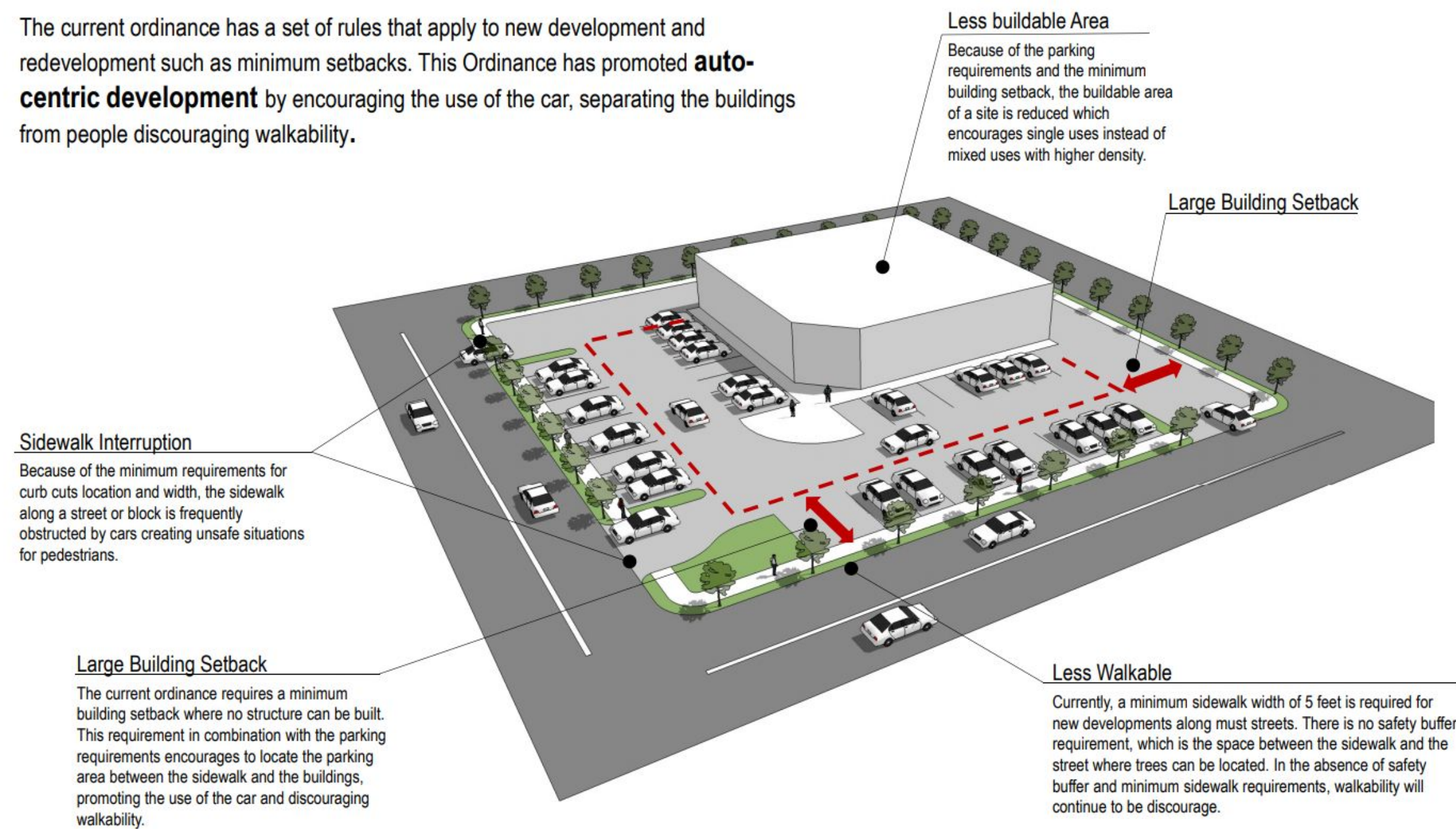
Walkability is encouraged by having a sufficient pedestrian realm width with a minimum unobstructed sidewalk, safety buffer to locate trees and elements that provide shade.



ONE SIZE FITS ALL

AUTO-CENTRIC

The current ordinance has a set of rules that apply to new development and redevelopment such as minimum setbacks. This Ordinance has promoted **auto-centric development** by encouraging the use of the car, separating the buildings from people discouraging walkability.



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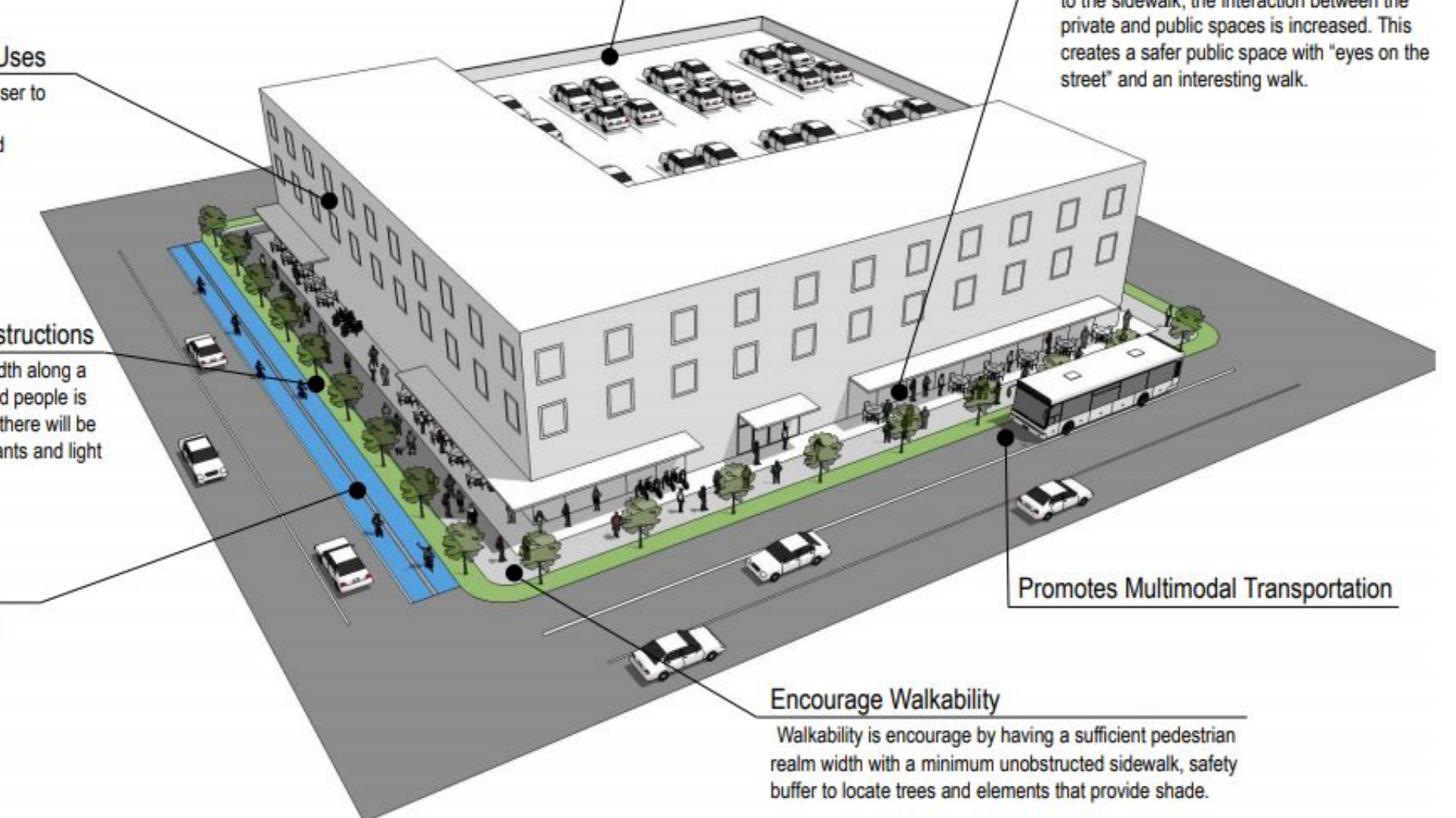
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Summary Report Walkable Places Framework

Final summary report discussed and approved by the Walkable Places Committee on June 11, 2019.

Summary Report: Walkable Places Framework

Objectives

The Walkable Places Plan (WPP) establishes a public process to create context sensitive, pedestrian friendly development rules along designated street segments within the city. These public street corridors are in areas where the goal is to attract higher density commercial, office, and multifamily residential developments and improve the pedestrian experience.

Key Terms:

- **Ground Floor Façade** is the area of the building façade measured between the finished floor height of the ground floor and a vertical height of 8 feet.
- **Pedestrian Realm** is the area that includes hardscape, publicly accessible sidewalks, clear pedestrian spaces, pedestrian amenities, softscape, and utilities along the Walkable Street between the roadway (back of curb, where applicable) and the ground floor façade, as applicable.
- **Street Segment** is the length of a public street between two intersecting streets, or between an intersecting street and the logical termination of the roadway at a well-defined physical barrier
- **Walkable Place Street (WP Street)** is a street segment designated by the WPP where properties along the street may be eligible for WPP. There are two types of Walkable Place Streets: Primary WP Street and Secondary WP Street.
- **Primary WP Street** is a WP Street designated by the WPP where the adjacent properties must meet the applicable WPP Rules.
- **Secondary WP Street** is a WP Street designated on the WPP where adjacent properties may opt-in to the WPP Rules. A Secondary WP Street must either: 1) connect directly to a Primary WP Street, or 2) indirectly connect to a Primary WP Street via one or more other Secondary WP Streets.

About the WPP

The WPP is composed of a map depicting all the designated WP Streets within the city and the corresponding WPP Rules for each specific street segment. There is no limit to the number of street segments included in the WPP or any amendment to the WPP. Designations apply to the entire street segment.

- Key elements of the WPP Rules:
 1. Customizable Standards: Street Width Standards; primary or secondary designation; building setback; unobstructed sidewalk width; Off-Street Parking Standards via Special Parking Area
 2. Non-Customizable Standards: Safety buffer width; softscape maximum; landscape enhancements; fence requirements; auto-use restrictions; and Building/Site Design Standards; off-street parking enhancements in the absence of a Special Parking Area
- The WP Street designation process may be initiated by:

Public Comment Matrix with Staff's Recommendations

Proposed Ordinance Framework

Walkable Places (WP) and Transit-Oriented Development (TOD) Ordinances

Public Comment Matrix with Staff Recommendations

March 5, 2020



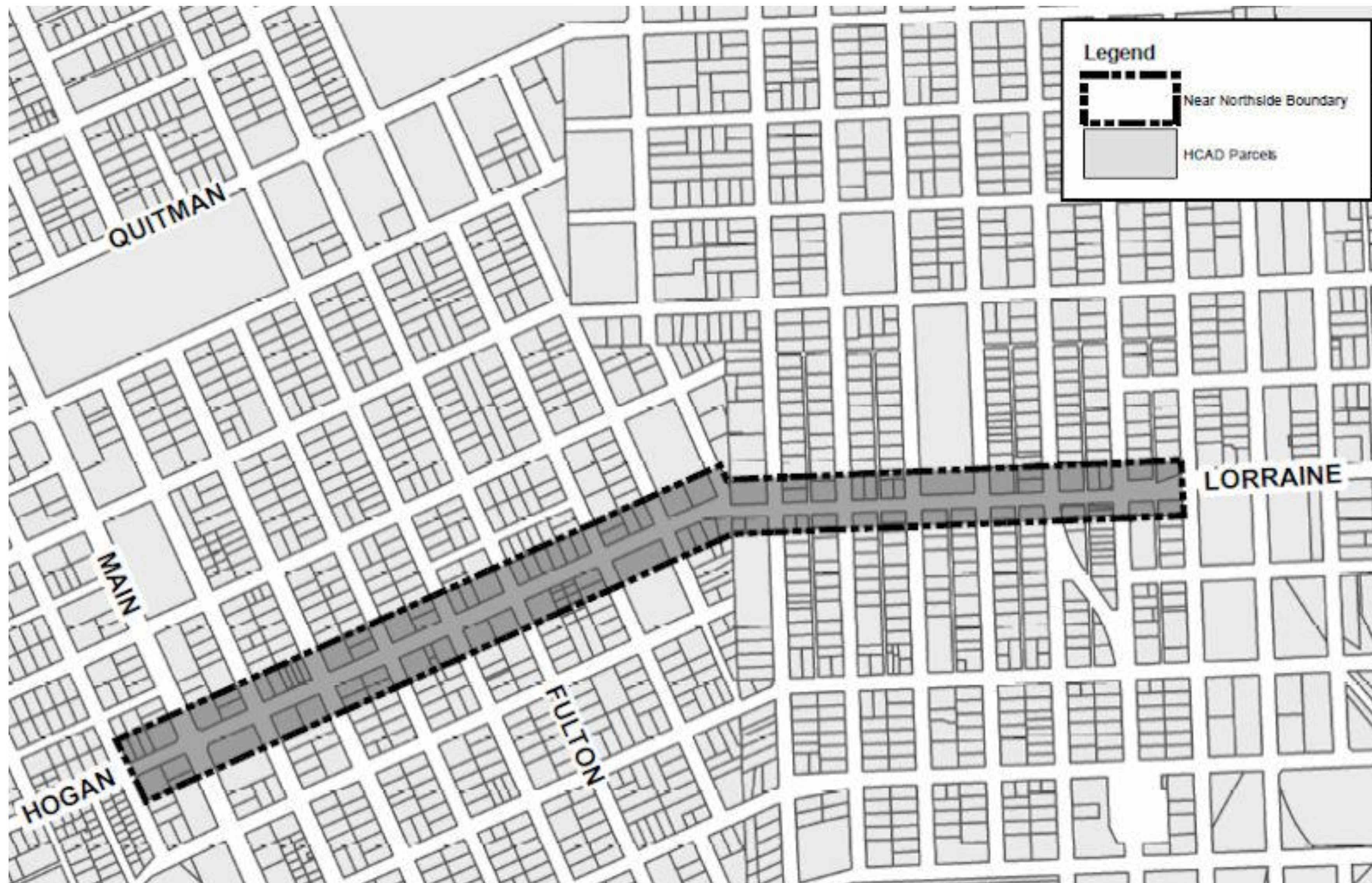
PLANNING &
DEVELOPMENT
DEPARTMENT

#	Topic	Comment Summary	Section(s)	Staff Recommendation
1	TOD Street Designation Criteria	Allow the designation of Secondary TOD Streets near high frequency bus routes and METRONext high capacity projects when METRO approves the proposed route and stations with 30% design.	33-444 P18, Line 787	No Change. The current scope is designed to support substantial public investment in light rail (METRORail) and bus rapid transit (METRORapid) infrastructure. Further evaluation and public engagement are needed before expanding TOD rules to other transit facilities.
2		Allow the designation of Secondary TOD Streets near METRO Park and Ride facilities.	33-444 P18, Line 787	
3		Allow Primary TOD Streets along University Line with this adaptation of the TOD Plan.	33-445 P19, Line 831	No Change. METRO has not finalized plans for station locations on the University line and therefore it is premature to establish Primary Streets along that line.
4		It is unclear what is meant by "Infrastructure Design Manual standards".	33-444(7) P19, Line 816	Amend. Clarify that the criterion focus is on the width of the roadway and location of the back-of-curb or roadway edge, as applicable.
5		Allow open ditch streets to be eligible for TOD Street designation.	33-444(6) P19, Line 814	Amend. Allow open ditch streets to be eligible for TOD street designation.
6		Include downtown transit stations into the TOD Street designation process.		No Change. All downtown properties are located within the designated Central Business District (CBD). This designation exempts development from building setback and off-street parking requirements, which are key components of the TOD rules. In addition, any property that would be designated as a Primary or Secondary TOD Street according to the new standards is already subject to the more stringent rules set out in Chapter 40 (PG30, Line 1304). This rule establishes the minimum width of a sidewalk in the CBD as 8', which exceeds the TOD 6' standard.
7		Include Midtown transit stations into the TOD Street designation process.		No Change. There is a concurrent proposal to designate Midtown streets as part of the Midtown Walkable Place Pilot Area. The WP Street designation is designed to create context-sensitive rules and therefore will supersede any TOD Street designation that may otherwise apply. If no WP Streets are designated, the Midtown transit stations would be considered for TOD Street designation. TOD Street designation also allows an automatic off-street parking reduction which does not apply to WP Streets. In 2019, City Council addressed the off-street parking requirements for Midtown when it approved market-based parking for the area. At that time, several streets in the southeast part of Midtown were intentionally removed from the market-based parking designation by Council.

PILOT AREAS

WALKABLE PLACES PILOT AREAS

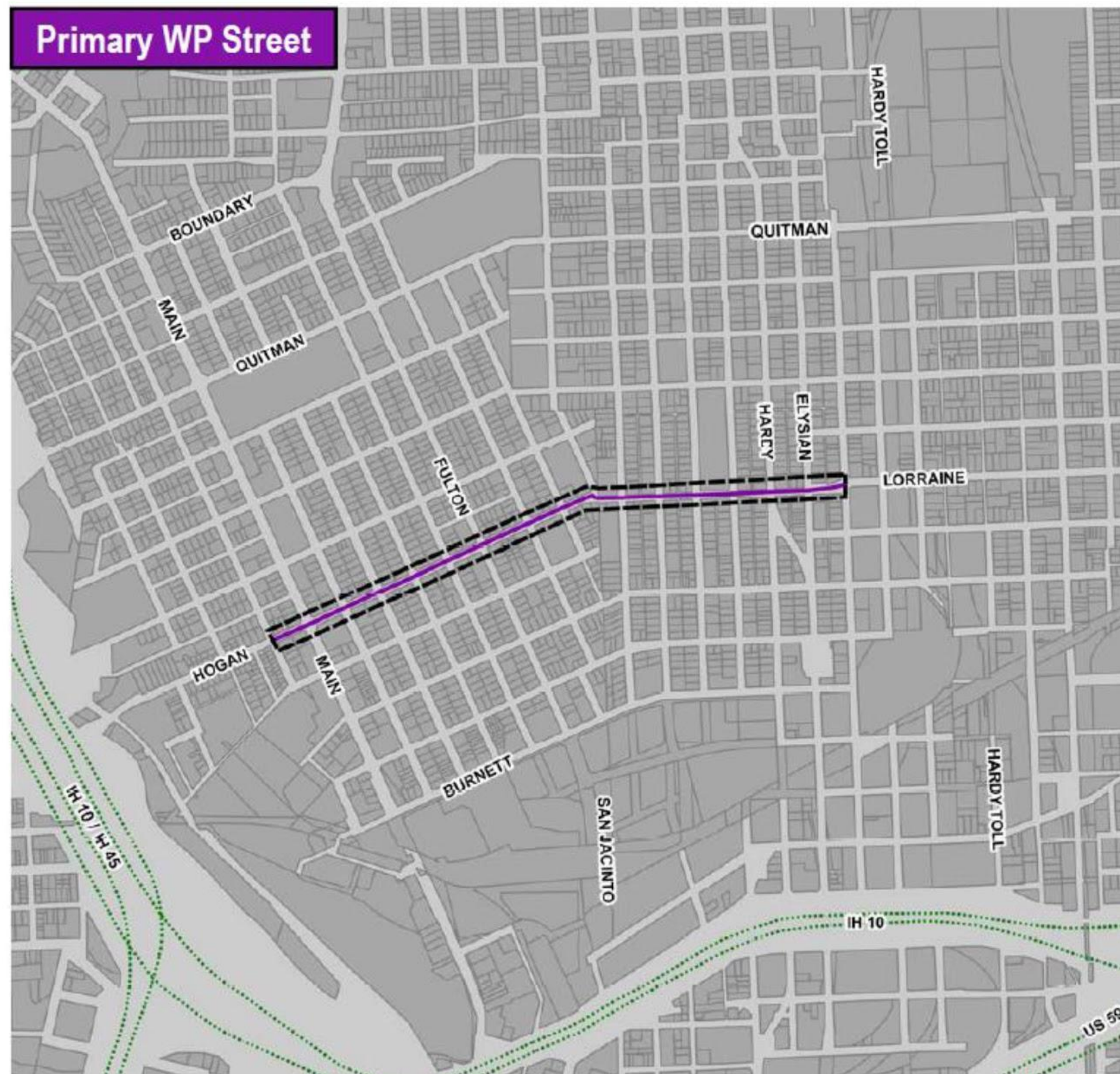
HOGAN/LORRANIE STREET



WALKABLE PLACES PILOT AREAS

HOGAN/LORRAINE STREET

Walkable Place Pilot Area - Hogan/Lorraine Street



The proposed Hogan/Lorraine Street

Walkable Place Standards are mandatory rules applied to new development and redevelopment along the designated WP Street. There are five standards:

1. Street Width (established by the MTFP)
2. Pedestrian Realm
3. Building Design
4. Site Design
5. Off-Street Parking Standards

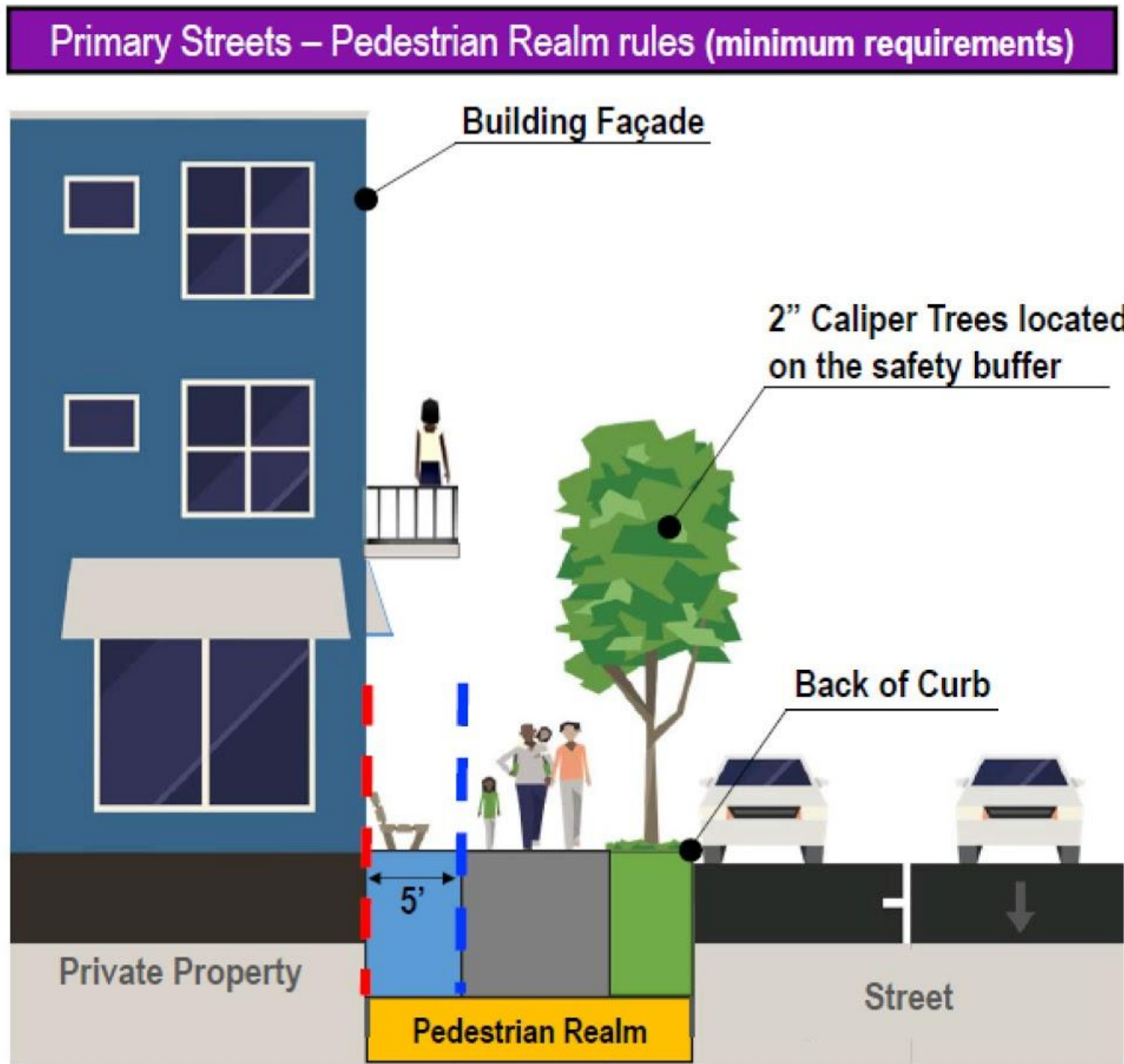
*Corner properties at the intersection of the Primary WP Street and a local street are required to provide a minimum 6' unobstructed sidewalk and 4' safety buffer along the local street.

WALKABLE PLACES PILOT AREAS

HOGAN/LORRANIE STREET

Proposed Pedestrian Realm Rules – Hogan/ Lorraine Street Walkable Place Pilot Area

Pedestrian Realm is the area that includes hardscape, publicly accessible sidewalks, clear pedestrian spaces, pedestrian amenities, softscape, and utilities along the walkable street between the roadway (measured from the back of curb, where applicable) and the ground floor façade, as applicable. **This requirement is mandatory for new development and redevelopment along the designated WP Street.**



The Pedestrian Realm for Hogan/Lorraine exists between the Back of Curb and the ground floor building façade requiring, at minimum, a 4' Safety Buffer and a 6' unobstructed sidewalk. The ground floor building façade must be located no less than 5' from the Property line. There may be times that the unobstructed sidewalk will extend into the private property via a Sidewalk Easement.

- 5' Building Line
- Property Line
- 6' Unobstructed Sidewalk
- 4' Safety Buffer

No auto-related uses within the pedestrian realm, except driveway(s) perpendicular with the adjacent public streets. (MAX 35% softscape)

WALKABLE PLACES PILOT AREAS

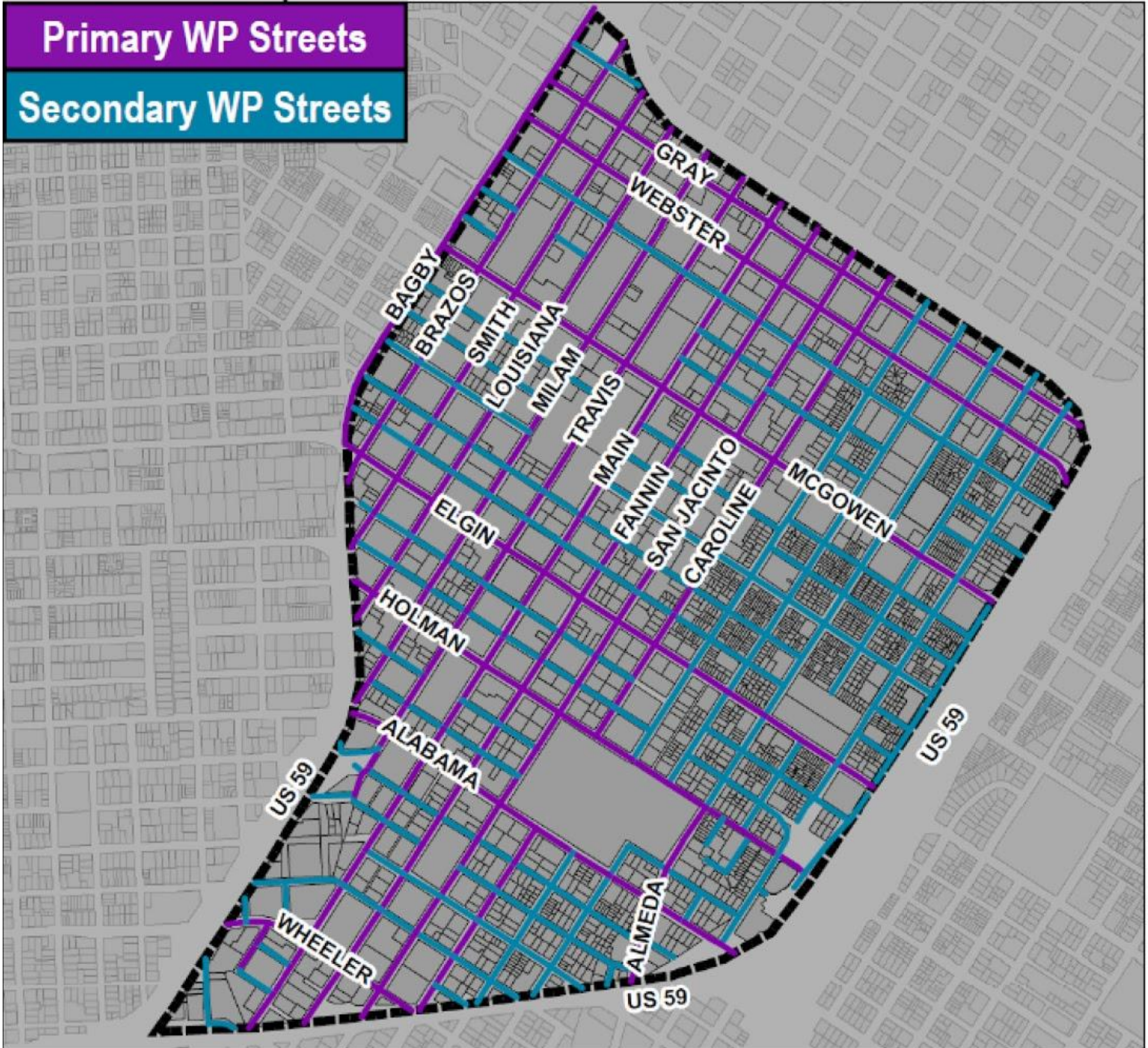
MIDTOWN



WALKABLE PLACES PILOT AREAS

MIDTOWN

Walkable Place Pilot Area - Midtown



Midtown's Walkable Place rules are divided into two street classifications. Primary and secondary. Primary streets have mandatory rules and Secondary streets have mandatory and optional rules. The rules are divided in four categories:

1. Sidewalk and Safety buffer (established by the current codes)
2. Pedestrian Realm
3. Building and Site Design Standards
4. Off-Street Parking Standards (established by the current codes)

Walkable Places rules will apply for new development along streets classified as Primary and Secondary.

Primary Streets
Sidewalk and Safety Buffer
Pedestrian Realm
Building Design Standards
Site Design Standards
Secondary Streets
Sidewalk and Safety Buffer
Pedestrian Realm (if opt-in)
Building Design Standards (if opt-in)
Site Design Standards (if opt-in)

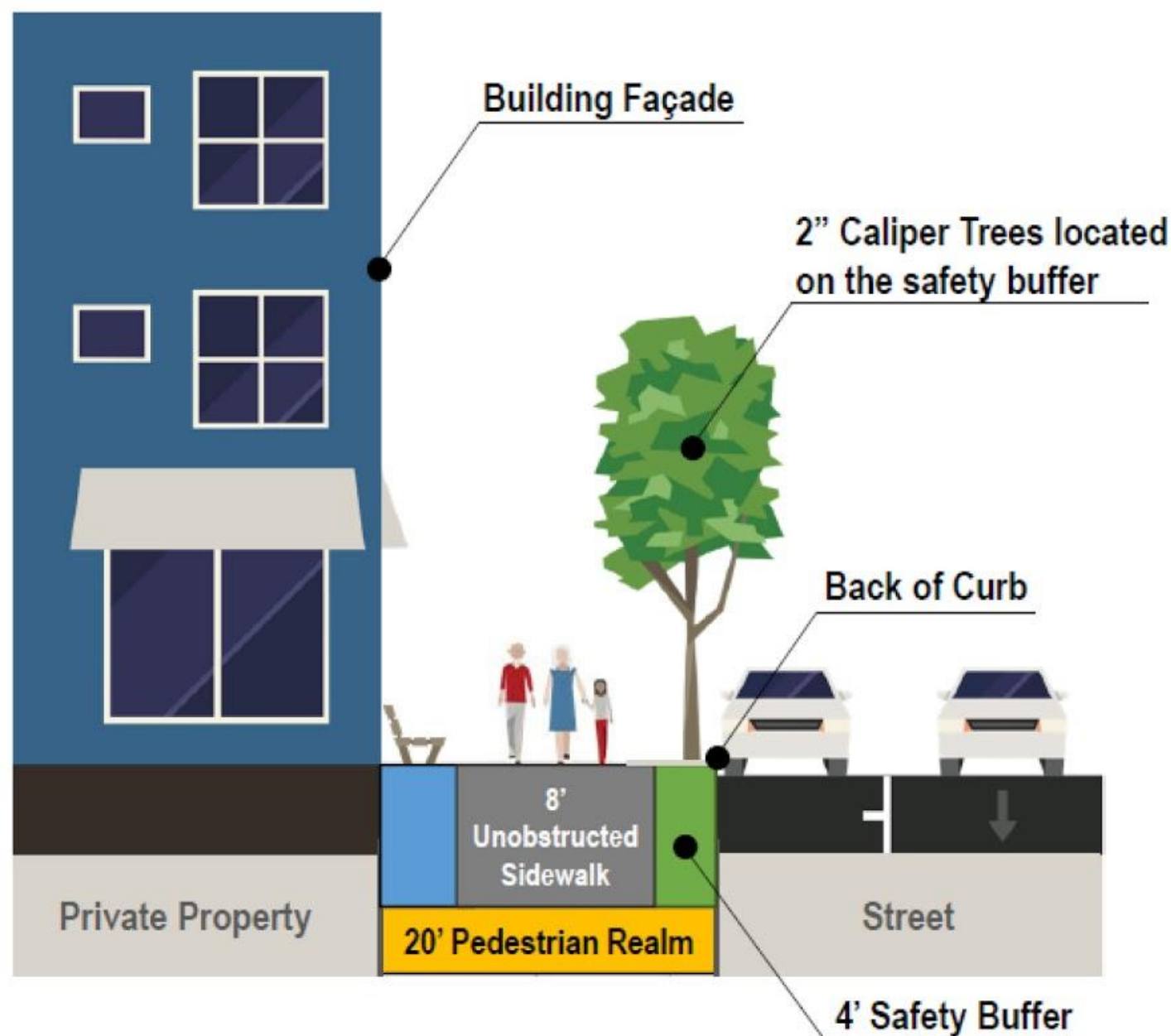
WALKABLE PLACES PILOT AREAS

MIDTOWN

Proposed Pedestrian Realm Rules – Midtown Walkable Place Pilot Area

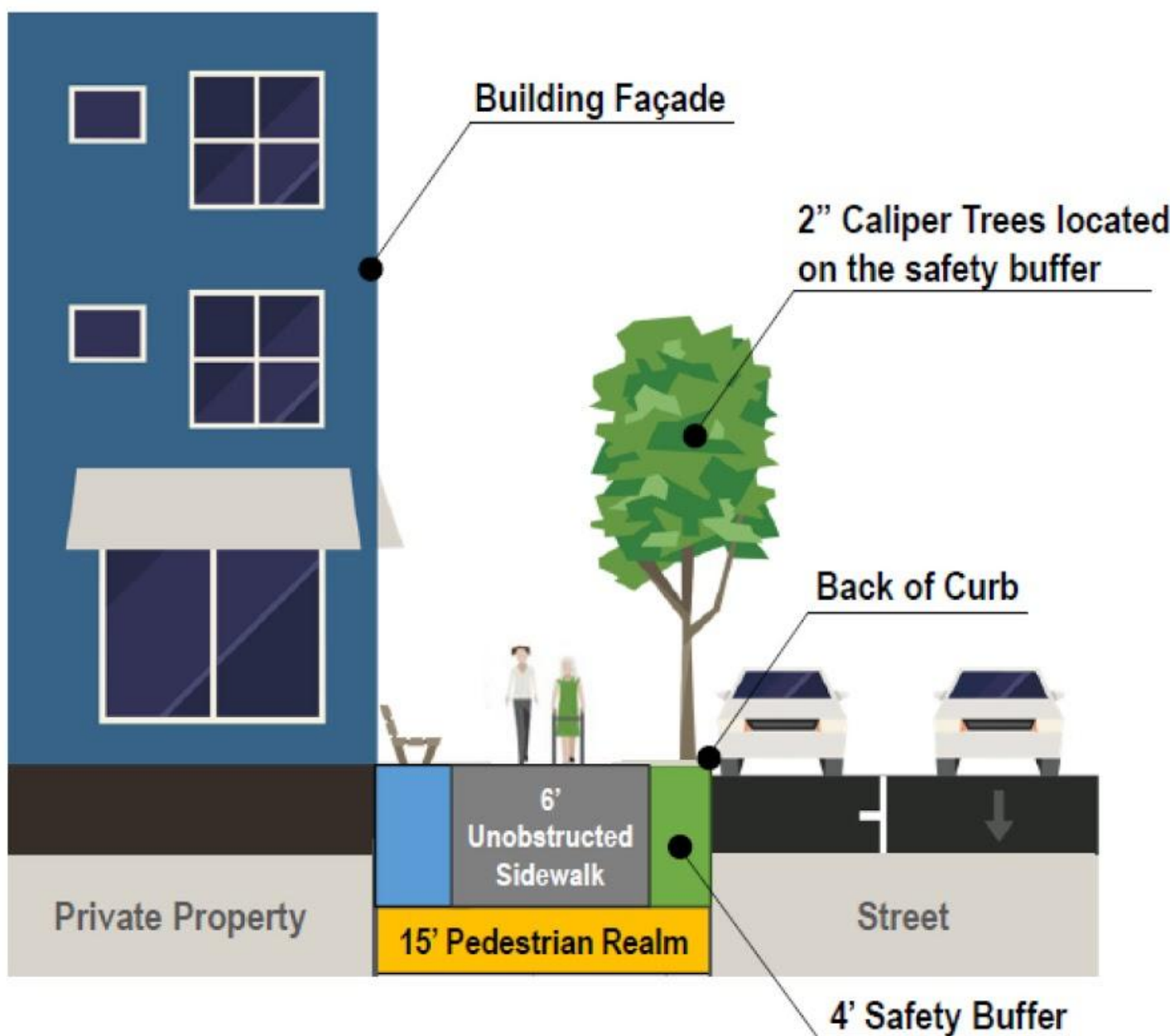
Pedestrian Realm is the area that includes hardscape, publicly accessible sidewalks, clear pedestrian spaces, pedestrian amenities, softscape, and utilities along the Walkable Place street between the roadway (measured from the back of curb, where applicable) and the ground floor façade, as applicable. This requirement is mandatory for Primary Streets and optional for Secondary Streets(except sidewalk and safety buffer requirements).

Primary WP Streets – Pedestrian Realm rules (minimum requirements)



No auto-related uses within the pedestrian realm, except driveway(s) perpendicular with the adjacent public streets. (MAX 35% softscape)

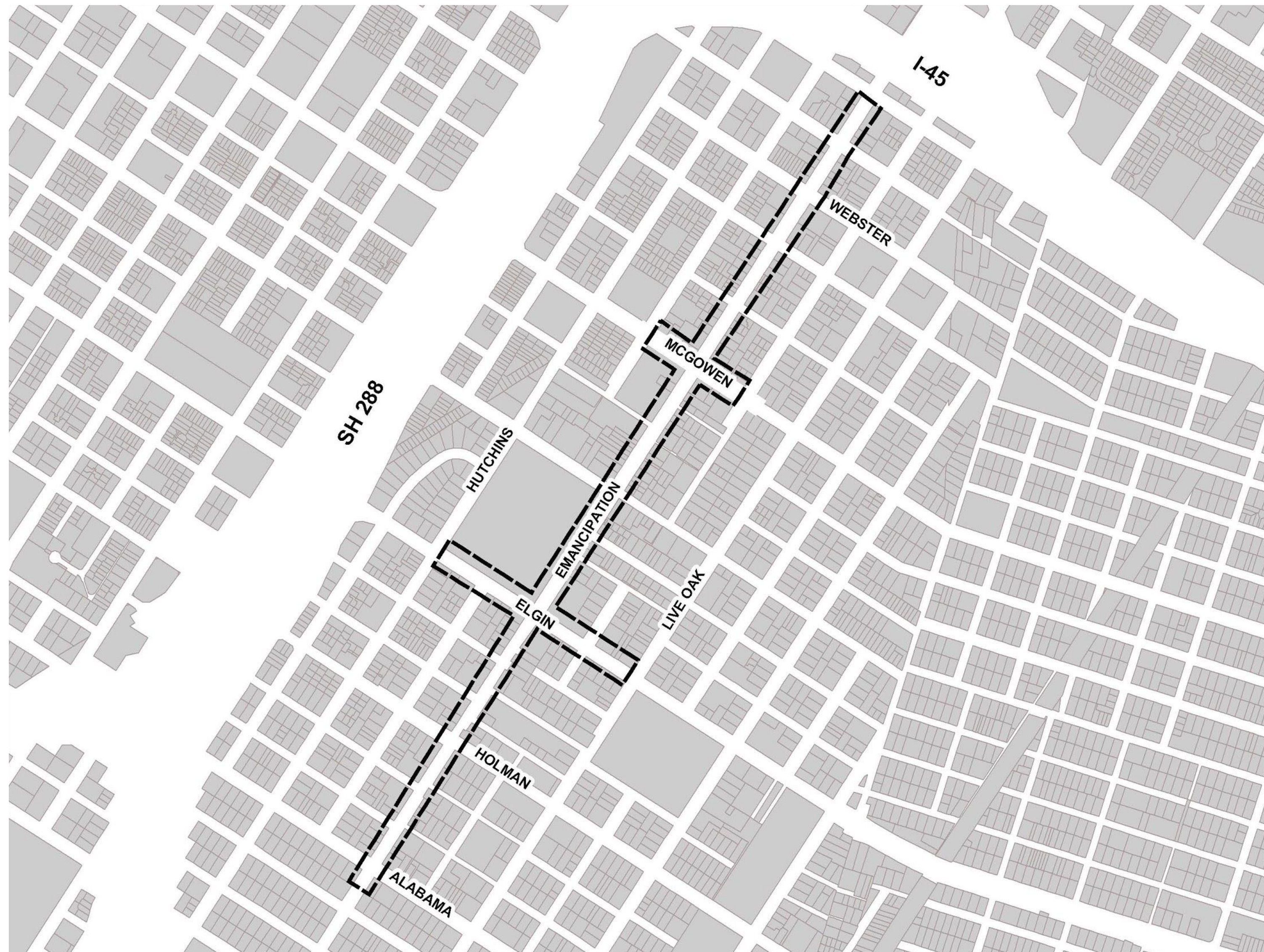
Secondary WP Streets – Pedestrian Realm rules (minimum requirements)



No auto-related uses within the pedestrian realm, except driveway(s) perpendicular with the adjacent public streets. (MAX 35% softscape)

WALKABLE PLACES PILOT AREAS

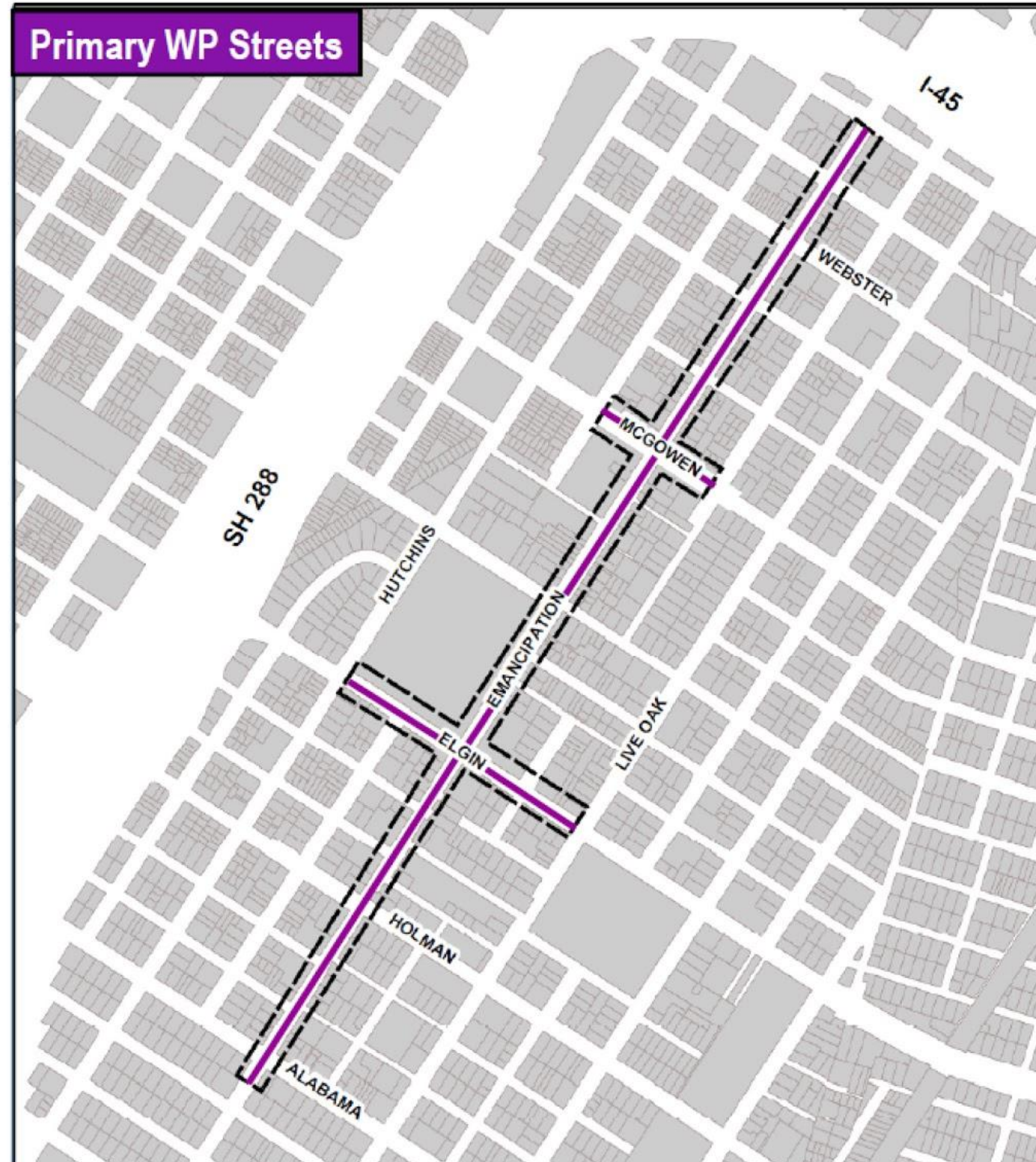
EMANCIPATION AVENUE



WALKABLE PLACES PILOT AREAS

HOGAN/LORRANIE STREET

Walkable Place Pilot Area – Emancipation Avenue



The proposed Emancipation Avenue Walkable Place **rules** are mandatory rules applied to new development and redevelopment along the designated Primary WP Streets. There are five standards:

1. Street Width (established by the MTFP)
2. Pedestrian Realm
3. Building Design
4. Site Design
5. Off-Street Parking Standards (established by the current codes)

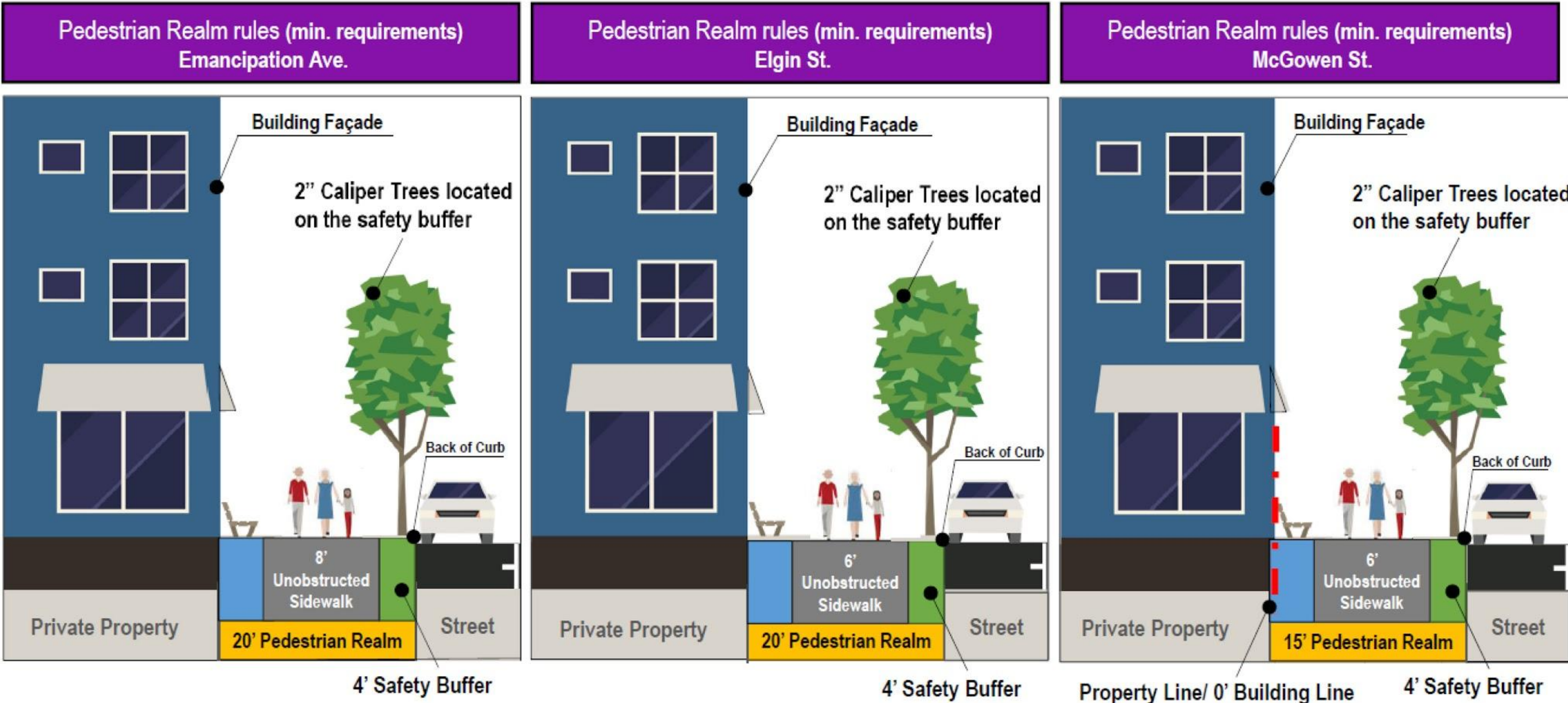
*Corner properties at the intersection of the Primary WP Street and a local street are required to provide a minimum 6' unobstructed sidewalk and 4' safety buffer along the local street.

WALKABLE PLACES PILOT AREAS

HOGAN/LORRANIE STREET

Proposed Pedestrian Realm Rules – Emancipation Avenue Walkable Place Pilot Area

Pedestrian Realm is the area that includes hardscape, publicly accessible sidewalks, clear pedestrian spaces, pedestrian amenities, softscape, and utilities along the walkable street between the roadway (measured from the back of curb, where applicable) and the ground floor façade, as applicable. This requirement is mandatory for new development and redevelopment along the designated Primary WP Streets.



No auto-related uses within the pedestrian realm, except driveway(s) perpendicular with the adjacent public streets. (MAX 35% softscape)

PROPOSED PEDESTRIAN REALM RULES

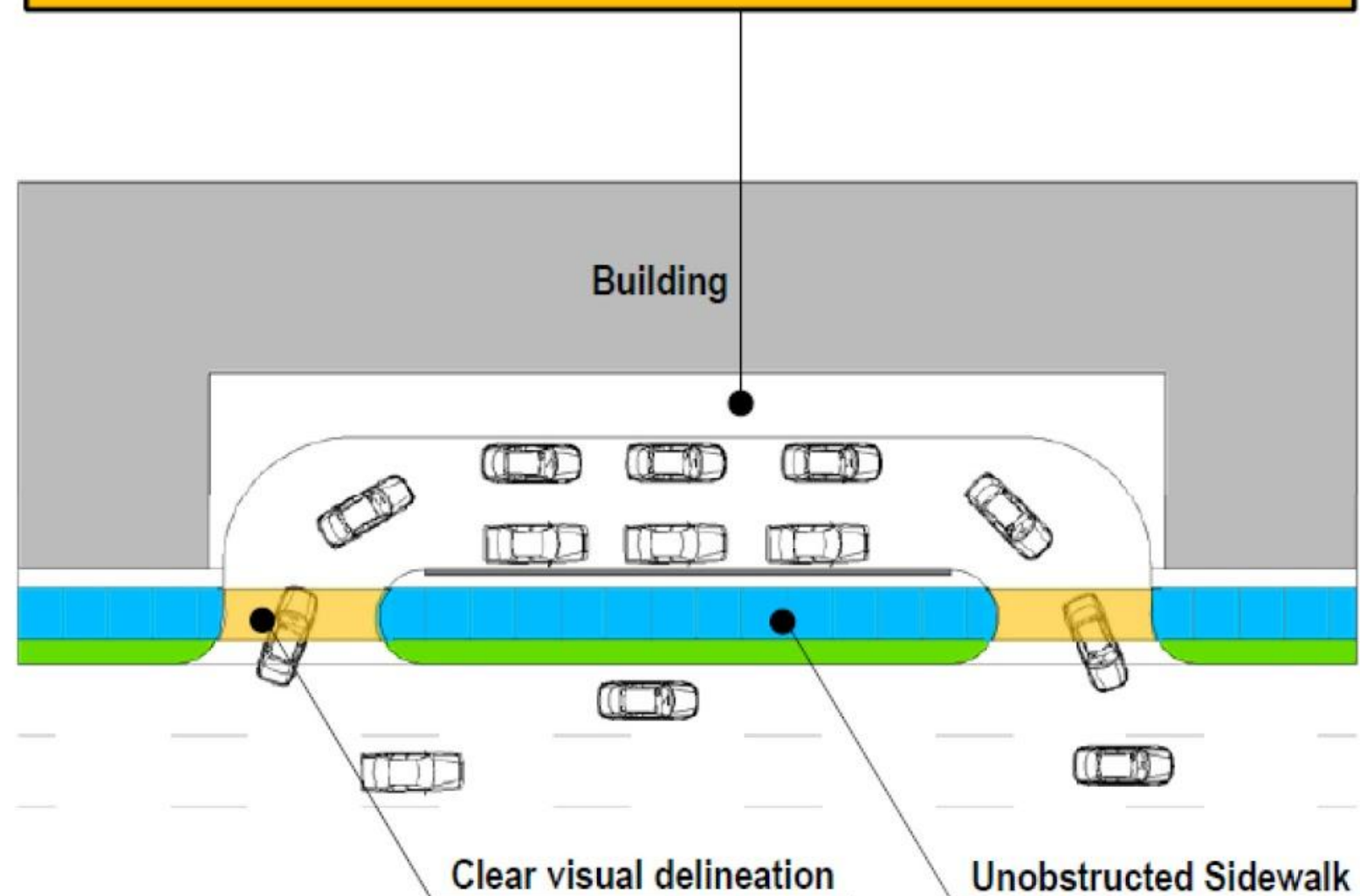
ALL WALKABLE PLACES AREAS

Proposed Pedestrian Realm Rules (Applied to All Walkable Places)

Pedestrian Realm – Drop-off area is an exception to the Pedestrian Realm requirement

A proposed drop-off area behind the pedestrian realm must meet the following requirements:

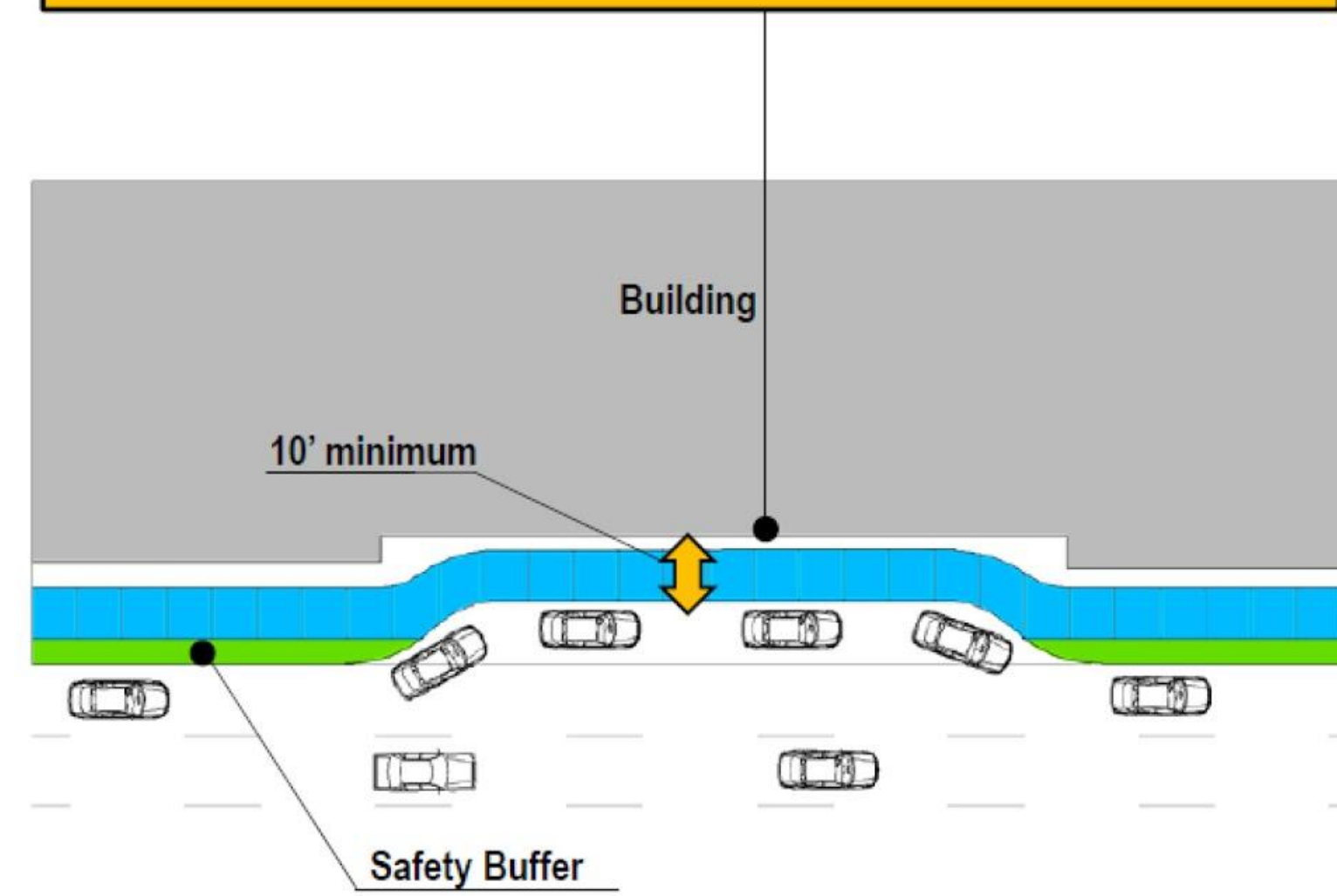
- A clear visual delineation for the sidewalk across any driveway.
- When fronting both Primary and Secondary WP Streets, pedestrian drop-off area behind the pedestrian realm must be along a Secondary WP Streets



If there is a proposed on-street cutback, allow the following pedestrian realm exceptions:

- Min 10 feet between the curb and the building façade
- No safety buffer is required

The on-street cutback design must be approved by City Traffic Engineer

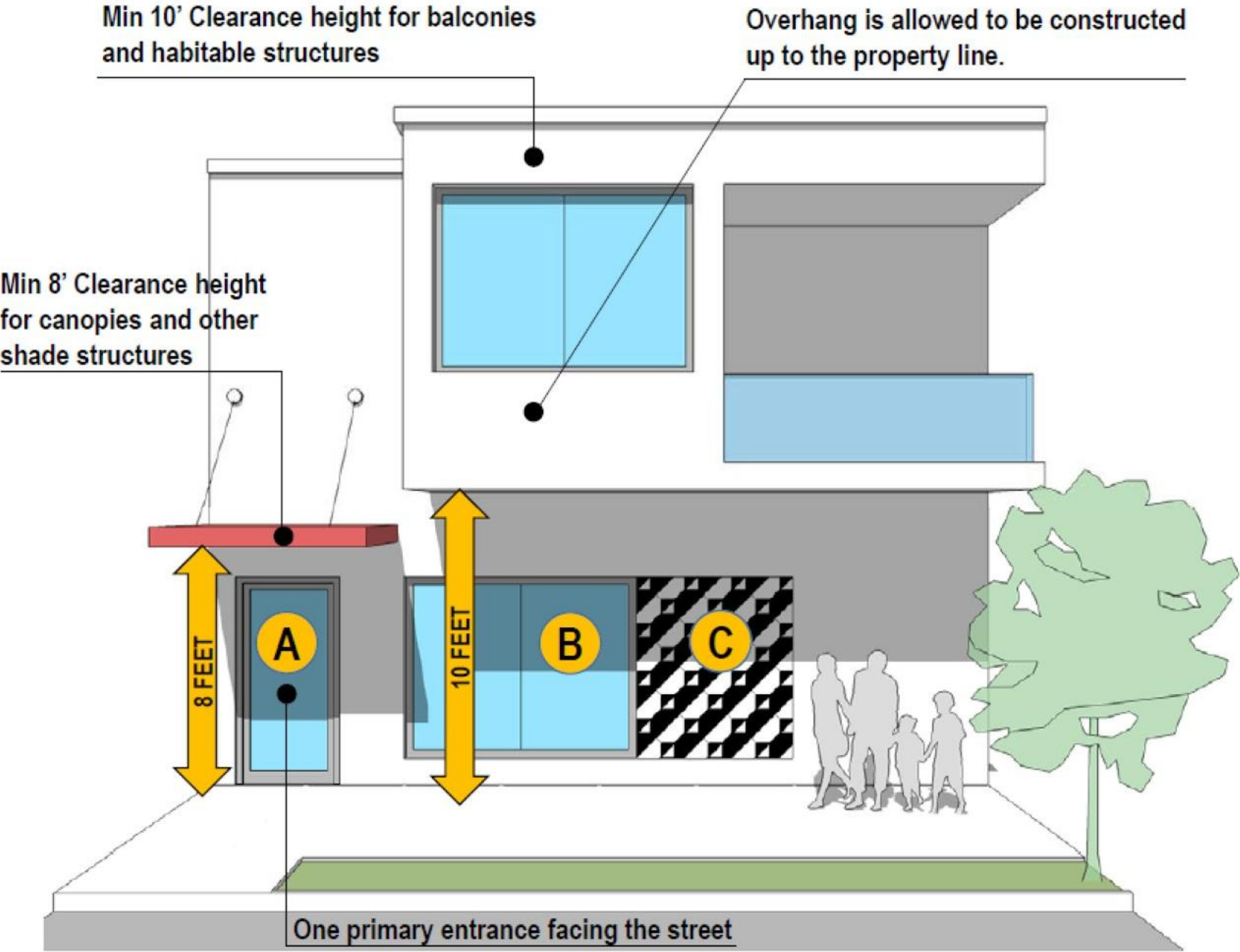


PROPOSED BUILDING DESIGN RULES | COMMERCIAL

ALL WALKABLE PLACES AREAS

Proposed Building Design Rules -- Non-single Family Residential (Applied to All Walkable Places)

Building Design criteria regulates the minimum requirements of the ground floor façade elements such as windows, doors, shading structures and decorative features to create an interaction between the building and the pedestrian realm.



Ground Floor Façade: is the area of the building façade measured between the finished floor of the ground floor and a vertical height of 8 feet.

The total area of A (doors), B (windows) and C (decorative features) on the ground floor façade must be at least 30% along primary streets and 20% along secondary streets.

PROPOSED BUILDING DESIGN RULES | SINGLE-FAMILY

ALL WALKABLE PLACES AREAS

Proposed Building Design Rules -- Single Family Residential (Applied to All Walkable Places)

Building Design criteria regulates the minimum requirements of the ground floor façade elements such as windows, doors, shading structures and decorative features to create an interaction between the building and the pedestrian realm.



Front Door facing the Walkable Place Street with pedestrian access.

Non-opaque fence with a maximum height of 48 inches

If a tract is further subdivided, lot access must be from a shared driveway, Type 2PAE, alley or new public street created by the same subdivision plat.

PROPOSED SITE DESIGN RULES

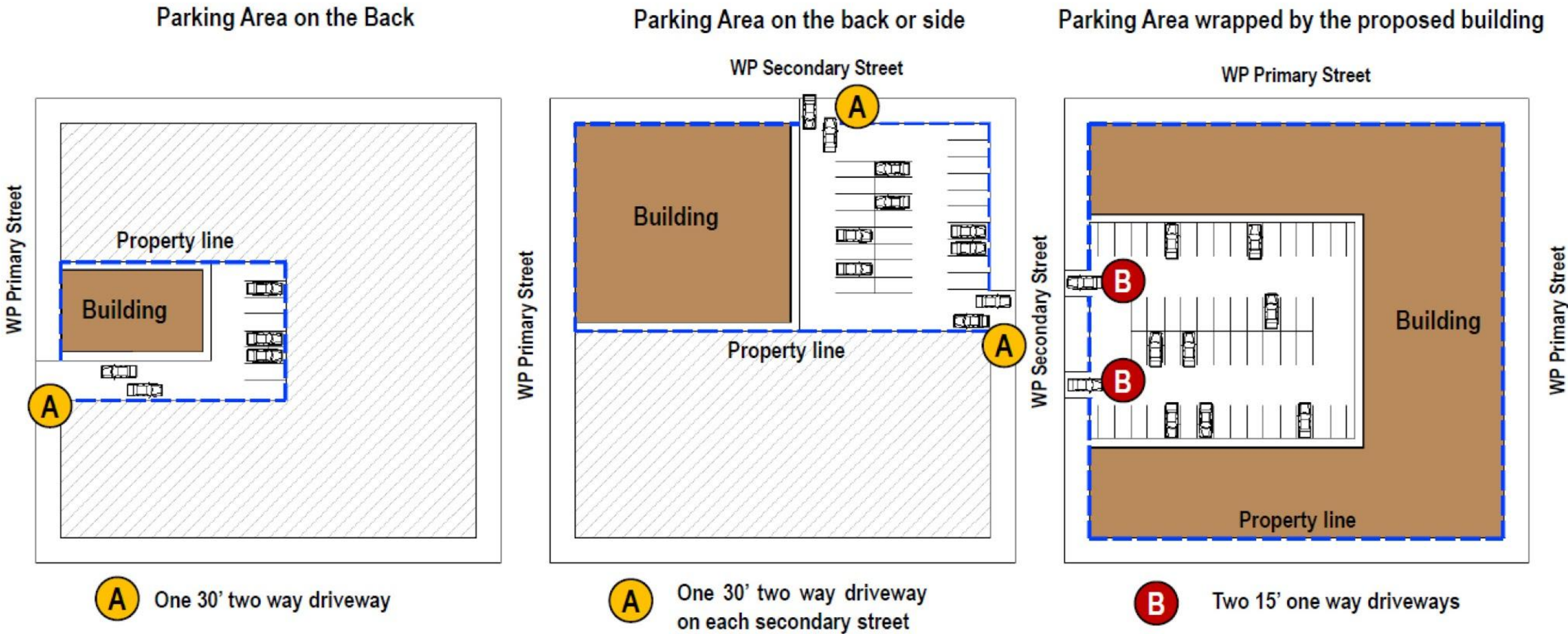
ALL WALKABLE PLACES AREAS

Proposed Site Design Rules (Applied to All Walkable Places)

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. For each property, either a two-way 30 foot driveway or two one-way 15 foot driveways are allowed along a WP street.

Exceptions:

- (1) If a property has frontage along both Primary and Secondary WP streets, no new curb cuts can be created along the Primary street(s).
- (2) If the property has frontage on three or more WP streets, one Secondary WP street can be exempted from the of driveway location and dimension requirements.



PROPOSED OFF-STREET PARKING RULES

ALL WALKABLE PLACES AREAS

Proposed Off-Street Parking Rules (Applied to All Walkable Places)

New developments within the pilot area must meet Chapter 26 parking requirements. In addition, they are required to provide the following additional bicycle parking:

- (1) 1 Bicycle space for every 5,000 sq. ft. of Gross Floor Area (GFA) for uses that required bicycle parking.
- (2) 1 Bicycle space for every 20 dwelling units for apartments.



WHEN WALKABLE PLACES RULES APPLY

TO EXISTING OR OPT-IN DEVELOPMENT

Scenario:	Pedestrian Realm Width ³	Widen Existing Sidewalk	Building & Site Design	Parking Rules
Parking lot modification/expansion, or driveway modification	X ⁴	X ⁴	X	
Changed use only				X
Interior remodeling w/o changed use				
Interior remodeling w/ changed use				X
Exterior remodeling w/o changed use	X		X ⁵	
Exterior remodeling w/ changed use	X		X ⁵	X
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 ⁶	X	X
Addition (more than 25% of the building sqft) and beyond 15' of the minimum pedestrian realm	X	X ⁶	X	X
Addition (less than 25% of the building sqft) and beyond 15' of the minimum pedestrian realm	X			X

WHEN WALKABLE PLACES RULES APPLY

PEDESTRIAN REALM STANDARDS

Pedestrian Realm Standards

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 ⁷
Maximum softscape		35%
Landscape requirements		Min 2" caliper street trees
Fence requirements		Max. height of 54" within the pedestrian realm. A fence located between the back of curb and the ground floor façade shall be non-opaque, decorative fence ⁸
Uses within the pedestrian realm		No auto-related uses, except: <ol style="list-style-type: none">1. Driveway(s) perpendicular with the WP Street; or2. Pedestrian drop-off/loading area beyond minimum pedestrian realm width on a Secondary WP Street where the design is approved by the City Traffic Engineer3. Upon request by the Planning Director, City Traffic Engineer may approve pedestrian drop-off/loading area beyond minimum pedestrian realm width along a Primary WP Street when unique traffic circulation/conditions make it impractical to have the pedestrian drop-off/loading area along a Secondary WP Street

WALKABLE PLACES BUILDING/SITE DESIGN STANDARDS

NON-SINGLE FAMILY RESIDENTIAL

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 ⁹	Along Primary WP Street: Min 30% fenestration or decorative features, with min 15% fenestration ¹⁰
	Along Secondary WP Street: Min 20% fenestration or decorative features, with min 10% fenestration ¹⁰ 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 from the fenestration or decorative feature requirement
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	Allowed up to the property line
Driveway location & dimensions for each property under common ownership or legal interest	<div>Max one 30’ wide two-way driveway or two 15’ wide one-way driveways along the Walkable Place Street for every 300’</div> <div>Exceptions:<div><div>1. For properties fronting more than one street, no new driveways are allowed along the Primary WP Street.¹¹ If two or more streets are Primary WP Streets, then the property owner may select one street to meet the driveway standards</div><div>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</div></div></div>

SINGLE FAMILY RESIDENTIAL

Single family residential:	
Front door facing the Walkable Place Street w/ pedestrian access	Required for each dwelling unit that abuts the WP Street
Lot access	If a tract is further subdivided, lot access must be from a shared driveway, Type 2 PAE, alley, or new public street created by the same subdivision plat

- Single family residential Building/ Site Design Standards are the required standard for all new development along a Primary WP Street or Secondary WP Street.

WALKABLE PLACES OFF-STREET PARKING STANDARDS

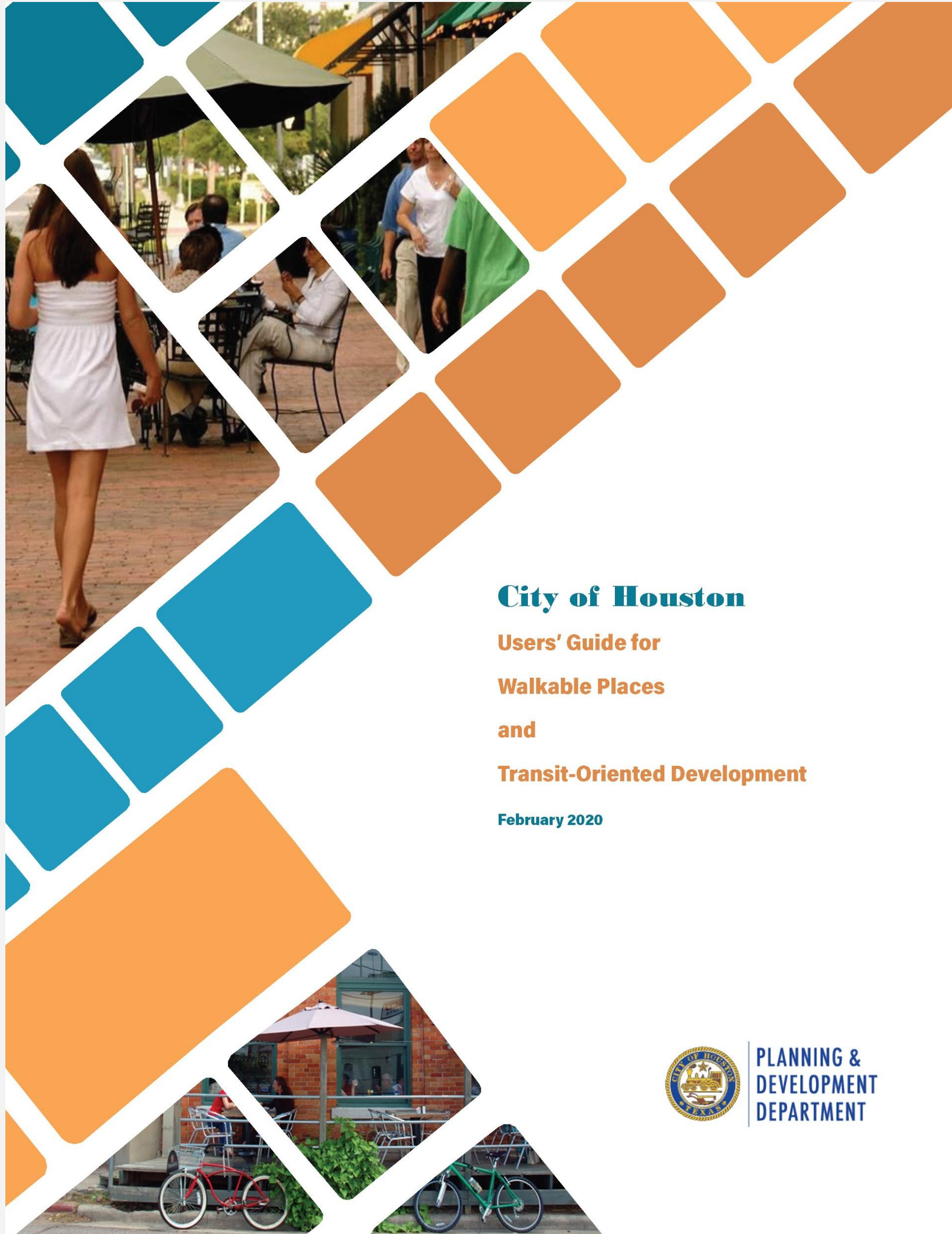
EXCEPT IN SPECIAL PARKING AREA

Off-Street Parking standards

Except when City Council approves a Special Parking Area (SPA), development along a Primary WP Street or an opt-in development along a Secondary WP Street, must meet the standard off-street parking rules and the following additional bicycle parking requirements:

- 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

The Planning Director may streamline the existing review procedures of Chapter 26 for any SPA processed with the public consideration of a related WP Street designation.



CITY OF HOUSTON

USERS' GUIDE FOR WALKABLE PLACE
& TRANSIT-ORIENTED DEVELOPMENT

[View Here](#)



Introduction

The purpose of the Urban Corridor Planning Initiative is to encourage an urban environment that improves pedestrian mobility, supports METRO's light rail investment, and helps accommodate the City's anticipated growth.

History

- The process began in spring 2006 with Phase 1. A Stakeholder Group was formed and a citywide workshop was held to identify top public concerns in the light rail corridors.
- In Phases 2 and 3 throughout 2007 and 2008, a consultant team was hired, analysis and public workshops conducted for each corridor, community representatives and development industry groups were consulted and the consultants reports were produced for each corridor.
- From 2008 to the present, the Phase 3 Implementation recommendations from the consultants and Urban Land Institute were received and the Mixed-Use / TOD Committee of the Houston Planning Commission was convened to shape proposed rules and prepare a draft ordinance.
- Throughout Phases 1 and 2, approximately 800 people participated and provided input.
- Approved by Houston Planning Commission on June 11, 2009. Adopted by Houston City Council on August 19, 2009. Ord. no. 2009-0762. Chapter 42 Article IV.



Metro Light Rail

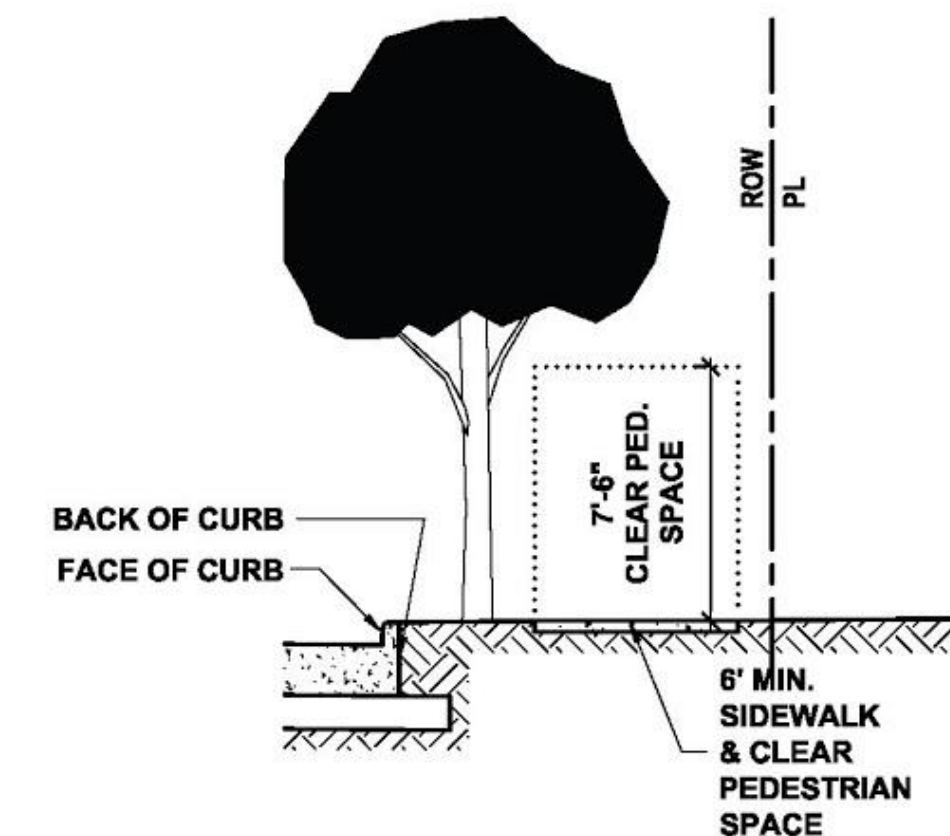
Transit Corridor Ordinance

Mandatory Rules

New Development along transit corridor streets (TCS) and intersecting streets (Type "A" street) must comply with the following:

- Require sidewalks with a clear pedestrian space minimum 6 feet wide and 7-1/2 feet high along all transit corridor streets and Type A streets
- The city engineer has the authority to modify when it is technically or otherwise infeasible to comply

The changes will be handled by amendment to the building codes. The requirements can be fully accommodated in the public right of way.



Boundary & Quitman Station Area (North Corridor)

Opt-In Requirements

The incentive allows development within the building set back line

- New development of property abutting a transit corridor street or Type A street may use the performance standards. They must comply with all the requirements
- The applicant must submit a pedestrian access plan with the application for a building permit, development or other city permit
- The Director is authorized to prepare a map showing Type A streets

Transit Corridor Ordinance

Transit corridor street and Type A street Pedestrian access standards

- The owner may build up to the property line but no closer than 15 feet from the back of curb, if the owner provides a pedestrian realm
- The pedestrian realm is at least 15 feet wide between the back of curb and the property line including a 6 feet wide sidewalk with a minimum 6 feet wide and 7 1/2 feet height clear pedestrian space within a street right-of-way or other public pedestrian access easement

Performance Standards

1. The facade of the building built within 10 feet of the pedestrian realm must be 50% of the lot width
2. No parking or driveways between the facade of the building and the pedestrian realm unless the facade is 25 feet back of the property line
3. **A 3 feet wide vegetative buffer between the pedestrian realm and any surface parking**
4. A public entrance from the building adjacent to the pedestrian realm
5. No building's doors may swing into the pedestrian realm
6. Publicly accessible walkable parks and plazas adjacent and connected to the pedestrian realm may be considered as part of the pedestrian realm
7. 30% of the surface of the facade between the ground and 8 feet high of buildings within 10 feet of the pedestrian realm must be transparent
8. The facade of the building within 10 feet of the pedestrian realm must have doors, windows or other openings every 20 feet
9. A maximum softscape (planting) area of 20% in the pedestrian realm
10. The softscape must be 2 feet back of curb of the street area used for parking
11. Property at the corner of a transit corridor street and a Type A street must have a pedestrian realm on the transit corridor street to have a pedestrian realm on the Type A street
12. Fences built on the front property line over 4 feet in height must be non-opaque and decorative for the portion exceeding 4 feet in height



New Single Family residential development on transit corridor streets and Type A streets

- May build up to the front property line but no closer than 15 feet from back of curb if they provide a pedestrian realm
- Any person using the performance standards must provide a driveway which allows for vehicle turnaround for all vehicles using the property

Dedication

- The pedestrian realm is a minimum 15 feet wide. If a property owner opts-in and there is less than 15 feet from the back of curb to the property line, the owner must provide the additional public right-of-way or easement to provide the 15 foot pedestrian realm.

Construction and Maintenance standards

- The property owner shall construct, install and maintain the sidewalks, clear pedestrian spaces and other improvements in the pedestrian realm.

http://www.houstontx.gov/planning/Urban/urban_cor.html
pd.planning@cityofhouston.net



Summary Report

Transit Oriented

Development Rules

Final summary report discussed and approved by the Walkable Places Committee on June 11, 2019.

Summary Report: Transit Oriented Development Rules

Objectives:

To promote transit-oriented development (TOD) near METRO light rail and bus rapid transit (BRT) stations.

Key Principles:

- Establish objective criteria to determine what streets near transit stations are eligible for TOD rules
- Extend distance from the transit station where TOD rules may apply to ½ mile
- Designate certain streets within ¼ mile of some transit stations where TOD rules are required standards
- Update rules to improve pedestrian friendly environment for new development and certain redevelopment along designated streets
- Preserve existing process for the Planning Director to prepare and periodically update the map(s) showing streets eligible for TOD rules. All map updates are presented to the Planning Commission.

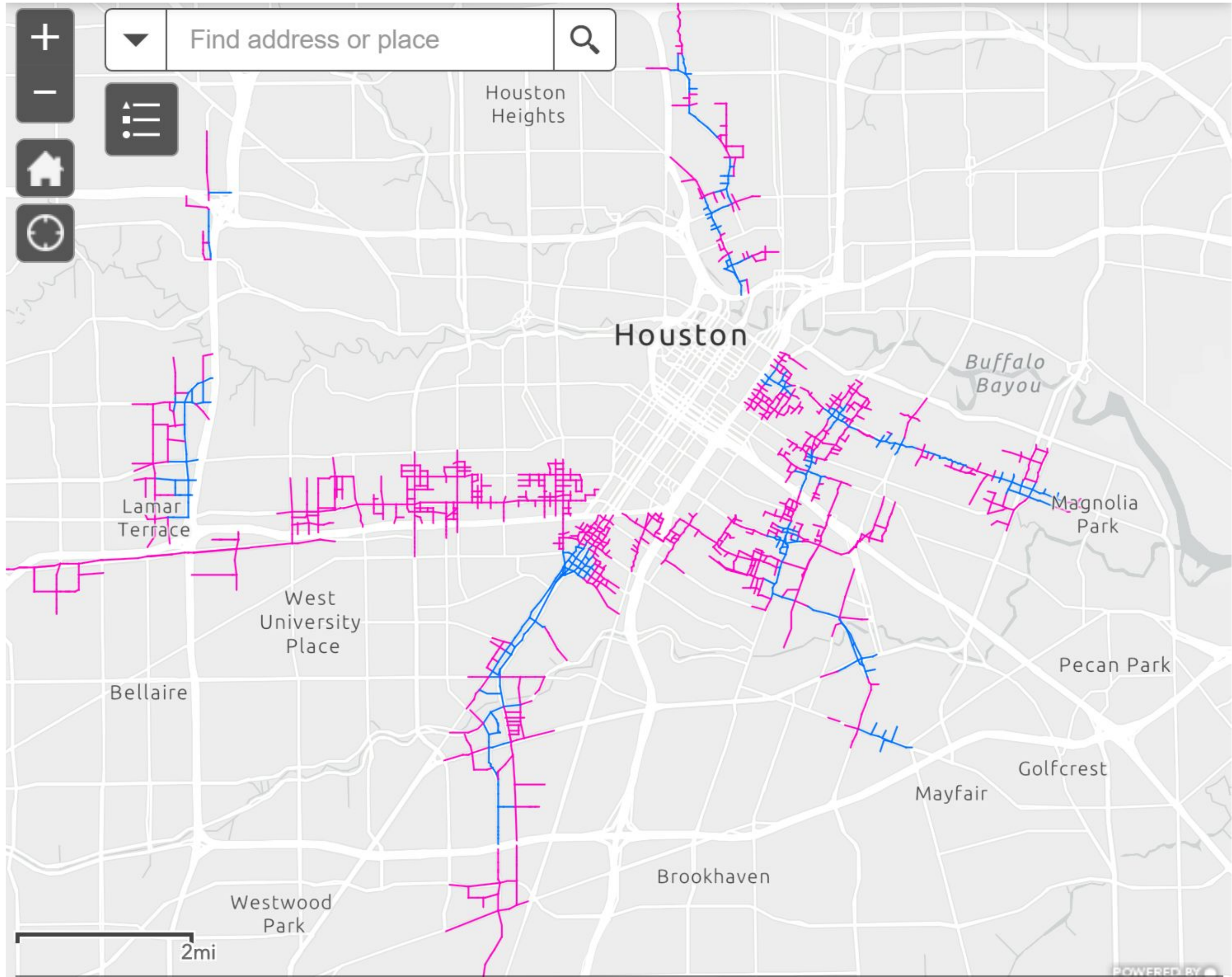
Key Terms:

- **Ground Floor Façade** is the area of the building façade measured between the finished floor height of the ground floor and a vertical height of 8 feet.
- **Pedestrian Realm** is the area that includes hardscape, publicly accessible sidewalks, clear pedestrian spaces, pedestrian amenities, softscape, and utilities along the TOD Street between the back-of-curb and the ground floor building façade
- **Primary TOD Street** is a TOD Street within a ¼ mile walking distance of specific transit stations that is further designated so that TOD rules are required standards
- **Secondary TOD Street** is a TOD Street within a ½ mile walking distance from the transit station platform where properties along the street may opt-in to the TOD rules
- **Street Segment** is the length of a public street between two intersecting streets, or between an intersecting street and the logical termination of the roadway at a well-defined physical barrier
- **TOD Street** is a qualified street segment within a ½ mile walking distance from the transit station platform where properties along the street may be eligible for the TOD rules. There are two types of TOD Street: Primary TOD Street and Secondary TOD Street.
- **Transit Corridor Street** is the street with the existing or proposed METRO light rail or BRT line
- **Walking Distance** is a ¼ mile or ½ mile distance, as applicable, along a continuous path within a public street or public pedestrian easement

Determining Streets Eligible for TOD Designation:

The Planning Director will use the attached Exhibit A *Process to Determine TOD Streets* to evaluate each street segment within ½ mile walking distance from each transit station to find the street segments that qualify for designation under the TOD rules.

Proposed Transit-oriented Development Standards



WHEN TOD RULES APPLY

TO EXISTING OR OPT-IN DEVELOPMENT

Scenario:	Pedestrian Realm Width ¹	Widen Existing Sidewalk	Building & Site Design	Parking Rules
Parking lot modification/expansion, or driveway modification	X ²	X ²	X	
Changed use only				X
Interior remodeling w/o changed use				
Interior remodeling w/ changed use				X
Exterior remodeling w/o changed use	X		X ³	
Exterior remodeling w/ changed use	X		X ³	X
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 ⁴	X	X
Addition (more than 25% of the building sqft) and beyond 15' of the minimum pedestrian realm	X	X ⁴	X	X

PEDESTRIAN REALM STANDARDS

FOR TOD STREETS

Pedestrian Realm Standards:

	Transit Corridor Street/ TOD Streets also designated as a Major Thoroughfare	All Other TOD Streets
Min. Pedestrian Realm Width	20 feet ⁵	15 feet
Min. Unobstructed Sidewalk Width	8 feet ⁶	6 feet
Min. Street Tree Size	3-inch caliper	2-inch caliper
Max. Softscape	35%	
Min. safety buffer width	4 feet ⁷	
Fences	Max. height of 54-inch within the pedestrian realm. A fence located between the back of curb and the ground floor building façade shall be non-opaque, decorative fence. ⁸	
Auto-Related Uses	No auto-related uses, except: <ol style="list-style-type: none">1. Driveway(s) perpendicular with the TOD Street; or2. Pedestrian drop-off/loading area beyond minimum pedestrian realm width on a Secondary TOD Street where the design is approved by the City Traffic Engineer3. Upon request by the Planning Director, City Traffic Engineer may approve pedestrian drop-off/loading area beyond minimum pedestrian realm width along a Primary TOD Street when unique traffic circulation/conditions make it impractical to have the pedestrian drop-off/loading area along a Secondary TOD Street	

BUILDING/SITE DESIGN STANDARDS

NON-SINGLE FAMILY RESIDENTIAL

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 ⁹	Along Primary TOD Street: Min 30% fenestration or decorative features, with min 15% fenestration ¹⁰
	Along Secondary TOD Street: Min 20% fenestration or decorative features with min 10% fenestration ¹⁰ for opt-in streets
	Exception: Building fronting three (3) or more TOD Streets may have one (1) non-Primary TOD street that is exempt from the fenestration or decorative feature requirement
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	Allowed up to the property line
Driveway location & dimensions for each property under common ownership or legal interest	Max one 30’ wide two-way driveway or two 15’ wide one-way driveways along the TOD Street for every 300’ Exceptions: 1. For properties fronting more than one street, no new driveways are allowed along the Primary TOD Street. ¹¹ 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

SINGLE FAMILY RESIDENTIAL

Single family residential:	
Front door facing the TOD Street w/ pedestrian access	Required for each dwelling unit that abuts the TOD Street
Lot access	If a tract is further subdivided, lot access must be from a shared driveway, Type 2 PAE, alley, or new public street created by the same subdivision plat

Single family residential Building/ Site Design Standards are the required standard for all new development along a Primary TOD Street or a Secondary TOD Street.

OFF-STREET PARKING STANDARDS

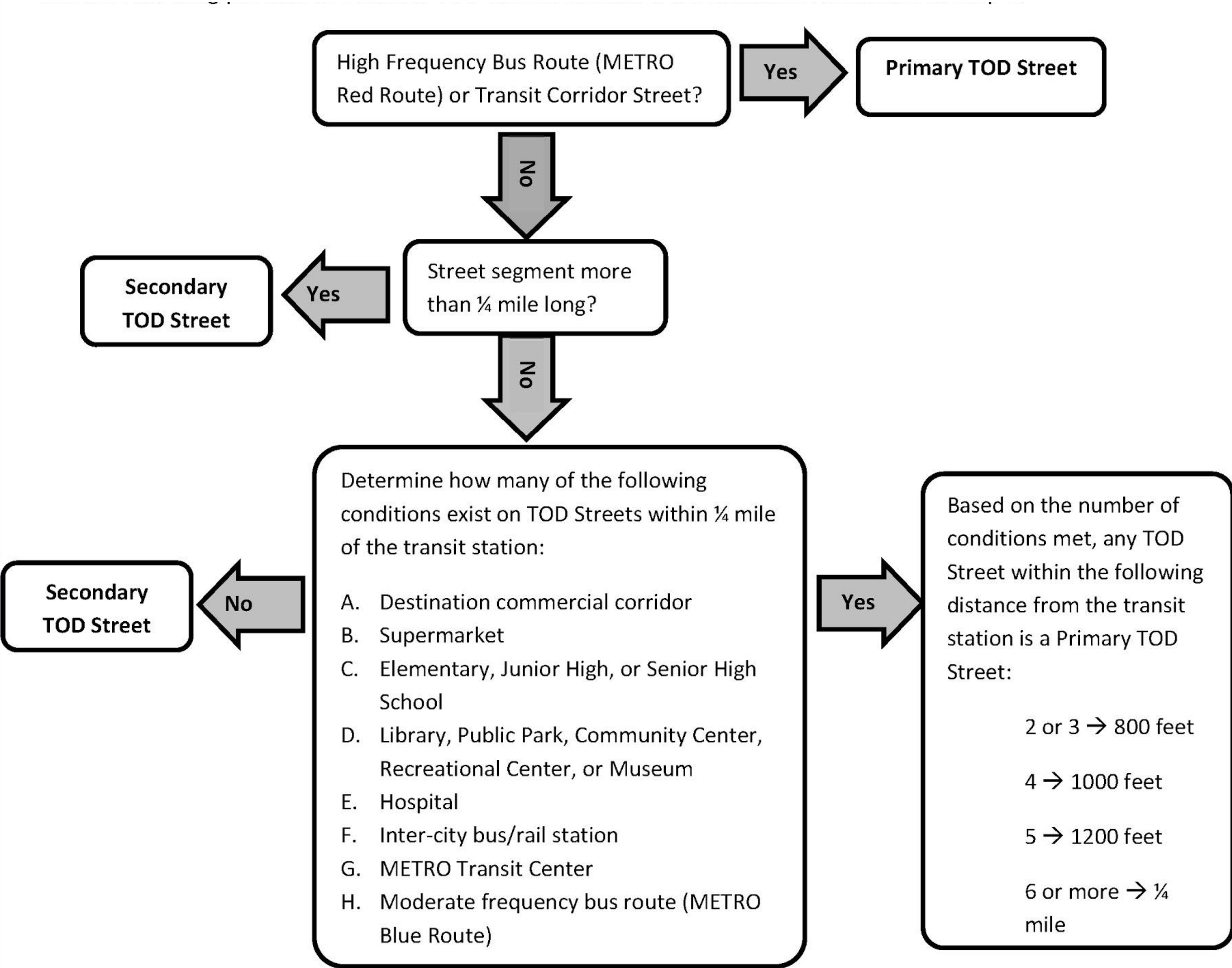
FOR TOD STREETS

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)

DETERMINING THE TYPE OF TOD STREET

THREE-STEP PROCESS FOR DETERMINING ELIGIBILITY



Summary Report

Process to Determine TOD Streets

Draft Document for Discussion Purposes Only
May 14, 2020

EXHIBIT A

Process to Determine TOD Streets

Step 1: Determine the street segments which are undesirable or incompatible for transit-oriented development

Identify all public street segments (excluding alleys) within a ½ mile walking distance from the end of an existing or proposed transit station platform.

Is the street segment meeting one or more of the following criteria?

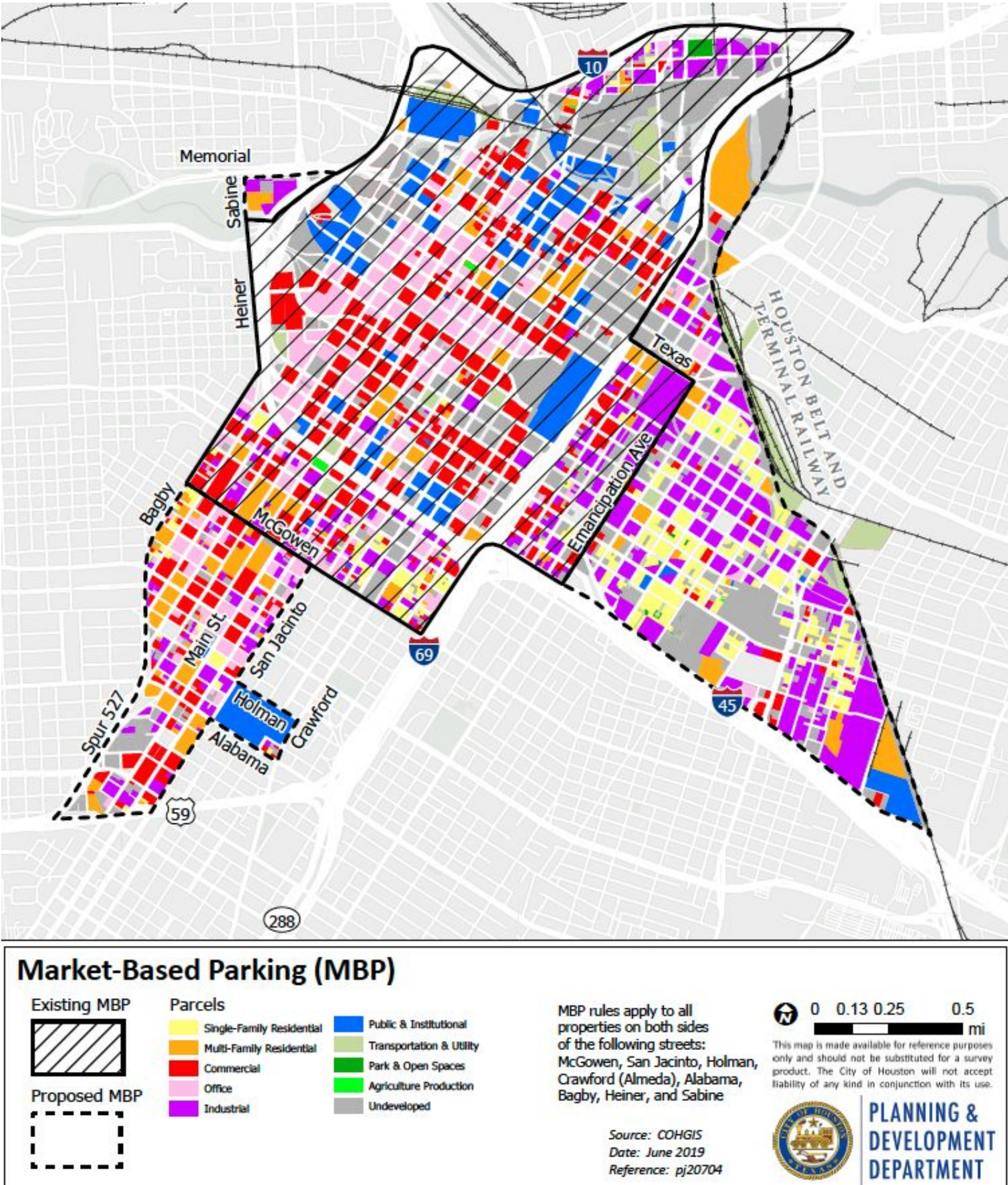
- A. More than 75% the street length abuts property in use for or restricted to single-family residential (Excludes Transit Corridor Streets and Major Thoroughfares)
- B. More than 50% of street length abuts single-family residential (SFR) lots that are 3,500 SF or larger that front on the street (Excludes Transit Corridor Streets and Major Thoroughfares)
- C. Designated as Special Minimum Building Line or Special Minimum Lot Size
- D. Grade-separated or limited access roadway
- E. Freeway or freeway frontage road (except where the freeway is below-grade and covered by an at-grade cap structure)
- F. There is no connection to the transit station via a Transit Corridor Street or other eligible TOD Street for the transit station after evaluating for criteria A. through E.

If **Yes**→ Ineligible for TOD Street designation

If **No**→ Continue to Step 2

Houston extends minimum parking exemptions into East End, Midtown

NEWS STORY: JUL 17, 2019 URBAN PLANNING



Better Places Initiative

Scope & Timeline

Better Places Initiative Scope and Timeline



PLANNING &
DEVELOPMENT
DEPARTMENT

Project Description:

The Better Places Initiative will revise portions of Houston's development codes to create more opportunities for constructing and retaining affordable, quality housing for all. It will also focus on creating opportunities for increased infill development that will strengthen Houston's core. This effort will realize community's preferences that have been identified in several previous planning efforts.

Houston is a city of opportunity that thrives on diversity. It is located within one of the fastest growing and diverse metropolitan areas in the U.S. Despite the success, Houston's growth has brought with it challenges such as rising housing costs, displacement, lack of safe accommodations for pedestrians and cyclists and many neighborhoods where homes and amenities are separated by long distances. *Plan Houston*, adopted by City Council in 2015, describes a vision of Houston where these challenges don't exist. *Plan Houston* and other plans such as *Resilient Houston*, the *Climate Action Plan*, the *Complete Communities Plans*, *Complete Streets Executive Order*, and the *Vision Zero Executive Order* list goals and actions that will help achieve that vision. All of these were created with significant community input.

The Better Places Initiative is not another planning effort. It is the implementation of these plans through changes to the City's development codes. This project will result in more affordable housing and stronger communities across Houston and its extra-territorial jurisdiction. It will create opportunities for more infill urban development that reduces pressure on greenfield areas, maximizes use of existing infrastructure, encourages use of multi-modal transportation options, improve safety, and preserve great neighborhoods.

This approach is holistic and forward thinking. This project will leverage other City of Houston initiatives, including Complete Communities, Comprehensive Housing study, Walkable Places and the Affordable Housing study. It will build on previous public engagement efforts to increase access to the planning process and create a better outcome.

Objectives:

- Allow for flexibility while maintaining certainty for developers and the community
- Allow for an efficient planning and development process
- Clarify and coordinate policies and regulations to maintain consistency.
- Provide options that encourage varying housing types and price points including smaller multi-family residential developments.
- Incentivize denser development along major transportation corridors and inner core while providing improved buffering for existing neighborhoods.
- Create walkable streetscapes and intersection spacings to support multi-modal transportation options.
- Ensure adequate access is available to properties during emergencies.
- Assess infrastructure needs considering the impact of newer development trends.
- Integrate flood mitigation principles into design
- Create user friendly, plain language documents and exhibits

Better Places Initiative

Scope & Timeline

Preliminary Methodology:

The project will be divided into several components that may run concurrently.

- Steering Committee will meet monthly to review staff proposals, provide input on all components of the project, and make recommendations to Planning Commission.
- Minor technical amendments will be addressed and sent to City Council quickly.
- Topics such as Parking and Housing will be studied with the help of outside consultants to identify best practices.
- Extensive public outreach and engagement will occur to better understand the public vision for development in Houston and to inform people how various regulations can help achieve that vision. Staff will work closely with the team developing a region wide housing plan to leverage community engagement efforts.
- Staff will engage professional experts within a consultant team to develop regulatory tools that can help achieve the public vision.

Timeline:

This project is expected to take 18-24 months to complete.



Better Places Initiative

Scope & Timeline

Timeline:

This project is expected to take 18-24 months to complete.



THE PURPOSE OF THE BUILDING CODE IS TO KEEP CITIZENS SAFE.

The Houston Permitting Center's mission is to help customers achieve their goals while complying with the City's regulations. Accomplishing our mission requires a continuous pursuit of improving the customer's experience. Providing excellent service, streamlining business processes, implementing innovative technologies, and proactively engaging customers are all cornerstones of this philosophy.



HOUSTON PERMITTING

HOUSTONPERMITTINGCENTER.ORG

ONLINE PERMITS
WEBSITE

PERMIT FORMS &
GUIDELINES

BUILDING CODE
ENFORCEMENT

Website Highlights

Welcome to the City of Houston's Online Permits Website

iPermits - Customer / Contractor Portal

[First Time User](#)

[Login](#)

For questions, please contact us at rmcadc@houstontx.gov

Purchase Permits
(certain restrictions
apply)

Building Fee Estimator

[Fee Estimator](#)

To download the Building Code Enforcement's Permit Fee Schedule, [Click Here](#)

Estimate Building
Permit Fees

Schedule Building Code Enforcement Inspections

[Schedule Inspections and View Inspections History](#)

To register for the Building Code Enforcement's Inspection Notification System to receive inspection results by e-mail or cell phone [Click Here](#).

Schedule Inspections

Check Permit Status

Plan Review

[Plan Review Status \(Real Time Pages\)](#)

Check the Status of
Plans

Permits Sold

[Search for Sold Permits \(sold permits for the last 3 years\)](#)

Search for Permits
Sold

Other Information

[Building Code Enforcement Main Page](#)

Visit the Code
Enforcement Main
Webpage

PLANNING TO PERMITTING

HOUSTON PERMITTING

HOUSTONPERMITTINGCENTER.ORG

ALL CITY PERMITTING &
LICENSING ACTIVITY

FROM RESIDENTIAL AND
COMMERCIAL **BUILDING**
CODE TO SIGNAGE TO
FLOODPLAIN
DEVELOPMENT

PLAN REVIEW & FEES



RESIDENTIAL PERMITTING

HOUSTONPERMITTINGCENTER.ORG

RESIDENTIAL PERMITTING 101

WHEN LISTING
DISCLOSING PERMITTING
STATUS ON ANY WORK IS
REQUIRED

SECTION 5

Concerning the Property at 1725 Airline Dr
Houston, TX 77009-3609

Historic Property Designation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Termite or WDI damage needing repair	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Previous Use of Premises for Manufacture of Methamphetamine	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Single Blockable Main Drain in Pool/Hot Tub/Spa*	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If the answer to any of the items in Section 3 is yes, explain (attach additional sheets if necessary):
Replaced 2 sets of windows, one with sliding glass door north wall.

*A single blockable main drain may cause a suction entrapment hazard for an individual.

Section 4. Are you (Seller) aware of any item, equipment, or system in or on the Property that is in need of repair, which has not been previously disclosed in this notice? ☐ yes ☐ no If yes, explain (attach additional sheets if necessary):

Section 5. Are you (Seller) aware of any of the following (Mark Yes (Y) if you are aware. Mark No (N) if you are not aware.)

<div>Y N</div> <div><input type="checkbox"/> <input checked="" type="checkbox"/></div>	Room additions, structural modifications, or other alterations or repairs made without necessary permits, with unresolved permits, or not in compliance with building codes in effect at the time.
--	--

RESIDENTIAL PERMITTING

HOUSTONPERMITTINGCENTER.ORG

RESIDENTIAL PERMITTING 101

WHEN UNDER CONTRACT
SELLER MUST OBTAIN
ALL REQUIRED PERMITS
FOR REPAIRS

PARAGRAPH 7 F.

7. **PROPERTY CONDITION:**
- A. ACCESS, INSPECTIONS AND UTILITIES: Seller shall permit Buyer and Buyer's agents access to the Property at reasonable times. Buyer may have the Property inspected by inspectors selected by Buyer and licensed by TREC or otherwise permitted by law to make inspections. Any hydrostatic testing must be separately authorized by Seller in writing. Seller at Seller's expense shall immediately cause existing utilities to be turned on and shall keep the utilities on during the time this contract is in effect.
- B. SELLER'S DISCLOSURE NOTICE PURSUANT TO §5.008, TEXAS PROPERTY CODE (Notice):
(Check one box only)
- ☒ (1) Buyer has received the Notice.
- ☐ (2) Buyer has not received the Notice. Within _____ days after the Effective Date of this contract, Seller shall deliver the Notice to Buyer. If Buyer does not receive the Notice, Buyer may terminate this contract at any time prior to the closing and the earnest money will be refunded to Buyer. If Seller delivers the Notice, Buyer may terminate this contract for any reason within 7 days after Buyer receives the Notice or prior to the closing, whichever first occurs, and the earnest money will be refunded to Buyer.
- ☐ (3) The Seller is not required to furnish the notice under the Texas Property Code.
- C. SELLER'S DISCLOSURE OF LEAD-BASED PAINT AND LEAD-BASED PAINT HAZARDS is required by Federal law for a residential dwelling constructed prior to 1978.
- D. ACCEPTANCE OF PROPERTY CONDITION: "As Is" means the present condition of the Property with any and all defects and without warranty except for the warranties of title and the warranties in this contract. Buyer's agreement to accept the Property As Is under Paragraph 7D(1) or (2) does not preclude Buyer from inspecting the Property under Paragraph 7A, from negotiating repairs or treatments in a subsequent amendment, or from terminating this contract during the Option Period, if any.
(Check one box only)
- ☐ (1) Buyer accepts the Property As Is.
- ☒ (2) Buyer accepts the Property As Is provided Seller, at Seller's expense, shall complete the following specific repairs and treatments: Seller to treat the dry wood termites in the house and garage per termite inspection dated 1/31/19.
(Do not insert general phrases, such as "subject to inspections" that do not identify specific repairs and treatments.)
- E. LENDER REQUIRED REPAIRS AND TREATMENTS: Unless otherwise agreed in writing, neither party is obligated to pay for lender required repairs, which includes treatment for wood destroying insects. If the parties do not agree to pay for the lender required repairs or treatments, this contract will terminate and the earnest money will be refunded to Buyer. If the cost of lender required repairs and treatments exceeds 5% of the Sales Price, Buyer may terminate this contract and the earnest money will be refunded to Buyer.
- F. COMPLETION OF REPAIRS AND TREATMENTS: Unless otherwise agreed in writing: (i) Seller shall complete all agreed repairs and treatments prior to the Closing Date; and (ii) all required permits must be obtained, and repairs and treatments must be performed by persons who are licensed to provide such repairs or treatments or, if no license is required by law, are commercially engaged in the trade of providing such repairs or treatments. At Buyer's election, any transferable warranties received by Seller with respect to the repairs and treatments will be transferred to Buyer at Buyer's expense. If Seller fails to complete any agreed repairs and treatments prior to the Closing Date, Buyer may exercise remedies under Paragraph 15 or extend the Closing Date up to 5 days if necessary for Seller to complete the repairs and treatments.

Online Sold Permit Search

NOTE Basic permit history is available for the previous 3 years. For a complete history or other records, please contact the Open Records section at 832-394-8800 or hpc.openrecords@houstontx.gov. This site uses pop-up windows. Please turn off your browser's pop-up blocker.

☒ Project Number

☐ Buyer's Name

☐ Zip Code

☐ Job Address

☐ Buyer's Address

☐ Commercial (Category B)

☐ Applicant Name

☐ Owner Occupant

☐ Residential (Category 3)

☐ Permit Type

☐ Building Use

☐ Multi Family

Search Info

Date From

Date To

Valuation MIN

Valuation MAX

Search Info

Reset

PERMITTING

HOW TO FIND SOLD PERMITS

PAST 3 YEARS AVAILABLE
ONLINE

EMAIL
[HPC.OPENRECORDS@
HOUSTONTX.GOV](mailto:HPC.OPENRECORDS@HOUSTONTX.GOV)
FOR OLDER RECORDS

If you feel a project violates deed restrictions, please contact the Office of the City Attorney's [Deed Restriction Enforcement Team](#).
If you suspect work is being done without a permit, please report it to [311](#).

Inspection Request and Project Status

Checking the status of your project requires you to have the 8 digit project number assigned to you by the city. Status changes are made during the day so be sure to check back with us.

Project #

Submit

Reset

Please contact the appropriate section for additional assistance.

Section	Phone Number
Structural	832-394-8840
Electrical	832-394-8860
Mechanical	832-394-8850
Plumbing	832-394-8870
Occupancy	832-394-8880
Multi-discipline	832-394-8880
Sign Administration	832-394-8890

PERMITTING HAS IT PASSED INSPECTIONS?

YOU CAN'T KNOW THE WORK WAS DONE RIGHT UNTIL IT HAS PASSED FINAL INSPECTION

PERMITTING

RESIDENTIAL PERMITTING 101

THERE ARE MANY
LAYERS OF REVIEW
AND COMMENT

READ THE
COMMENTS
CAREFULLY

PROJECT NUMBER EX.
15026889

Plan Check Comment Information

Project Number: 17126734
Description: DET. GARAGE W/APT ABOVE (1-2-5-R3-B) 12 IRC/15 IECC
Address: 1346 HARVARD ST

COMMENTS:

Your plans have been reviewed by Tara for compliance with codes, ordinances, City of Houston Infrastructure Design Manual and Drawings adopted by the City of Houston.

Please resubmit all corrected sheets along with those marked up for corrections and a response sheet indicating the location of all corrections. Failure to make the required corrections to the submitted plans and provide any supporting documents (if requested) will cause a delay in the approval of your plans.

You may also schedule a plan review appointment with me via the online Appointment Scheduler at <https://coh.hosted.acfttechnologies.com/AppWizard/AppTypeSelection.aspx> (Click - Office of City Engineer\Traffic Plan Review/Permits) Please keep in mind that rejected plan review meetings are BY APPOINTMENT ONLY.

If you have any questions, please email me at Tara.Tuttle@houstontx.gov

The following comments for the Site Plan sheet need to be addressed:

- Per Google Street View, the driveway appears to be new but not compliant and without a sidewalk section. Per ILMS, driveway has not been permitted. Driveway must have 4' minimum radii and edge of driveway must be at least radial distance from alley and have a sidewalk section through it.
- Call out width of existing/proposed driveway. Reference and include a copy of 2014 COH driveway detail 02754-01B and 2009 driveway detail 02754-01A in each plan set. Current COH driveway details may be accessed online at <https://edocs.publicworks.houstontx.gov/engineering-and-construction/drawings/standard-details/street-paving-a-sidewalk-details.html>
- Show and call out a new 5' sidewalk across the property frontages on both Harvard and E. 14th, including through the driveway.
- Show and call out an ADA corner ramp for crossing Harvard. Reference and include a copy of COH wheel chair ramp detail 02775-02 in each plan set.
- Show trees in ROW and setback areas. Call out calipers and species if known. Obtain Urban Forestry approval per the following for proposed sidewalk work near existing ROW trees:

Trees in Right of Way
Site plan shall show all existing trees in the right of way; state whether they are to remain or to be removed and call out the caliper and species of the trees. Driveways/sidewalks/walkways near the trees shall be approved by parks department prior to traffic approval. All requests along with site plan must be submitted to FORESTRYPLANREVIEW@HOUSTONTX.GOV

****Attach a copy of approval to the site plan. ****

- Per Google Street View, there is a perimeter fence with a gate across the driveway. Show and call out the perimeter fence and gate. Clarify how gate opens (not into ROW). If fence and/or gate are located in ROW, Applicant must either relocate it to or inside the property lines or contact Hannah Yi at hannah.yi@houstontx.gov regarding an Encroachment Permit.

Revise the site plan and resubmit for further review.

Prior Traffic Rejection Comments of 11/17 for reference:
Based on today's brief walk-through (Garage Apartments need to be routed and require Traffic appointment for further review of rejection comments), detached garage apartment is subject to same Traffic review, requirements, and rejection comments as new residential. Call out all ROW conditions. Existing or proposed 5' sidewalk in good condition or new across the property frontage and a compliant driveway approach are required.

Inspection Request and Project Status

Project Number: 15026889
Description: 2 STORY S.F. RES W/ ATT GAR (1-2-5-R3-B) 06 IRC
Address: 523 E 23RD ST

INSPECTION REQUEST, CHANGE, AND STATUS			
Description	Inspection	Last Inspection	Status
Electrical Pmt			Display Project / Inspection Comments
rough		09/24/2015	Approved
mls		10/05/2016	Approved
tci		01/05/2016	Approved
elect final		10/05/2016	Approved
Plumbing Pmt			Display Project / Inspection Comments
sewer		07/12/2016	Approved
gas test		09/20/2016	Approved
ground in		07/06/2015	Approved
rough in		09/20/2016	Approved
shower pan		03/02/2016	Approved
plumbing final		09/20/2016	Approved
Building Pmt			Display Project / Inspection Comments
1031-fdn am		07/15/2015	Approved
1035-frame		10/30/2015	Approved
brick tie		10/30/2015	Approved
struct final		10/12/2016	Approved
nail pattern		10/12/2016	Approved
piers pm		10/12/2016	Approved
insulation		10/12/2016	Approved
windstorm		08/11/2015	Approved
HVAC Permit			Display Project / Inspection Comments
cover		10/07/2015	Approved
ac final		09/19/2016	No Action Required
grille seal		05/02/2016	Approved
Sidewalk,DW,PV			Display Project / Inspection Comments
driveway am		10/11/2016	Approved
driveway pm		09/16/2016	Admin. Correction
sidewalk pm		10/07/2016	Approved
15 final		10/12/2016	Approved
A1-ADDL-HVAC			Display Project / Inspection Comments
add ac final 1		09/28/2016	Approved
DECOR APPLANCE			Display Project / Inspection Comments
cover		11/13/2015	Approved
decor ad final		10/10/2016	Approved
C1-DUP/CHNG			Display Project / Inspection Comments
no inspections to date			
ES-SAWPOLE PT			Display Project / Inspection Comments
sawpole final		06/12/2015	Approved
DEVEL-REVIEW			Display Project / Inspection Comments
no inspections to date			
GRADING , FILL			Display Project / Inspection Comments
final		10/07/2016	Approved
General Hold			Display Project / Inspection Comments
no inspections to date			
LAND-TREE/SHRB			Display Project / Inspection Comments
go by		10/07/2016	Approved
tree/shrub fnl		10/07/2016	Approved
*P1*ADD-PL-PMT			Display Project / Inspection Comments
storm sewer		07/26/2016	Approved
p1 final		07/26/2016	Approved
*P2*ADD-PL-PMT			Display Project / Inspection Comments
p2 final		07/26/2016	Approved
*PG*TEMP GAS			Display Project / Inspection Comments



HOUSTON

A WALKABLE CITYSCAPE

BILL BALDWIN