



TC1 Revision Discussion

City Planning Commission
Working Session

12-13-2022



Discussion Agenda

1. TC1 Intent
2. Council Resolution
3. Implementation Challenges
 - *Auto-Oriented Uses*
 - *Right-of-Way*
 - *Use Specific Standards*
 - *Other*
4. Next Steps



TC1 Intent

- TC1 tries to further comprehensive plan goals by allowing transit-adjacent corridors to redevelop with mixed-uses and pedestrian friendly forms.
- The new district aims to reduce vehicle miles traveled, increase access to destinations and provide benefits like housing choice.
- TC1 tries to facilitate infill development without regulatory constraints like Floor Area Ratio.



Council Resolution R-22-390

- Passed on 12-05-22
- Directs CPC to consider modifications to TC1 Zoning District, specifically:
 - *Incorporate limited automobile-related uses ..., excluding drive throughs and gas stations*
 - *Address constraints of existing narrow rights-of-way*



TC1 Implementation Challenges

Council identified implementation challenges:

1. Auto-oriented uses
2. Sufficient right-of-way between lot lines and curb

Additional staff identified implementation challenges:

3. Use Specific Standards
(road hierarchy, block dimensions, first floor uses, access management)
4. Other
(height, non-conforming uses, citywide sidewalk design guidelines, clarity in terminology, comprehensive plan update)



1. Auto-oriented Uses

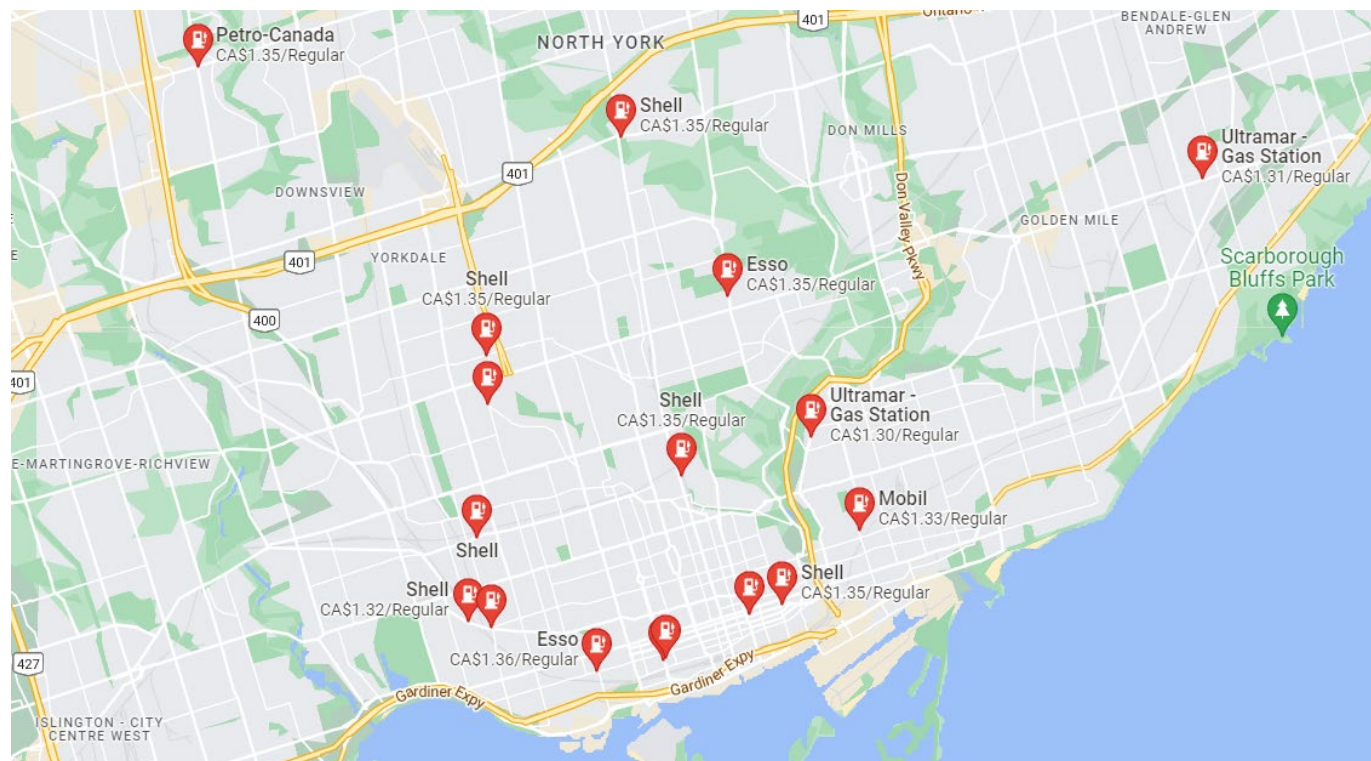
1.1 The transition toward achieving higher walking, transit and bike mode share will take time

- *Approximately 2/3rds of trips today are auto trips of some kind, and half of trips after 2030 still projected to be auto-oriented (2021 Moving Together Plan)*
- *Many households will become “car lite” before becoming “car free.” This includes mixing trips throughout the week, carpooling and adjusting to new ways of living.*
- *Prohibiting a use will not make it obsolete - transitioning households will need access to vehicle rental, fueling stations and vehicle repair.*



1. Auto-oriented Uses continued

Toronto combined active transportation + public transit 2016 – 31% of all trips (source: ontario.ca)

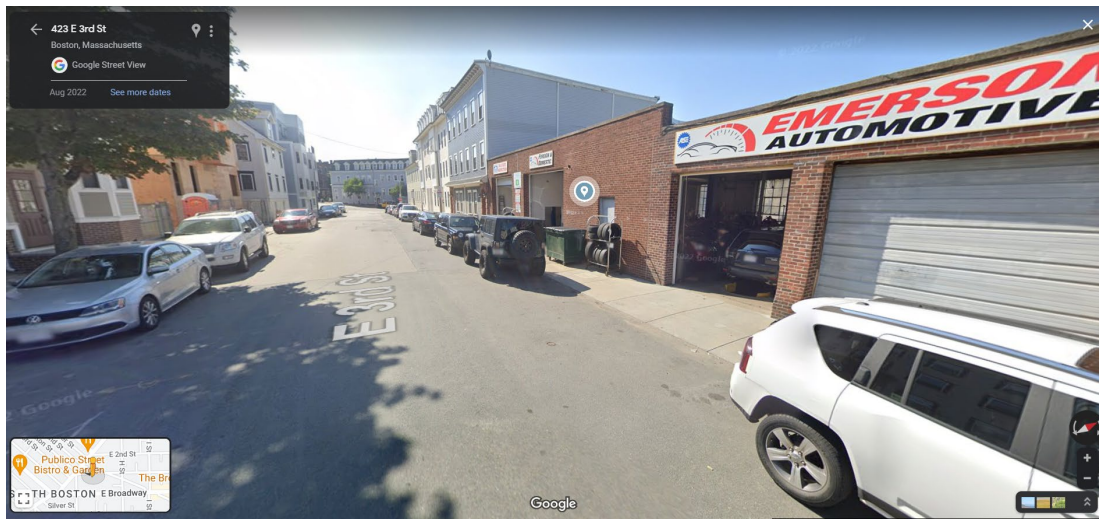




1. Auto-oriented Uses continued

1.2 Many auto uses prohibited in TC1 can be compatible with walkable urban form if they are designed well

- *Examples from neighborhoods with compact urban form*



Boston, MA



Barcelona, Catalonia, Spain



1. *Auto-oriented Uses continued*

1.2 Many auto uses prohibited in TC1 can be compatible with walkable urban form if they are designed well



Barcelona, Catalonia,
Spain



1. *Auto-oriented Uses continued*

1.3 To include limited auto-oriented uses per Council directive, staff and CPC will work within current regulated auto-oriented uses:

- *Automobiles, Motorcycles, Recreation Vehicles, Equipment (Sales and Rental)*
- *Fueling Station*
- *Mobile Food Vending [permitted in TC1]*
- *Automobiles, Trucks and Construction Equipment Repair*
- *Parking Lots and Parking Structures (Primary Use)*
- *Vehicle Wash*
- *Drive-Through Facility (Accessory Use)*
- *Parking Structure (Accessory Use) [permitted in TC1]*



2. ROW


2.1 Zero lot line construction conflicts with adequate pedestrian space in some corridors (ex: Stadium Blvd).

- [Speedway Service Station - Stadium Blvd.](#) ~7 feet property line to curb.
- [Shell Station - Washtenaw Avenue](#) (to be considered for TC1) ~7 ft. property line to curb
- [Chalmers Place Strip Mall - Washtenaw Avenue](#) (to be considered for TC1) ~6 ft. property line to curb.

2. ROW continued

2.2 Expanded pedestrian design guidelines outside of the DDA would help identify and standardize citywide goals for sidewalks by road type.

- *Areas to standardize: frontage zones, pedestrian zones, landscape/furnishing zones and curb areas.*



Street Type	Frontage Zone	Pedestrian Clear Zone ^{1,2,3}	Landscape/Furniture Zone ^{2,4}	6" Curb	Total Minimum width (without frontage)
	Desirable width	Minimum width	Minimum width		
Downtown	6'	8' ⁶ (10' minimum for streets with RapidRide stops)	6' (8' minimum for RapidRide stops)		14' (18' if RapidRide)
Downtown Neighborhood	6'	6' ⁶ (8' minimum for streets with RapidRide stops)	6'		12' (14' if RapidRide)
Downtown Neighborhood Access	6'	6'	6'		12'
Urban Village Main	6'	6' (8' minimum for streets with pedestrian-designated zones)	6'		12' (14' if P-DZ)
Urban Village Neighborhood	6'	6' (8' minimum for streets with pedestrian-designated zones)	6'		12' (14' if P-DZ)
Urban Village Neighborhood Access	-	6'	6'		12'
Urban Center Connector ⁷	6'	6' (10' minimum for streets with RapidRide stops)	6' (8' minimum for RapidRide stops)		12' (18' if RapidRide)
Neighborhood Corridor	-	6'	6'		12'
Industrial Access	-	6'	6'		12'
Minor Industrial Access	-	6'	6'		12'
Neighborhood Yield	-	6'	6' (5' if required to fit 40' ROW)		12'
Urban Curbless	6'	6'	12'		18'
Neighborhood Curbless ⁵	-	6'	6' (12' for streets with one-sided sidewalk)		18'
Commercial Alley	-	-	-		-



3. *Use Specific Standards and Others*

3.1 Increasing questions on clarification and implementation

- *No road hierarchy defined; the transit corridor is treated the same as “side streets” and newly created, interior blocks.*
- *Lack of flexibility on block dimensions depending on site size and location.*
- *Prescriptive requirements for first floor uses may not be feasible*
- *Limits on number of curb cuts also limits number of blocks that could be created on larger sites.*



3. *Use Specific Standards and Others*

3.2 Increasing questions on clarification and implementation

- *Building height of 120 ft. may not allow a 12-story building.*
- *Do current provisions for nonconforming structures allow enough, or too much, room for incremental improvements?*
- *Lack of citywide sidewalk design guidelines is challenging and will need clarification*
- *Are terms used in Use Specific Standards clear? Example, mixed use buildings.*
- *Impacts and coordination with results of comprehensive plan update*



Next Steps

1. Receive additional reflections and direction from CPC based on tonight's presentation
2. CPC field trip to visit right-of-way areas of concern
3. Establish timeline and detailed workplan based on proposed scope of changes
4. Explore possibility of engaging outside consultant to ensure responsive timeline for adopting revisions