

AGENDA

CITY OF TAYLOR, TEXAS ZONING BOARD OF ADJUSTMENT MEETING

August 1, 2023, 6:00 P.M.

City Hall Council Chambers
400 Porter Street, Taylor, TX 76574

For Citizens Communication and to speak during the public hearings, please contact the Development Services office at 512-365-3863 prior to 5:30 p.m. on Tuesday, August 1, 2023.

The agenda packet is on the website at:

<https://www.ci.taylor.tx.us/Calendar.aspx?EID=4966&month=8&year=2023&day=1&calType=0>

CALL TO ORDER AND DECLARE A QUORUM

CITIZENS COMMUNICATION

CONSENT AGENDA

(The Consent Agenda includes non-controversial and routine items that the Commission may act on with one single vote. The Chairman or a Commissioner may pull any item from the Consent Agenda in order to discuss and act upon it individually as part of the Regular Agenda.)

1. Review and approve minutes from the meeting on June 6, 2023.

REGULAR AGENDA

ZONING VARIANCE

2. **PZ-2023-1668** – Hold a public hearing regarding a request for a zoning variance generally located at 703 N. Main Street, consisting of approximately 0.578 acres of land, legally described as a part of Block One (1), Dickson's Addition to the Town of Taylor, and more particularly described by Williamson Central Appraisal District Parcel R016063, Taylor, Williamson County, Texas.
3. **PZ-2023-1668** – Take action regarding a request for a zoning variance generally located at 703 N. Main Street, consisting of approximately 0.578 acres of land, legally described as a part of Block One (1), Dickson's Addition to the Town of Taylor, and more particularly described by Williamson Central Appraisal District Parcel R016063, Taylor, Williamson County, Texas.

ADJOURN

Next Meeting Date: TBD

The Board may vote and/or act upon each of the items listed in this Agenda. The Board reserves the right to retire into executive session concerning any of the items listed on this Agenda, whenever it is considered necessary and legally justified under the Open Meetings Act. I certify that the notice of this meeting was posted in the Taylor City Hall Lobby continuously for 72 continuous hours before August 1, 2023. I further certify that the following news media was notified of this meeting: Taylor Daily Press.

Posted By: Carrie Orts
Carrie Orts, Administrative Assistant

Date: 7-28-23

MINUTES
CITY OF TAYLOR, TEXAS
ZONING BOARD OF ADJUSTMENT MEETING
City Hall Council Chambers
Taylor City Hall, 400 Porter Street
Tuesday, June 6, 2023
6:00 P.M.

PRESENT:

Nancy Talley
Craig Eulenfeld
Michael Prilliman
April Young
Emily Holmes

ABSENT:

OTHERS PRESENT:

Courtney Peres, Planning Manager
Brenda Joyas, Senior City Planner
Carrie Orts, Assistant, Development Services

CALL TO ORDER AND DECLARE A QUORUM

The meeting was called to order and a quorum declared at 6:06 p.m.

CITIZENS COMMUNICATION

None.

CONSENT AGENDA

1. Review and approve minutes from the meeting on May 2, 2023.

Action: Ms. Young made a motion to approve the meeting minutes for May 2, 2023, as presented.

Second by Ms. Holmes.

All present voted in favor. (5-0) Motion carried.

REGULAR AGENDA

ZONING VARIANCE

2. **PZ-2023-1659** – Hold a public hearing regarding a request for a zoning variance to change the height of a fence from the allowed maximum fence height of 8-feet to a maximum fence height of 11-feet within the property and a request for a 7-foot tall fence along Martin Luther King, Jr. Blvd. for property generally located at 217 South Main Street, more particularly described by the Williamson Central Appraisal District Parcels R019206 and R051473, consisting of approximately 16.80 acres of land part of and out of the James C. Eaves Survey, Abstract No. 214, and R015558, approximately 0.18 acres of land within Block 92, East Part of Lot 1, Map of the Town of Taylor, Taylor, Williamson County, Texas.

Mrs. Talley opened the public at 6:08 PM

Ms. Peres corrected the case PZ-2023-1641 to PZ-2023-1659. Ms. Peres gave a presentation including two recommendations for the requests submitted. Part one was a recommendation from Staff to allow approval of the increase of fence height to 11-feet within the property near East Oak Street and Booth Street.

Part two was a recommendation for Staff's Conditional Approval of the seven (7) foot fence along East Martin Luther King, Jr. Blvd., if the fence would be set back further to be in line with the front elevation of the neighboring property to the west, at 303 East Martin Luther King Jr. Blvd (approximately 40-feet from the edge of pavement to the front façade of the residence at 303 E. Martin Luther King Jr. Blvd). Placing the fence further back at this location would allow the neighboring residential property increased visibility when vehicles are leaving to gain access to the street and near the commercial access.

Mr. Grier (applicant) was present to answer questions. There was a discussion between the Board, Staff, Mr. Grier, and the applicant.

The public hearing was closed at 6:46 PM

3. **PZ-2023-1659** – Take action regarding a request for a zoning variance to change the height of a fence from the allowed maximum fence height of 8-feet to a maximum fence height of 11-feet within the property and a request for a 7-foot tall fence along Martin Luther King, Jr. Blvd. for property generally located at 217 South Main Street, more particularly described by the Williamson Central Appraisal District Parcels R019206 and R051473, consisting of approximately 16.80 acres of land part of and out of the James C. Eaves Survey, Abstract No. 214, and R015558, approximately 0.18 acres of land within Block 92, East Part of Lot 1, Map of the Town of Taylor, Taylor, Williamson County, Texas.

Part one of Agenda item PZ-2023-1659.

Action: Mr. Prillaman made a motion to divide the question into two parts and to **Approve** increasing a section of interior fence height to eleven feet (11') within the property near East Oak Street and Booth Street. Mr. Prillaman's justification for the motion was that it is an interior fence and does not create any issues of concern.

Second by Mr. Eulenfeld.

All present voted in favor. (5-0) Motion carried.

Part two of Agenda item PZ-2023-1659

Action: Mr. Eulenfeld made a **Motion to Approve** the 7-foot fence instead of 4-foot without the condition by the Staff that it can be put at 15-feet (from the roadway) as the applicant requested. Mr. Eulenfeld's justification was for security and for also not taking away from the applicant's property.

Second by Ms. Young. [The initial motion by Mr. Eulenfeld was seconded by Ms. Young.]

[Following the initial motion Ms. Young made a motion to amend Mr. Eulenfeld's motion.]

Action: Ms. Young made a motion to **Amend** Mr. Eulenfeld's motion. Ms. Young's motion was to modify that the fencing located to the west of the gate be setback would be setback at the 40' setback request allowing the aesthetic nature of the neighborhood to be maintained and then to the east of the gate the setback could then be retained at the 15' foot setback as requested by the applicant.

Second by Mr. Prillaman.

Vote on Amended Motion by Ms. Young: Three in favor (Ms. Young, Mr. Prillman, and Ms. Holmes), Two opposed (Mrs. Talley and Mr. Eulenfeld), (3-2) Motion failed. The amended motion by Ms. Young failed.

Vote on Initial Motion by Mr. Eulenfeld: All in favor (5-0). Motion carries.

Final Verdict by the Zoning Board of Adjustment:

1. **Approve** increasing a section of interior fence height to eleven feet (11') within the property near East Oak Street and Booth Street. Mr. Prillaman's justification for the motion was that it is an interior fence and does not create any issues of concern;
2. **Approve** the 7-foot fence instead of 4-foot without the condition by the Staff that it can be put at 15-feet (from the roadway) as the applicant requested. Mr. Eulenfeld's justification was for security and for also not taking away from the applicant's property.

Adjournment

Ms. Young made a motion to adjourn meeting. Second by Ms. Holmes. The meeting was adjourned at 6:54 PM.

Carrie Orts
Administrative Assistant, Development Services

Nancy Talley
Chair

City of Taylor
PZ-2023-1668
Zoning Variance
Staff Report

Item Details

Subject Property:	703 N. Main Street
Total Acreage:	Approximately 0.578 acres
Legal Description:	Part of Block One (1), Dickson's Addition to the Town of Taylor
Property Owner:	Four Brothers Business Property Development, LLC
Applicant:	Mitchell Linder, Cotner Construction, LLC
Request:	A request to vary from Appendix B (Zoning Ordinance), Chapter 1, Section 1.3.1
Case History:	This is the first hearing of this request.

Overview of Applicant's Request & Background

The applicant has requested a variance from the zoning ordinance, section 1.3.1, which states that the purpose of the zoning ordinance is to provide the means of implementing the policies and provisions of the Comprehensive Plan. The applicant's letter of intent and justification for the variance is detailed in Attachments 1 and 3.

The request is to allow a commercial driveway to access off W. 7th Street (designated as a Community Boulevard) to accommodate a drive-through coffee shop as shown on Attachment 2.

Location:

The subject property is located at 703 N. Main Street, at the corner of W. 7th Street and N. Main Street.

Physical and Natural Features:

The subject property is vacant of structures. Several mature trees and shrubs exist on the property, as well as additional unimproved access routes to neighboring property to the north. Overhead electrical utility lines were observed at the rear (west) and side (south) of the subject property.



Public Notification

As required by the Local Government Code and the City of Taylor Code of Ordinances, all property owners within a 200-foot radius of the subject property were notified of the variance request (15 notices), and a legal notice advertising the public hearing was placed in the Taylor Press on Sunday, July 16, 2023.

Staff Analysis

The subject property is within a mixed-use area where surrounding residential developments go to get daily goods and services. These areas are envisioned as mixed-use (residential and commercial), walkable places. This property is adjacent to the Downtown District.

The Envision Taylor Comprehensive Plan establishes a Transportation Master Plan (TMP). These plans were approved by the City Council for staff to enact. The TMP serves as a planning tool that establishes a hierarchy for the transportation network within the City to ensure the appropriate size streets to complement the growth of the City envisioned in the Comprehensive Plan.

W. 7th Street is classified as a Community Boulevard. Community Boulevards are high-volume, long-distance routes across town. Turning movements on Community Boulevards should be limited when possible. Vehicular access to private lots should be from secondary streets or alleys (see pages 111, 119 and 122 of the Comprehensive Plan (see attachment 3)).

The property is located within an area of Taylor that is intended for infill development that should create a pedestrian friendly destination. It is considered that this location is not an appropriate location for heavy vehicular dominant uses, such as a drive thru business.

Staff have the following concerns with the proposed variance to the Comprehensive Plan and the TMP:

1. The legal lot geometry as shown on Attachment 7 appears to exclude the land where the proposed access is shown to be on W. 7th Street, on the applicant's site plan (attachment 2). It appears that the property owner does not have control of the land where the driveway is proposed to be ie. ownership of the frontage along W. 7th Street.
2. Even if the applicant can gain control of the additional land along W. 7th Street frontage (see point 1 above) the proposed 55' wide vehicular access is likely to generate significant traffic movements associated with a vehicular dominant drive thru business (as shown on the site plan (attachment 2). These significant traffic movements are considered to go far beyond the 'limited' turning movements envisioned on Community Boulevards in the TMP. This would be contrary to section 1.3.1 of the Zoning Ordinance.
3. If the Zoning Board of Adjustment approves this variance of the Zoning Ordinance, there are other variances required by the applicant. These include:
 - a) the proposed 55' wide vehicular access also exceeds the width of a driveway which can be permitted by right and,
 - b) the proximity of this proposed driveway to Main Street. /W 7th Street intersection.

Both variances would require the approval from the Planning and Zoning Commission. These are matters for the Planning and Zoning Commission and not for consideration by the Zoning Board of Adjustment.

Zoning Board of Adjustment Recommendation

Based on staff's analysis of this variance denial is recommended.

The Zoning Board of Adjustment should base their consideration for approval [Consistent] or denial [Inconsistent] of the request on the following information:

			Criteria for Approval
Consistent	Inconsistent	Neutral	
	<u>X</u>		There are special circumstances or conditions arising from the physical surroundings, shape, topography, or other feature affecting the land subject to the variance applicant, such that the strict application of the provisions of the Zoning Ordinance would create an unnecessary hardship or inequity upon or for the applicant, as distinguished from a mere economic impact, an inconvenience, frustration of objections in developing the land, not permitting the highest and best use for the land, or depriving the applicant of the reasonable and beneficial use of the land; <i>Staff finds there are no special circumstances or conditions arising from the physical surroundings, shape, topography, or other feature affecting the land subject to the variance petition.</i>
		<u>X</u>	The circumstances causing the hardship do not similarly affect all or most properties in the vicinity of or similarly classified as the applicant's land; <i>Staff did not find circumstances causing a hardship.</i>
	<u>X</u>		The variance is necessary for the preservation and enjoyment of a substantial property right of the applicant; <i>Staff finds that the request for a commercial driveway is not necessary for the preservation and enjoyment of a substantial property right. Development on the lot is achievable by right without the addition of a commercial driveway off W. 7th Street.</i>
	<u>X</u>		Granting the variance application shall not be detrimental to the public health, safety, or welfare, or injurious to other property within the area; <i>Staff finds that granting the variance would likely be detrimental to public health, safety, or welfare, or injurious to other property within the area due to the increase of vehicular movements that may negatively impact traffic safety onto a Community Boulevard.</i>

<u>X</u>			Granting the variance application shall not have the effect of preventing the orderly use and enjoyment of other land within the area in accordance with the provisions of the development code, or adversely affect the rights of owners or residents of surrounding property; <i>Staff finds that the variance would not affect other property owner's use and enjoyment of their property.</i>
	<u>X</u>		The hardship or inequity suffered by the applicant is not caused wholly or in substantial part by the applicant; <i>Staff finds the hardship presented by the applicant is created by the applicant as utilization of the existing alley right-of-way is preferential and readily available to serve the site.</i>
	<u>X</u>		The request for a variance is not based exclusively on the applicant's desire for increased financial gain from the property, or to reduce an existing financial hardship; <i>Staff finds the request is based on the petitioner's desire for a commercial driveway to the proposed commercial coffee shop. Per the petitioner, they have stated that they "could not use the land for a commercial building resulting in loss of potential revenue for owner and coffee owner". The property has existing access via a rear alley. Therefore, commercial development on the lot is achievable by right without the addition of a commercial driveway off W. 7th Street. Thus, it is possible that there may be some financial gain from the granting of the variance.</i>
	<u>X</u>		The degree of variance requested is the minimum amount necessary to meet the needs of the applicant to satisfy the standards. <i>Staff finds that the degree of variance is not the minimum amount necessary as the petitioner may comply with the Code requirements.</i>

No variance shall be granted or imposed unless:

1. 75% of the members of the Board are present to hear the case; and
2. 75% of the Board votes in favor of the request; and
3. The Board finds that the variance meets the requirements of Texas Local Government Code Section 211.009(3) which states:

Texas Local Government Code, Section 211.009. AUTHORITY OF BOARD.

(a) The board of adjustment may:

(3) Authorize in specific cases a variance from the terms of a zoning ordinance if the variance is not contrary to the public interest and due to special conditions, a literal enforcement of the ordinance would result in unnecessary hardship, and so that the spirit of the ordinance is observed and substantial justice is done;

City of Taylor Code of Ordinances 7.4.3 Variances

The Board finds that the variance requests meet or does not meet the requirements of Section 7.4.3 of the Zoning Ordinance which states:

The Board shall have the power to authorize upon appeal in specific cases such variance from the terms of this Ordinance where a literal enforcement of the provisions of this Ordinance will result in unnecessary hardship, not solely for financial gain, including the following:

- 1. Permit a variance in the setback requirements of any district where there are unusual and practical difficulties or unnecessary hardships in the carrying out of these provisions due to an irregular shape of the lot, topographical or other conditions, provided such variance will not seriously affect any adjoining property or the general welfare.*
- 2. Authorize upon appeal, whenever a property owner can show that a strict application of the terms of this Ordinance relating to the use, construction or alterations of buildings or structures or the use of land will impose upon him unusual and practical difficulties or particular hardship, such variances from the strict application of the terms of this Ordinance as are in harmony with its general purpose and intent, but only when the Board is satisfied that a granting of such variation will not merely serve as a convenience to the applicant, but will alleviate some demonstrable and unusual hardship or difficulty.*

Such findings of the Zoning Board of Adjustment together with the specific facts upon which such findings are based, shall be incorporated into the official minutes of the Zoning Board of Adjustment meeting at which such variance is granted or imposed. Variances may be granted or imposed only when in harmony with the general purpose and intent of this Ordinance so that the public health, safety, and welfare may be secured. Pecuniary hardship to the subdivider, standing alone, shall not be deemed to constitute undue hardship. All variances shall be granted or imposed on a case-by-case basis and no variance shall be construed to serve as a precedence for subsequent variances.

Attachments:

1. Letter of Intent from Applicant
2. Site Plan from Applicant
3. Excerpt from Applicant's Submitted Application – Questions 1-7
4. Excerpt – Envision Taylor Comprehensive Plan Pages 111, 119, and 122

5. Site Aerial Photo February 2008
6. Site Aerial Photo December 2022
7. Location Map
8. Notification Map

To Whom It May Concern:

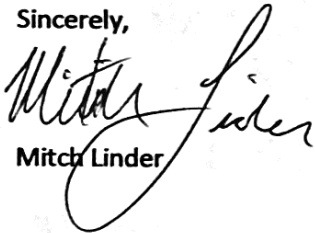
We are asking for a variance from the code of ordinances, Appendix B, Chapter 1, 1.3, 1 which states that that purpose of the zoning ordinance is to "providing the means of implementing the policies and provision of the Comprehensive Plan." As part of the Comprehensive Plan it does not allow for a commercial driveway on a Community Boulevard and therefore a variance would be needed in order to get a commercial driveway on this property.

Under the City's current Comprehensive Plan both E. 7th St. and N. Main St. are identified as Community Boulevards, and therefore a commercial driveway is not allowed and should be directed to the alley. To put a commercial building on this property we are asking for a variance for a commercial driveway on 7th street.

We are proposing an upgrade to the alley in which we would pave the alley from 7th Street to the end of our property and widening the alley so that it can be utilized by both our patrons and anyone needing to use the alley. The proposed driveway complies with the comprehensive plan that would of would be 150 feet from the crown of the road from Main Street, and thus not having a commercial driveway directly on Main.

This hardship is being asked for due to the strict application of the ordinance not allowing a commercial driveway permit within this location on either streets, making the lot not as it was intended to be used for commercial, thus deeming the lot use to be limited.

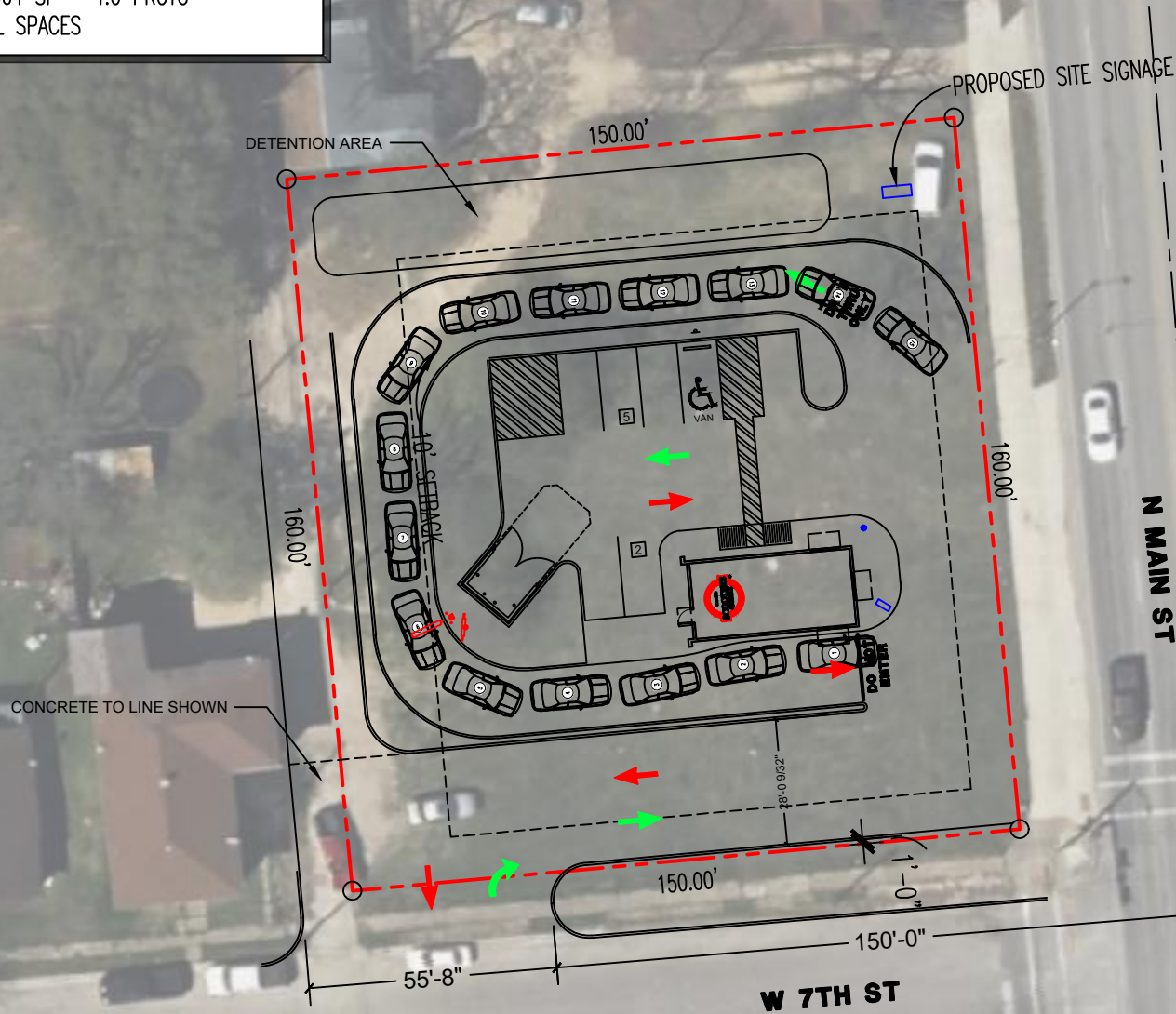
Sincerely,

A handwritten signature in black ink, appearing to read "Mitch Linder", written in a cursive style.

Mitch Linder

GENERAL NOTES:

1. PROPERTY AREA: $\pm 24,000$ SF - 0.55 ACRES
2. BUILDING AREA: 664 SF - 4.0 PROTO
3. PARKING: 7 TOTAL SPACES



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Variance Application - Applicant's Answers

Please reference Chapter 7 of the Zoning Ordinance regarding the Zoning Board of Adjustment (ZBA).

1. What particular physical conditions or characteristics make the property unique compared to others in the same neighborhood or zoning district?

This is unique because it is a vacant corner lot that has no driveway and it has 2 corridors that are community boulevards where other lots do not have two intersections of community boulevards thus allowing them to have a commercial driveway.

2. Were the conditions or characteristics listed in Question #1 caused by the property owner or applicant?

None, they were created by the city's comprehensive plan limiting the ability for a commercial driveway.

3. If the conditions or characteristics were caused by the owner or applicant, could the use of the property be enjoyed in the current zoning district without the requested Variance?

None.

4. What difficulty or unnecessary hardship would result (not just an inconvenience) if the Variance were not granted?

Could not use the land for a commercial building resulting in loss of potential revenue for owner and coffee owner.

5. Is the amount of Variance requested the minimum necessary to meet the needs of the applicant or property owner?

Yes, we need a commercial driveway to be allowed somewhere on the property.

6. To what extent is the request for a Variance based upon a desire of the owner, occupant, or applicant for increased financial gain from the property, or to reduce an existing financial hardship?

The variance is based on the owners desire to lease the property and the Coffee Kiosk to be able to have customer come in and out of the property.

7. What affect, if any, would the Variance have on the rights of owners or occupants of surrounding property, on the supply of light or air to adjacent property, on traffic or parking congestion in the public streets, on public safety, and on property values within the neighborhood?

None.

THOROUGHFARE CLASSIFICATIONS

Four thoroughfare classifications are identified for the future City of Taylor thoroughfare network. These thoroughfare classifications are developed to align with the adjacent land use context while serving all users. Thoroughfare classifications should be applied based on traffic volumes and the adjacent land use context.

NEIGHBORHOOD STREETS

Neighborhood Streets are low-speed, low-volume thoroughfares that provide access to serve the abutting land uses. Residential lots will front the neighborhood street. On-street parking is typically permitted on neighborhood streets. These streets include sidewalks for pedestrians. Cyclists share the roadway with vehicular traffic. Parking may be accessed from a rear alley or from a narrow driveway at the street.

NEIGHBORHOOD AVENUES

Neighborhood Avenues connect neighborhoods with the surrounding community. These are low-speed, moderate volume streets. Avenues are typically two-lane streets with additional capacity and turning lanes at major intersections. Medians may be provided along avenues but are not necessary in urbanized contexts. On-street parking is provided around commercial centers. Parking is usually accessed from rear alleys or side streets. Pedestrians are prioritized. Cyclists may be accommodated through bike lanes or shared-use paths.

COMMUNITY BOULEVARDS

Community Boulevards are the primary routes connecting major areas of the city. Boulevards are moderate-speed, high-volume streets that may be constructed in two-, four-, or six-lane sections depending on the location. Pedestrian and bicycle traffic should be separated from vehicular traffic through frontage zones. Pedestrians are prioritized. Cyclists may be accommodated through bike lanes or shared-use paths. On-street parking is provided on boulevards to serve the adjacent land use. Boulevards should be designed to accommodate future transit usage through the repurposing of travel lanes or acquisition of additional right-of-way. Access to parking areas should be restricted on boulevards. Enhanced capacity should be provided on boulevards at major intersections with other boulevards or avenues. Medians are desirable along boulevard sections to control turning movements.

REGIONAL ROADWAYS

Regional Roadways are designed to move vehicles between the City of Taylor and other communities. Regional roadways are typically operated as Williamson County or TxDOT facilities. These roadways will follow the design standards established by Williamson County and/or TxDOT. Regional roadways may include major highways or controlled-access freeway facilities. Access management restrictions on these roads should be implemented.

	NUMBER OF THROUGH TRAVEL LANES	TYPICAL DAILY VOLUMES (VEHICLES PER DAY)	TYPICAL POSTED SPEED LIMITS	TYPICAL CHARACTER
NEIGHBORHOOD STREETS	2 LANES	0 - 3,000	20 - 30 MPH	PROVIDES LOCAL ACCESS
NEIGHBORHOOD AVENUES	2 LANES	3,000 - 10,000	30 - 35 MPH	SERVES ADJACENT LAND USE; PRIORITIZES PEDESTRIANS; PROVIDES PARKING
COMMUNITY BOULEVARDS	2 LANES	3,000 - 15,000	35 - 45 MPH	CONNECTS AREAS OF THE CITY; PROVIDES MULTIMODAL TRAVEL OPTIONS
	4 LANES	10,000 - 35,000		
	6 LANES	35,000+		
REGIONAL ROADWAYS	VARIES	AS DEFINED BY WILLIAMSON COUNTY AND/OR TXDOT	AS DEFINED BY WILLIAMSON COUNTY AND/OR TXDOT	PRIORITIZES THROUGHPUT OF VEHICLES

COMMUNITY BOULEVARD - 2 LANE

A community boulevard is a long-distance street that is designed for the most intense mixed-use and commercial areas. Turning movements should be limited on community boulevards when possible and vehicular access to private lots should be from secondary streets or alleys. Bicyclists and pedestrians are typically separated from vehicular traffic and transit should be prioritized along community boulevards.



Bicycles are separated from vehicles on boulevards.



A shared use path buffered from travel lanes.

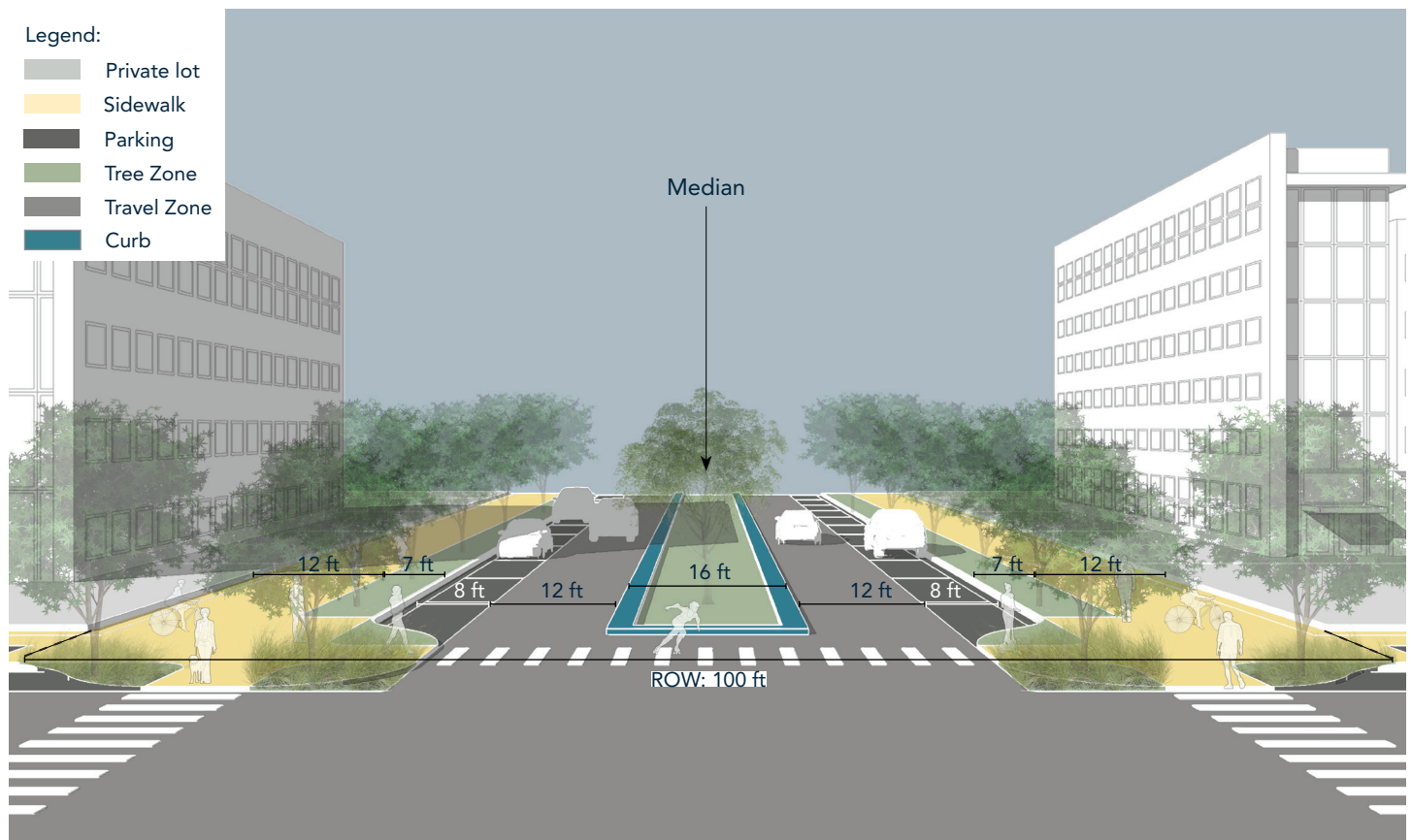


Figure 97: Perspective Section through a Community Boulevard - 2 Lane

SUMMARY AND KEY TAKEAWAYS

1

Build streets and roads.

A “stroad” is a term coined by Strong Towns to characterize a multi-laned facility that is a dangerous combination of a street and a road,. Streets are places where people intersect with business and residences and are the framework for creating community wealth, and roads are high-speed connections between productive places. This combination of dual-purpose facilities doesn’t serve either purpose well. “Stroads” have developed in many cities, including some parts of Taylor as development patterns became focused on the movement of automobiles.

Main Street, north of Lake Drive, is an example of a “stroad” within Taylor. It is a large, divided four-lane roadway with approximately 60 feet of pavement width. The posted speed limit is 45 miles per hour. Driveways are closely spaced, in some places less than 50 feet apart. A wide, 10’ shared-use path is provided on one side of Main Street. Traffic volumes were approximately 17,000 vehicles per day in 2020. This road is currently providing a regional facility, connecting Bastrop to Temple, and serving as access for regional retail land uses. The existing traffic volumes could be served by a smaller street-section that would be easier to maintain but is challenging because of the regional nature of this facility. The number of access points creates significant conflict points between turning vehicles, through vehicles, and pedestrians that raises safety concerns. Pedestrian amenities are provided, but largely underutilized due to the adjacent high-speed traffic and a lack of pedestrian-oriented businesses.

A well-planned thoroughfare system with an integrated land use map will eliminate the development of these dual-purpose facilities. A goal of this plan is to define transportation facilities and their primary function. Regional roadways will function as roads that efficiently move people and goods between communities. Streets, neighborhood avenues, and community boulevards, will function as streets that serve the neighborhood and community businesses and prioritize people over automobiles.



Improves connectivity, maintaining community character



Maximizes use of existing roadways, promoting fiscal sustainability.

Source: strongtowns.org



Streets:

- Slow traffic,
- Put people, bicycles, and transit first, not automobiles,
- Intensify adjacent land use,
- Embrace complexity.

Source: strongtowns.org



Roads:

- Limit access,
- Separate automobiles from other modes,
- Do not allow adjacent land use to degrade capacity,
- Simplify.

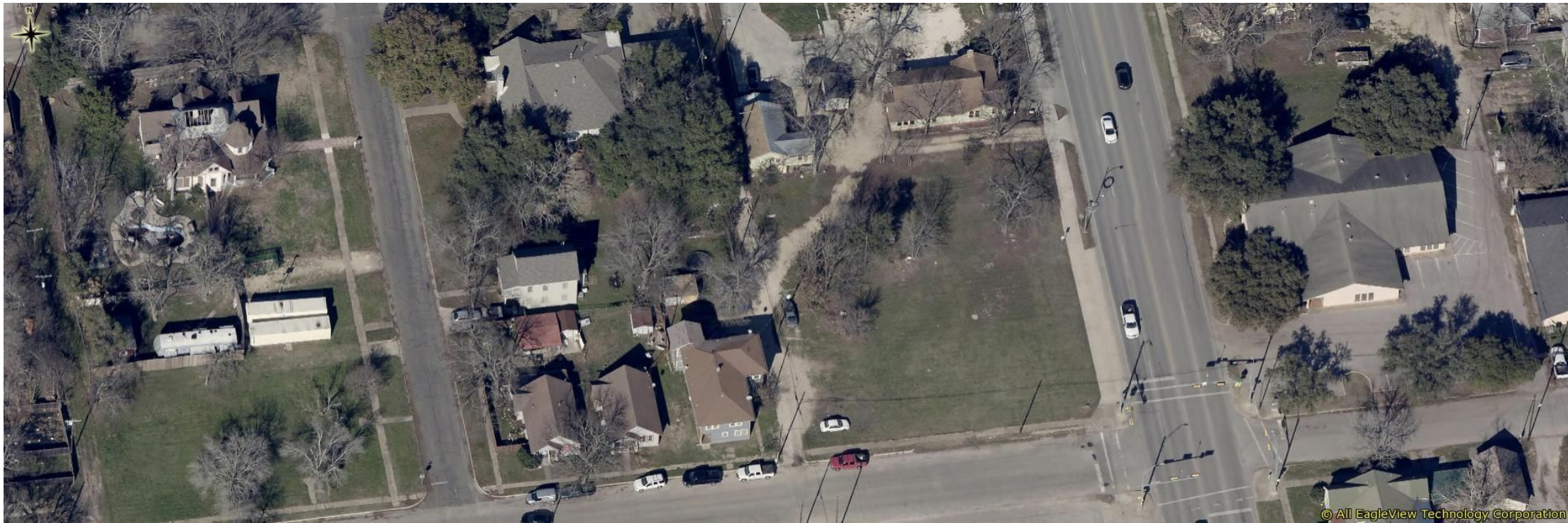


A “stroad” in North Taylor serves too many functions.

N. Main @ W. 7th Street



N. Main @ W. 7th Street



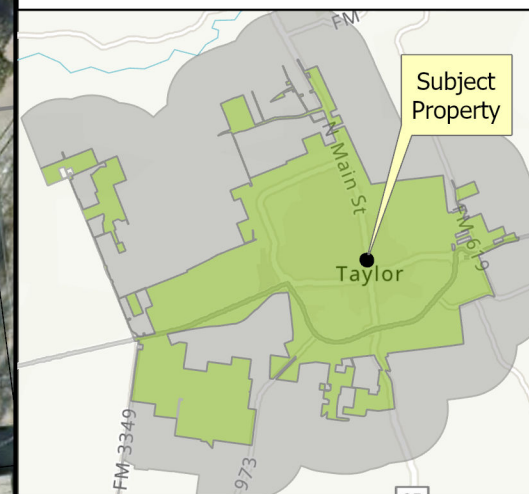
12/24/2022



PZ-2023-1668

**703 N. Main Street
Zoning Variance
Location Map
Approximately 0.578 acres**

-  **703 N. Main Street**
-  **Parcels**
-  **Streets**



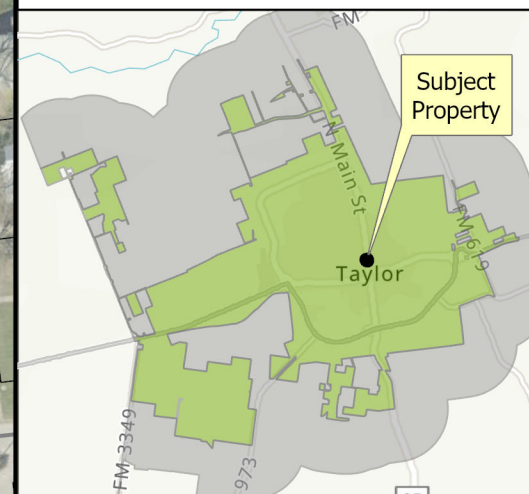
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PZ-2023-1668

703 N. Main Street
Zoning Variance
Notification Map
Approximately 0.578 acres

- 703 N. Main Street
- 200 Ft. Buffer
- Notified Properties
- Parcels
- Streets



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