

PROSPERITY HUCKS AREA PLAN
Proposed Revisions to March 30, 2015 Refined Draft Document
Comparative Text, as of May 27, 2015

Recommendation and Location	Nature of Change	Original	Revision (new or changed material underlined)
A. Changes to Plan Recommendations			
1. Page 32, Policy Area C8: Land Use #3	Provide for a possible retail anchor use in Policy Area C8 as in other similar areas.	Retail development should include a variety of small shop space for uses such as retailers, offices, and restaurants. No single retail tenant space should exceed 20,000 square feet on the ground floor.	<u>Retail development may include an anchor use of up to about 50,000 square feet on the ground floor. The anchor use should be complemented by small shop space (retail, office, restaurants). The intent is to provide for vital street-oriented activity within the area.</u>
2. Page 32, Policy Area C8: Land Use #4	Provide for a use with a drive-through facility in Policy Area C8 as in other similar areas.	Additional land uses with drive-through facilities and/or gasoline pumps are not appropriate at this location. The area in combination with area C9 is already well served by several drive-through facilities in place or approved.	<u>Land uses with drive-through facilities</u> should be limited, but may be appropriate near the I-485 off-ramp if designed according to the guidelines for such uses in the Community Design section of this document; they should not be located along Benfield Road or the extension of Prosperity Crossing Road. Land uses with gasoline pumps are not appropriate at this location due to the proximity to similar existing facilities.
3. Policy Area Community Design items: C-1, p. 19, #9 C-2, p. 22, #9 C-5, p. 28, #6 C-7, p. 31, #6 C-8, p. 33, #8 C-9, p. 35, #8 C-11, p. 38, #3 C-12, p. 40, #6 C-13, p. 41, #4 C-14, p. 42, #6 C-15, p. 43, #6	Clarify intent and provide for some flexibility on ways to meet the intent.	Residential buildings should be a minimum of 24' from the back of curb, including a front yard area of at least 8'. Uses should be oriented to the street. The front door of single-family detached, attached and townhouse units should have direct connections to the sidewalk where feasible.	<u>Residential uses should be oriented to the street.</u> The front door of single-family detached, attached and townhouse units should have direct connections to the sidewalk where feasible. <u>To provide a sense of privacy for first floor residents, buildings should have an appropriately designed front yard setback from the sidewalk. This typically would be 8', resulting in a setback from the curb of 22' to 24'. Alternative approaches that provide a sense of privacy also may be appropriate, such as increasing the setback, installing additional landscaping, and/or raising the first floor (providing vertical separation.)</u>
4. Page 61, New Item T15 (to be renumbered in final document)	Provide additional transit policy for a wider range of possible future services.	<i>(New item)</i>	<u>Seek opportunities to enhance transit service:</u> As the area's population grows and diversifies, demand for transit service is likely to increase and change. Flexibility and innovation will be needed to meet changing demands and service expectations. Future opportunities to enhance transit service could include such things as adding special services to various destinations, such as airport, schools, light rail, and job centers; and/or creating a hub or central location for use by a variety of transportation providers.

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B. Minor mapping or narrative changes to clarify language and intent			
5. Page 2, paragraph 3	Minor language change to add clarity.	It establishes a framework for a walkable, urban, mixed use center that supports and is connected to the surrounding neighborhoods. This development pattern is made possible by a unique street network specifically designed to facilitate walkable urban form.	It establishes a framework for a walkable, <u>pedestrian-friendly</u> mixed use center that supports and is connected to the surrounding neighborhoods. This development pattern is made possible by a unique street network specifically designed to facilitate <u>walkable</u> form.
6. Page 3, Top left picture caption	Minor language change to add clarity.	Active street-level uses and pedestrian-scaled streetscapes create a vibrant urban environment.	Active street-level uses and pedestrian-scaled streetscapes create a vibrant <u>walkable</u> environment.
7. Page 6, paragraph 1	Minor language change to acknowledge public input.	The need for this plan was identified based on an analysis of a number of criteria including existing land use patterns, recent rezoning petitions, and population growth.	The need for this plan was identified based on an analysis of a number of criteria including existing land use patterns, recent rezoning petitions, <u>public input</u> , and population growth.
8. Page 13, paragraph 3, Two Core Areas.	Minor language change to clarify that the north and south core areas are equally important.	...While both Core Areas might include a full range of walkable uses, the North Core would be expected to emphasize retail. The South Core would have a stronger employment emphasis, reflecting office uses already in place. North Core <i>(text and all bullets)</i> South Core <i>(text and all bullets)</i>	...While both Core Areas might include a full range of walkable uses, the North Core would be expected to emphasize retail. The South Core, <u>while also emphasizing retail, would have a strong employment component as well</u> , reflecting office uses already in place. <i>delete</i> <i>delete</i>
9. Page 18, and Page 32, Vision for North and South Core Areas	Minor language change to remove confusion over North and South Core area visions.	Vision: (caption and text)	<i>delete</i>
10. Page 49, paragraph 3	Emphasize intention to encourage a park once approach to parking.	The Activity Center should be built around a network of small block pedestrian- and bicycle-friendly streets connected to a robust system of parks, open spaces, and greenways.	The Activity Center should be built around a network of small block pedestrian- and bicycle-friendly streets connected to a robust system of parks, open spaces, and greenways, <u>and allow for parking once and walking to multiple destinations.</u>

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11. Page 61, Item T3	Emphasize the intention to improve connectivity of the bicycle network.	Construct appropriate bicycle facilities on thoroughfares: As infrastructure development occurs, new bicycle facilities should be included along any thoroughfare with a new or relocated curb line. For example, all streets classified as an Avenue or Boulevard should, at a minimum include bicycle lanes or other separated bicycle facilities as appropriate.	Construct appropriate bicycle facilities on thoroughfares <u>and provide for better bicycle connectivity.</u> As infrastructure development occurs, new bicycle facilities should be included along any thoroughfare with a new or relocated curb line. For example, all streets classified as an Avenue or Boulevard should, at a minimum include bicycle lanes or other separated bicycle facilities as appropriate.
12. About Page 67, New small map	Provide an additional map to show the heirarchy of Local Streets, Avenues, and Boulevards.	The street types recommended for the plan area correspond to the street types identified in the USDG.	The street types recommended for the plan area correspond to the street types identified in the USDG. <u>The following map illustrates these street types by category within the plan area. (Insert new small map depicting Two- & Three lane Avenues, Four- & Five-Lane Avenues, and Boulevards)</u>
13. Page 74, Item I-5	Clarify the need for additional schools at all grade levels.	Additional schools will be needed if the area grows as projected.	Additional schools <u>at all grade levels</u> will be needed if the area grows as projected.
14. Page 74, Item I-6	Add a specific reference to police	Ensure that public facilities (including schools, libraries, and the like) are well connected to the surrounding area and to each other to take advantage of joint use opportunities.	Ensure that public facilities <u>and services</u> (including schools, libraries, <u>police support</u>, and the like) are well connected to the surrounding area and to each other to take advantage of joint use opportunities.
15. Implementation Guide Page 79, Land Use Item C1-C15 and W1-W12 (Information, not to be adopted)	Emphasize continuing need for effective public input through rezoning and development processes.	Use land use and community design policies to guide and evaluate development proposals.	Use land use and community design policies to guide and evaluate development proposals. <u>Maintain active public input throughout the development process.</u>

In addition, minor typographical corrections that do not impact the intent of the plan will be made in the final published plan.

All numbered items will be renumbered in a coherent and consecutive sequence reflecting additions, deletions, and corrections.