

University City Area Plan – Issue Matrix
Staff Proposed Revisions to Draft Plan
As of March 9, 2015

#	Recommendation and Location	Purpose of Change	Current Text, Map or Graphic	Proposed Revision
1	Entire Document	Minor edits to correct text, graphics, or tables that don't affect the content or intent of the document. Staff will make these changes as needed.	Entire Document	Not identified.
2	A-3: North Bridge cross section (Pg. 97) – Requested by CDOT.	To be consistent with Policy Area 8 #14. Since the cycle-track and/or multi-use path are being investigated.	Pg. 97, Cross Section dimensions	<p>Sidewalk: TBD (footnote 1) Planting Strip: 8' (footnote 2) Bike Lane: TBD (footnote 1) Travel Lanes 11'-NA-NA-NA-11' (footnote 3) Bike Lane: TBD (footnote 1) Planting Strip: 8' (footnote 2) Sidewalk: TBD (footnote 1)</p> <p><i>Footnotes:</i></p> <ol style="list-style-type: none"> 1. Determinations of the appropriate pedestrian and bicycle treatments to be deferred to project planning process for the I-85 North Bridge project. 2. Across the bridge, the planting strip can be deleted. Add additional width to pedestrian and/or bicycle treatment as appropriate. 3. 11-foot left-turn lanes permitted where needed
3	<i>Character Area 2: Regional Services South</i> description (Pg. 30)	Sentence in summary needs to be revised to be consistent with the actual policy area language which does allow these uses in some areas, but focuses on how they are designed.	Pg. 30, paragraph 3	<p>Existing sentence: "Pedestrian unfriendly uses are discouraged, such as drive-throughs, strip shopping centers, heavy industrial uses, and parking or ancillary structures between buildings and key streets.</p> <p>Revision: "Pedestrian unfriendly design is discouraged in this area. Uses with drive through facilities, gasoline pumps, or large surface parking lots should be designed to comfortably accommodate pedestrians.</p>

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4	<i>Character Area 10: Primarily Residential</i> (Pg. 72) Opportunities bullet	UCP and the University believe we have adequate supply [of housing] for the University's projected growth for the next 3-5 years. Restate Character Area description for Character Area 10 - Opportunities	Pg. 72, Opportunities and Challenges	Existing sentence: "Strong demand for student housing, but need to provide housing for other residents as well" Change to: Need to provide adequate supply and mix of housing options to meet demand
5	Implementation Guide	Library is not sure when funding will be available.	Pg. 112, Action Items for Policy P-6	Change from: Long (>10 years) Change to: As funding becomes available
6	Street Activation Transit Station Areas and Policy Areas 5 and 8	Street activation policies (E.g. Pg. 23 Policy 1a #8) are too limiting.	Pg. 23 Policy Area 1a #8; Pg. 26 Policy Area 1b #7; Pg. 29 Policy Area 1c #5; Pg. 42 Policy Area 3 #8; Pg. 51 Policy Area 5 #10; Pg. 57 Policy Area 7a #11; Pg. 60 Policy Area 7b #6; Pg. 63 Policy Area 8 #11	The intent is to provide a menu of options to achieve street activation. Staff proposes the following change for this policy in every applicable Policy Area. Existing language: The ground floor of buildings should be designed to activate streets and open space through a variety of design techniques that may include, but are not limited to: <ul style="list-style-type: none"> a. Non-residential ground floor uses should have clear glass windows and prominent entrances with operable doors allowing access from the sidewalk. b. Non-residential and multi-family building facades should have architectural elements that will help distinguish the ground floor from upper stories. Building corners at street intersections should be designed to feature prominent entrances and distinctive architectural features. c. Multi-family residential development should include direct connections to the sidewalk. Where feasible, ground floor units should also have direct connections to the sidewalk. For the privacy of residents, ground floor units should include vertical separation and/or increased setbacks from the sidewalk. Revision: The ground floor of buildings should be designed to activate streets and open space through a combination of design techniques that

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				<p>may include, but are not limited to:</p> <ul style="list-style-type: none"> a. Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk. b. Non-residential and multi-family building facades with architectural elements that will help distinguish the ground floor from upper stories. c. Building corners that feature prominent entrances and distinctive architectural design. d. Multi-family residential development with direct connections to the sidewalk, preferably for ground floor units, where feasible. Ground floor residential units may have vertical and/or horizontal separation from the sidewalk for privacy or to address site issues.
7	<p>Diversity of housing/building types</p> <p>Policy Areas 1a, 1c, 2b, 2c, 2d, 3, 4a, 5, 8, 9a, 9c, 10a, 10b, 10c</p>	<p>Policy language to require at least two building types for residential development is not clear. Seems to indicate that every development must include at least two types of housing. May not be feasible on smaller sites.</p>	<p>Pg. 22 Policy Area 1a #3 and add new design policy; Pg. 26 Policy Area 1b add new design policy; Pg. 28 Policy Area 1c #1 and add new design policy; Pg. 33 Policy Area 2b #1 and add new design policy; Pg. 35 Policy Area 2c #1 and #5; Pg. 37 Policy Area 2d #2 and add new design policy; Pg. 41 Policy Area 3 #3 and add new design policy; Pg. 45 Policy Area 4a #1 and #6; Pg. 50 Policy Area 5 #4 and #9; Pg. 57 Policy Area 7a add new design policy, Pg. 60 Policy Area 7b add new design policy, Pg. 62 Policy Area 8 #1 and #10;</p>	<p>The intent is to minimize the potential for several large multi-family buildings and to achieve a diversity of building types of different height, sizes, and scales – regardless of the type of housing.</p> <p>Existing language: E.g. Pg. 22 Policy Area 1a #3: Development outside of the core and beyond approximately 500 ft. of N. Tryon St. should include more than one building type, such as single family, duplexes, triplexes, townhomes, and multi-family buildings. Retail services...area.</p> <p>Revision: Land Use Policy revision E.G. Pg. 22 Policy Area 1a #3: Development outside of the core and beyond approximately 500 ft. of N. Tryon St. is appropriate for moderate to high density residential development (8 to above 22 DUA). Development in this area is encouraged to include a variety of housing options (e.g. single family, duplex, triplex, quadruplex, multi-family, etc.). Retail services...area. <i>(Highlighted sentence is recommended revision – rest of the policy language should remain as is for each Policy Area).</i></p> <p>Add Community Design Policy:</p>

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			Pg. 66 Policy Area 9a #4 and add new design policy; Pg. 70 Policy Area 9c #2 and add new design policy; Pg. 73 Policy Area 10a #1 and #6; Pg. 75 Policy Area 10b #2 and #6; Pg. 77 Policy Area 10c #1 and #3	Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk. Consider a combination of design techniques to achieve this including, but not limited to: <ul style="list-style-type: none"> a. Façade modulation that provides variation in the building wall. b. Building mass separation between all, or part, of a single building to create the appearance of multiple buildings. c. Use of varying architectural styles, building heights, and/or roof pitches to reduce the apparent size of a building. d. Multi-family residential development with a variety of building mass, scale, and type (e.g. townhomes, carriage houses, apartments, etc.).
8	Land Use Recommendations related to areas currently developed as primarily retail Policy Areas 3, 7a, and 7b	These areas are developed as primarily retail uses. While these areas are in transit station areas, they are outside the “core” area where TOD is more likely to occur in the short term. The proposed revision is intended to allow flexibility for future redevelopment, and transition to a mixed use, walkable, urban form.	Policy Area 3 #2 and #5; Policy Area 7a #2 and #7; Policy Area 7b #1 and #3	<p>The proposed revision is intended to allow flexibility for future redevelopment, and transition to a mixed use, walkable, urban form.</p> <p>Existing Policy Language: (e.g. Pg. 56, Policy Area 7a, #2)</p> <p>2. In areas outside of the core, existing businesses and residences are anticipated to remain in the near term. Over time, properties should be redeveloped for residential, office, and civic/institutional uses. Retail uses are also appropriate if located within multi-storied buildings. Ground floor retail uses may include drive through facilities only if they meet the Community Design criteria below (#7). Structured parking should be lined with active uses along the street or screened from view from streets and sidewalks. Commercial uses with gasoline pumps are not appropriate in the transit station area.</p> <p>7. In areas outside of the core, buildings should be multi-storied (typically 3-5) and be placed at or near the back of the sidewalk. Surface parking lots should be located to the rear or side of buildings. No more than 35% of a site’s street frontage should be</p>

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				<p>devoted to surface parking or driveway access. Drive-through facilities may be appropriate in areas indicated above (#2) if located on the interior of a parking deck and are designed to minimize conflicts with pedestrians.</p> <p>Proposed Revision:</p> <p>Land Use Policy In areas outside of the core, existing businesses and residences are anticipated to remain in the near term. Over time, properties should be redeveloped with a mix of residential, office, retail, and civic/institutional uses. Residential and office uses should be the primary uses in these areas. Retail uses should complement the primary uses and be integrated into a multi- or mixed-use development. Ground floor retail uses may include drive through facilities only if they meet the Community Design criteria below (#7). Structured parking should be lined with active uses along the street or screened from view from streets and sidewalks. Commercial uses with gasoline pumps are not appropriate in the transit station area.</p> <p>Design policy: In areas outside of the core, buildings should be multi-stories (typically 3-5 stories) and be placed at or near the back of the sidewalk. Surface parking lots should be located to the rear or side of buildings. Not more than 35% of a site's street frontage should be devoted to surface parking or driveway access. Retail uses should activate the street with appropriate building orientation, accessible entrances, and space for outdoor seating and display near the sidewalk. Retail uses should not have parking located between the building and the street. Structured parking for retail uses is strongly encouraged to reduce the need for surface parking. Drive-through facilities may be appropriate in areas indicated above (#2) if located on the interior of a parking deck and are designed to minimize conflicts with pedestrians.</p>

