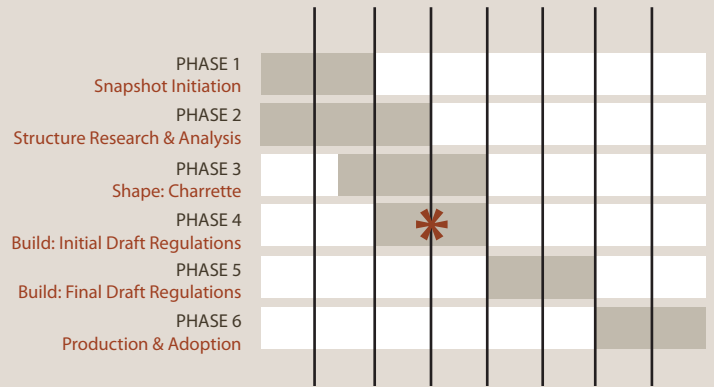


INTRODUCTION...

The Initial Draft of the Unified Development Code (UDC) is the first step in meaningful code revision for the City of Cheyenne. This draft, and the review process associated with it, allows critical public and stakeholder input into the drafting process focusing on:

- 1) Framework and organizational structure;
- 2) Topical content in relation to current regulations; and
- 3) Relation to PlanCheyenne.

PROJECT TIMELINE...



OBJECTIVES...

This Initial Draft was prepared according to the project philosophy of "CSI": Clarify, Streamline, Improve. However, it is an initial draft, and with Advisory Committee and Technical Committee input there is much room for further "CSI."

- **CLARIFY** Reorganize the code, rewrite confusing language, add tables and graphics, develop consistency and eliminate conflicts.
- **STREAMLINE** Analyze process, provide flexibility and options, and reduce risk and uncertainty.
- **IMPROVE** Upgrade existing regulations, add new regulations and/or zoning categories, reflect the future land use map of PlanCheyenne and increase density (options) and flexibility.

APPROACH...

This draft tries to marry and reconcile regulations from three different sources: the Subdivision Standards; the Zoning Ordinance; and the Road, Street and Site Planning Design Standards. A number of topics are currently addressed in two or more of these documents, sometimes with a different emphasis on certain provisions, sometimes with a different approach, or sometimes in direct conflict. Where this occurred, the consultant team proposed standards in the Initial Draft based on:

- 1) Our interpretation of what the current standards would require;
- 2) Developing revised or new standards based on guidance from PlanCheyenne; and
- 3) Input in the project process to date, including the Implementation Snapshot Paper, the charrette conducted in April 2008, and the focus group and key person interviews.

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TOWNHOUSE...



Townhouse development can come in a variety of sizes and scales, however typical formats in more dense and walkable neighborhoods exist on lots between 16' and 24' wide. Additionally, townhouses are often individually owned, despite being an attached building type, so it is important to have lot standards that allow units to be individually plated.

The Initial Draft UDC includes three types of townhouse lot and building types: large (which is most similar to the current standards), standard and small.

LIVE/WORK UNIT...



Live/Work units represent a historic building type that is resurging in some new developments, particularly in mixed-use developments. It is a hybrid reflecting elements of the mixed-use building type and allowances for home offices (both existing in

the City's current regulations). The Initial Draft UDC adds standards for this building type and may be applicable to higher density residential districts (where office is currently allowed as a conditional use) and neighborhood activity centers (NB, MUR and MUB zoning districts).

NEIGHBORHOOD STREET...



The current Road, Street and Site Planning Design Standards allow for a "narrow" street cross section as a limited exception. This "narrow" street cross section can create one of the most livable, pedestrian-oriented neighborhood

street types at a variety of densities. The Initial Draft UDC maintains this street type and stresses its use in well-connected networks of neighborhood streets where through traffic is limited and on-street parking and pedestrian interests can be better allocated within the right-of-way.

AVENUE...



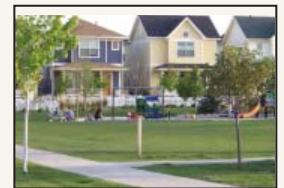
The current Road, Street and Site Planning Design Standards pm;u allow on-street parking on collector streets in limited application. Walkable activity centers require that public streets serve as the primary public realm, often on ar-

terials or collector streets where traffic speeds are "calmed." A "complete street" in this setting allocates portions of the right-of-way in a balanced format to vehicle lanes (typically more narrow), parking lanes (buffering pedestrians from vehicles) and pedestrian areas (expanded to include seating, landscape and other amenities). The Initial Draft UDC emphasizes this street type in Activity Centers on arterial and collector streets, where there is a highly connected network with multiple alternative routes for through traffic.

CIVIC OPEN SPACE (COMMERCIAL & RESIDENTIAL)...



The current regulations have very few design standards with respect to open space. This approach values space only (i.e. not function), and prioritizes its use for buffering and screening, further separating potentially compatible uses. The Initial Draft UDC establishes several different types of open spaces, with different size and design standards for each type. Many of these are based on the parameters in the *PlanCheyenne* Parks and Recreation Master Plan. The UDC also sets up context based requirements for open space and stresses the location of open space either within or as a seamless link to the public realm formed by streets, trails and parks.



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