

Subarea 4.1: Midtown Highway Corridor (TRANSITIONAL) (existing zoning districts include NC, AC): The goal for this transitional subarea is to prioritize redevelopment and reinvestment. New development should be mixed-use and multi-family that faces the highway with parking located in back. Buildings will be 2 – 3 stories but 4-story structures are possible where hillsides act as backdrops. Planning for Complete Street amenities and wildlife movement should be emphasized. See map:



Subarea 4.1: Midtown Highway Corridor		
Current Zone	Council Direction	Housing Types (proposed)
Neighborhood Conservation (NC) <i>(Allows a single family home and one or two ARUs depending on the presence of an alley and other factors)</i>	A small sliver of NC exists along the northern hillside area that is currently undeveloped. Leave this site with NC or equivalent zoning (i.e., no allowance for additional density), partly to help preserve hillside for wildlife movement and to avoid steeper and possibly unstable slopes.	SF
Auto-Urban Commercial (AC) <i>(Currently allows mixed use development with a variety of FARs from .25 to .46 and three stories)</i>	Convert existing highway AC zoning to CR-2 or similar zone. This would allow commercial and/or residential uses a FAR of .46 and a 42' – 46' height limit with three stories. Housing types below 4-unit condo/apartment would not be allowed, unless units are required for on-site employee mitigation. CR-2 also has a workforce housing bonus. <ul style="list-style-type: none"> ○ Consider allowance for 4th story with hillside if public benefit is provided. ○ There was also support from some members to not allow Live-Work units in this subarea (or any subarea) due to enforcement concerns -- staff will bring more information in next phase. 	Four-plex up to apt. buildings; max. set by FAR

Subarea 4.1: Midtown Highway Corridor		
Current Zone	Council Direction	Housing Types (proposed)
Planned Unit Development (PUDs) (Allows higher FAR and height than base zone)	Not many PUDs in subarea but no change in any approved densities. A modified PUD tool may be considered for certain larger properties in this subarea.	TBD
PARKING (Subarea 4.1):		
<p>There was a split on the Council with 3 members choosing Alternative D and two members choosing Alternative A. In response, Staff will provide parking options consistent with Alternative D but will also consider whether aspects of Alternative A might also be applicable in this subarea.</p> <p>Council Direction #1: Alternative D (public expense/low supply): Public sector actively encourages and requires less parking (paid parking, permits, START bus, parking maximums, Transportation Demand Management (TDM)); moderate walk is acceptable; no winter on-street parking; Moderate or significant increase in public funding and maintenance responsibilities to manage more aggressive parking policies. <i>[It is acknowledged that this option may contain parking options (e.g., TDM) for which funding, staffing, site acquisition, and other feasibility requirements have not been fully developed or identified. If this option is adopted, additional detail would be provided in the next phase of the LDR update.]</i></p> <p>Council Direction #2: Alternative A (private expense/high supply): Most parking to be provided by private sector when development happens; parking should be close and convenient; no winter on-street parking; no significant increase of public funding or maintenance responsibilities for parking.</p>		