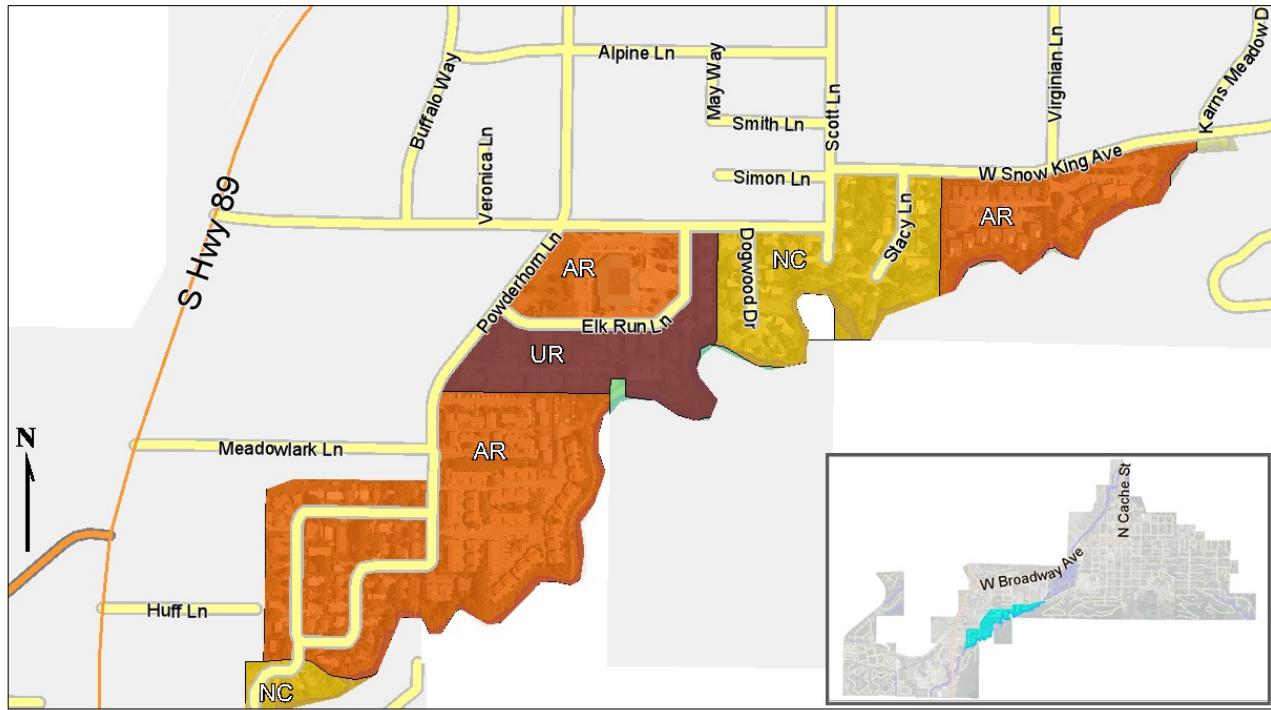


Subarea 4.4: Midtown Residential (STABLE) (existing zoning districts include NC, AR, UR): This stable subarea should continue as a single-family and multi-family residential neighborhood with a mix of ownership and rental units. Development should be sensitive to impacts on Flat Creek and steep hillsides where applicable. See map:



| Subarea 4.4: Midtown Residential | | |
|---|---|---|
| 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> | For the NC areas off Snow King Avenue (Stacey Lane/Dogwood Drive), allow only a single-family home with one attached or detached ARU. | SF; SF w/ 1 attached or detached ARU |
| Auto-Urban Residential (AR) <i>(Currently allows a SF detached unit and one attached and one detached ARU)</i> | <ul style="list-style-type: none"> For areas in the Crabtree Lane Area, keep the 3-unit maximum (1 SF / 2 ARUs) but with additional flexibility to also have a duplex (two full-sized attached rental units) or a tri-plex (three full-sized attached rental units). Also, add to this recommendation the AR properties fronting Meadowlark Lane in Subarea 4.3 because they are a similar size and character. All other AR properties are PUDs or master planned projects so no changes proposed (see existing PUD section below). | <ul style="list-style-type: none"> SF; SF w/ 1 or 2 ARUs; duplex; triplex. |

| Subarea 4.4: Midtown Residential | | |
|--|---|---|
| Current Zone | Council Direction | Housing Types (proposed) |
| Urban Residential (UR) <i>(Highest-density residential zone. Allows a single family home up to apartment buildings)</i> | Areas of UR zone and similar areas would be considered for additional density (above .45 FAR) for future redevelopment of additional workforce rental housing. | Four-plex up to apt. buildings; max. set by FAR |
| Planned Unit Development (PUDs) <i>(Allows higher FAR and height than base zone)</i> | A significant number of 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 4.4): | | |
| <p>Council Direction: Alternative C (private expense/low supply): Let private market determine parking supply as development happens (flexible standards); parking location determined by market demand; no winter on-street parking; no increase in public funding and maintenance responsibilities for parking over current levels. Council is also supportive of using Alternative A to apply to the Crabtree Lane area where ample off-street parking would likely need to be provided for redevelopment projects.</p> | | |