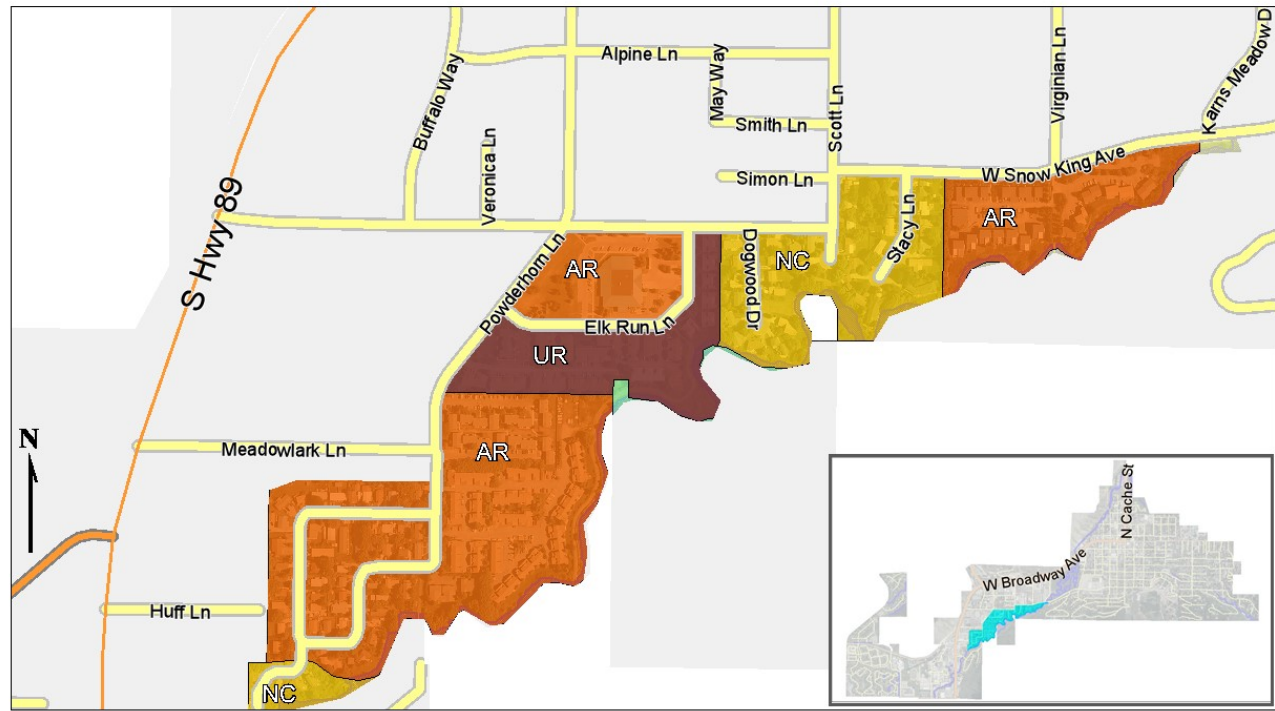


**Subarea 4.4: Midtown Residential (STABLE)** (existing zoning districts include NC, AR, UR): This stable subarea should continue as a single-family and multi-family residential neighborhood with a mix of ownership and rental units. Development should be sensitive to impacts on Flat Creek and steep hillsides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



Subarea 4.4: Midtown Residential		
Current Zone	Council Direction	Housing Types (proposed)
<b>Neighborhood Conservation (NC)</b> <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
<b>Auto-Urban Residential (AR)</b> <i>(Currently allows a SF detached unit and one attached and one detached ARU)</i>	<ul style="list-style-type: none"> <li>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.</li> <li>All other AR properties are PUDS or master planned projects so no changes proposed (see existing PUD section below).</li> </ul>	<ul style="list-style-type: none"> <li>SF; SF w/ 1 or 2 ARUs; duplex; triplex.</li> </ul>

Subarea 4.4: Midtown Residential		
Current Zone	Council Direction	Housing Types (proposed)
<b>Urban Residential (UR)</b> <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
<b>Planned Unit Development (PUDs)</b> (Allows higher FAR and height than base zone)	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
<b>PARKING (Subarea 4.4):</b>  <b>Council Direction: Alternative C (private expense/low supply):</b> 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 <b>Alternative A</b> to apply to the Crabtree Lane area where ample off-street parking would likely need to be provided for redevelopment projects.		