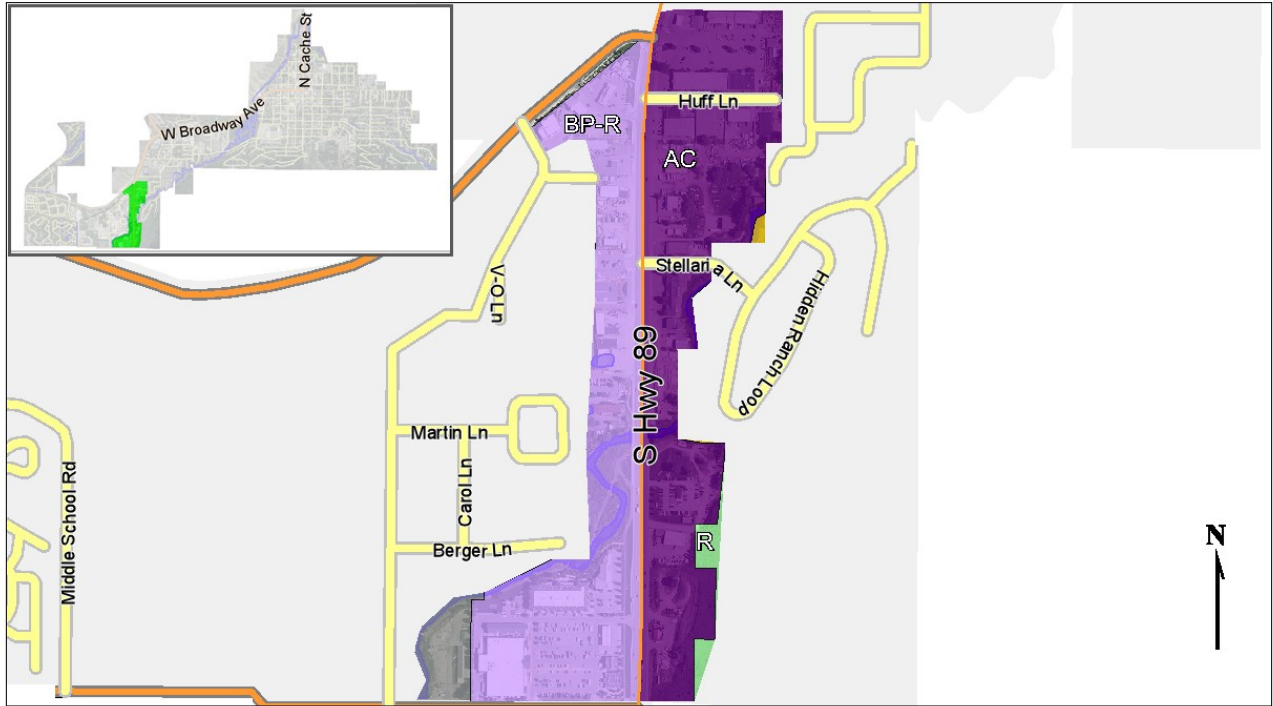


Subarea 5.1: West Jackson Highway Corridor (TRANSITIONAL) (existing zoning districts include AC, BP-R): This transitional subarea is composed primarily of South Highway 89 and is the southern gateway to Jackson. Revitalization along the highway is highly desired, along with improving vehicular and pedestrian access. Reduction of the many highway access points is encouraged with parking screened from view. Multi-family and mixed uses of 2- 3 stories are intended. See map:



Subarea 5.1: West Jackson Highway Corridor		
Current Zone	Council Direction	Housing Types (proposed)
Auto-Urban Commercial (AC) (Currently allows mixed use development with a variety of FARs from .25 to .46 and three stories)	Convert existing 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 smaller than 4-unit condo/apartment would not be allowed, unless units required for on-site employee mitigation.	Four-plex up to apt. buildings; max. set by FAR
Business Park - Restricted (BP-R) (allows industrial uses along with limited commercial uses (retail, service, office, restaurant/bar mixed use development) with a variety of FARs from .25 to .41 and two stories)	Convert existing BP-R zoning on highway to CR-2 or similar zone but see if the heavy service and light industrial uses can stay and still improve gateway appearance with good design. This would allow nonresidential 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 required for on-site employee mitigation. CR-2 also has a workforce housing bonus.	Four-plex up to apt. buildings; max. set by FAR.

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 5.1): There was a split on the Council with 3 members choosing Alternative A and two members choosing Alternative D. In response, Staff will provide parking options consistent with Alternative A but will also consider whether aspects of Alternative D might also be applicable in this subarea. Council Direction: 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. <i>[Council feels that ample on-site parking will still be necessary in this area given the highway location and so while they support trying some aggressive Alternative D measures, they want to be sure that adequate parking supply is provided in case Alt. D measures fall short.]</i> Council Direction: Alternative D (public expense/low supply): Public sector actively encourages and requires less parking (paid parking, permits, START bus, 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.		