

Subarea 5.3: High School Butte (TRANSITIONAL) (existing zoning districts include RB): This transitional subarea is comprised of a variety of housing types from single-family to smaller multi-family. Opportunities for local entrepreneurs and industrial uses should be preserved. Buildings of 2 - 3 stories should try to take advantage of the grade change to reduce the perceived scale of buildings and screen parking. See map:



Subarea 5.3: High School Butte		
Current Zone	Council Direction	Housing Types (proposed)
Residential Business (RB) <i>(Development must be more than 50% residential but allows light industrial, storage, heavy retail, service, and office uses. Allows FARs of .32, height limit of 30', and two stories)</i>	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. 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. 	Tri-plex up to apt. buildings; max. set by FAR.
Planned Unit Development (PUDs) <i>(Allows higher FAR and height than base zone)</i>	No PUDs in subarea. A modified PUD tool may be considered for certain larger properties in this subarea.	TBD

PARKING (Subarea 5.3):

There was a split on the Council with 3 (or 4) members choosing Alternative C and two (or one) members choosing Alternative A. In response, Staff will provide parking options consistent with Alternative C but will also consider whether aspects of Alternative A might also be applicable in this subarea.

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 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.