

The following text replaces the text on page 19 titled Residential Land Uses.

Residential Land Uses

The land use plan provides for a variety of housing opportunities by designating proposed residential locations for either Housing Mix 1, Housing Mix 2, Housing Mix 3, or Housing Mix 4 development. The mapped locations within each housing mix are illustrative of the recommended development pattern. Some flexibility in implementing the recommendations is assumed.

Housing Mix 1:

The predominant housing type in the Housing Mix 1 designation is detached single-family housing on individual lots, but limited areas may be developed with other lower-intensity housing types such as duplexes or townhouses at appropriate locations.

Housing Types

- Single-family detached homes with a wide range of house and lot sizes
- Duplexes
- Four units
- Townhouses

Density Ranges

- Individual developments: 8 dwelling units or less per net acre
- District average density: 6 dwelling units per net acre

Height & Lot Layout

- Buildings up to two stories in height
- Building lots generally provide front, side and rear yards

Single-family housing developments should include a range of house types and lot sizes, with buildings up to two stories in height. Duplexes, four units and townhouses integrate housing options into streets and can be appropriate at some limited locations. In general, larger groupings of these housing types should be located closer to Housing Mix 2 areas, where they will help provide a transition to the higher intensity development. Individual duplexes or small groups of townhouses might be interlaced within areas primarily comprised of single-family homes, but careful site and building design is important in order to maintain compatibility and consistency with the character of surrounding development.

Housing Mix 2:

Housing Mix 2 may still include smaller-lot single-family development, however there is a greater share of other housing types compatible with single-family homes including duplexes, four units, townhouses and small-scale multifamily buildings.

Housing Types

- Single-family detached houses on small lots
- Duplexes
- Four units
- Townhouses
- Small multifamily buildings (generally ≤ 20 units in a building)

Density Range

- Individual developments: 8-20 dwelling units per net acre
- District average: 15 dwelling units per net acre

Height & Lot Layout

- Buildings one to three stories in height
- Building lots generally provide front, side and rear yards
- Main entrances to units should face the public street

Dwelling unit types in Housing Mix 2 areas should be varied. Large areas of one housing unit type should be avoided. Detached single-family, duplexes and four units should generally be developed on relatively small lots consistent with the higher average density recommended for the category. Townhouses may be more predominant than in Housing Mix 1 and could be developed along an entire block face, or mixed with multi-unit buildings or detached housing. Buildings should have a primary or secondary orientation toward Portage Road to help frame the street.

Housing Mix 3:

Housing types within Housing Mix 3 areas should consist of a mix of townhouses, condominiums, and apartment buildings. Buildings will likely be larger and taller than in Housing Mix 2 areas but should retain a neighborhood scale.

Housing Types

- Duplexes
- Four units
- Townhouses
- Multifamily buildings

Density Range

- Individual developments: 20-40 dwelling units per net acre
- District average: 30 dwelling units per net acre

Height & Lot Layout

- Buildings generally two to three stories in height
- Limited side yards when buildings are located along standard streets
- Buildings may include front plazas or be grouped around courtyards to create defined common space
- Ground floor units in multifamily buildings that front a public street should have direct entrances to the unit accessible from the sidewalk. Other ground-level units are encouraged to have direct unit access from courtyards, private streets/drives, etc.

Multifamily residential buildings may be larger and closer together compared to those buildings in Housing Mix 2. Parking should be provided behind or beneath buildings, minimizing its visual impact on the neighborhood. Buildings in Housing Mix 3 areas can vary between two and three stories tall, depending on the context, size, and scale of surrounding developments. Multi-unit developments should include a mix of unit sizes, including larger two and three-bedroom units suitable for families with children.

Buildings should be oriented to and front on adjacent streets and be designed to help define and enhance the public realm along the street edge. The design of these complexes should incorporate interior access drives and walkways that establish direct connections across the site in order to prevent isolated islands of development. Courtyards and other defined open spaces are potential methods of organizing buildings within Housing Mix 3 areas.

Housing Mix 4:

Housing Mix 4 areas are intended to include multifamily residential buildings, but could also include limited townhouse development at higher intensities.

Housing Types

- Townhouses at relatively high densities
- Multifamily residential

Density Range

- Individual developments: up to 70 dwelling units per net acre
- District average: 40 dwelling units per net acre

Height & Lot Layout

- Buildings generally two to five stories in height
- Larger building forms
- Limited side yards when buildings are located along standard streets
- Buildings may include front plazas or be grouped around central courtyards to create defined space
- May include more formal entry plazas, patios, roof gardens and balconies
- Ground floor units in multifamily buildings that front a public street should have direct entrances to the unit accessible from the sidewalk. Other ground-level units are encouraged to have direct unit access from courtyards, private streets/drives, etc.

Multifamily residential buildings may be larger and closer together compared to those buildings in Housing Mix 3. Parking should be provided behind or beneath buildings, minimizing its visual impact on the neighborhood. Buildings in Housing Mix 4 areas can vary between two and five stories tall, depending on the context, size, and scale of surrounding developments. Multi-unit developments should include a mix of unit sizes, including larger two and three-bedroom units suitable for families with children.

Buildings should be oriented to and front on adjacent streets and be designed to help define and enhance the public realm along the street edge. The design of these complexes should incorporate interior access drives and walkways that establish direct connections across the site in order to prevent isolated islands of development. Courtyards and other defined open spaces are potential methods of organizing buildings within Housing Mix 4 areas.

Estimated Amount of Future Residential Development

Table: Estimated Dwelling Units

| Land Use | Existing Units | Acres Undeveloped | Density (units/acres) | Additional Units | Total Units |
|---------------|----------------|-------------------|-----------------------|------------------|-------------|
| Housing Mix 1 | 8 | 14.4 | 6 | 86 | 94 |
| Housing Mix 2 | 0 | 7.0 | 15 | 105 | 105 |
| Housing Mix 3 | 0 | 7.3 | 30 | 219 | 219 |
| Housing Mix 4 | 0 | 3.4 | 40 | 136 | 136 |
| Total | 8 | 32.1 | | 546 | 554 |

The following text and graphics shall be added to the plan text at the end of the collector street section at the top of page 23.

Portage Road Cross Section

Portage Road is proposed to have an 80 foot right-of-way with two 11 foot travel lanes, buffered bike lanes, and 5 foot sidewalks on each side of the street. In the northern half of the amendment area where intensive development is not anticipated, the need for sidewalk on both sides of Portage Road should be evaluated at the time of any improvements to Portage Road. To address neighborhood concerns, the City should explore potential safety measures on Portage Road such as reducing posted speed limits, installing suggested speed limit signs prior to curves and installing rapid flashing beacons at pedestrian crossings.

