

URBAN RESIDENTIAL DISTRICT

LOCATION

The Urban Residential District is located in the southern portion of the Southdale Neighborhood, on both sides of and adjacent to Rimrock Road. This district allows the creation of urban density residential to transition from the mixed use commercial employment area to the single family area outside the Southdale planning area. The residents within this district will support the adjacent vibrant mixed-use/commercial and employment centers. This district is beyond a comfortable walking distance from the potential rail station.

LAND USE MIX

Residential uses in this district should offer both rental and ownership opportunities for market-rate and affordable housing needs, preserving and enhancing the diverse and dynamic character of the neighborhood.

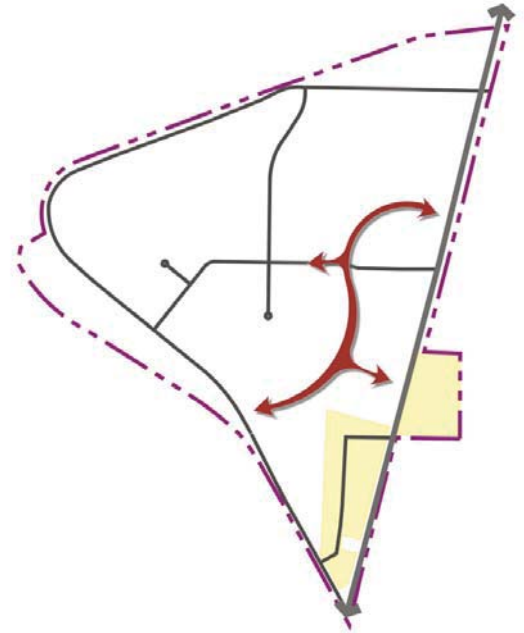
Living options can include low and mid rise condos, town homes and small-lot single-family homes. In order to increase densities and living options, new single-family homes should be higher density urban homes, potentially homes with accessory units that can be rented out or sold as a condominium.

Mixed-use and live/work buildings are particularly encouraged at key intersections – Clausen Street/Rimrock Road, Clausen Street/Oregon Road and Maloney/Rimrock. Retail and office spaces at these locations should be neighborhood-oriented.

Institutional uses are often incorporated into residential areas. These uses could be churches, schools, government offices, post offices, social/civil/fraternal organizations, social services facilities, adult or child day care, senior housing and cultural facilities. Institutional uses often bring a neighborhood together and create a greater sense of community. Some institutional uses include supporting retail uses.

DISTRICT CHARACTER

Architecture and development patterns can provide the framework for a successful pedestrian-oriented neighborhood. Building heights should be 2-4 stories in height, which will allow for single-family homes to mid-rise apartment and condominium homes.



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Parking should be provided through on-street spaces and off-street surface lots. Off-street surface parking should be located behind buildings, but single-row parking may be located between the building and the street.



Example of Urban Residential Redevelopment