

Resilient LDR Code Framework and Decision Matrix					
Zoning District	Zoning Tools	Risk Area	Incentive Structure	Mandate	Notes
Single Family Residential (RR-Acre, RLD-120, RLD-100A, RLD-100B, RLD-90, RLD-80, RLD-70, RLD-60, RLD-50, RLD-40)	<ul style="list-style-type: none"> Risk Based Overlays for community defined risk areas Added administrative flexibility (low-risk) 	High	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Heightened elevation standard 	<p>For Flood Risk Subcommittee:</p> <ul style="list-style-type: none"> What footprint should apply to community defined risk areas? What elevation standard is most applicable and easily administered?
		Low	<ul style="list-style-type: none"> Parking requirements reduced by 50 percent if parking areas use permeable materials Added administrative flexibility for lot dimensional and minimum size standards, setback relief and allowable height Add by-right clustering for open space and ecological preservation; additional relief greater than above if TBD clustering guidance is satisfied 	<ul style="list-style-type: none"> No new mandates 	<p>For Geography and Neighborhoods Subcommittee:</p> <ul style="list-style-type: none"> Are there opportunities to increase density in the RLD-40-60 districts? <p>For Design Standards Subcommittee:</p> <ul style="list-style-type: none"> What types of administrative relief are most needed? Would guidance for clustering need to be established for major subdivisions? If so what should it prioritize?
Multi-Family Residential (RLD-TND, RLD-TNH, RMD-A, RMD-B, RMD-C, RMD-D, RMD-MH)	<ul style="list-style-type: none"> Risk Based Overlays for community defined risk areas Use of scorecard w/ resilient and sustainable design criteria to exercise incentives (low risk) Added administrative flexibility (low-risk) 	High	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Heightened elevation standard 	
		Low	<ul style="list-style-type: none"> Parking requirements reduced by 25 percent Allowable zoning district density increased by 20 percent or maximum under Comp Plan Added administrative flexibility for lot dimensional and minimum size standards, setback relief and allowable height Explicit accommodation for all forms of “missing middle housing” by zoning district Add by-right clustering to applicable districts w/ allowances for single family dwelling units; additional relief greater than above if TBD clustering guidance is satisfied 	<ul style="list-style-type: none"> Incorporation of flexible resilient and sustainable design components to exercise incentives 	<p>For Geography and Neighborhoods Subcommittee:</p> <ul style="list-style-type: none"> Are allowable density increases tolerable? <p>For Design Standards Subcommittee:</p> <ul style="list-style-type: none"> What types of administrative relief are most needed? Does a baseline minimum dwelling unit size need to be established here to leverage proposed allowable density?

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Non-Residential (CO, CRO, CN, CCG-1, CCG-2)	<ul style="list-style-type: none"> Risk Based Overlays for community defined risk areas Use of scorecard w/ resilient and sustainable design criteria to exercise incentives (low risk) Added administrative flexibility (low-risk) 	High	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Heightened elevation standard 	
		Low	<ul style="list-style-type: none"> Expand allowable uses in all districts to include a range of “missing middle” housing Added administrative flexibility for lot dimensional and minimum size standards, setback relief and allowable height Parking requirements reduced by 25 percent Allowable housing density to be determined by allowable form and may need to establish a minimum dwelling unit size 	<ul style="list-style-type: none"> Incorporation of flexible resilient and sustainable design components to exercise incentives 	<p>For Design Standards Subcommittee:</p> <ul style="list-style-type: none"> What types of administrative relief are most needed? Is a minimum dwelling unit size needed if differing to allowable forms to determine density?
Target Growth Areas (all general commercial and other limited purpose zoning districts proximate to TBD JTA assets)	<ul style="list-style-type: none"> Risk Based Overlay for community defined risk areas (low-risk) Transportation Asset Overlay for evolving JTA assets w/ mobility and transit focus 	High	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	

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	<ul style="list-style-type: none"> Added administrative flexibility (low-risk) Emphasis on form and design based standards 	Low	<ul style="list-style-type: none"> Expand allowable uses in all districts to include a full range of multi-family housing, commercial and office uses Added administrative flexibility for lot dimensional and minimum size standards, setback relief and allowable height increases Allowable density based on form; may need to establish a minimum dwelling unit size here and it could be smaller than the other non-residential high risk areas Reduced minimum and maximum parking requirements 	<ul style="list-style-type: none"> Site design standards <ul style="list-style-type: none"> Orientation and setbacks of building Urban design (i.e., transparency, fenestration and building articulation) Orientation and design of parking and loading areas Screening and landscaping Possible ROW improvements to support “street” presence” Green infrastructure requirements that specify retention requirements for surface parking areas Establish minimum frontage requirement in relation to TBD JTA assets for use of overlay Requirements to prioritize street facing portions of development sites w/ use of incentives 	<ul style="list-style-type: none"> Initial framework and LBCS tables are already provided. Prior committee comments requested case studies on TOD form and design-based code approaches, possible inclusion of additional districts beyond general commercial and possible added height – prior draft had 4 stories and/or 60 ft. <p>For Geography and Neighborhoods Subcommittee:</p> <ul style="list-style-type: none"> Feedback based on 4/3 JTA presentation for focus areas. What transportation assets do we want to focus on? Discussion of minimum dwelling unit size.
PUDs	<ul style="list-style-type: none"> Establishment of approval standards using scorecard-based flexibility Distinguish between minor and major PUD approvals and scorecard applicability 	High	<ul style="list-style-type: none"> No new incentives Uses and intensity to be negotiated based on site conditions Form and design to be negotiated 	<ul style="list-style-type: none"> Required use of score card to meet approval criteria 	
		Low	<ul style="list-style-type: none"> No new incentives Uses to be negotiated. Intensity based on future land use designation Form and design to be negotiated 	<ul style="list-style-type: none"> Required use of score card to meet approval criteria 	