

## Comparison of Underlying Commercial Zoning Standards with Infill Incentive District Standards

	Underlying Zoning		IID Subdistrict		
	C-1	C-3	Downtown Core	Greater Infill	Downtown Links
Minimum Lot Area	0	0	n/a		
Maximum Residential Density	36 / acre	87 / acre	Exempt		
Maximum Lot Coverage	<i>Residential</i>	75%	n/a		
	<i>Non-residential</i>	n/a			
Maximum Building Height	<i>Residential</i>	25ft	60 ft <i>OR</i> underlying zoning	60 ft <i>OR</i> underlying zoning	Transition Standards
	<i>Non-residential</i>	30ft			
Perimeter Yard Setbacks	1 1/2 building height	1 1/2 building height	Exempt		
MS&R Street Setback <i>Where Average Daily Traffic is more than 1,000</i>	21ft <i>OR</i> building height	21ft <i>OR</i> building height	Exempt		
Development Transition Standards <i>Maximum building height within 30 feet of the adjacent property line</i>			25ft		
Historic Preservation	No restrictions on demolition/alterations that result in loss of contributing status		<i>Rio Nuevo Area Design Standards reviewed by:</i> <ul style="list-style-type: none"> <li>• Design Review Committee</li> <li>• TPCHPC</li> <li>• City's Design Professional (recommendation to PDSD Director)</li> </ul>		
Parking	Multifamily Dwellings <i>based on 0-70 units/acre.</i>  <i>Parking spaces required per dwelling unit</i> <ul style="list-style-type: none"> <li>• Small Studio: 1</li> <li>• Large Studio / 1 Bedroom - 1.5</li> <li>• Two Bedrooms - 2</li> <li>• Three Bedrooms - 2.25</li> </ul> <i>Or other avenues of reductions:</i> <ul style="list-style-type: none"> <li>• Individual Parking Plan (IPP)</li> <li>• Bicycle Parking</li> <li>• Parking Design Modification Request</li> </ul>		Exempt. Bicycle parking shall be provided.		May be reduced up to 25%.  More reductions possible with Parking Plan.