

SECTION 2.3.D AGRICULTURE, RURAL RESIDENTIAL (AGRR)

1. PURPOSE

The purpose of this district is to balance rural residential development with the preservation of natural landscapes in areas where infrastructure may exist and services are proximal. Agricultural land uses still abound but at a smaller scale and support a wide range of related uses including agritourism, farm stands, farm-to-table and home-based business operations, and limited agricultural products manufacturing and fabrication. Development character remains rural in nature even as low-density residential development mixes with larger tracts of land used for active agricultural production and supported uses. Development intensity is governed by site-specific conditions including the availability of adequate infrastructure, proximity to services, and the presence of environmental constraints. Mobility and access are characterized by a combination of auto-centric design in lower-intensity areas connected by non-motorized facilities required along most arterial and collector roads as well as those local roads that have been improved. Local roads may be unimproved unless serving higher-intensity residential development. Trail connectivity and access to recreational amenities continues to be an important requirement of development through site design.

2. BUILDING TYPES

Permitted building types for principal and accessory uses allowed in the Agriculture, Rural Residential (AGRR) district are found in Section 3.2.

3. PERMITTED USES

Uses permitted in the Agriculture, Rural Residential (AGRR) district are found in Table 5, Section 2.4.

Only one principal use is permitted per lot in this district; multiple principle uses per lot may be permitted if approved as a special exception. This does not include agriculture, open space, parks, passive recreation, and minor utilities.

Accessory uses shall meet the requirements found in Section 5.3.

FIGURE LEGEND		Key
GENERAL TERMS	Lot Line (Front)	A
	Lot Line (Side - Interior)	B
	Lot Line (Side - Street)	C
	Lot Line (Rear)	D
	Right-of-Way	E

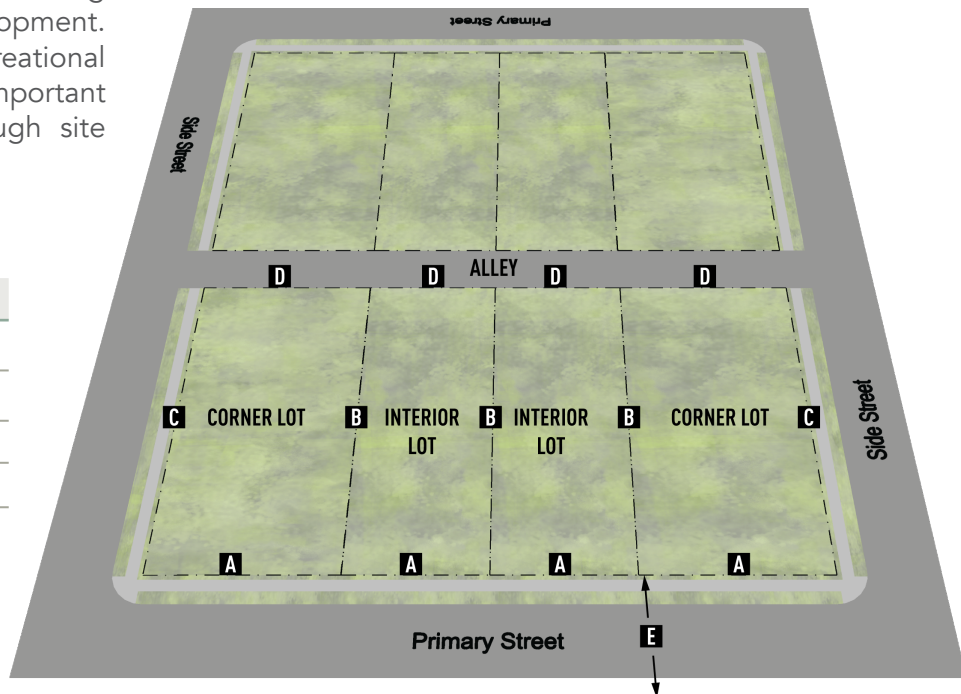


Fig. D-1 General Lot Components

4. SITE DESIGN STANDARDS

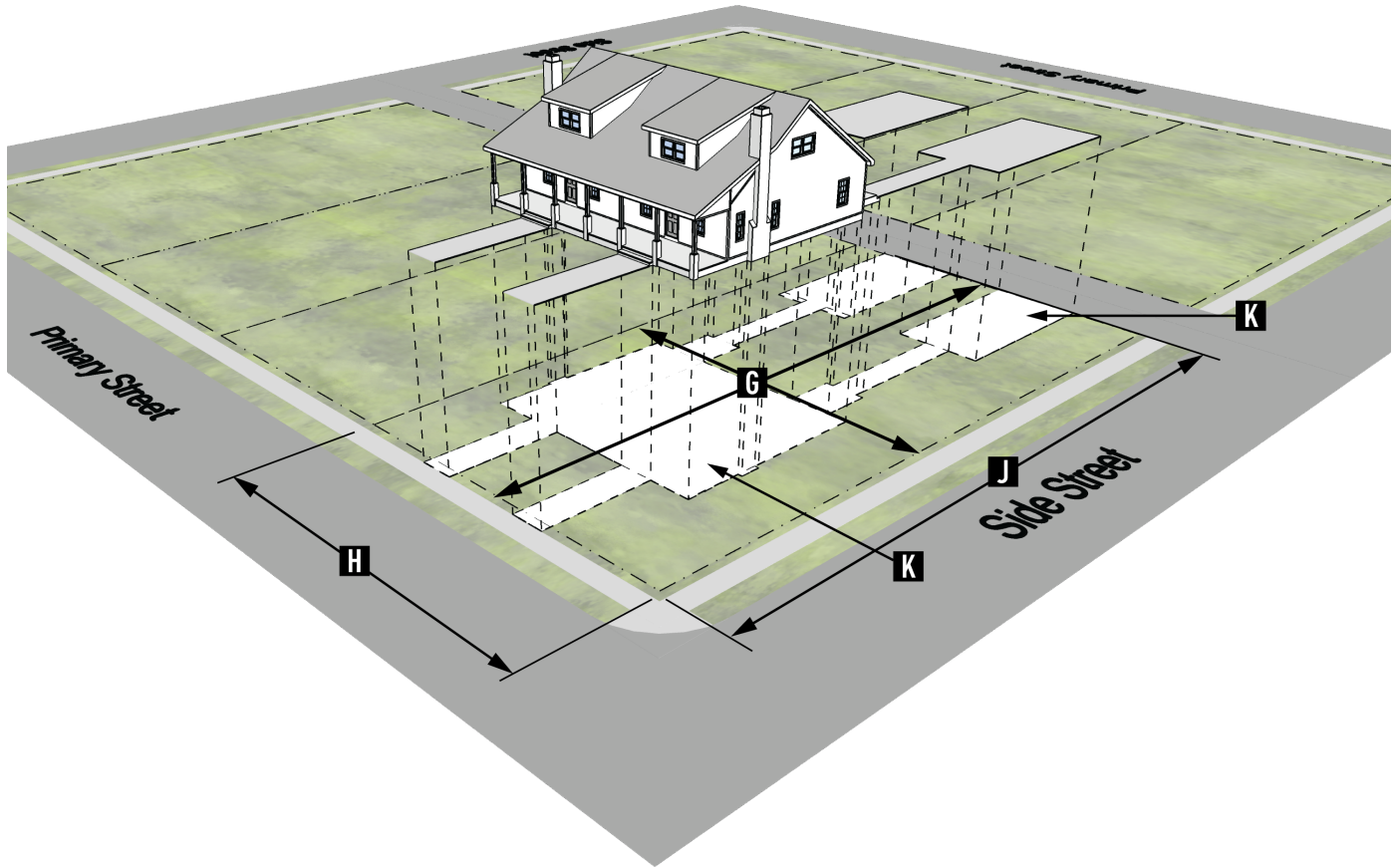


Fig. D-2 Lot Dimensions

a. Lot Dimensions and Net Density

Sub-District	Building Type	Lot Dimensions				Homes per acre	
		Min. Area (acre)	Min. Width	Min. Depth	Max. Coverage	Min.	Max.
AGRR 10	Duplex, twinhouse	20				n/a	1 home/10 ac
	All other types as permitted	10	100'	100'	40%		
AGRR 5	Duplex, twinhouse	10				n/a	1 home/5 ac
	All other types as permitted	5	100'	100'	40%		
AGRR 2	Duplex, twinhouse	4	75'	75'	50%	n/a	1 home/2 ac
	All other types as permitted	2	100'	100'			
Diagram Key		<b>G</b>	<b>H</b>	<b>J</b>	<b>K</b>		



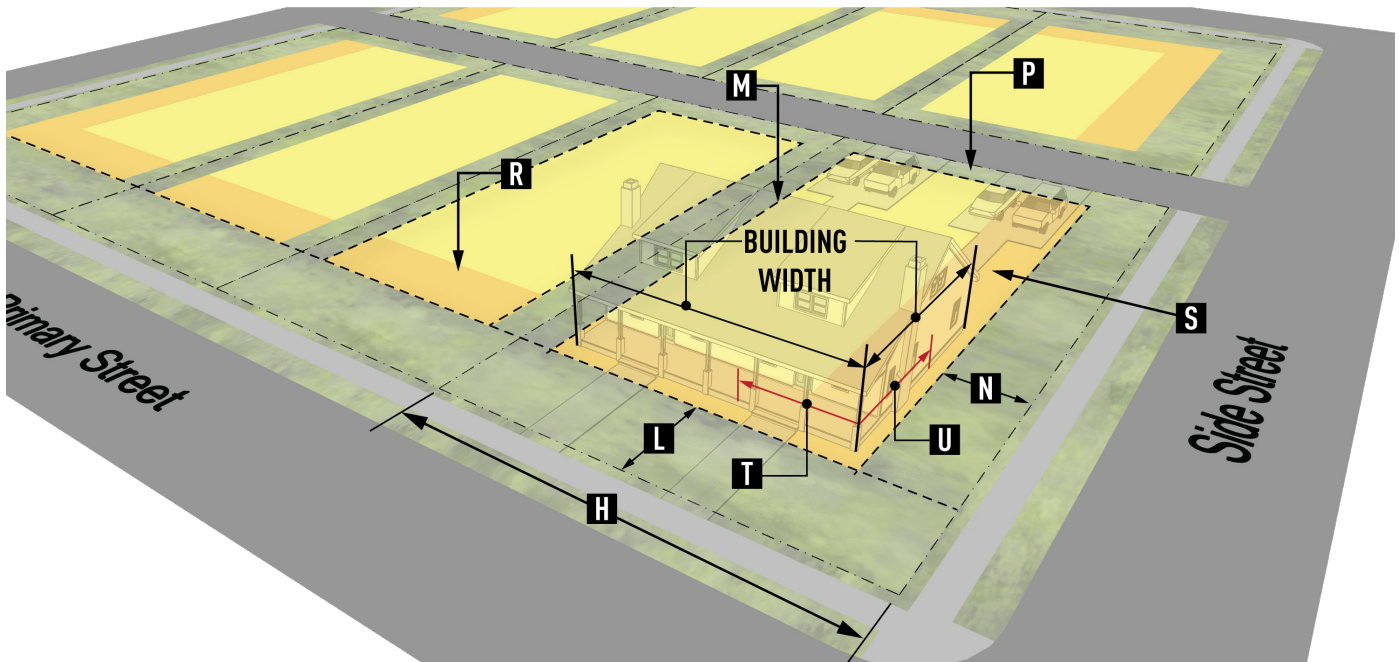
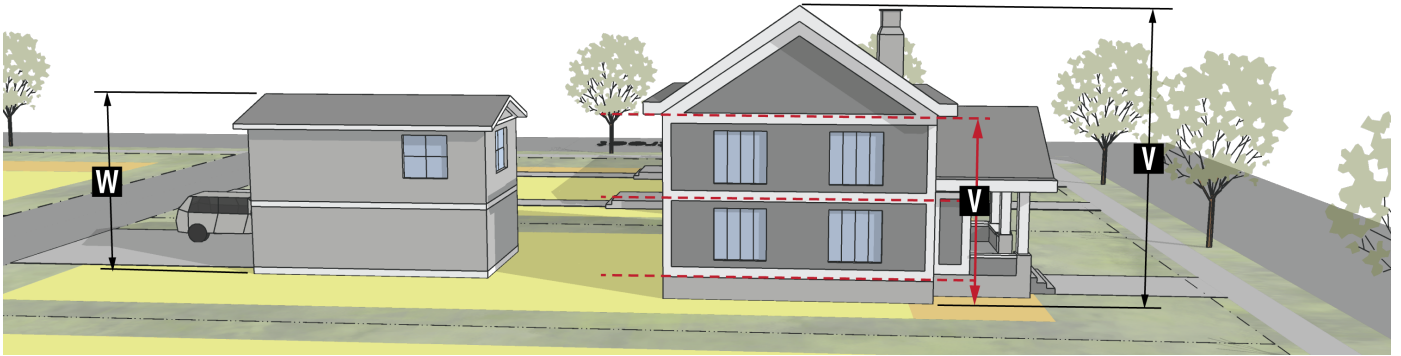


Fig. D-3 Building Placement

**b. Building Placement**

Building Setbacks	Principal	Accessory	Diagram Key	
Front	25'	25'	L	
Side (interior)	15'	3'	M	
Side (street)	15'	15'	N	
Rear	15'	3'	P	
Build-to Zone (BTZ)	Build-to Zone	Diagram Key	BTZ Percentage	Diagram Key
Front	n/a	R	n/a	T
Side (street)	n/a	S	n/a	U



**Fig. D-4 Building Height**

**c. Building Scale**

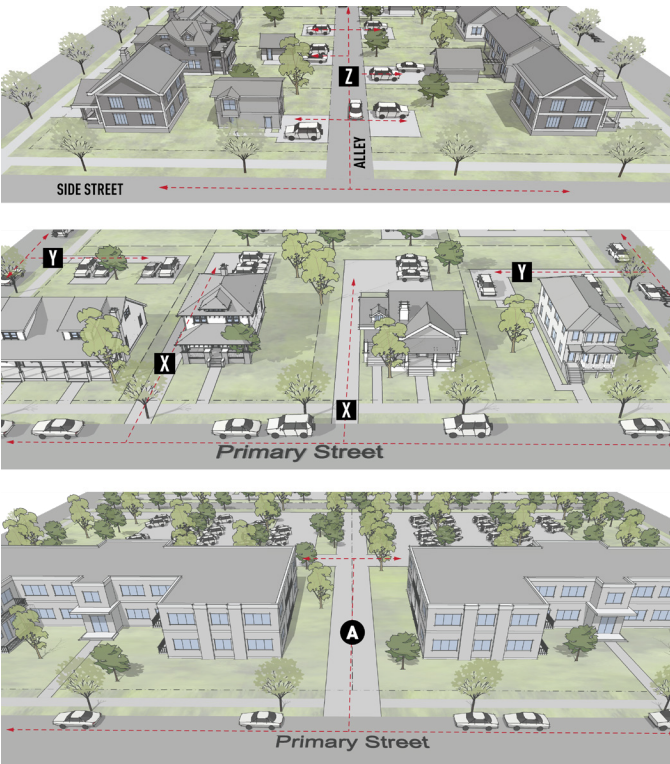
Building / Structure	Max. Height	Key	Max. Stories	Key
Principal building	36'	V	n/a	V
Accessory structure, detached	30'	W	n/a	n/a





5. MOBILITY

The following standards apply to all development in the AGRR district as part of the Zoning Compliance Permit process, in accordance with Section 6.2.



a. Vehicular Access

Vehicular Access	Driveway Width (max.)	Diagram Key
Primary street	20'	X
Secondary street	16'	Y
Alley	12'	Z
Shared drive	20'	A

Fig. D-5 Vehicular Access

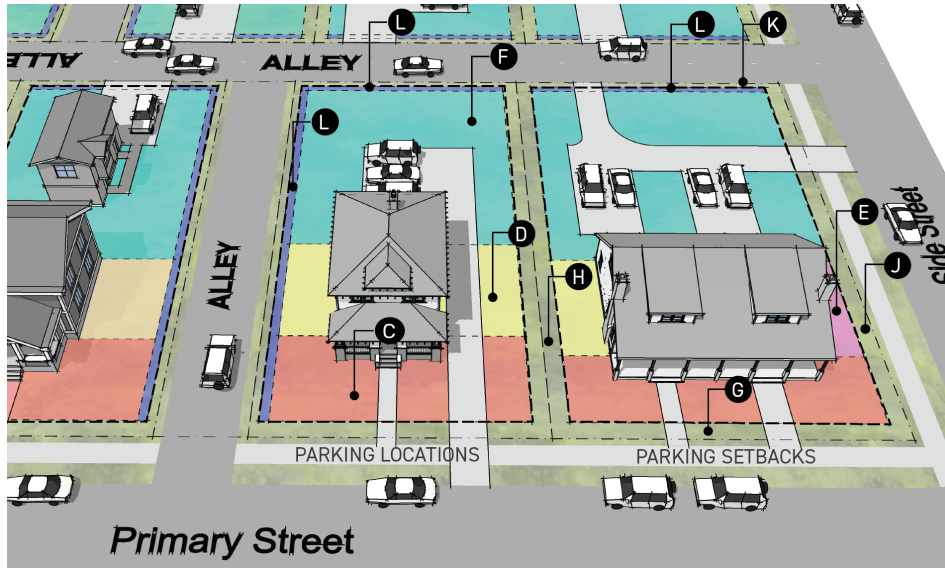


Fig. D-6 Parking Locations and Setbacks

**b. Parking Locations and Setbacks**

Open Air Parking Location	Permitted (P)/Not Permitted (NP)	Diagram Key
Front yard	P	C
Side yard (interior)	P	D
Side yard (street)	P	E
Rear yard	P	F
Open Air Parking Setbacks	Min. Distance (ft.)	Diagram Key
Front	n/a	G
Side (interior)	n/a	H
Side (street)	n/a	J
Rear	n/a	K
Alley setback	n/a	L

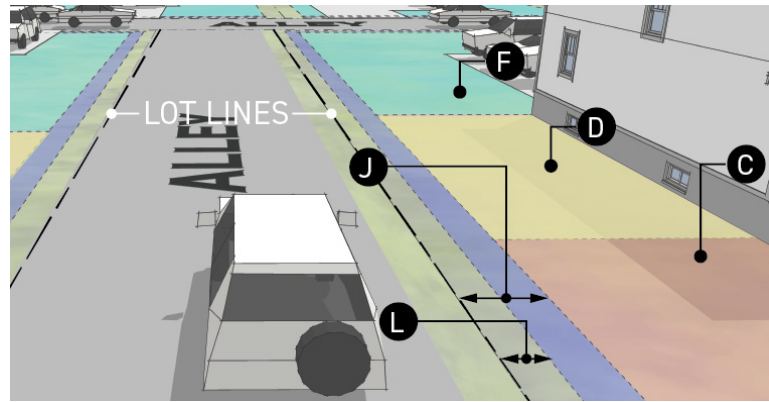


Fig. D-7 Measuring Alley Setbacks

Alley setbacks are measured from the side or rear lot lines on public alleys regardless of the alley location.

