

## SECTION 2.3.F RESIDENTIAL (R)

## 1. PURPOSE

The purpose of this district is to provide a range of small-scale housing options that reflect the traditional character of existing residential neighborhoods. The intent is to promote compatible infill opportunities while supporting countywide housing diversity. While the character of the district is predominantly residential, limited neighborhood-scale commercial services may be appropriate where suitable infrastructure is available. Development is designed to encourage walking, biking and transit use and protect riparian resources and fish and wildlife habitat existing within the district. Mobility and access in this district are characterized by a "Complete Street" network with non-motorized facilities that include protected or buffered bike lanes, sidewalks, and enhanced crossings in areas with increased vehicle speeds and volumes. Connectivity through and between neighborhoods, as well as to recreational amenities, is a requirement of development.

## 2. BUILDING TYPES

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

## 3. PERMITTED USES

Uses permitted in the Residential (R) 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

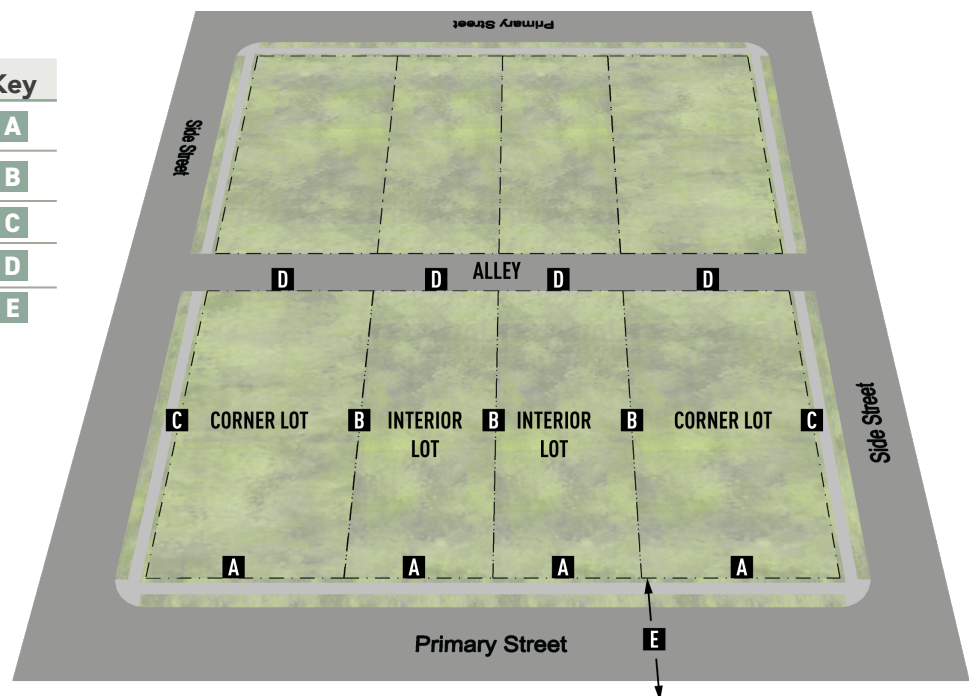


Fig. F-1 General Lot Components

4. SITE DESIGN STANDARDS

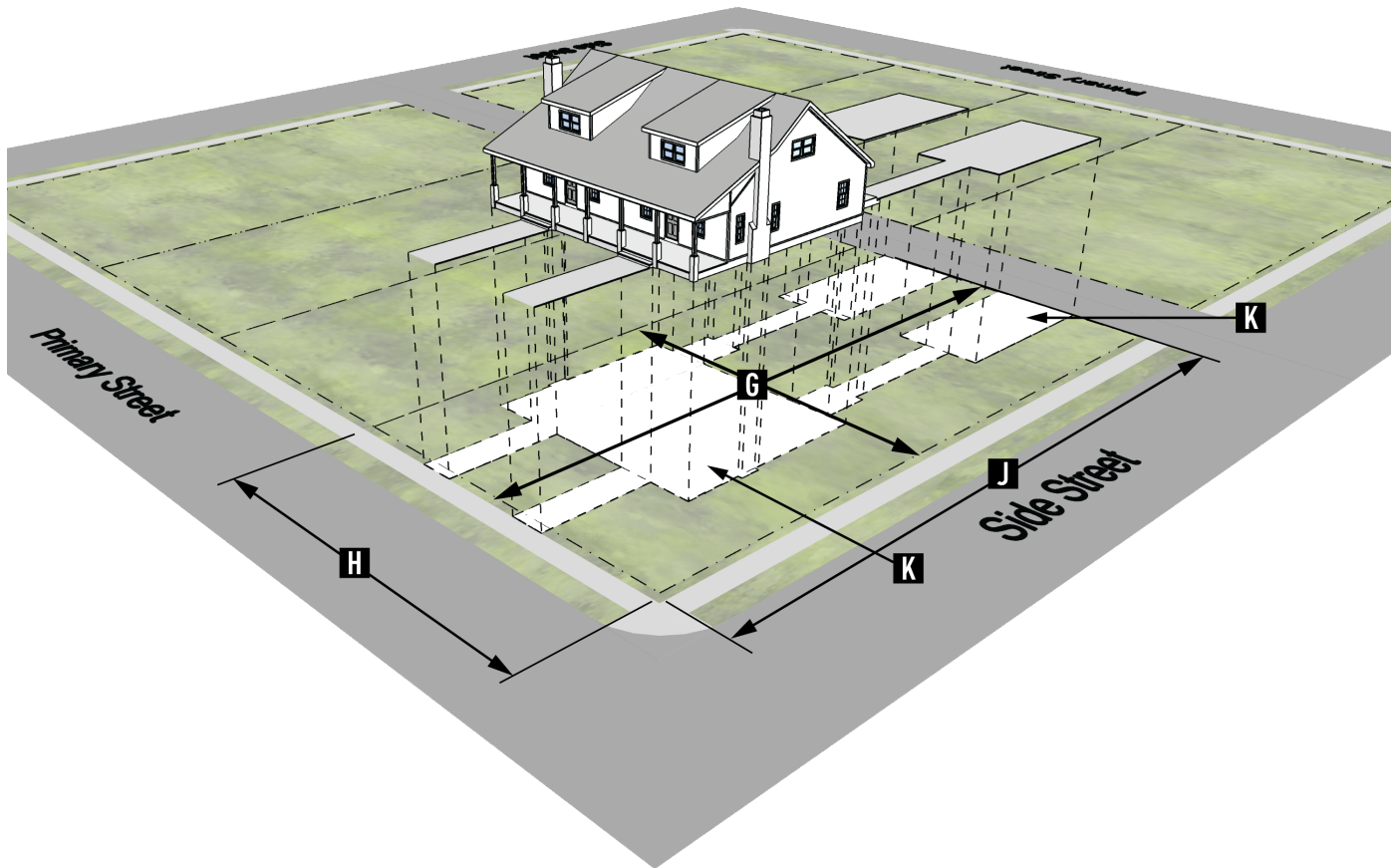


Fig. F-2 Lot Dimensions

a. Lot Dimensions and Density

Building Type	Lot Dimensions				Homes per acre	
	Min. Area (sq. ft.)	Min. Width	Min. Depth	Max. Coverage	Min.	Max.
Tri- and quadplex *	10,000	65'	75'	60%		
Multi-plex small*	2,000	75'	75'	70%	n/a	6 homes/ac
All other types as permitted	5,000	65'	75'	40%		

Diagram Key

**G**      **H**      **J**      **K**

\* Requires permanent affordable housing or conservation design development



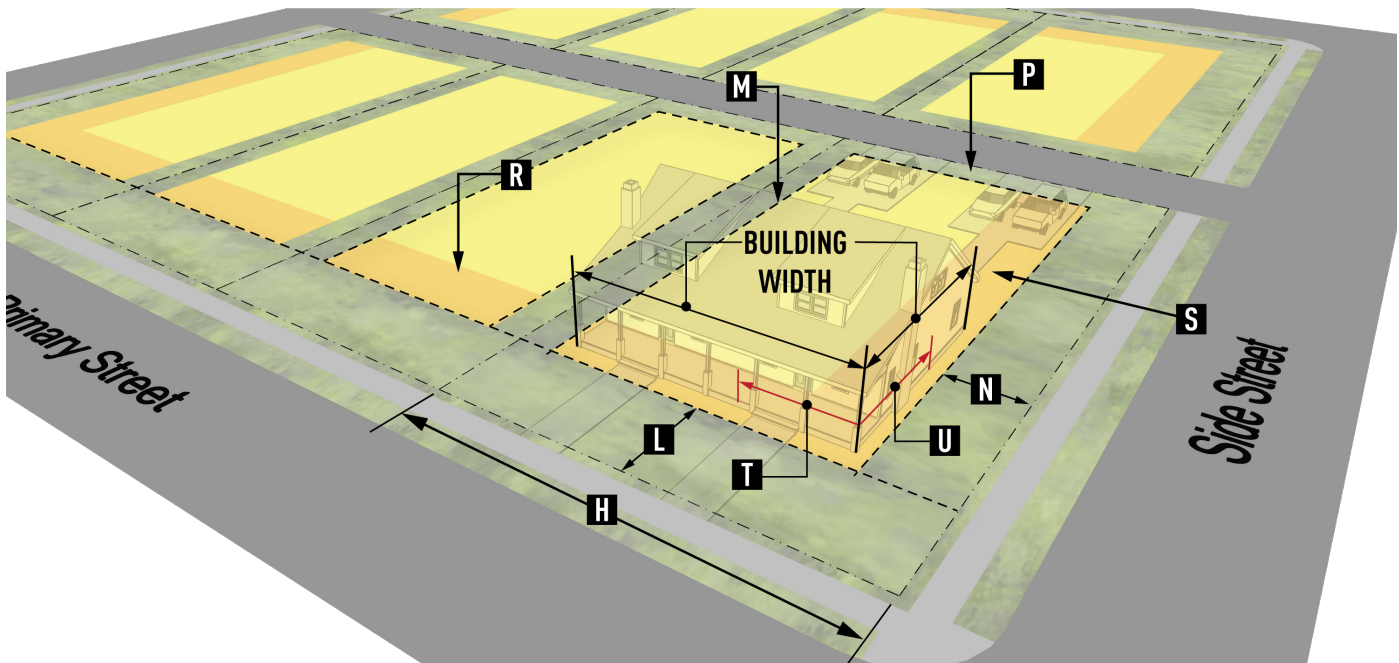
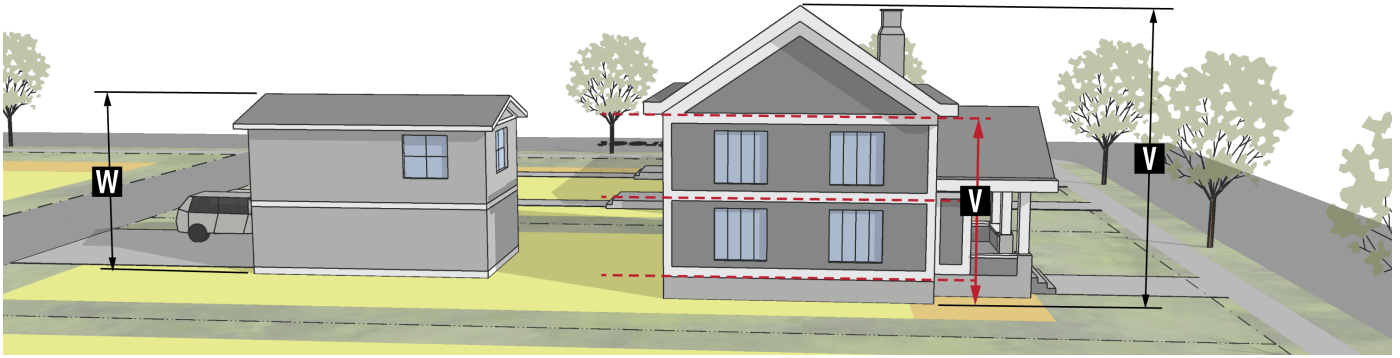


Fig. F-3 Building Placement

## b. Building Placement

Building Setbacks	Principal	Accessory	Diagram Key	
Front	20'	25'	L	
Side (interior)	5'	3'	M	
Side (street)	10'	10'	N	
Rear	10'	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
Building Elements*	Min. (%)Transparency	Diagram Key		
First Story	n/a	R, S		
Upper Story	n/a	R, S		
Blank Wall Articulation*	Min. (%)	Diagram Key		
Front	50%	R		
Side (street)	30%	S		

\*See Table 5 in Section 3.4. for transparency and blank wall articulation applicability per building type.



**Fig. F-4 Building Height**

**c. Building Scale**

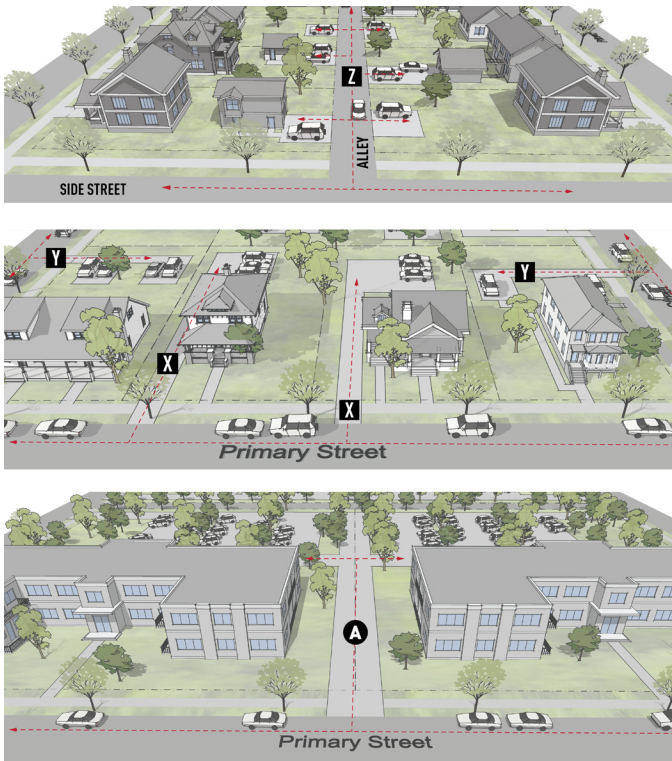
Building / Structure	Max. Bldg. Footprint (sq. ft.)	Max. Height	Key	Max. Stories	Key
Principal building	3,000*	36'	V	n/a	V
Accessory structure, detached	2,000	30'	W	n/a	n/a

\*Except for single-household and two-household dwellings, and excluding attached garage.



## 5. MOBILITY

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



**Fig. F-5 Vehicular Access**

## 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

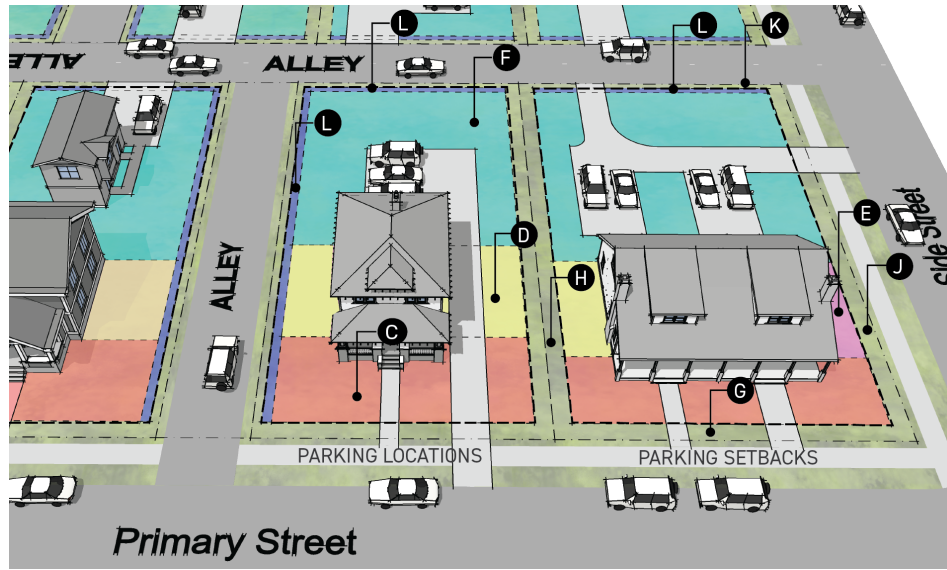


Fig. F-6 Parking Locations and Setbacks

**b. Parking Locations and Setbacks**

Open Air Parking Location	Permitted (P)/Not Permitted (NP)	Diagram Key
Front yard*	NP	C
Side yard (interior)	P	D
Side yard (street)*	NP	E
Rear yard	P	F
Open Air Parking Setbacks	Min. Distance (ft.)	Diagram Key
Front*	n/a	G
Side (interior)	3'	H
Side (street)*	n/a	J
Rear	3'	K
Alley setback	3'	L

\* Excludes driveway access allowed in primary/secondary street setback.

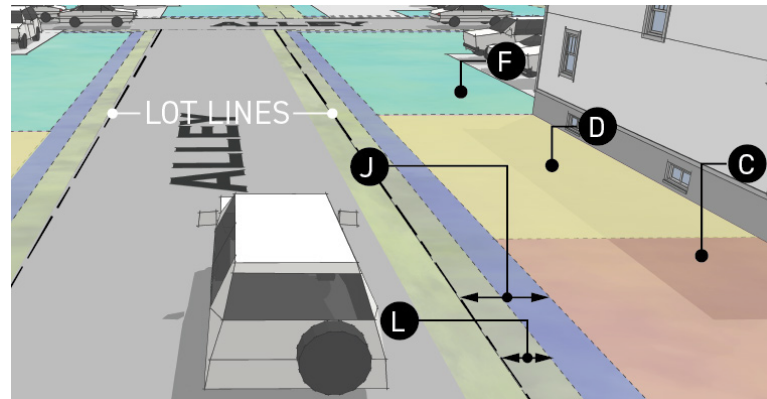


Fig. F-7 Measuring Alley Setbacks

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

