

SECTION 2.3.G RESIDENTIAL, MEDIUM (RM)

1. PURPOSE

The purpose of this district is to provide a mix of higher density residential housing options including multi-household dwellings that reflect the traditional character of existing residential neighborhoods. The intent is to promote compatible infill opportunities and support county-wide housing diversity while continuing to protect public health and safety as well as riparian resources and fish and wildlife habitat. While the character of the district is predominantly residential, a horizontal mix of neighborhood-scale commercial uses may be appropriate to serve the needs of the surrounding area. Access to public water and sewer service is expected, and mobility and access is characterized by a "Complete Street" network that includes protected or buffered bike lanes, sidewalks, and enhanced crossings. This district is defined by shorter block lengths and a traditional street grid network. 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, Medium (RM) district are found in Section 3.2.

3. PERMITTED USES

Uses permitted in the Residential, Medium (RM) district are found in Table 5, Section 2.4.

Multiple principle uses are permitted per lot in this district.

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

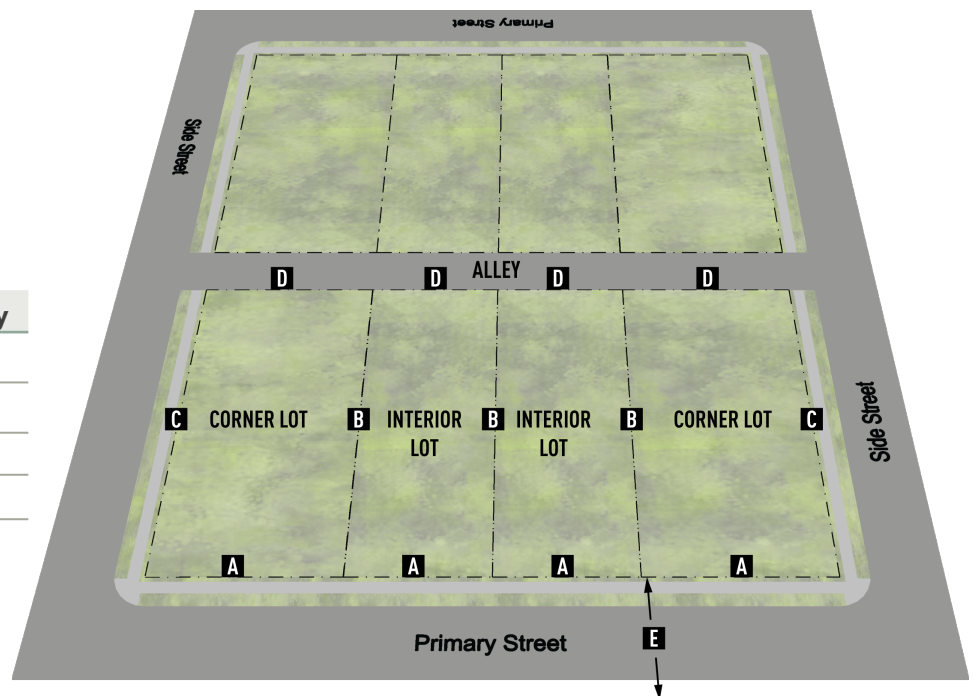


Fig. G-1 General Lot Components

4. SITE DESIGN STANDARDS

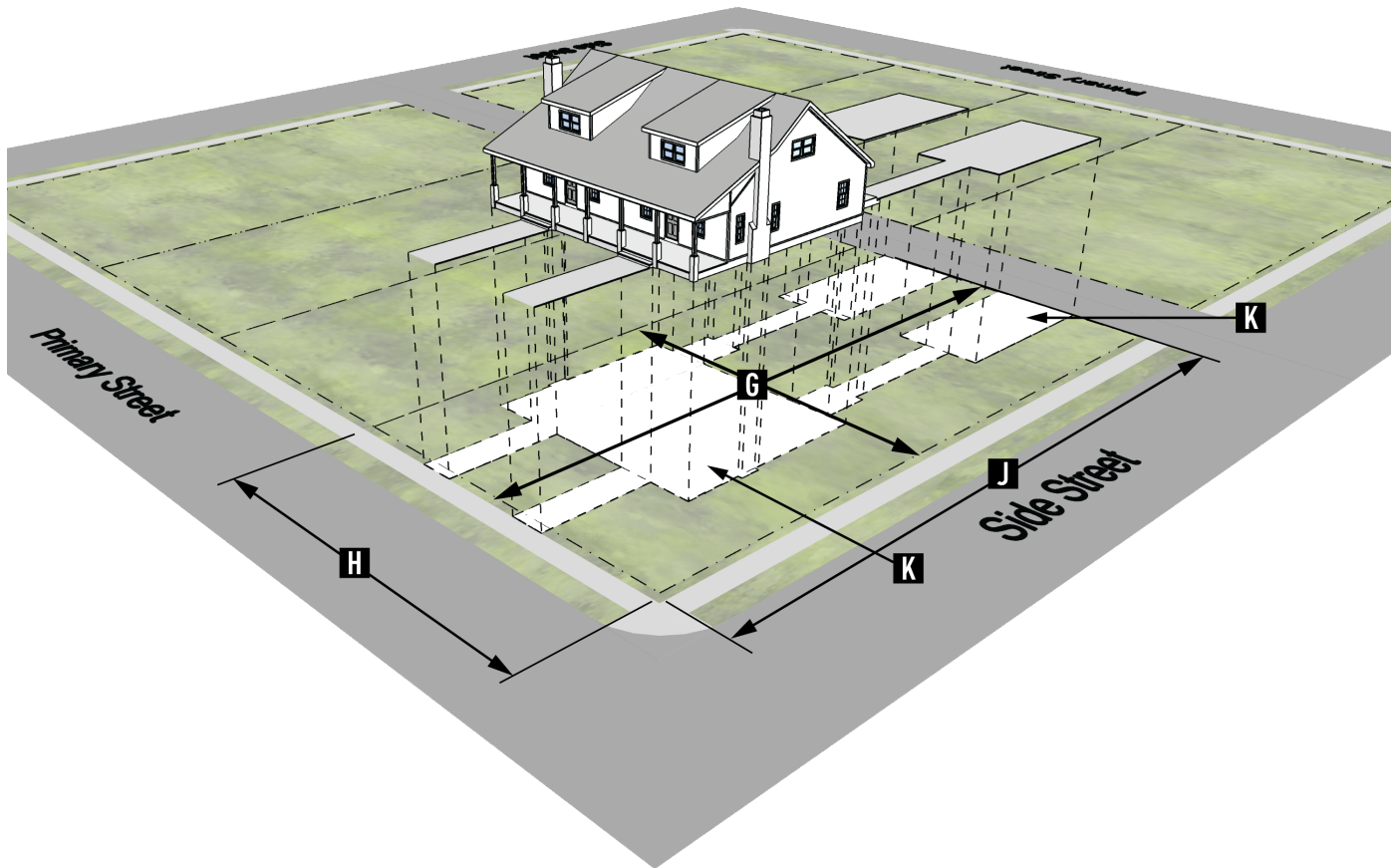


Fig. G-2 Lot Dimensions

a. Lot Dimensions and Net Density

Building Type	Lot Dimensions				Homes per acre	
	Min. Area (sq. ft.)	Min. Width	Min. Depth	Max. Coverage	Min.	Max.
Tri- and quadplex	7,500	65'	75'	60%		
Multi-plex small*	7,500	65'	75'	60%	5 homes/ac	11 homes/ac
Multi-plex large*	15,000	75'	75'	70%		
Neighborhood shopfront	10,000	75'	75'	70%	n/a	n/a
All other types as permitted	2,500	50'	50'	60%	5 homes/ac	11 homes/ac
Diagram Key	G	H	J	K		

*Requires permanent affordable housing or conservation design development.



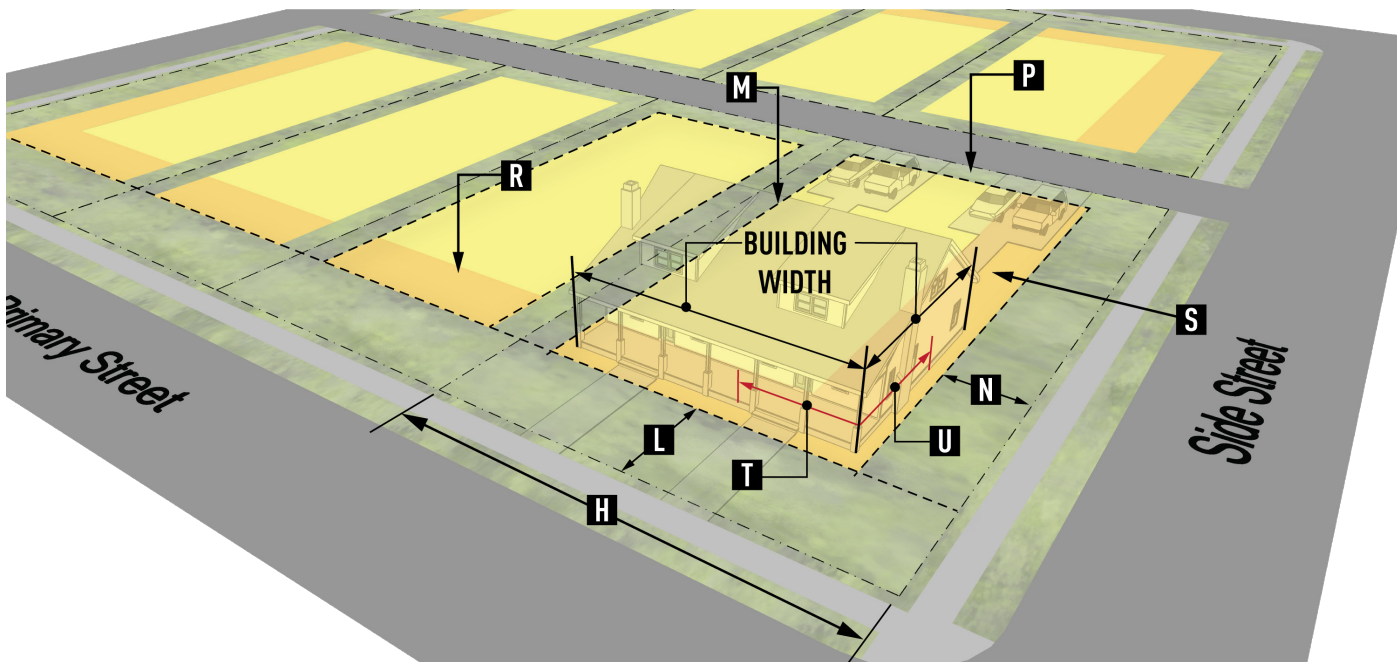


Fig. G-3 Building Placement

b. Building Placement

Building Setbacks	Principal	Accessory	Diagram Key	
Front	10'	15'	L	
Side (interior)	5'	3'	M	
Side (street)	5'	10'	N	
Rear	10'	3'	P	
Build-to Zone (BTZ)	Build-to Zone	Diagram Key	BTZ Percentage	Diagram Key
Front	10'-15'	R	60%	T
Side (street)	5'-15'	S	30%	U

Building Elements*	Min. (%) Transparency	Diagram Key
First Story	40%	R, S
Upper Story	30%	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.

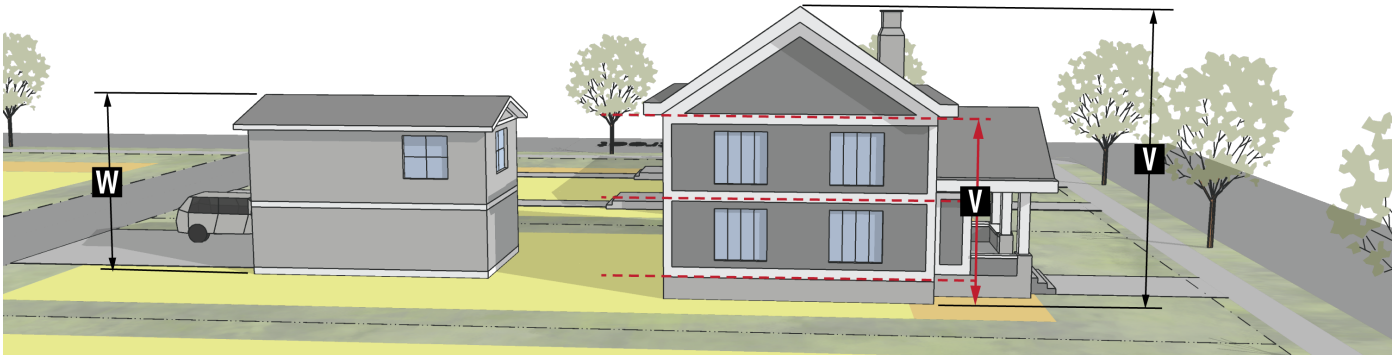


Fig. G-4 Building Height

c. Building Scale

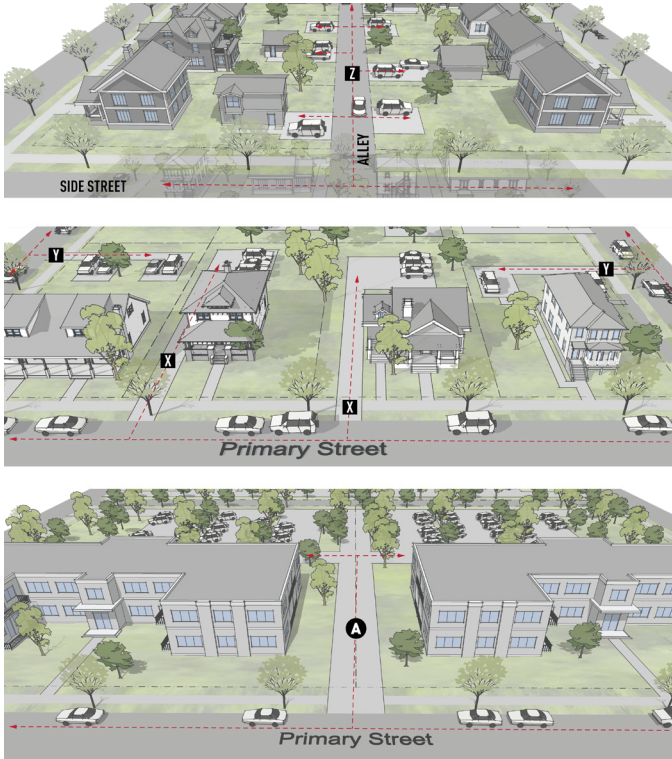
Building / Structure	Max. Bldg. Footprint (sq. ft.)	Max. Height	Key	Max. Stories	First Story Min. Height	Key
Principal building	7,500*	36'	V	3	n/a	V
Accessory structure, detached	1,500	30'	W	2	n/a	n/a

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



5. MOBILITY

The following standards apply to all development in the RM 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. G-5 Vehicular Access

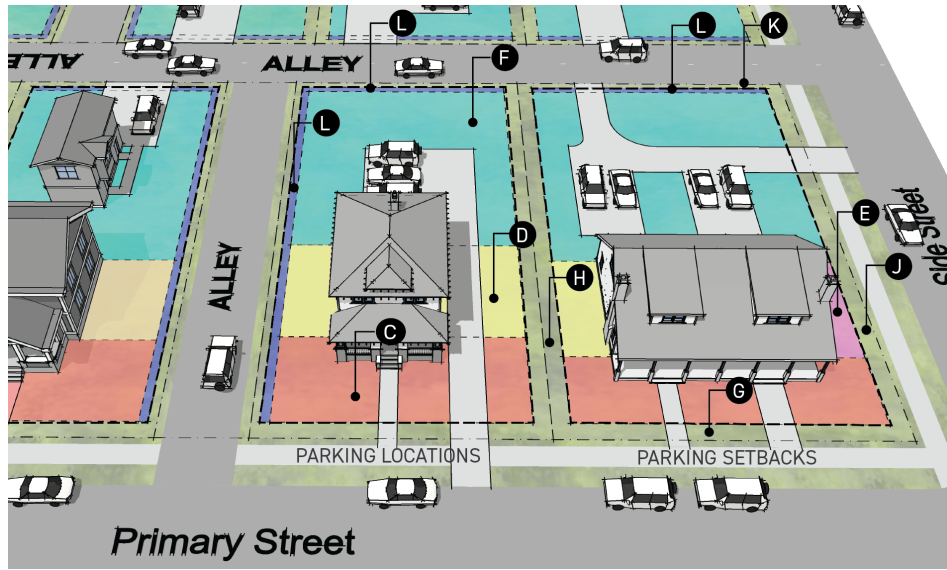


Fig. G-6 Parking Locations and Setbacks

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.

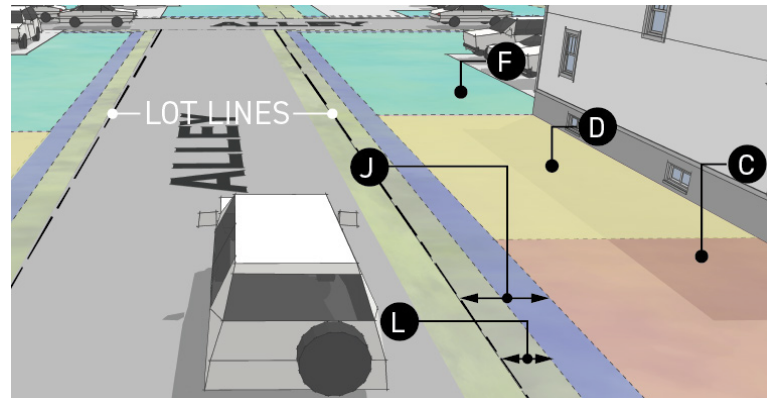


Fig. G-7 Measuring Alley Setbacks

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

