

Gateway Residential/Commercial District – (single district revised) FOR DISCUSSION ONLY 5.13.22

Area: NE side of Rt 2 from south of Mobil Station through (including) the cemetery (see map)

(Mobil Station added to I/C ZD)

(lots between the village and the cemetery added to the Village R/C ZD)

Purpose: This district is designed to allow for both residential and commercial uses in an area that has importance as a scenic entrance to the Town of Richmond. The historic settlement pattern of [Richmond](#) is maintained.

Features:

- The features of commercial strip development will be avoided. *(can add commercial strip development definition or as per state statute)*
- A range of commercial and residential uses, including multifamily housing, will be allowed at a density that the topographic challenges of the land allow.
- Curb cuts will be limited to the current number or less – these access points will serve any new development as shared driveways or private roads.
- Setbacks along Rt 2 will be vegetated and provide the rural greenspace appearance needed to maintain the scenic viewshed and historic settlement pattern of this area.
- Plans are being developed for a shared path for bike and pedestrian use to connect lots within the district and with the village center to the east and the Park and Ride to the west.
 - *(optional: Allowance for eventual public transit along the Rt 2 corridor will be provided.)*
- All lots will be served by municipal water and sewer service when available. Lot size may depend upon this availability.

Development that can be permitted by the Administrative Officer (“Permitted”):

(Under this division into “permitted” and “reviewed” categories, adjustments will have to be made to the following sections: site plan review, DRB review, PUD and possibly more)

- Accessory dwelling
- Accessory structure or use, except outdoor storage
- Arts/crafts studio
- Bank
- Bed and breakfast
- Catering service
- Cemetery
- Cottage industry
- Child care facility – family home
- Child care facility – large family home
- Child care facility – center-based
- Dwelling, single-family
- Dwelling, duplex
- Dwelling, multifamily with 3-4 units
- Educational Facility
- Funeral parlor
- Group home
- Home occupation
- Inn

- laundromat
- Mixed use building with up to 4 compatible permitted uses (*remove “multiple use building” from definitions and alter PUD section to allow*)
- Museum
- Office, business
- Office, medical
- Office, professional (*could be combined with “ office, business”? – would need to change in definitions section*)
- Personal services
- Religious facility
- State or municipal facility
- Supported housing facility

Development that requires review by the Development Review Board (“Reviewed”)

- Adaptive use (*including conversion of single-family to multifamily – changes in the adaptive use section 5.6.8 will be needed – this might also go in “permitted”*)
- Brewery
- Carwash
- Dwelling, multifamily with > 4 units
- Health care services
- Kennel
- Light manufacturing
- Mixed-use building with compatible permitted or conditional uses
- Recreational facility
- Restaurant (*not drive-through*)
- Retirement community
- Self-storage
- Veterinary clinic
- Pub or tavern
- PUD or PRD (*changes will be needed to the PUD section*)

Dimensional Requirements:

- Minimum lot size: 1/4A
- Maximum residential density: 1/8A (5,500sf) /unit or 8 U/A (*duplex counts as 2U*)
- Maximum lot coverage: 60%
- Maximum building footprint: 10,000sf if within 200’ of Rt 2; 17,000sf if further than 200’ from Rt 2
- Maximum height: same as current
- Minimum lot shape: same as current
- Minimum setback for principal structure: 30’ from Rt 2 (*ROW edge*) for any structure ;
10’ for side and rear;
30’ from I-89 (*ROW edge*) for residential structures
and 10’ for non-residential structures
- Minimum setback for accessory dwelling or structure: 10’ behind front of principal structure;
10’ for side and rear

- ~~Minimum setback for garage: 5' behind front of principal structure~~

District Specific Development standards:

- There will be no new curb cuts beyond existing as of _____. All development will access Rt 2 by way of the existing curb cuts which will become shared driveways or private roads with permanent easements as further development occurs. Further sharing of driveways that will reduce the existing number of curb cuts will be encouraged.
- The setback from Rt 2 will be maintained in a vegetated state, which shall include some combination of trees, shrubs, perennials, groundcovers or gardens in addition to grass.
 - *(Optional: A 10' wide easement across all Rt 2 frontages for a shared path parallel to Rt 2 will be required.)*
- Parking between structures and Rt 2 shall not be permitted.
- Outside storage, parking and loading areas, utilities and mechanicals shall be screened such that they are not visible from the Rt 2. Viewshed.
- Restoration or reuse of existing historic structures is encouraged.
- Multistory buildings, rather than single-story buildings, are encouraged.
- Traffic study will be required for _____.
- Buildings will be located and screened to protect the privacy of residents and neighbors, and will be oriented to allow for rooftop solar panels.
- **Buildings will have the following design features:**
 - pitched roofs
 - windows facing Rt 2
 - architectural details and variations of façade
 - primarily wood, brick or stone appearance
 - defined entrances (overhangs, porches etc)
- Bulk storage, waste storage and mechanicals/utilities shall be within enclosed areas or otherwise screened from the Rt 2 viewshed.
- Shared parking will be allowed. *(will need to revise parking section)*
 - *(There shall be at least one parking space per principal structure within 12' of a level 2 EVSE (see section -----)*
- *(There may be multiple structures on a lot).*