

Gateway Residential/Commercial District – (single district) FOR DISCUSSION ONLY 4.25.22

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
- 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
- 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 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.
- 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, and wired for, level 2 EVSE (see section -----))*

- *(There may be multiple structures on a lot).*

3.4 Gateway Residential/Commercial District (G)

3.4.1. Purpose - The standards of this district are designed to allow for commercial uses in an area that has importance as a scenic entrance to the Town of Richmond. The rural character of the northern approach to the Town will be enhanced by carefully planned commercial development, and urban strip development will be avoided. Accesses here will be carefully managed, curb cuts will be few, and internal circulation required to avoid impeding the flow of traffic on Route 2. Green space, landscaping to screen parking from both Route 2 and other "character of the neighborhood" criteria must be met in order to retain the flavor of an entranceway to a dynamic yet rural and historic small town.

Features of the Gateway Residential/Commercial District include:

- a) The features of commercial strip development will be avoided.
- b) A range of commercial and residential uses, including multifamily housing, will be allowed at a density that the topographic challenges of the land allow.
- c) 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.
- d) 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.
- e) 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.
- f) All lots will be served by municipal water and sewer service when available. Lot size may depend upon this availability.
- g) Restoration and reuse of existing historic structures is encouraged.
- h) Multistory buildings—rather than single-story buildings—are encouraged.

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3.4.3-1 Allowable Uses on Issuance of Zoning Permits by Administrative Officer—The following uses shall be allowed for any lot in the G-District after issuance of a Zoning Permit by the Administrative Officer. Unless otherwise permitted, only one principal use shall be permitted on one lot: **Permitted uses**

- a) Accessory dwelling as provided in Section 5.9.
- b) Accessory uses or structures, to the uses in 3.4.1, except outdoor storage
- c) Arts/crafts studio
- ~~b~~d) Bank
- e) Bed and breakfast.
- f) Catering service
- g) Cemetery
- h) Cottage industry
- i) Child care facility – family home
- j) Child care facility – large family home
- k) Child care facility – center-based
- l) Dwelling, single-family
- m) Dwelling, duplex
- n) Dwelling, multifamily with 3-4 units
- o) Educational Facility
- p) Funeral parlor
- q) Group home
- r) Home occupation
- s) Inn
- t) laundromat
- u) Mixed use building with up to 4 compatible permitted uses
- v) Museum
- w) Office, medical

- x) Office, professional
- y) Personal services
- z) Religious facility
- aa) State and Community Operated Facility
- ~~e)bb)~~ Supported housing facility

Comment [PA1]: The business office and professional office are synonymous

3.4.42 Allowable Conditional Uses Upon Issuance of Conditional Use Approval – The following uses, with accessory structures, may be allowed in the G-District after issuance of conditional use approval by the DRB.

- a) Adaptive use as provided in Section 5.6.8.
- ~~b) Amusement arcade.~~
- ~~c) Artist/Craft studio.~~
- ~~d) Bank.~~
- ~~b) Brewery~~
- ~~e) Business yard.~~
- ~~f) Catering service.~~
- ~~g) Cemetery.~~
- ~~h) Cottage industry as provided in Section 5.6.7.~~
- ~~i) Day care center.~~
- ~~j) Dwelling, single-family attached to a principal structure approved for a permitted or conditional use.~~
- ~~k) Dwelling, two-family~~
- ~~l)c) Dwelling, multi-family with three or more than four dwelling units.~~
- ~~m) Educational or religious facility as provided in Section 5.10.4.~~
- ~~n) Extraction of earth resources as provided in Section 5.6.6.~~
- ~~o) Food processing establishment.~~
- ~~p) Funeral parlor.~~
- ~~d) Group home, as provided in Section 5.11.~~
- ~~q)e) Health Care Services~~
- ~~r) Hotel or motel.~~
- ~~s) Inn or guest house.~~
- ~~t)f) Kennel~~
- ~~u)g) Light Manufacturing.~~
- ~~v)h) Multi-use commercial building with permitted or conditional uses from this section or 3.4.1.~~
- ~~w) Museum.~~
- ~~x) Offices, Business.~~
- ~~y) Offices, Professional.~~
- ~~z) Personal services.~~
- ~~aa) Planned Unit Development, which may be a Planned Residential Development, as provided in Section 5.12, if no subdivision of land is proposed (see Section 5.12.1).~~
- ~~bb) Powered Vehicle and/or Machinery Service~~
- ~~cc) Private club.~~
- ~~d)d)j) Recreation, indoor or outdoor facility or park.~~
- ~~ee) Research laboratory.~~
- ~~j) Restaurant~~
- ~~k) Retail business associated with light manufacturing with a maximum size of 3,000 square feet. gg)~~
- ~~ff)l) Retirement community.~~
- ~~gg) State or community-owned and operated institutions and facilities, to the extent allowed by Section 5.10.4.~~
- ~~hh)m) Tavern, provided that it is associated with an onsite distillery, brewery, or winery.~~
- ~~ii) Agriculture, silviculture and horticulture, as provided in Section 2.4.5.~~
- ~~jj)n) Veterinary Clinics~~

3.4.53 Dimensional Requirements Applicable to Lots in the G District—No Zoning Permit shall be issued for Land Development in the G District unless the lot proposed meets the following dimensional and/or density requirements:

- a) **Minimum Lot Area Size**—Except as provided under Section 4.6.1, no lot served by municipal or community water and sewer systems shall be less than 1/3 acre. This minimum lot area requirement shall be increased to one (1) acre for any lot not served by municipal or community water and sewer systems. If multiple uses are permitted in one or more buildings on a lot, the lot shall be of sufficient size to allow 1/3 acre per use with municipal or community water and sewer or 1 acre per use without municipal or community water and sewer. In the case of use of a lot for 3 or more dwelling units served by municipal or community water and sewer systems, one third (1/3) acre of land per dwelling unit shall be required and one (1) acre of land per dwelling unit shall be required for lots not served by municipal or community water and sewer systems. One-fourth (1/4) acre (10,890 square feet)
- a)b) **Maximum residential density**— One-eighth acre (5,445 square feet) per dwelling unit
- b)c) **Lot Dimensions** - Each lot must contain a point from which a circle with a radius of twenty-five (25) feet can be inscribed within the boundary of the lot.
- c)d) **Lot Frontage** - No lot having frontage on a public or private road shall have less than seventy-five (75) feet of continuous uninterrupted length of said frontage or the lot must have access to a public or private road with approval by the DRB pursuant to Sections 4.2 and 4.3.
- d)e) **Maximum Lot Coverage** - The total ground area covered by all structures, parking areas, walkways, driveways and any other impervious surfaces shall not exceed forty percent (40%) of the total ground area of the lot. 60 percent

3.4.4 Dimensional Limitations for Structures on Lots in the G District—No Zoning Permit shall be issued for a structure in the G District unless the structure proposed for the lot meets the following dimensional requirements:

- a)f) **Height** - The height of any structure shall not exceed thirty-five (35) feet, except as provided in Section 6.6.
- g) **Front Yard Setback**—All structures shall be set back at least fifty (50) feet from the edge of the Route 2 right-of-way and thirty (30) feet from the edge of all other right-of-ways.
 - i. Thirty (30) feet from the edge of the right-of-way for principal structures
 - ii. For accessory structures, ten (10) feet behind the front of the principal structure fronting all rights-of-way except I-89
 - iii. Thirty (30) feet from the edge of the I-89 right-of-way for residential primary structures and their associated accessory structures
 - b)iv. Ten (10) feet from the edge of the I-89 right-of-way for non-residential structures and their associated accessory structures
- e)h) **Side Yard Setback**—A principal structure shall be set back at least ten (10) feet from each side lot line. An accessory structure shall be set back at least five (5) feet from the side lot line. Ten (10) feet
- d)i) **Rear Yard Setback** - A principal structure shall be set back at least fifteen (15) feet from the rear lot line. An accessory structure shall be set back at least ten (10) feet from the rear lot. Ten (10) feet
- e)j) **Maximum Building Size** - No building shall have a footprint exceeding 10,000 square feet, with the exception of buildings that are setback more than 200 feet from the edge of the Route 2 right-of-way and 30 feet from the edge of all other right-of-ways. Buildings set back more than 200 feet from the edge of the Route 2 right-of-way and 30 feet from the edge of all other right-of-ways shall not have a footprint exceeding 17,000 square feet.
- f) **Residential Mixed Use requirement**—In the Gateway Commercial District at least 40% of the gross floor area of new development must be in commercial use.

3.4.65 Other Additional Development Standards Requirements Applicable to Lots in the G District—No Zoning Permit shall be issued for Land Development in the G District unless the Land Development meets the following requirements:

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Comment [PA2]: This may be integrated into the overall development standards instead of on a district-by-district basis.

- a) Access. No new curb cuts along Route 2 shall be created after *[date zoning goes into effect]*. All new land development shall access Route 2 by way of existing curb cuts. Further sharing of driveways that will reduce the existing number of curb cuts is encouraged. Existing curb cuts shall be eliminated when possible.
- b) The front yard setback from Route 2 shall be maintained in a vegetated state, and shall include a combination of trees, shrubs, perennials, groundcovers or gardens in addition to grass.
- c) A five-foot vegetated strip of screening trees, such as arborvitae, holly and spruce, and/or a screening fence along the side and rear property lines must be installed for all new land development.
- d) Buildings shall be oriented to be solar ready, and to allow for rooftop solar panels.
- e) Outside storage—including bulk and waste storage—parking and loading areas, and utilities and mechanicals shall be screened.
- a)f) Parking—Parking between structures and Route 2 shall not be permitted. shall be located to the side or rear of the building. For lots with no frontage on Route 2 parking may be located in the front of the building, if appropriately screened from Route 2. For properties with multiple buildings and multiple uses the project shall be reviewed under the PUD standards and flexible parking design and layout may be considered, however for properties with multiple buildings no parking may be located in front of the building front line that is located closest to Route 2. Parking areas shall be landscaped to minimize the visual impact from neighboring roads and properties. Shared parking with neighboring properties shall be encouraged. Parking shall be otherwise regulated as provided in Section 6.1.
- b) Loading Space Requirements—Off Road or Highway loading requirements shall be regulated as provided in Section 6.1.
- c) Signs—Signs shall be regulated as provided in Section 5.7.
- g) Traffic Impact —
 - i. A transportation impact study shall be required for uses which generate more than 70 vehicle trip ends on adjacent roads during the P.M. peak hour for the first 40,000 square feet of land development area or fraction thereof, plus 1 vehicle trip end for each additional 1,000 square feet of land development area. In making the determination of traffic impact, the Administrative Officer or DRB shall utilize “Trip generation – Tenth Edition”, Institute of Traffic Engineers (ITE), or its equivalent, or any subsequent and most recent publication thereof, and may use estimates from other sources, including local traffic counts, if the above publication does not contain data for a specific use or if a use contains unique characteristics that cause it to differ from national traffic estimates.
 - ii. For establishments that generate more than 70 vehicle trip ends during the P.M. peak hour, the Development Review Board shall review the level of service of adjacent roads. Based on its review as well as consultation with the Road Foreman, the DRB may put forth permit conditions to mitigate adverse traffic impacts. Permit conditions may include:
 - a. Site improvements to improve access management, such as the creation of secondary access points, the reduction of the width of curb cuts, or the like;
 - b. Improvements to internal circulation, including the creation of narrower roadway widths, pedestrian pathways, and the like;
 - c. Improvements with connections with adjacent properties, such as, but not limited to, the creation of additional vehicle or pedestrian access points, the installation of signage and traffic lights, and adjustments to intersections to reduce pedestrian crossing distances and to slow traffic.
- d) No permit or approval shall be issued for a use which generates more than 70 vehicle trip ends during the P.M. peak hour for the first 40,000 square feet of lot area or fraction thereof, plus 1 vehicle trip end for each additional 1,000 square feet of lot area. In making the determination of traffic impact, the Administrative Officer or DRB shall utilize “Trip Generation – Seventh Edition – 2003”, Institute of Traffic

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Comment [PA3]: Additional parking standards, like EV charging, may be included in the general parking standards section instead of in the district.

Comment [PA4]: From Jolina Court District regulations

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Engineers (ITE), or its equivalent, or any subsequent and most recent publication thereof, and may use estimates from other sources, including local traffic counts, if the above publication does not contain data for a specific use if a use contains unique characteristics that cause it to differ from national traffic estimates.

e) ~~h) Access~~—Any curb cuts created in addition to the ones already existing as of the date of these Zoning Regulations, shall be no closer than 250 feet to any other existing or new curb cut for Route 2. An access shall otherwise be regulated as provided in Sections 4.1 through 4.4. ~~Existing curb cuts shall be eliminated when possible.~~

f) ~~Character of the Neighborhood~~—In addition to the specific standards listed in Section 5.6.2 for conditional use approval, any use in the Gateway District shall also meet the following standards prior to the issuance of conditional use approval:

- i— ~~A single principal structure must have an entrance or windows facing toward Route 2. Multiple grouped buildings may have their entrances in whatever direction is appropriate to their access. Within a group, the building closest to Route 2 must have an entrance or windows facing Route 2.~~
- ii— ~~Principal structures must have a steeply pitched roof (4:12) or greater. The roof pitch requirement may be waived for buildings with footprints that exceed 10,000 square feet and rooftop equipment shall be shielded from view from Route 2.~~
- iii— ~~There must be landscaping between the building and Route 2 of 50'.~~
- iv— ~~Structures shall have an appearance of wood or brick.~~

3.4.7. Development Review Standards. All permitted and conditional uses are subject to the applicable Development Standards listed in Part X.

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3.4.8. Planned Unit Developments. Planned Unit Developments that meet the regulations listed under Section 5.12 are allowed in the Gateway Residential/Commercial District.

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