

Town of Richmond
Planning Commission Meeting
AGENDA
Wednesday, May 18th, 2022, 7:00 PM
Online via Zoom

PLEASE NOTE: In accordance with Act 78, this meeting will be held online and conference call via Zoom only. You do not need a computer to attend this meeting. You may use the "Join By Phone" number to call from a cell phone or landline. When prompted, enter the meeting information provided below to join by phone.

For additional information about this meeting, please contact Ravi Venkataraman at 802-434-2430 or at rvenkataraman@richmondvt.gov.

The Zoom online meeting information is as follows:

Join Zoom Meeting:<https://us02web.zoom.us/j/88419874605>

Meeting ID:884 1987 4605

Join by phone: (929) 205-6099

For additional information and accommodations to improve the accessibility of this meeting, please contact Ravi Venkataraman at 802-434-2430 or at rvenkataraman@richmondvt.gov.

1. Welcome, sign in and troubleshooting
2. Review of the agenda and adjustments to the agenda
3. Public Comment for non-agenda items
4. Approval of Minutes
 - May 4, 2022
5. Discussion on the Gateway District
6. Discussion on the Village Zoning revision
 - Village Residential/Commercial District
7. Other Business, Correspondence, and Adjournment

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- Page 11: Markup version of draft zoning regulations of Gateway Residential/Commercial District
- Page 16: Clean version of draft zoning regulations of Gateway Residential/Commercial District

6. Discussion on implementing the Richmond Housing Study

- Page 16: Outline of draft Village Residential/Commercial District Zoning Regulations prepared by Virginia Clarke
- Page 23: Proposed Village Residential/Commercial Zoning District Map
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7. Other Business, Correspondence and Adjournment

Richmond Planning Commission
REGULAR MEETING MINUTES FOR May 4, 2022

Members Present:	Virginia Clarke, Lisa Miller, Dan Mullen, Alison Anand, Joy Reap, Mark Fausel, Chris Granda,
Members Absent:	Chris Cole
Others Present:	Ravi Venkataraman (Town Planner/Staff), Erin Wagg (MMCTV), Bob Reap

1. Welcome and troubleshooting

Virginia Clarke called the meeting to order at 7:06 pm.

2. Review of the agenda and adjustments to the agenda

Clarke reviewed the meeting agenda.

3. Public Comment for non-agenda items

None

4. Approval of Minutes

No comments from commission members. Both the April 20, 2022 and April 23, 2022 meeting minutes were accepted into the record as written.

Clarke thanked the neighbors in the Gateway area for their time and for leading the Planning Commission across the properties.

5. Debrief on the Gateway area site visit and discussion on next steps

Clarke opened the topic for discussion among Planning Commission members about takeaways from the site visit and next steps. Alison Anand said she appreciated the site visit. Anand noted that based on readings on her decibel meter, the ambient sound level in the Gateway was between 70 to 80 decibels and the trucks driving on Route 2 registered at 100 to 110 decibels. Anand added that she spoke with Gateway residents individually during the site visit, noting that all were negatively affected by the noise impacts and all did not like the idea of more housing in the Gateway area. Lisa Miller asked Anand for more details. Anand added that the residents told her that the Gateway area did not have enough land area for additional housing, and that because the area is seen as a commercial area, the idea of the neighborhood wouldn't be fitting for the Gateway area. Miller agreed with Anand's concerns about the sound impacts, noting how jarring the noise impacts are along Route 2 and the loudness of the ambient noise in the back of the lots. Miller said that she was surprised by the size of the swales within the Gateway area in comparison with their depiction on maps, and that working with the swales in the area would make the potential project costs high. Miller said that the northwest portion of the Gateway would be appropriate for commercial because of the noise and the shallow depth of the lots. Miller said that a

master plan would be needed to manage the future development over time. Joy Reap highlighted the need for housing in town, noted the presence of housing developments near highways and freeways, and said that the housing study said that housing could be potentially located near freeways and highways. Dan Mullen noted that the residents in the Gateway area were not keen for change, and that based on his experiences in urban areas, effectively soundproofed housing could be built. Mullen said that the commission's role is to provide options for future development, not play the role of developer within this area, but that the current residents do not want changes to allow for future subdivision. Clarke said that based on her experience, she did not get the sense that people were opposed to subdividing their lots, that people were not sympathetic for a secondary road based on the amount of land needed, that people weren't wholly unhappy residing in the Gateway area, and that placing houses closer to Route 2 would cause adverse noise impacts. Miller said that based on the noise impacts, the natural constraints, the residents, and the fact that the Town does not have a master plan to manage future development in the area, allowing for mixed use development would be best. Miller said that the overall goals for the Gateway appear challenging to achieve without municipal water and sewer service. Reap said that the current ideas for the Gateway are similar to what currently exists, and that having talked to the property owners and residents in the Gateway area, the general consensus approves of the proposed changes to the zoning. Clarke concurred that the commission would neither be able to allow for more than what is existing nor create a master plan for the area due to the existing impacts and constraints. Anand said that she understands that property owners have the freedom to develop how they would like per the Zoning Regulations but felt that creating a new neighborhood in the Gateway area did not fit in that context. Clarke said that she concluded that no one is in favor of creating a secondary road and housing in the Gateway area. Anand concurred.

Mark Fausel said that the markup draft in the meeting materials would allow for the zoning administrator to approve a wider range of uses, and does not mention the appearances of buildings. Fausel said that larger concern is how new development would look in the Gateway and that the DRB's role in reviewing aesthetics is useful. Clarke asked Fausel how the Gateway should look. Fausel said that the Gateway should appear more like a rural village with wood structures, not a corrugated metal box store. Fausel said that the commission should negotiate allowances with the current property owners in the Gateway like it had with Jolina Court. Clarke said that other than the Reaps, the other property owners do not know how they want to develop their property in the future, and that the commission needs to think beyond the present by providing guidance for future development to property owners. Fausel suggested that the commission dig deeper by asking property owners about aspects they want changed on their property. Reap said that the people who currently own the property may not be the ones developing the property in the future, that the focus of the commission should be on where the Town wants the community to head towards, and that the commission's role is not to be reactive towards the needs of developers. Reap noted that she owns property in the Gateway District, and that she wants best for the Gateway as a whole.

Clarke said that design standards can be taken into consideration further.

Miller said that the commission should provide guidance to property owners based on the principles of zoning itself. Miller asked Clarke if development in the Gateway can proceed without municipal water/sewer service. Clarke identified certain property owner's ability to retain what they have with the systems in place, but further development would be curbed without water and sewer service. Miller asked Clarke whether to plan according to the existing systems or according to anticipated water and sewer service. Clarke said that the commission could plan for both, with on-site systems working as a natural limit.

Clarke moved the discussion to the discussion document in the meeting materials. Reap asked about the reference to deep front yards. Clarke said that Brandy Saxton noted that typically in villages the front-yard setback is 10 to 15 feet, that the average front-yard setback in Richmond is much more than that, and therefore a deeper setback of 30 feet should be considered. Reap said that the 30-foot front-yard setback should be ok, and that the commission needs to keep in mind the location of the parking areas. Clarke said that the setback on Reap's property is 60 feet from the edge of the road. Reap asked what the setback would be considering the edge of the right-of-way and the center of the road. Ravi Venkataraman said that the setback from the center of the road would be closer to 63 feet considering that Route 2 is a four-rod road and about 30 feet from the edge of the right-of-way. Reap asked about the setback from the edge of the roadway. Venkataraman and Clarke expressed uncertainty about the exact number from the edge of the road. Reap asked Clarke and Venkataraman for clarification, and that based on that clarification, she will place flags on her property to indicate distances.

Reap expressed concern about the statement regarding calculating density based on topography. Clarke pointed to the list of features, and said that the list of features is nonregulatory. Reap asked about the reference to transit. Clarke said that this is a reference to traffic calming measures to accommodate for public transit and pedestrians in the future, and that the feasibility of transit is yet to be determined. Reap reviewed the list of allowed uses, and asked about storage and car wash uses.

Clarke reviewed streamlining the permitting process, as shown in the discussion document. Reap asked for allowances for car wash, storage and pharmacy uses, and noted that for pharmacies, the importance is how the potential pharmacy looks.

Reap noted concerns about the vegetated buffer, the solar ready roofing standard, the parking standards, and the traffic impact standards. Reap asked about the standards for the Buttermilk development. Venkataraman said that the requirements for traffic mitigation for Buttermilk will probably come later with Act 250 amendments, that the proposed language was pulled from the Jolina Court Zoning District regulations, and that the standard is based on Act 250's traffic requirements. Venkataraman said that it is hard to hit the trip end threshold for residential uses, but whether a commercial development hits the trip end threshold depends on the quality and intensity of the use. Venkataraman said that hitting the trip end threshold would not prohibit a proposed development, but call for additional scrutiny to the proposed development.

Reap asked about signage allowances for business in the back of the Willis Farm properties. Venkataraman and Clarke said that the signage regulations need to be fixed. Venkataraman said that a broader discussion on fixing the signage regulations to make it content-neutral is necessary.

Chris Granda asked about fueling station uses. Clarke said that the proposed zoning amendments related to vehicle fueling station uses passed on Monday, that the Mobil gas station is no longer in the Gateway District, and that the proposal would not allow for vehicle fueling station uses in the Gateway District.

Clarke asked the commission about curb cuts. Miller supported keeping only the existing curb cuts, and creating no additional curb cuts. Reap concurred.

Reap asked about requirements for screening from I-89. Clarke said that that requirement has been removed from the proposed zoning.

Clarke asked the commission to come up with ideas for design standards for the Gateway District, and recommendations for other sections to fix, such as signage, for the next commission meeting. Miller asked for Gary Bressor's opinion on the proposed standards at a later date.

Reap asked for clarification about the lot coverage allowance. Venkataraman said that the current standard is 40 percent lot coverage and the proposal is 60 percent lot coverage. Reap asked about lot coverage in the village. Clarke said that the standard varies, and isn't more than 40 percent in the proposed zoning. Clarke voiced concerns about the stormwater management along Route 2 in the Gateway.

Clarke said that a revised document will be provided for the next commission meeting.

6. Discussion on implementing the Richmond Housing Study

Clarke acknowledged that the housing study was done for the Housing Committee, but included a number of recommendations for various town boards and committees, including the Planning Commission. Clarke overviewed possible changes to the zoning regulations in the zoning districts in Richmond Village based on Brandy Saxton's recommendations, such as allowing three- to four-unit multifamily dwelling uses, and making allowances for areas that can accommodate infill.

Miller said that she cannot gauge the possible impact of the suggestions for zoning changes Clarke listed in the meeting materials. Anand concurred, adding that she could see how three-unit buildings could be more acceptable than four-unit buildings. Clarke referenced recent proposed state statute that would require municipalities to allow three- and four-unit dwellings everywhere single-family dwelling uses are allowed, and that three-unit buildings could be the compromise between four-unit buildings and two-unit buildings. Anand noted the congestion present in states other than Vermont, and that congestion would alter the character of Vermont. Clarke said that she respected the quality of life but noted the problems of limiting housing development, such as a lack of housing—which is currently ongoing—a limited workforce, and the fracturing of farmland and natural resource areas with outward sprawl. Miller noted the importance of an official map to manage long-term development and traffic mitigation. Mullen said that the commission should review all alternatives to accommodate more housing, like using underutilized buildings, that Richmond's road structure is adequate, and that improving mass transit access would help with mitigating traffic.

Clarke asked the commission how it would like to proceed. Anand suggested continuing these conversations to the next meeting.

7. Other Business, Correspondence, and Adjournment

Venkataraman said that he has had conversations with Josi Kytle, suggesting to her the idea of doubling their density allowance if affordable housing units are provided. Venkataraman said that at this point he would like to work with a couple Planning Commission member and a couple Selectboard members to review the proposal, fact-find, and give a recommendation to the Town on how to proceed, and asked for volunteers. Clarke said that she is volunteering, asked for a commission member to volunteer, and asked Venkataraman on the time frame. Venkataraman said that Kytle would like to move quickly on this idea, that this month the focus will be on fact finding, and that the facts would be presented to the

Selectboard at the end of the month. Granda said that information will have to be brought forward thoughtfully and carefully, and that he would like to help but is challenged with time. Clarke said that the commercial space requirements, the density allowance, the parking requirements, among other aspects will need to be addressed. Miller offered to help and said that she is not aware of the history of the project. Anand offered to help and said that she is time-limited during the summer months. Anand said she had—and still has—concerns about traffic impacts.

Clarke said that she will work with Venkataraman to set up a work plan and schedule.

Clarke said that the proposed zoning amendments on vehicle fueling stations, nonconforming uses and structures, and wetlands passed on Monday evening.

Clarke said that she has invited the DRB to have a role in the zoning reorganization process.

Fausel asked for background on the proposal from Buttermilk. Venkataraman said that he reached out to them about an idea he had to upzone their development area, and they responded with the proposal after a number of conversations he had with Kytle. Venkataraman said that he was prompted to reach out to Kytle because of the housing study, and his concerns about the amount of parking in the development that could be better utilized.

Motion by Granda, seconded by Fausel, to adjourn the meeting. Voting: unanimous. Motion carried. The meeting adjourned at 9:12 pm.

Respectfully submitted by Ravi Venkataraman, Town Planner

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).*

3.4 Gateway Residential/Commercial District (G)

3.4.1. 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. 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.

3.4.21 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

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

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

3.4.32 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
- c) Car Wash
- ~~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)d) 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.~~
- ~~q) Group home, as provided in Section 5.11.~~
- q)f) Health Care Services
- ~~r) Hotel or motel.~~
- ~~s) Inn or guest house.~~
- ~~t)g) Kennel~~
- ~~u)h) Light Manufacturing.~~
- ~~v)i) 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.~~
- ~~dd)j) Recreation, indoor or outdoor facility or park.~~
- ~~ee) Research laboratory.~~
- k) Restaurant
- ~~l) Retail business associated with light manufacturing with a maximum size of 3,000 square feet. gg)~~
- ~~ff)m) Retirement community.~~
- ~~gg) State or community owned and operated institutions and facilities, to the extent allowed by Section 5.10.4.~~
- ~~hh)n) 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.~~

- o) Veterinary Clinics
- jj)p) Warehouse Use

3.4.43 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. 1/4 acre (10,890 square feet)
- b) **Maximum residential density** – 1/8 acre (5,445 square feet) per dwelling unit
- 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.
- 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.
- 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:

- 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. 30 feet from the edge of the Route 2 right-of-way for principal structures
 - ii. For accessory structures, 10 feet behind the front of the principal structure fronting all rights-of-way except I-89
 - iii. 30 feet from the edge of the I-89 right-of-way for residential primary structures and their associated accessory structures
 - iv. 10 feet from the edge of the I-89 right-of-way for non-residential structures and their associated accessory structures
 - v. 15 feet from the edge of all other rights-of-way for principal structures
- 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. 10 feet~~
- 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. 10 feet~~
- 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.
- k) **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.~~

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3.4.55 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:

Commented [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 the Route 2 right-of-way and the façades of structures facing the Route 2 right-of-way 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) **Design Features**—All buildings shall have the following design features:
 - i. Pitched roofs
 - ii. No blank walls greater than 30 feet in length on the building façade facing the Route 2 right-of-way
 - iii. A wood, brick or stone appearance
 - iv. Defined entrances such as overhangs, porches, and the like.
- h) **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;

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

Commented [PA4]: I think this is what was intended with “Windows facing Route 2” because windows and building articulation contribute to pedestrian friendliness and (objectively) an “attractive streetscape”.

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The 30-foot requirement can be changed. I pulled this number from other zoning regulations.

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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 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) ~~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.~~

i) _____

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

3.4.7. 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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3.4 Gateway Residential/Commercial District (G)

3.4.1. 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 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

3.4.2 Permitted uses

- a) Accessory dwelling
- b) Accessory uses or structures, except outdoor storage
- c) Arts/crafts studio
- 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
- bb) Supported housing facility

3.4.3 Conditional Uses

- a) Adaptive use as provided in Section 5.6.8.
- b) Brewery

5/18/22 Planning Commission Meeting Materials

- c) Car Wash
- d) Dwelling, multi-family with more than four dwelling units.
- e) Health Care Services
- f) Kennel
- g) Light Manufacturing.
- h) Multi-use commercial building with permitted or conditional uses from this section or 3.4.1.
- i) Recreation facility
- j) Restaurant
- k) Retirement community.
- l) Tavern
- m) Veterinary Clinics
- n) Warehouse Use

3.4.4 Dimensional Requirements

- a) **Minimum Lot Size** - 1/4 acre (10,890 square feet)
- b) **Maximum residential density** – 1/8 acre (5,445 square feet) per dwelling unit
- c) **Lot Dimensions** - Each lot must contain a point from which a circle with a radius of 25 feet can be inscribed within the boundary of the lot.
- d) **Lot Frontage** - No lot having frontage on a public or private road shall have less than 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.
- e) **Maximum Lot Coverage** - 60 percent
- f) **Height** - The height of any structure shall not exceed 35 feet, except as provided in Section 6.6.
- g) **Front Yard Setback**
 - i. 30 feet from the edge of the Route 2 right-of-way for principal structures
 - ii. For accessory structures, 10 feet behind the front of the principal structure fronting all rights-of-way except I-89
 - iii. 30 feet from the edge of the I-89 right-of-way for residential primary structures and their associated accessory structures
 - iv. 10 feet from the edge of the I-89 right-of-way for non-residential structures and their associated accessory structures
 - v. 15 feet from the edge of all other rights-of-way for principal structures
- h) **Side Yard Setback** - 10 feet
- i) **Rear Yard Setback** - 10 feet
- 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.

3.4.5 Additional Development Standards

- 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.
- f) Parking between the Route 2 right-of-way and the façades of structures facing the Route 2 right-of-way shall not be permitted.
- g) **Design Features** – All buildings shall have the following design features:
 - i. Pitched roofs
 - ii. No blank walls greater than 30 feet in length on the building façade facing the Route 2 right-of-way
 - iii. A wood, brick or stone appearance
 - iv. Defined entrances such as overhangs, porches, and the like.
- h) **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.

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The 30-foot requirement can be changed. I pulled this number from other zoning regulations.

Commented [PA3]: From Jolina Court District regulations

3.4.6. Development Review Standards. All permitted and conditional uses are subject to the applicable Development Standards listed in Part [insert reference].

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

Village Residential/Commercial ZD

Area: – (see map) (*none of the Brandy alternatives were selected)

North of river:

- **current R/C** (both sides of E. Main St; both sides of Bridge St from Railroad St to Volunteers' Green/river) **plus:**
- 2 parcels next to Greensea on SW side of E Main St
- 6 parcels next to Arabesque, Inc. on SW side of W Main St
- 4 parcels on NE side of W Main St Ski Express to Millet St
- 4 parcels on Depot St
- 4 parcels on south side of Railroad St
- west side of Jericho Rd from the ski shop to School St
- east side of Jericho Rd from the Harley Brown building to Burnett Ct
- Goodwin-Baker building/ Millet St
- All lots south of the Rt 2 cemetery (Riverview?) that are currently in the Gateway ZD

South of river:

- South side of Farr Rd
- O'Brien block ("A" on attached map)
- (does not include Farr uplands)

Purpose – The purpose of this district is to allow residential and residential-compatible commercial uses to coexist in a traditional village center, with housing of varied types, including multifamily, in moderate density, and flexibility of commercial and residential building uses. The district encourages walkability between residents, businesses, and community amenities.

Features:

- residential-compatible commercial uses on the main arterials to promote economic vitality,
- increased and varied housing opportunities, including multi-family structures,
- "mixed use" structures that will allow more flexibility in use of property to meet changing needs in commercial real estate and live/work strategies,
- increased walking, biking and public transit options both within and into the village area to meet climate change and livability goals,
- street trees, landscaping and green space to keep the village attractive for residents and visitors,
- plentiful gathering spaces and recreational opportunities to meet community needs

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

- accessory dwelling
- accessory structure or use, except outdoor storage
- arts/craft studio
- bank

- bed and breakfast
- cemetery
- child care facility, family-based
- childcare facility, large family based
- childcare facility, center-based
- funeral parlor
- group home
- home occupation
- inn
- museum
- office, medical
- office, professional
- personal services
- single- family dwelling
- two-family dwelling (duplex)
- multifamily dwelling with 3-4 dwelling units
- mixed use building with up to 4 compatible permitted uses

Development that requires review by the DRB (“Reviewed”):

Multiple permitted or conditional uses may be allowed on a lot with DRB review.

- catering service
- cemetery
- cottage industry
- fitness facility
- health care services
- laundromat
- light manufacturing
- pharmacy
- outdoor recreational facility or park
- religious or educational facility
- restaurant
- retail business
- retirement community or senior housing
- state or community owned facility
- supported housing (including but not limited to assisted living, recovery, rehabilitation, transitional, care, shelter)
- veterinary clinic
- multifamily dwelling with 4-8 dwelling units
- mixed-use building with up to 4 compatible permitted or conditional uses
- adaptive use (including the conversion of single family homes to multifamily housing. This would require changes to the adaptive use section of the RZR)
- PUD or PRD (including multifamily with >8 units)

Dimensional requirements:

- Minimum lot size: 1/4A

- Maximum residential density: 8 U/A (or minimum lot area per dwelling unit = 5,500sf)
- Maximum lot coverage: 60%
- Minimum lot frontage: 75'
- Minimum lot shape: same as current
- setbacks for principal structure – front minimum = 10' (no maximum)
 - side = 10'
 - rear = 10'
- setbacks for accessory structures including accessory dwelling unit, (but not including fences)
 - front = no closer to front of lot than 10' behind front of principal structure
 - side – 10'
 - rear – 10'

District Specific Development Standards: (also called “compatibility” or “character of the neighborhood”) These standards are intended to insure compatibility between residential and commercial uses and retain a traditional mixed-use village appearance. *(This section replaces current requirement that commercial uses have the appearance of residences)* These standards shall apply to all new construction and significantly remodeled exteriors of existing structures, with the exception of single family homes or duplexes. Multifamily dwellings (>2 dwelling units) shall follow the “Multifamily Housing” site design standards found in section 3.2.9.

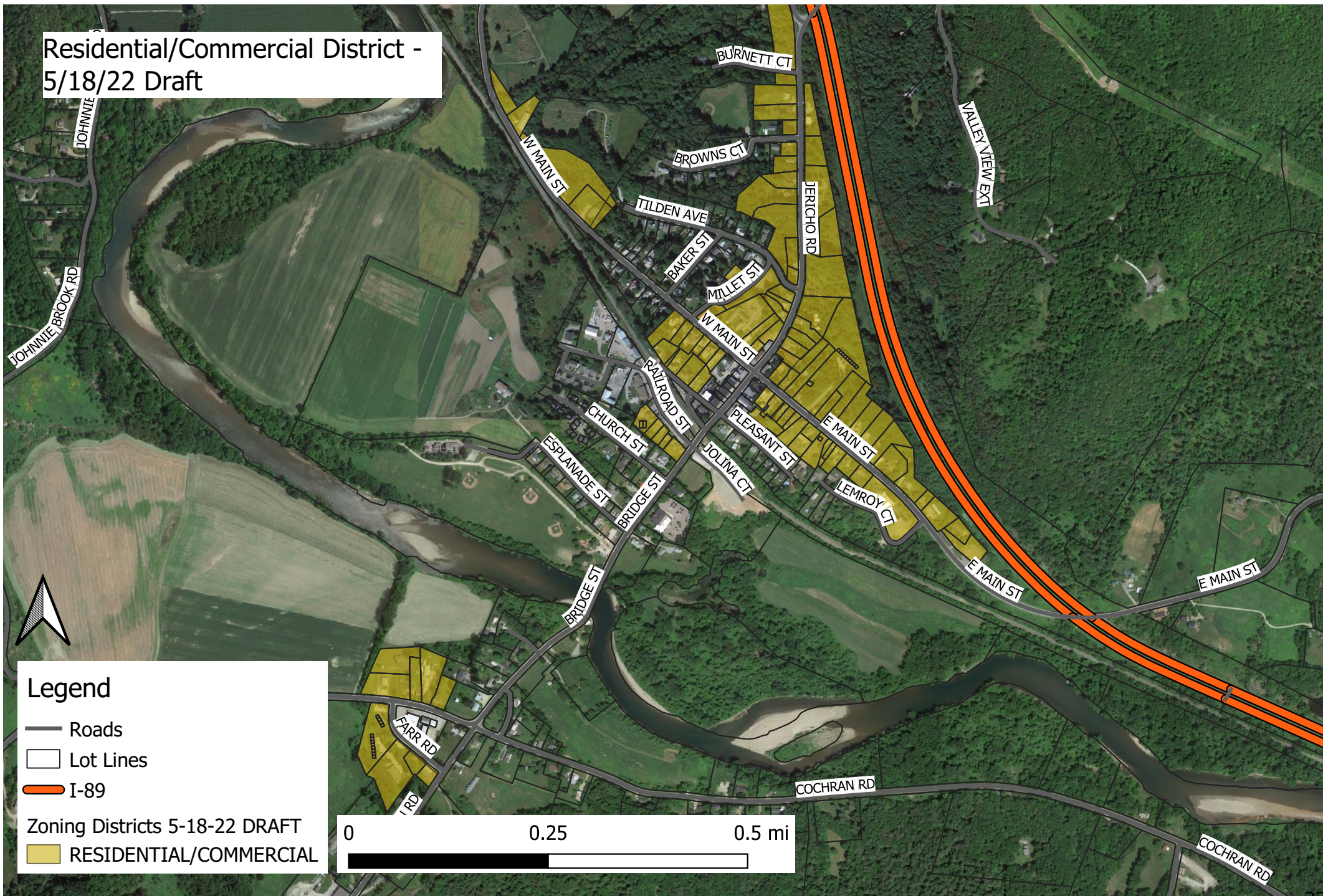
- Principal structures shall have windows and principal entrance facing the road and shall have windows on all sides facing inhabited properties
- Front façade >50' of new principal structure or remodel shall be broken down into a series of smaller facades that incorporate changes in color, texture, materials or structural features
- Pitched roofs are preferred.
- Front and side setbacks that are not driveways and are visible from the road shall be grassed or otherwise vegetated.
- landscaping and/or screening shall be required to shield outdoor storage, parking and loading areas and mechanicals from view, or if needed to protect privacy of residents or neighbors.
- curb cuts shall be shared when feasible
- sidewalks and bike lanes shall be installed where feasible
- utilities/mechanicals shall be located to the rear of the building
- garage doors shall be located to the rear or side of the building, or set back from the front as for accessory structures (see above)

Other requirements :

- multiple permitted or reviewed uses may be allowed within one principal structure per lot (multiple principal structures may be allowed in a PUD)
- all lots shall be served by village water and sewer if available.
- parking and loading: as in section ____, *consider adding (or, alternatively, these items may all be contained in new parking standards section 3.2.12:*
 - *residential parking requirements shall be as JC ZD*
 - *on-street or shared parking shall be used when available and feasible*
 - *parking shall be behind or to the side of the principal structure*
 - *parking areas for >2 cars shall be landscaped or screened from view from the road*

- *one EV – ready parking space shall be required for every ____ dwelling units and for commercial uses with > ____ parking spaces*
- traffic impact: as current *(also see new section 3.2)*
- signs: as in section 5.7 *(section 5.7.3 will be rewritten as 3.2.13)*

Residential/Commercial District -
5/18/22 Draft



Legend

- Roads
- Lot Lines
- I-89

Zoning Districts 5-18-22 DRAFT
RESIDENTIAL/COMMERCIAL



Housing Report – differences between Brandy’s map and ours – 5.10.22

1. Village Downtown ZD – we already have what she suggests with the exception of 4 lots on the east side of Depot St – we had planned to add them to the R/C ZD
2. Village Commercial ZD – Brandy would add E Main St from Victorian Inn (Harringtons) south to the I-89 overpass into this VC ZD – these lots are currently in the R/C ZD
3. Village Mixed Use ZD – this is what we call the Residential/Commercial ZD – Brandy adds Jolina Court to this ZD, — Brandy also adds a few lots near the Round Church that we have in the Village Neighborhoods South ZD; adds some of the lots on W Main St that we have in the Village Neighborhoods North ZD, and subtracts some of the lots on the east side of the Jericho Rd (she puts them into her Village Neighborhoods ZD – see #4 below)
4. Brandy combines the Village Neighborhoods North and South into a single district so they would have the all same standards – we have 2 different minimum lot sizes (1/4 vs 1/2A)
5. Brandy creates a “New Neighborhoods” ZD that could use TND standards – this would encompass:
 - the Farr Farm
 - the 3+A at the end of Railroad St
 - the Willis Farm and neighboring 3 lots
 - Riverview Commons (undeveloped part of?)