

Clean – 5/25/22

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) Restoration and reuse of existing historic structures is encouraged.
- g) Multistory buildings—rather than single-story buildings—are encouraged

3.4.2 Permitted uses – The following uses are considered compatible with the other uses allowed in the Gateway Residential/Commercial District and therefore require a Zoning Permit, or Site Plan Review by the DRB and then a Zoning Permit

- a) Accessory dwelling
- b) Accessory uses or structures, except outdoor storage
- c) Arts/crafts studio
- d) Bank
- e) Bed and breakfast.
- f) Family Child Care Home
- g) Dwelling, single-family
- h) Dwelling, duplex
- i) Dwelling, multifamily with 3-4 units
- j) Educational Facility
- k) Group home
- l) Home occupation
- m) Mixed use building with up to 4 permitted uses
- n) Museum
- o) Office, medical
- p) Office, professional
- q) Personal services

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

3.4.3 Conditional Uses following uses require review and approval from the Development Review Board to assess the impacts of the proposed use on the surrounding area and the town as a whole: Adaptive use as provided in Section 5.6.8.

- a) Brewery
- b) Car Wash
- c) Catering service.
- d) Cemetery
- e) Cottage Industry
- f) Dwelling, multi-family with more than four dwelling units.
- g) Educational Facility
- h) Fitness Facility
- i) Funeral Parlor
- j) Health Care Services
- k) Inn

- l) Kennel
- m) Large Family Child Care Home
- n) Laundromat
- o) Light Manufacturing.
- p) Multi-use commercial building with permitted or conditional uses from this section
- q) Recreation facility
- r) Research laboratory.
- s) Religious use
- t) State and Community Operated Facility
- u) Restaurant, Standard
- v) Retirement community.
- w) Supported housing facility
- x) Tavern
- y) Veterinary Clinics
- z) 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**
 - i. For principal structures - 10 feet
 - ii. For accessory structures – 5 feet
- i) **Rear Yard Setback** -
 - i. For principal structures - 10 feet
 - ii. For accessory structures – 5 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 District Specific 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) **Scenic corridor.** In order to preserve the Gateway as a scenic entrance to Richmond, the following site design standards shall be required:

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

- i. 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.
 - ii. Parking shall not be permitted between the Route 2 right-of-way and the façades of structures facing the Route 2 right-of-way.
 - iii. Landscaping and/or screening shall be required to shield from view all outdoor storage, including bulk and waste containers, utilities and mechanicals, parking and loading areas and any other storage structures or uses that are not contained within buildings.
- c) **Building Design Standards.** All new, or significantly remodeled exteriors of existing structures, with the exception of single-or two-family dwellings, shall have the following design features:
- i. Buildings shall be oriented to be solar ready, and to allow for rooftop solar panels.
 - ii. Front façades greater than 50 feet in length shall be broken down into a series of smaller façades that incorporate changes in color, texture, materials or structural features.
 - iii. Any façade with frontage on a public or private road shall have windows, and one or more entrance(s) in that façade.
 - iv. Entrances shall be defined with overhangs, porches, or other architectural features.
 - v. Principal buildings shall have pitched roofs.
 - vi. Any principal building with a Rt 2-facing façade will provide that façade with a wood, stone or brick appearance
 - vii. Garage doors shall be located to the rear or side of the building, or set back from the front as for accessory structures
- d) **Additional Multi-family housing standards.** All housing that contains more than two dwelling units shall adhere to the multi-family standards in Section 5.13 of these regulations, in addition to Subdivision (c) above.
- e) **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.

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

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