

MEMORANDUM

Date: November 6, 2019

To: Development Review Board

From: Suzanne Mantegna, Zoning Administrative Officer

RE: Sketch application 2019-111, RR0198

Dan Noyes owns the 6.39 acre parcel at 198 Railroad Street. The Applicant merged 3.78 acres from CS0092,e with a Boundary Line Adjustment 2019-035 (Submittal C) in May of 2019. The Applicant would like to talk with the DRB about a proposed 4-lot commercial (total of 3 new lots) subdivision (Submittal A). This lot was part of a DRB CU & SP approval 2009-091 for a lumber yard/building supply business (Submittal E)

The Applicant is working with O’Leary-Burke Civil Associates, who have put together the application. (Submittal B & D)

The new lots would range in size from 0.69 acres to 2.10 acres. The building layouts are not final locations, but for planning purposes only. All lots would meet the Village/Commercial (V/C) Zoning District Dimensional Requirements (Section 3.5.3) for Lot Area, Lot Dimensions, Lot Frontage and Lot Coverage. The three new lots are just outside the Designated Village Center (DVC) but the right-of way/original lot are within the DVC. The Applicant states that building lots will have municipal water and sewer connections.

The Applicant is proposing a 30’ right-of-way, with a 20’ wide road, from Railroad Street to access the new lots. There would be a maximum grade of 10%, which is the maximum that is allowed for commercial roads. Railroad Street is owned by Dan Noyes, but maintained by the Town. Per the Road Name and Road Location Ordinance for the Town and State E9-1-1 addressing standards, this new right-of –way would access up to 3 lots and would therefore be considered a road and would need a new road name approved by the Selectboard.

Per the Town’s Public Improvements Standards and Specifications, roads for new commercial lots should have a 60’ right-of-way to accommodate all utilities, and a 20’-36’ travel width with 2’ shoulders. All dead-end roads or streets shall have a cul-de-sac or other approved turn-around. Additionally, Section 1.2 Village Street Design Standard within the Public Improvement Standards lists street design concepts that should be followed for new subdivisions or new streets within the DVC. Per Section 1, the Selectboard, not the DRB, is the municipal body that can modify these standards.

Portions of the proposed lots, and building envelopes, are within the Special Flood Hazard Area. The Applicant has conducted a site visit with the State Wetlands Office. The Applicant states that it was determined that the proposed development would not encroach on the 50' buffer associated with Class II Wetlands. The wetlands are not delineated on the Overall Site Plan (Submittal D). Section 6.9 of the Richmond Zoning Regulations (RZR's), states that no building, roadway or septic system shall be constructed within 50 of a Class II wetland. A formal application to the DRB should include the wetland boundaries.

A preliminary/final application would be subject to Technical Review Fees.

The purpose of the Sketch Plan Review is to acquaint the DRB of the intent of the project at an early stage in the design process. The Sketch Plan Review is a voluntary, informal review and is non-binding. Any determination by the DRB is simply advisory. Following a Sketch Plan Review an applicant would submit a formal application for DRB approval.