

### 3.3 Village Residential / Commercial District (V-R/C)

**3.3.1. Purpose** - The purpose of this district is to allow residential-compatible commercial uses to co-exist in a traditional village style, with housing of various 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 of this district include:

- 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
- All lots will be served by municipal water and sewer

**3.3.2 Permitted Uses** - The following uses are considered compatible with the other uses allowed in the Village 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) Group home
- h) Home occupation.
- i) Inn
- j) Mixed-use building with up to 4 permitted uses
- k) Dwelling, multifamily with 3 or 4 units
- l) Museum
- m) Office, medical
- n) Office, professional
- o) Personal Services
- p) Single-family dwelling
- q) Two-family dwelling.

**3.3.3 Conditional Uses** - The following uses shall be allowed in the R/C District upon issuance of a conditional use approval by the DRB.

- a) Adaptive uses
- b) Catering service
- c) Cemetery.
- d) Cottage industry
- e) Day care center.
- f) Multi-family dwelling with four to eight dwelling units.

- g) Educational facility
- h) Fitness facility
- i) Funeral parlor.
- j) Health care services
- k) Inn
- l) Laundromat
- m) Light manufacturing
- n) Mixed- or multi-use building with up to 4 permitted or conditional uses
- o) Pharmacy
- p) Powered Vehicle and/or Machinery Service
- q) Recreation facility
- r) Religious use
- s) Restaurant, standard.
- t) Retail sales.
- u) Retirement community.
- v) State- or community-owned and operated facilities
- w) Supported housing
- x) Veterinary Clinics

### 3.3.4 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. Principal structure – 10 feet
  - ii. Accessory structure – No closer to the front lot line than 10 feet behind the front of the principal structure
- h) **Side Yard Setback** - 10 feet
- i) **Rear Yard Setback** - 10 feet

**3.3.5 District Specific Development Standards** - These standards are intended to ensure compatibility between residential and commercial uses and retain a traditional mixed-use village appearance. The standards shall apply to all new construction and significantly remodeled exteriors of existing structures, with the exception of single-family dwelling or two-family dwelling uses.

- a) **Site Design Standards**
  - i. 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.
  - ii. Vegetated front setbacks that include trees will be preferred
  - iii. There shall be one EV-ready parking space for any lot that has more than 6 parking spaces.
- b) **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 and roofs 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 facades 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 public road-facing façade will provide that façade with a wood, stone or brick appearance
- c) **Additional Multi-family housing standards.** All housing that contains more than two dwelling units shall, in addition to subsection (b) above, adhere to the multi-family standards in Section 5.13 of these regulations.
- d) **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:
    - i) 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;
    - ii) Improvements to internal circulation, including the creation of narrower roadway widths, pedestrian pathways, and the like;
    - iii) 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.

**3.3.6 Planned Unit Developments** that meet the regulations under Section 5.12 of these regulations are allowed in the Village Residential/Commercial District.