

Town of Richmond
Planning Commission Meeting
AGENDA
Wednesday, June 15th, 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 (7:00 pm)
2. Review of the agenda and adjustments to the agenda (7:01 pm)
3. Public Comment for non-agenda items (7:02 pm)
4. Approval of Minutes (7:10 pm)
 - June 1, 2022
5. Annual Reorganization Meeting – Election of Chair and Clerk (7:15 pm)
6. Discussion on Burlington International Airport zoning request (7:25 pm)
7. Discussion on the Gateway District and Proposed Changes to Site Plan Review (7:55 pm)
8. Discussion on the Village Residential/Commercial District (8:30 pm)
9. Other Business, Correspondence, and Adjournment (9:00 pm)

Table of Contents

4. Approval of Minutes

- Page 3: June 1, 2022 Planning Commission Meeting Minutes

6. Discussion on Burlington International Airport Zoning Request

- Page 7: Memorandum on Burlington International Airport zoning request
- Page 9: Correspondence from Nicolas Longo, Acting Director of Aviation, Burlington International Airport
- Page 10: Town of Richmond, Vermont Overlay Language to Protect Approaches to Runway 33 at Burlington International Airport, prepared by Burlington International Airport
- Page 12: Map of areas within the proposed overlay district, prepared by Burlington International Airport
- Page 13: Minutes from November 18, 2020 Planning Commission meeting
- Page 16: Minutes from the January 16, 2019 Planning Commission Meeting

7. Discussion on the Gateway District and Proposed Changes to Site Plan Review

- Page 18: Markup version of draft zoning regulations of Gateway Residential/Commercial District
- Page 24: Clean version of draft zoning regulations of Gateway Residential/Commercial District
- Page 28: Markup version of draft zoning regulations for Site Plan Review applicability and exceptions
- Page 29: Clean version of draft zoning regulations for Site Plan Review applicability and exceptions
- Page 30: Markup version of draft zoning definitions for Bed and Breakfast, Hotel/Motel, and Inn/Guest House uses
- Page 31: Clean version of draft zoning definitions for Bed and Breakfast, Hotel/Motel, and Inn/Guest House uses
- On a standalone document:
 - Map of proposed Gateway Residential/Commercial District

6. Discussion on Village Residential/Commercial District

- Page 32: Markup version of draft zoning regulations for Village Residential/Commercial District
- Page 37: Clean version of draft zoning regulations for Village Residential/Commercial District
- On a standalone document:
 - Map of proposed Village Residential/Commercial District

7. Other Business, Correspondence and Adjournment

Richmond Planning Commission
REGULAR MEETING MINUTES FOR June 1, 2022

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

1. Welcome and troubleshooting

Virginia Clarke called the meeting to order at 7:04 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. The minutes were accepted into the record as written.

5. Discussion on the Gateway District

Clarke informed the commission that reorganizing the zoning regulations at this point is going to be too complicated to finish in a timely manner, and said that the focus will be on finishing the changes to the two districts under review. Clarke reviewed the meeting materials. Clarke reviewed the major changes to the Gateway District regulations, including changes to permitting requirements for certain residential uses and commercial uses, establishing more detailed development standards, and removing commercial use requirements on lots.

Clarke asked the commission if there are any uses that are proposed that should be included as an allowable use in the district, noting that “Business Yard” and “Powered Vehicle/Machinery Service” uses needed to be added back into the district. Jay Furr asked about home occupations and food processing uses. Clarke explained the differences between food processing uses as standalone uses, home occupations and cottage industry uses. Joy Reap asked if one could conduct a use that is not allowed in the district as a cottage industry. Clarke said that the use has to be customary allowed in the district. Reap asked for food processing uses be included as an allowable use in the district. Reap asked about the removal of “Retail associated with light manufacturing”. Clarke said that the overall goal is to not allow for any retail uses in the Gateway District. Reap said that many manufacturing businesses could benefit from having a retail area and would be in favor of keeping that allowance in the regulations. Lisa Miller suggested asking the public for their input on allowances for retail uses and to the extent of the

allowance. Miller asked about child care uses. Clarke pointed out that small family child-care uses must be allowed as a permitted use in the district, along with group home uses. Clarke asked for Mark Fausel's input on retail uses. Fausel said that he would not be opposed to some minor allowances for retail uses. Fausel suggested creating different categories based on size for restaurant uses. Venkataraman recommended that the commission not create additional categories, noting that the language for the definitions in the zoning regulations for "Catering Services", "Food processing use" and "Light Manufacturing" are near synonymous. Clarke noted that light manufacturing uses does not allow the slaughtering, curing or rendering of fats, unlike food manufacturing and catering uses. Venkataraman concurred, adding that a food manufacturing use could be considered one of three things and still be in compliance with the regulations. Fausel asked Venkataraman if he recommends removing "Food Manufacturing" uses. Venkataraman concurred. Clarke asked Venkataraman how he would categorize slaughterhouse activities. Venkataraman suggested modifying "Food Manufacturing" uses to explicitly include slaughterhouse activities. Venkataraman suggested that the commission address whether it wants to allow slaughterhouse activities in general, whether it wants to create a separate allowance for slaughterhouse activities from light manufacturing, and then whether it wants to allow slaughterhouse activities in the Gateway District. Miller suggested including standards to curb the adverse impacts of slaughterhouse activities. Clarke pointed to the performance standards. Fausel suggested strengthening the standards for food processing, barring it from mixed use areas and allowing it in commercial areas, and either refashioning or removing the catering services use altogether. Dan Mullen asked if canning operations would fall under food processing or light manufacturing uses. Venkataraman said that such operations could be considered food processing or light manufacturing. Clarke and Reap suggested isolating meat processing as a use in itself.

Clarke questioned the term "light manufacturing". Reap said that the difference had to do with scale and size. Venkataraman said that there was no difference, as the zoning regulations do not have a "heavy manufacturing" category and that "light manufacturing" by definition covers all aspects of fabrication.

Clarke asked about arcades, inns, and retail uses associated with light manufacturing. Venkataraman pointed out the loophole of accessory uses which could allow for retail uses that are incidental and subordinate to the primary use on the property. Clarke suggested including the square footage limit. Mullen asked for the basis for establishing an accessory use. Venkataraman said that the accessory use is allowed if it's not able to operate on its own without its association with the primary use.

Fausel asked about the proposed definitions for inn uses and hotel/motel uses. Clarke reviewed the proposed definitions for inn and hotel/motel uses. Fausel said that a hotel/motel and a reasonably sized restaurant within the hotel/motel could be a boon for Richmond, and suggested wariness for large retail uses. Clarke said that she would not be in favor of allowing hotel/motel uses in the Gateway District. Miller concurred. Mullen concurred, adding that hotel/motel uses would be more suitable in more developed areas and that the emphasis should be on developing more housing options. Reap asked about inns that would allow for guests to rent cottages or cabins. Fausel asked Reap about the potential to establish a hotel/motel in the Gateway area. Reap said that based on the recent developments of hotels in Williston and Waterbury, the development of a hotel seems unlikely, but that there is a need for temporary housing for workers. Miller said that based on the existing buildings, converting existing buildings into bed and breakfasts, inns and hostels seem possible.

Clarke reviewed allowances for car wash uses, three to four unit multifamily dwelling uses, and mixed use buildings. Clarke reviewed uses that would have a site plan review requirement. Furr asked about

group home uses. Clarke reviewed the definition for group home uses. Fausel said he was unsure about the placement of bank uses on either list. Clarke asked about the need for drive throughs for banks. Cathleen Gent asked about the review standards. Clarke overviewed the site plan review requirements, and the need to revise the site plan review section. Clarke reviewed the multifamily dwelling use standards.

Miller asked if the commission should ask other developers for comments. Clarke said that additional comments will be provided when the commission solicits public comments. Miller asked about feasibility of development, especially for affordable housing. Clarke said that Miller could be looped in on the ongoing conversations on Jolina Court.

Reap noted concerns about the pitched roof requirement, and that a pitched roof is not feasible for large buildings. Clarke noted concerns Venkataraman had about past recommendations for regulations based on the visibility of buildings from Route 2, and that additional work is needed. Fausel said that it was hard to grasp the size of the buildings with the pitched roof requirement, and that further flexibility is needed in regards to the proposed setback requirements.

Miller noted the drainage issues in the Gateway District, and the utility of the setback requirements to protect the properties.

Clarke asked about the scenic corridor, building requirements and landscaping requirements. Miller noted the need to maintain the required landscaping and screening.

Clarke asked the commission if it needs additional information to make decisions. Reap said that she will get more information about the size of buildings and pitched roofs, the setbacks for existing buildings in the Gateway, and about the impacts of the proposed setback requirements on her properties. Clarke clarified the definition of front-yard setback. Venkataraman clarified that the proposed front-yard setback is a reduction of the existing setback requirement.

Clarke questioned the lot size requirement. Venkataraman said he is not too concerned with the minimum lot size requirement, since the intent is to provide municipal water and sewer service in the long term, and that lots will be scaled accordingly for development.

Reap asked about the timeframe for finishing the draft regulations. Clarke said that the goal was to finish the draft in June.

Gent said that the site plan review and development standards are key, and suggested inviting the public to attend an upcoming meeting for feedback.

7. Other Business, Correspondence, and Adjournment

Clarke reviewed items the commission will need to discuss during the next meeting—the Gateway District, the Village Residential/Commercial District, and the request from Burlington International Airport.

Fausel asked about state- and community-owned and operated institutions and facilities and the limitations the town can place on such uses. Clarke reviewed the limitations listed in statute, and asked

Venkataraman about the limitations on location. Venkataraman said that there are two ways of interpreting the limitations on location—that the town could allow the use on a district-by-district basis, or that the town cannot specify the exact location to place the use on site if it inhibits the use of the property—and that he interprets it as the former. Clarke asked if the town could specify the kinds of allowable state- and community-owned and operated institutions and facilities. Venkataraman said he was not sure, but that he thinks the term is all-encompassing.

Motion by Fausel, seconded by Miller, to adjourn the meeting. Voting: unanimous. Motion carried. The meeting adjourned at 9:20 pm.

Respectfully submitted by Ravi Venkataraman, Town Planner



Planning & Zoning Office
Town of Richmond
P.O. Box 285
Richmond, VT 05477
(802) 434-2430

TO: Planning Commission

FROM: Ravi Venkataraman, Town Planner

DATE: June 10, 2022

SUBJECT: Burlington International Airport Zoning Request

Background

Since 2016, the Planning Commission has had on-and-off discussions with Burlington International Airport about including in the Zoning Regulations requirements to file Federal Aviation Administration Form 7460-1 for any land development within the approach path of the primary runway of the airport.

Burlington International Airport staff—Director of Engineering and Environmental Compliance Larry Lackey and consultant Lisa Cheung—provided a thorough presentation on this item at the November 18, 2020 Planning Commission meeting. Those meeting minutes are enclosed. At that time, Burlington International Airport staff did not have suggested draft language to insert into the Zoning Regulations.

Burlington International Airport now has suggested draft zoning to include in the regulations.

The Suggested Draft Zoning Text

Burlington International Airport suggests the following:

Given the elevation of some areas within the Town of Richmond and their proximity to the approach path for Burlington International Airport's Runway 15-33, the Federal Aviation Administration requests that a FAA Form 7460-1, which can be viewed at <https://oeaaa.faa.gov/>, be submitted for any construction or alteration that lies on the following eleven parcels, regardless of height (parcel identification from Town of Richmond).

Parcel SPAN ID
519-163-10253 519-163-10830
519-163-10344 519-163-10881
519-163-10364 519-163-11122
519-163-10402 519-163-11329
519-163-10450 519-163-11421
519-163-10510

To properly insert this language into the Zoning Regulations, I propose the following modifications:

3.11 Airport Overlay District

3.11.1. Given the elevation of some areas within the Town of Richmond and their proximity to the approach path for Burlington International Airport's Runway 15-33, the Federal Aviation Administration requests that a FAA Form 7460-1, which can be viewed at <https://oeaaa.faa.gov/>, be submitted for any construction or alteration that lies ~~on the following eleven parcels, regardless of height (parcel identification from Town of Richmond)~~, within the areas identified in Appendix E

[Appendix E will be the map Burlington International Airport provided.]

Linking the regulation to a specific map would make administering the regulations easier on our end.

Overall, the Planning Commission should consider moving all language regarding overlay districts from Article 6 (Special Zoning Regulations) to Article 3 (Zoning District Regulations). In practice, overlay districts are seen as akin to zoning districts rather than use standards or exceptions. In addition, per 24 V.S.A. §4414, overlay districts are defined as special districts meant to supplement or modify the zoning requirements in underlying zoning districts—as though overlay districts are distinct types of zoning districts.

Recommended Actions

The Planning Commission may choose to adopt these zoning regulations via the required statutory process (noticing for public hearing, holding a public hearing, then forwarding proposed regulations for Selectboard review) by itself.

The commission can also fold in the bylaw adoption process with the anticipated changes to the Gateway District areas.



BURLINGTON INTERNATIONAL AIRPORT

Burlington International Airport
1200 Airport Drive, Suite 1
South Burlington, VT 05403

Ravi Venkataraman, AICP
Richmond Town Planner
203 Bridge Street
P.O. Box 285
Richmond, VT 05477

Dear Mr. Venkataraman,

Your existing code may have a negative effect on clear approaches into Runway 33 at Burlington International Airport. We seek to rewrite a portion of your code to identify limited development height within a sector of your Township.

As you are aware, the approach and departure path for Burlington International Airport's primary runway (Runway 15-33) overflies your Township. Based on your existing code there is potential for development in a sector of your township that could impact the clear approaches into Runway 33 at Burlington International Airport, adversely affecting operations to the airport. Attached is a graphic that shows the area that would require edited text within your code to provide notification to the FAA for any development within this sector to maintain clear approaches to Runway 33, a narrative describing the evolution of our coordination, and the proposed overlay language to be included in your updated bylaws.

I sincerely appreciate your willingness to work with Larry Lackey, our staff, and Jake Flood from Passero Associates to resolve this matter and look forward to future collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read "Nicolas Longo".

Nicolas Longo
Acting Director of Aviation

Towns of Richmond, Vermont Overlay Language to Protect Approaches to Runway 33 at Burlington International Airport

Background

Burlington International Airport has been working with the Town of Richmond to update the town bylaws. This update would contain language that requires notification to the FAA through the use of their Form 7460, *Construction in the vicinity of the airport*, to protect the approach/departure to Runway 33.

The impetus for this change is due to a restriction on the approach plate to Runway 33 that is affecting certain aircraft instrument approaches to the airport. The Town of Richmond is located south of Runway 33 at the Burlington International Airport and within the approach path to and departure path from the Runway. In 2016/2017, the FAA Flight Procedures department removed certain aircraft approaches because they lacked specific airspace data related to obstruction heights in the approach. As a result, the FAA instituted an increase of 200 feet above any ground point to provide additional protection to airspace.

The FAA requires documentation from the local municipalities (Town of Richmond) that notification criteria has been included in their local zoning regulations to restrict development height, using overlay language. The Town of Richmond has rising terrain on the extended runway centerline, that, if developed, may encroach upon the instrument landing system approach to the airport.

The FAA has a notification system, through FAA Form 7460, whereby development that may impact navigable airspace should be submitted to the FAA for determination prior to construction. Each municipality maintains zoning regulations that limit development, as outlined below.

The following page includes the recommended text for the Town of Richmond to include in the updated bylaws.

Town of Richmond

The Town of Richmond Zoning Regulations, effective March 10, 2020 maintains that development height within all its districts shall not exceed thirty-five (35) feet, except as provided in Section 6.6. Section 6.6 goes on to say: *“Farm accessory buildings and structures in §4412(6) of the Act are exempt from the 35’ zoning district height restriction. Spires, chimneys, water towers, windmills, cupolas, rooftop solar collectors, domes, belfries and antennae may extend up to 45’ from the ground. Taller structures may accommodate a steeply pitched roof extending to 45’ provided there is no occupancy or use between 35’ and 45’. The communications industry shall be encouraged to share a single tower to mitigate impacts on ridgelines.”*

Development impacts on navigation airspace

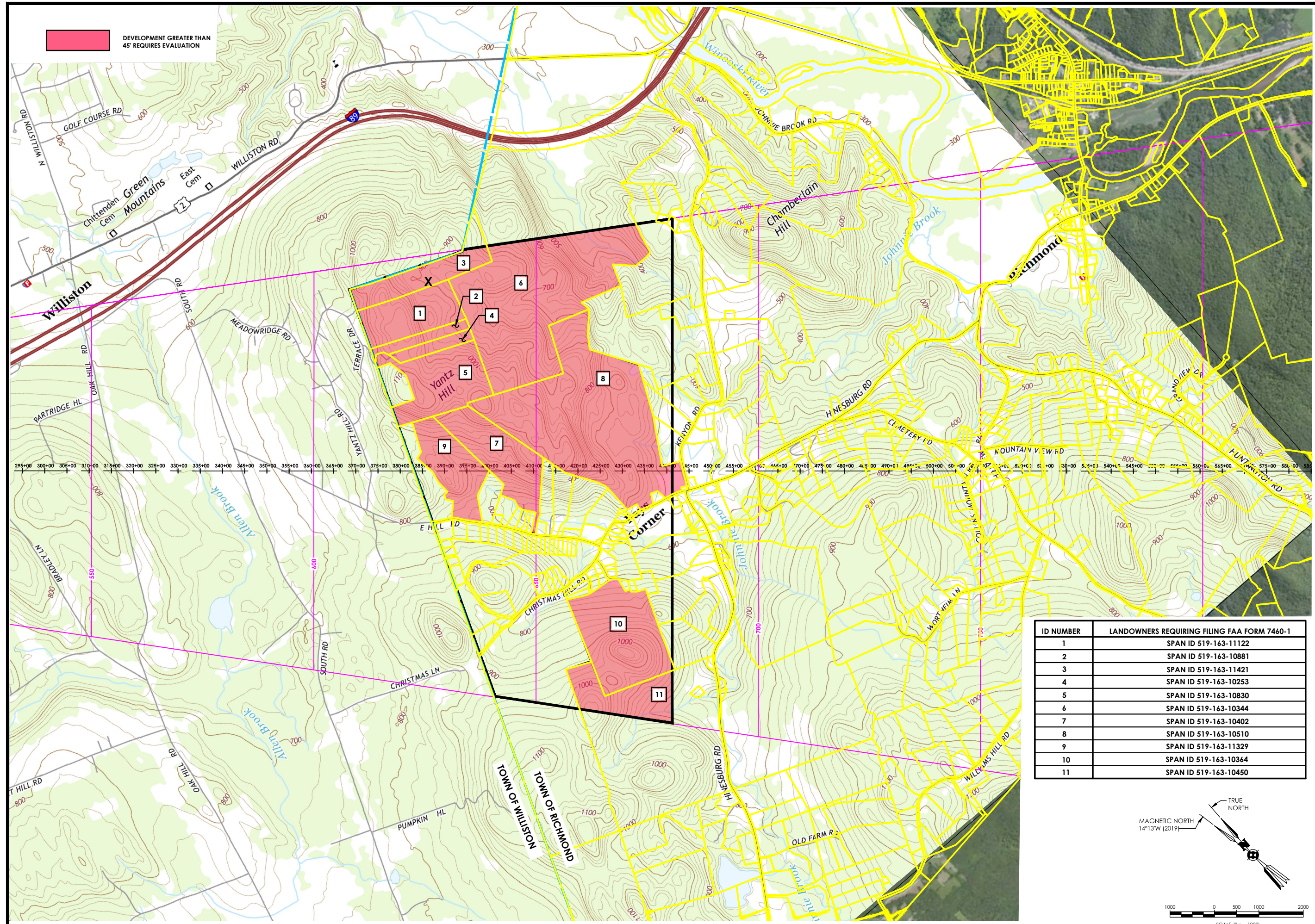
Burlington International Airport’s airspace overlays the Town of Richmond. To protect this airspace from development that would negatively impact operations to and from Runway 33; and given the existing topography at the border between the Towns of Richmond and Williston that causes height concern, it is recommended that an overlay district be added to the zoning code for the area between Meadowridge Rd and Kenyon Rd, south of Interstate 89 in the Town of Richmond, requiring the FAA Form 7460-1 be filed with the FAA for proposed development.

A previous review with the Town of Richmond asked that a Form 7460 be filed for any development, regardless of height within the area. Town representatives asked for a revision to identify only the properties that are of true concern, as development within the valleys would not cause conflict. Based on this request the following language is proposed to be added to the Town of Richmond overlay district.

Proposed Overlay Language

Given the elevation of some areas within the Town of Richmond and their proximity to the approach path for Burlington International Airport’s Runway 15-33, the Federal Aviation Administration requests that a FAA Form 7460-1, which can be viewed at <https://oeaaa.faa.gov/>, be submitted for any construction or alteration that lies on the following eleven parcels, regardless of height (parcel identification from Town of Richmond).

<i>Parcel SPAN ID</i>	
<i>519-163-10253</i>	<i>519-163-10830</i>
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<i>519-163-10450</i>	<i>519-163-11421</i>
<i>519-163-10510</i>	



DEVELOPMENT GREATER THAN 45' REQUIRES EVALUATION



Stamp:

Client:
BURLINGTON INTERNATIONAL AIRPORT
 1200 Airport Drive
 South Burlington, VT 05403

Passero Associates
 242 W. Main Street (585) 325-1000
 Rochester, NY 14614 Fax: (585) 325-1691
 Principal-in-Charge Gregg Topping
 Project Manager Lisa Chueng
 Designed by Wayne Zian

ID NUMBER	LANDOWNERS REQUIRING FILING FAA FORM 7460-1
1	SPAN ID 519-163-11122
2	SPAN ID 519-163-10881
3	SPAN ID 519-163-11421
4	SPAN ID 519-163-10253
5	SPAN ID 519-163-10830
6	SPAN ID 519-163-10344
7	SPAN ID 519-163-10402
8	SPAN ID 519-163-10510
9	SPAN ID 519-163-11329
10	SPAN ID 519-163-10364
11	SPAN ID 519-163-10450

Revisions			
No.	Date	By	Description

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Easement Runway 33 (Richmond)

Airport Layout Plan Update

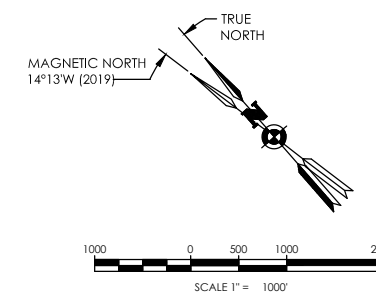
Burlington International Airport (BTW)

Town/City: South Burlington
 County: CHITTENDEN State: Vermont

Project No.
20150403.0003

Drawing No.
1

Date
January 2021 12



Richmond Planning Commission
REGULAR MEETING MINUTES FOR November 18, 2020

Members Present: Chris Cole, Virginia Clarke, Chris Granda, Alison Anand, Brian Tellstone, Jake Kornfeld, Mark Fausel

Members Absent: Joy Reap

Others Present: Ravi Venkataraman (Town Planner/Staff), Larry Lackey, Lisa Cheung, Marshall Paulsen, Gretchen Paulsen, Judy Rosovsky, Nancy Hartmuller

1. Welcome and troubleshooting

Chris Cole called the meeting to order at 7:01 pm. The Planning Commission members introduced themselves to the public.

2. Adjustments to the Agenda

Cole recommended moving the Wetlands discussion to item 7 and move the discussion on FAA regulations to item 5 to accommodate the participants. The commission members agreed

3. Public Comment for non-agenda items

Marshall Paulsen thanked the commission for allowing him to attend meetings, and said that he will participate until 8 pm.

4. Approval of Minutes

Motion by Chris Granda to approve the November 4th Planning Commission meeting minutes, seconded by Alison Anand. Voting: unanimous. Motion carried

5. Discussion on Federal Aviation Administration requirements and Zoning Regulations

Larry Lackey and Lisa Cheung introduced themselves. Lackey reviewed previous discussions on construction and alteration notice requirements from the FAA and overviewed the 7460-1 form and its trigger. Lackey identified the terrains in Richmond, where land development could affect flight approaches to a runway at Burlington International Airport, and said that development in higher elevations would trigger FAA notification requirements. Lackey presented the overlay map, identifying locations that could trigger FAA notification requirements. Lackey overviewed the regulatory language he would like included in the zoning regulations in order to encourage compliance with FAA notification requirements. Lackey said that the form can be filled out and submitted online. Cheung said that for properties within the crosshatched area, notification of any land development to the FAA and the FAA's determination of no hazard would relieve liabilities. Lackey added that without having such regulatory language impacts aviation approaches. Cole said that the language presented is different from what was presented before and asked if the change in language was because of Richmond's topography. Lackey said that the previous language had underlying issues that will need to be revisited in Williston, which had enacted previous language. Cole said that based on the overview, some of the properties in the overlay may not be developable, and that he would like more specifics on which properties cannot be developed. Cole asked if the FAA had a compensatory program for landowners with undevelopable properties. Lackey said that in certain situations there are abrogation easement acquisitions, and is unsure about how that would apply in Richmond. Cheung said that the acquisitions program would only apply to the first 5,000 feet of a runway, that purchases in Richmond would not be through this program,

and that she is unaware of any compensatory purchases outside of the 5,000 feet of a runway. Cheung said that filing the 7460 does not mean that land development cannot be pursued, and that even if the FAA were to determine that land development were to be a hazard, this would not prevent the landowner from pursuing land development. Cheung added that such land development would be detrimental to the airport and would put all liability of possible incidents on the landowner. Anand asked if the crosshatched area encompasses Yance Hill. Cheung affirmed. Anand provided background on recent conversations regarding Yance Hill, and asked if possible takings could occur by the FAA. Cheung said that in response to any land development deemed hazardous, the FAA would raise the minimums associated with flight approaches. Cole asked if there was a history of litigation cases involving liabilities against landowner. Cheung said she was not aware of any such cases. Clarke asked if the term "required" should be used instead of "request" in the suggested regulatory language. Cheung said that the term "required" should be used. Venkataraman asked if whoever submits the form would get a receipt of submission. Lackey said that a receipt, and later findings, would be provided. Lackey said that this form requirement would be triggered if a crane is used within the overlay. Cole asked further clarification on if the form requirement would be triggered for properties east of Kenyon Road. Cheung said the form would be triggered based on the terrain and can follow up with specifics on which properties would be required to file the 7460-1. Cole said he would be comfortable with making the form a requirement as long as the specific properties affected are identified. Paulsen asked for clarification on the limitations this requirement has on property owners. Cole said that the FAA cannot stop development and the negative impacts of development against the FAA's determination would be to the airport. Anand asked why this is being brought to their attention if this regulation has been in place for decades. Lackey said that it is because people do not file the required form and he, along with other airport staff, are tasked with working with localities to encourage filing these required forms. Cole asked if this was driven by commercial or military aviation. Lackey said it was driven by both aspects. Clarke asked about the administrative process. Lackey said that the airport would assist people to fill out the forms. Venkataraman said that he would recommend inserting the language in the "applicability" section, and requiring a receipt of submission with any zoning permit application if the 7460-1 requirement is triggered. Lackey asked if Venkataraman would want a decision from the FAA prior to releasing a zoning permit. Venkataraman said that he cannot deny a permit based on the FAA's decision, similar to how he cannot deny a permit if an applicant hasn't received a state water/wastewater permit. Cole expressed concerns about requiring landowners to fill out the paperwork if no structures are going to be taller than the trees on the properties in the overlay. Cheung said that they can revisit the overlay map and identify specific areas that would trigger the 7460-1 requirement based on topography. Lackey said that the intent of this discussion was for reporting and initial feedback. Fausel asked further clarification about the fine listed at the bottom of the FAA form. Lackey said he will follow up at an upcoming Planning Commission meetings on the questions raised, and make sure a FAA representative attends to address the commission's questions.

6. Discussion on Community Outreach Work Plan

Clarke overviewed the discussions during the last Planning Commission meeting, the draft scope map, and the benefits of commercial islands. Fausel, Cole, and Anand concurred that the draft scope map was well thought out. Gretchen Paulsen was concerned about the increased density affecting the feel of the village, green spaces that offer a buffer between houses, Clarke talked about implementing landscaping and open space standards. Anand discussed regulations for limiting the building envelope. Cole asked about discussion topics and next steps. Clarke discussed the draft purpose statement. Cole discussed general ideas on implementing architectural standards that are consistent with the built environment. Clarke discussed the differences in permitting processes with different uses, and uses worth classifying in a reduced permitting process. Venkataraman said that a discussion on permitting processes deserve a 30-minute block, so that the commission better understands the process from the administration perspective. Anand said when reviewing the uses, the commission may need to consider standards for uses of a particular intensity. Cole said that the commission should rely on Venkataraman

regarding recommendations for administration in the coming months, since he is serving as both the planner and zoning administrator.

7. Discussion on Wetlands

Cole provided a summary of discussions on wetlands regulations during the previous meeting. Venkataraman said he had provided a marked-up version of the state Wetlands Rules for the commission to review, and that he has reached out to Tina Heath from the state wetlands office to overview the state Wetlands Rules and address the commission's questions during an upcoming Planning Commission meeting. Venkataraman asked the commission their intent in this consideration of the wetlands regulations, questions they have that need to be addressed going forward, and about previous conversations about the wetlands regulations. Fausel recalled conversations with community input on wetlands regulations. Cole overviewed his understanding of the Wetlands Rules and the state goals--that the state is looking for zero loss of wetlands, but accepts mitigation payments to offset limited development within wetlands--and asked about how the town's regulations fits with the state's goals. Judy Rosovsky, the Conservation Commission chair, said that the town's regulations may not have kept up with amendments to the state's regulations, therefore leading to a difference in regulations. Rosovsky and Fausel recalled conversations on wetlands during the Town Plan creation process. Rosovsky asked about which projects are spurring this conversation. Cole reviewed the Mobil gas station project presented during the last Planning Commission meeting and the presence of wetlands on this property. Cole asked Rosovsky if it was the intent of the town to have stricter regulations than the state. Fausel said yes. Cole discussed how blunt the blanket prohibition is, compared to a scientific rationale from the state. Fausel asked if information can be provided about wetland regulations in nearby municipalities. Venkataraman said that for the most part, most regulations adhere to the state Wetlands Rules. Granda said he recalled discussions on this subject. Venkataraman said that these regulations were in the 1996 zoning regulations. Clarke requested Venkataraman to provide additional information about the Wetlands Rules before the current iteration. Rosovsky said that the commission will need to consider the stipulations for making exceptions for development within wetlands, in order to make sure the application of the rules are consistent. Cole said that maybe the rules in place in 1996 did not have the foresight to expect mitigation efforts via building or rehabilitating wetlands. Granda recalled conversations about how new and artificial wetlands are not as effective as existing wetlands. Clarke said the commission will need to identify vital wetlands. Clarke asked about other interested parties. Venkataraman said that he has reached out to all possible interested parties and have encouraged them to attend future Planning Commission meetings. Rosovsky suggested reaching to people who appreciate the regulations as-is.

8. Recommendation to Selectboard regarding open Planning Commission seat

Motion by Granda to recommend to the Selectboard the appointment of Caitlin Littlefield to the Planning Commission, seconded by Clarke. Voting: 6-0 (Fausel abstained). Motion carried.

9. Adjournment

Motion by Granda, seconded by Fausel to adjourn the meeting. Voting: unanimous. Motion carried. The meeting adjourned at 9:07 pm.

Respectfully submitted by Ravi Venkataraman, Town Planner

Called to Order: 7:07pm

Present: Mark Fausel, Alison Anand, Joy Reap, Scott Nickerson, Virginia Clarke, Lauck Parke
Absent: Brian Tellstone

Public Comment: None

Minutes Approval: Virginia Clarke moved to approve the minutes of 1-2-19. Seconded by Lauck Parke. Discussion: Virginia's name missing a letter (typo). Mark Fausel, Scott Nickerson, and Virginia Clarke voted in favor. Joy Reap abstained. Alison Anand was absent for the vote.

Village Center Designation: Jessica Draper recapped the meeting with she and three of the planning commission members had earlier that day with the Vermont Agency of Commerce and Community Development regarding Richmond's expired Village Center Designation. Discussion ensued regarding Neighborhood Development Area program, and that for now we are only pursuing the VCD and possibly considering altering the boundaries of the previous designation.

Airport Request: Jessica Draper explained that the Burlington Airport has been reaching out for the last few years to request a change to the zoning regulations in Richmond to include language about structure height. She said that right now, Richmond regulates almost all structures to be less than 35ft in height, and that structures not included are utilities and silos, because those are regulated by the state. The planning commission agreed to consider it as a minor change.

Buttermilk: Jessica explained to the planning commission that the Creamery Redevelopment project has hit a snag, because the developers have started and possibly completed four more residential units than they were permitted for. She said that they would like to amend their permit to include the four units, but the underlying zoning district does not even allow the 10 units that were permitted under interim zoning. The planning commission requested more information about the issue for the next meeting including what their tax stabilization contract included, and whether they were under Act 250 jurisdiction. They agreed that Lauck would go to the town center tomorrow to review their file and paperwork. They also agreed to have a discussion with the DRB chair, members of the selectboard, and the town manager at the next meeting on February 6th to clarify the roles of each entity moving forward with that project.

Zoning: The planning commission discussed the merits of form-based zoning. They agreed that form-based zoning could allow flexibility to developers to follow the trends of the market, rather than pigeonholing them into existing restrictions of ratios and density limits. The commission also agreed that much of the concern in town is how the village will look if housing becomes more dense. They agreed that there are other concerns such as parking, noise, traffic, etc. but that a major factor is the aesthetic effects on the village. It was explained for those that did not know, that form based zoning requires specific physical aesthetic characteristics while allowing internal structures and styles to fit the needs of the user. The planning commission also agreed

that a density bonus may also achieve some flexibility with residential development in our commercial areas as well. Jessica explained that a density bonus could function like an overlay district including specific areas of the village where density is more desirable. She also explained that these bonuses usually include requirements such as affordability, accessibility, elderly, and/or energy efficiency. A few members expressed concern about viability of business in town if flexibility is not allowed. The commission agreed to dedicate their second meeting in February to inviting experts to come speak regarding economics, form based zoning, and density bonuses. Joy Reap made the point that affordability of housing will happen as soon as supply of housing increases enough for the demand. Mark Fausel stated concern that if residential use takes over you will lose tax revenue from commercial properties. Joy asked that a list of issues that could be solved by form-based zoning be created and presented at the second meeting. Lauck expressed that he saw urgency for the commission to act on village zoning. The commission agreed to discuss village zoning and the buttermilk parcel at the meeting on February 6th, and save the presentations on zoning for the meeting on February 20th.

Meeting Assignments: Jessica volunteered to present to the selectboard regarding their actions in the town plan. Alison agreed to present to the conservation commission and the supervisory union regarding their actions in the town plan.

Joy Reap moved to adjourn. Seconded by Scott Nickerson. All were in favor. Adjourned 9:07pm.

Markup – 6/10/22

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. 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) Plans are being developed for future public transit along the Route 2 corridor
- g) Restoration and reuse of existing historic structures is encouraged.
- h) Multistory buildings—rather than single-story buildings—are encouraged.

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3.4.21 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** – 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 per Section 5.5 and then a Zoning Permit.

- 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.
 - ~~— Catering service~~
 - ~~— Cemetery~~
 - ~~— Cottage industry~~
- f) ~~Child care facility – family home~~ Child Care Facility - Family Child Care Home
 - ~~— Child care facility – large family home~~
 - ~~— Child care facility – center based~~
- g) Dwelling, single-family
- h) Dwelling, two-family
- i) Dwelling, multifamily with up to 4 units
- ~~j) Educational Facility~~
 - ~~— Funeral parlor~~
- k) Group home
- l) Home occupation

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- ~~—Inn~~
- ~~—Laundromat~~
- m) Multiple use building with up to 4 ~~compatible~~ permitted uses
- n) Museum
- o) Office, medical
- p) Office, professional
- q) Personal services
- ~~—Religious facility~~
- ~~—State and Community Operated Facility~~
- e) 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. The following uses require a Conditional Use Review approval by the DRB and then a Zoning Permit:

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- a) Adaptive use as provided in Section 5.6.8.
- b) ~~Amusement arcade.~~
- c) ~~Artist/Craft studio.~~
- d) ~~Bank.~~
- e) Brewery
- f) Business yard
- g) Car Wash
- h) Child Care Facility – Large Family Child Care Home
- i) Child Care Facility – Center-based Child Care Facility
- j) ~~Catering service.~~
- k) Cemetery
- l) ~~Cottage Industry~~
- m) ~~Cemetery.~~
- n) ~~Cottage industry as provided in Section 5.6.7.~~
- o) ~~Day care center.~~
- p) ~~Dwelling, single-family attached to a principal structure approved for a permitted or conditional use.~~
- q) ~~Dwelling, two-family~~
- r) Dwelling, multifamily with ~~three or more than~~ four dwelling units.
- s) ~~Educational Facility~~
- t) ~~Educational or religious facility as provided in Section 5.10.4.~~
- u) ~~Extraction of earth resources as provided in Section 5.6.6.~~
- v) ~~Food processing establishment.~~
- w) ~~Funeral parlor.~~
- x) Group home, as provided in Section 5.11.
- y) Fitness Facility
- z) Funeral Parlor
- aa) Health Care Services
- ab) ~~Inn~~
- ac) ~~Hotel or motel.~~
- ad) ~~Inn or guest house.~~
- ae) Kennel
- af) Laundromat
- ag) Light Manufacturing.
- ah) Multi-use commercial building with up to 8 permitted or conditional uses ~~from this section or 3.4.1.~~
- ai) Museum.
- aj) ~~Pharmacy~~
- ak) ~~Offices, Business.~~

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- ~~x) Offices, Professional.~~
- ~~y) Personal services.~~
- ~~z) 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).~~
- ~~aa)x) Powered Vehicle and/or Machinery Service~~
- ~~bb) Private club.~~
- ~~cc)y) Recreation, indoor or outdoor facility or park.~~
- ~~z) Religious use~~
- ~~aa) Research laboratory.~~
- ~~bb) Restaurant, Standard~~
- ~~cc) Retail business associated with light manufacturing with a maximum size of 3,000 square feet.~~
- ~~dd) Retirement community.~~
- ~~ee) State- and Community-owned and Operated Institution or Facility~~
- ~~ff) Supported housing facility~~
- ~~gg) Tavern, provided that it is associated with an onsite distillery, brewery, or winery.~~
- ~~ff) Agriculture, silviculture and horticulture, as provided in Section 2.4.5.~~
- ~~hh) Veterinary Clinics~~
- ~~gg)ii) 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)
- ~~a)b) Maximum residential density~~ – 1/8 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.
- ~~e)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 ~~6.64.11~~.
- ~~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~~

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- iii. 30 feet from the edge of the I-89 right-of-way for residential primary structures and structures hosting accessory dwelling uses
- iv. 10 feet from the edge of the I-89 right-of-way for accessory structures associated with residential uses
- v. 10 feet from the edge of the I-89 right-of-way for non-residential structures and their associated accessory structures
- vi. 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.
 - i. For principal structures - 10 feet
 - ii. For accessory structures – 5 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.
 - i. For principal structures - ~~10~~ 15 feet
 - ii. For accessory structures – 5 feet
- e) 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.

3.4.55 Other Additional-District Specific 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: These standards are intended to ensure that the Gateway Residential/Commercial District remains a scenic entrance to the village of Richmond, and that there is compatibility between the residential and commercial uses. The historic settlement pattern of this area, with a greenspace setback from Route 2 and mixed-use development shall be maintained.

- a) Site Design Standards
 - i. 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.
 - ii. 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. Diseased or dead vegetation shall be replaced with healthy vegetation, and a security may be required by the DRB.
 - iii. Parking shall not be permitted between the Route 2 right-of-way and the façades of structures that directly faces the Route 2 right-of-way.
 - iv. 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.
 - v. 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. New 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 façades that incorporate changes in color, texture, materials or structural features.
 - iii. Any building that has a façade that faces directly onto Route 2, or any other public or private road, with the exception of I-89, shall have windows, and one or more entrance(s) in that façade.
 - iv. Entrances shall be defined with overhangs, porches, or other architectural features.

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v. Principal buildings shall have pitched roofs.

vi. Any principal building with a façade that faces directly onto Route 2 shall provide that façade with a wood, stone or brick appearance

a) Parking—Parking 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 maybe 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.

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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.

c) Additional Multi-family housing standards. All buildings which contain 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.

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d) Traffic Impact —

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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.

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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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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

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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.

e) _

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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CLEAN – 6/10/22

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
- 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) Plans are being developed for future public transit along the Route 2 corridor
- 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 – 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 per Section 5.5 and then a Zoning Permit.

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

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

3.4.3 Conditional Uses - The following uses require a Conditional Use Review approval by the DRB and then a Zoning Permit:

- a) Adaptive use
- b) Bank.
- c) Brewery
- d) Business yard
- e) Car Wash
- f) Child Care Facility – Large Family Child Care Home
- g) Child Care Facility – Center-based Child Care Facility
- h) Cemetery
- i) Cottage Industry
- j) Dwelling, multifamily with more than four dwelling units.
- k) Educational Facility
- l) Fitness Facility
- m) Funeral Parlor

6/15/22 Planning Commission Meeting Materials

- n) Health Care Services
- o) Inn
- p) Kennel
- q) Laundromat
- r) Light Manufacturing.
- s) Multi-use commercial building with up to 8 permitted or conditional uses
- t) Museum.
- u) Pharmacy
- v) Powered Vehicle and/or Machinery Service
- w) Recreation facility
- x) Religious use
- y) Research laboratory.
- z) Restaurant, Standard
- aa) Retirement community.
- bb) State- and Community-owned and Operated Institution or Facility
- cc) Supported housing facility
- dd) Tavern
- ee) Veterinary Clinics
- ff) 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 4.11.
- 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 structures hosting accessory dwelling uses
 - iv. 10 feet from the edge of the I-89 right-of-way for accessory structures associated with residential uses
 - v. 10 feet from the edge of the I-89 right-of-way for non-residential structures and their associated accessory structures
 - vi. 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 - 15 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 - These standards are intended to ensure that the Gateway Residential/Commercial District remains a scenic entrance to the village of Richmond, and that there is compatibility between the residential and commercial uses. The historic settlement pattern of this area, with a greenspace setback from Route 2 and mixed-use development shall be maintained.

6/15/22 Planning Commission Meeting Materials

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

a) Site Design Standards

- i. 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.
- ii. 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. Diseased or dead vegetation shall be replaced with healthy vegetation, and a security may be required by the DRB.
- iii. Parking shall not be permitted between the Route 2 right-of-way and the façades of structures that directly faces the Route 2 right-of-way.
- iv. 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.
- v. There shall be one EV-ready parking space for any lot that has more than 6 parking spaces

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

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. New 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 building that has a façade that faces directly onto Route 2, or any other public or private road, with the exception of I-89, 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 façade that faces directly onto Route 2 shall provide that façade with a wood, stone or brick appearance

c) Additional Multi-family housing standards. All buildings which contain 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.

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:
 - 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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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.

5.5 Site Plan Review

5.5.1 Applicability – ~~Site Plan review by the DRB shall be required for Land Development that does not require Conditional Use Review (Section 5.6), except for the following uses, in accordance with the Act (§4416) The establishment or expansion of Permitted Uses requires Site Plan Review by the DRB prior to obtaining a Zoning Permit with exception to the following uses:~~

- ~~Accepted agricultural and silvicultural practices (including Farm Structures)-~~
- ~~a) Agriculture, Silviculture, and Horticulture~~
 - ~~b) Accessory structures related to dwelling single-family, dwelling two-family, and dwelling multifamily of up to four dwelling units~~
 - ~~c) Arts/crafts studio~~
 - ~~a)d) Bed and Breakfast~~
 - ~~Single and two-family dwellings and their related accessory structures.~~
 - ~~e) Child Care Facility – Family Child Care Home~~
 - ~~f) Dwelling, single-family~~
 - ~~g) Dwelling, two-family~~
 - ~~b)h) Dwelling, multifamily with up to four dwelling units~~
 - ~~e)j) Home occupations.~~
 - ~~d)j) Group homes.~~
 - ~~e) Child Care Homes serving a maximum of six children full-time and four children part-time.~~
 - ~~k) Land Development requiring Public Service Board (Section 248) approval.~~
 - ~~f)l) Personal Services~~

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The table at the beginning of Section 3 provides a summary of uses requiring Site Plan review.

5.5 Site Plan Review

5.5.1 Applicability The establishment or expansion of Permitted Uses requires Site Plan Review by the DRB prior to obtaining a Zoning Permit with exception to the following uses:

- a) Agriculture, Silviculture, and Horticulture
- b) Accessory structures related to dwelling single-family, dwelling two-family, and dwelling multifamily of up to four dwelling units
- c) Arts/crafts studio
- d) Bed and Breakfast
- e) Child Care Facility – Family Child Care Home
- f) Dwelling, single-family
- g) Dwelling, two-family
- h) Dwelling, multifamily with up to four dwelling units
- i) Home occupations.
- j) Group homes.
- k) Land Development requiring Public Service Board (Section 248) approval.
- l) Personal Services

Bed and Breakfast - An owner-inhabited, furnished residential structure with ~~six~~ 6 or fewer rooms available for overnight rental to the transient, traveling or vacationing public, by the day or the week. The owner shall reside on the premises for 6 or more months per year, and shall be on-premises when the rooms are rented. Breakfast may be served to guests. The primary use of the structure and the appearance is as an owner-occupied residence.

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Hotel or Motel - A commercial structure containing with more than six (6) guest rooms 10 or more furnished rooms available for overnight accommodation. Customarily, the owners are not in residence, but they may be. with a access to the rooms may be from an interior usually from a common hallway, or individually provided to each room from the outside. A single- or two-story, linear building with multiple attached units with ready access to the guests' cars, is usually considered a motel. Meals and additional amenities may be provided for guests, and the general public, as long as Standard Restaurant uses are allowed in the zoning district in which the use is located. The primary use and appearance of the structure is considered commercial.

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Inn or Guest House - A residential structure, which may or may not be occupied by the owner, with fewer more than six 10 furnished rooms available offering for overnight lodging rental accommodation, and which may serve food and/or alcoholic beverages to guests and to the general public. Access to each room is from the interior. Meals may or may not be served to guests. The commercial provision of accommodation is considered the primary use of the structure, but the appearance of the structure is residential, and may be historic.

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Motel - A building or group of buildings containing guest rooms, usually with access directly from a parking lot.

Bed and Breakfast, Hotel/Motel, Inn/Guest House use definitions – 5/27/22 - DRAFT Clean

Bed and Breakfast - An owner-inhabited, furnished residential structure with 6 or fewer rooms available for overnight rental to the transient, traveling or vacationing public. The owner shall reside on the premises for 6 or more months per year, and shall be on-premises when the rooms are rented. Breakfast may be served to guests. The primary use of the structure and the appearance is as an owner- occupied residence.

Hotel or Motel - A commercial structure with 10 or more furnished rooms available for overnight accommodation. Customarily, the owners are not in residence, but they may be. Access to the rooms may be from an interior hallway or individually provided to each room from the outside. A single- or two-story, linear building with multiple attached units with ready access to the guests' cars, is usually considered a motel. Meals and additional amenities may be provided for guests, and the general public, as long as Standard Restaurant uses are allowed in the zoning district in which the use is located. The primary use and appearance of the structure is considered commercial.

Inn or Guest House - A residential structure, which may or may not be occupied by the owner, with fewer than 10 furnished rooms available for overnight rental accommodation. Access to each room is from the interior. Meals may or may not be served to guests. The commercial provision of accommodation is considered the primary use of the structure, but the appearance of the structure is residential, and may be historic.

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

3.3.1. Purpose - The standards-purpose of this district are-is designed to allow residential-use and residential-compatible commercial uses to co-exist in a traditional village style, with housing of various types, including multifamily, in moderate density, and ; to allow for the transition of residences to residential appearing businesses in the "downtown village" area; and to encourage flexibility of economic development while protecting existing residencescommercial and residential building uses. The district encourages walkability between residents, businesses, and community amenities. The "character of the neighborhood" is primarily residential, with the addition of residential-compatible retail uses to uses found in other residential districts. Businesses shall resemble residences in size and architectural characteristics.

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Traditional spacing and setbacks for houses will maintain the integrity of the New England village atmosphere. Home occupations within residences, day care facilities, proximity to schools and civic institutions, pedestrian pathways to essential services and close-knit residential groups constitute the "character of the neighborhood".

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

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3.3.21 Allowable Uses on Issuance of Zoning Permits by Administrative Officer 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 per Section 5.5 and then a Zoning Permit

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The following uses shall be allowed for any lot in the R/C District after issuance of a Zoning Permit by the Administrative Officer. Unless otherwise permitted, only one principal use shall be permitted on one lot:

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- a) Accessory dwelling as provided in Section 5.9.
b) Accessory uses or structures, except outdoor storage to the uses in 3.3.1.
c) Arts/crafts studio
d) Bank
b)e) Bed and Breakfast
e) Child care home, as provided in Section 5.11.
f) Child care facility – Family Child Care Home
g) Dwelling, single-family
h) Dwelling, two-family
i) Dwelling, multifamily with up to four units
e)j) Group home, as provided in Section 5.11.
k) Home occupation, as provided in Section 5.11.
l) Inn
m) Multiple Use building with up to 4 permitted uses
n) Museum
o) Office, medical
e)p) Office, professional
f) One bed and breakfast.

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- g) Personal Services
- g) ~~One single-family dwelling unit.~~
- h) ~~One two-family dwelling.~~

3.3.32 Allowable Uses Upon Issuance of Conditional Uses Approval - ~~The following uses require a Conditional Use Review approval by the DRB and then a Zoning Permit. The following uses shall be allowed in the R/C District upon issuance of a conditional use approval by the DRB. Unless otherwise provided, only one principal use, with its accessory structures, may be approved on any one lot.~~

- a) Adaptive uses ~~as provided in Section 5.6.8.~~
- b) ~~Artist/Craft studio.~~
- b) Bank
- c) Catering service
- e)d) ~~Cemetery.~~
- e) Child Care Facility – Large Family Child Care Home
- f) Child Care Facility – Center-Based Child Care Facility
- e)g) ~~Cottage industry as provided in Section 5.6.7.~~
- e) ~~Day care center.~~
- f)h) ~~One multi-family dDwelling, multifamily with four three or to four eight dwelling units.~~
- g) ~~Extraction of earth resources as provided in Section 5.6.6.~~
- j) Educational facility
- j) Fitness facility
- k) Funeral parlor.
- l) Health care services
- m) Inn
- n) Laundromat
- o) Light manufacturing
- h)p) Multiple Use Building with up to 4 permitted or conditional uses
- i) ~~Inn or guest house.~~
- j)q) Museum.
- k) ~~Office, Business.~~
- l) ~~Office, Professional.~~
- m) ~~Personal service business.~~
- n) ~~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).~~
- r) Pharmacy
- e)s) Powered Vehicle and/or Machinery Service
- p)t) ~~Outdoor rRecreational facility or park.~~
- q)u) Religious use or educational facility as provided in Section 5.10.4.
- r)v) Restaurant, standard.
- s)w) Retail businesssales.
- t)x) Retirement community.
- y) State- or community-owned and operated facilities, to the extent allowed by Section 5.10.4.
- u)z) Supported housing
- v) ~~Agriculture, silviculture and horticulture, as provided in Section 2.4.5.~~
- w)aa) Veterinary Clinics

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3.3.43 Dimensional Requirements for Lots in the R/C District - ~~No Zoning Permit may be issued for Land Development in the R/C District unless the lot proposed for such Land Development meets the following dimensional requirements:~~

- a) Minimum Lot Area Size - Except as provided under Section 4.6.1, no lot served by a municipal water and sewer system 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 water and sewer systems. The purchase of additional land by the owner of a lot from an adjacent lot owner will be permitted, provided such purchase does not create a lot of less than the minimum area required in the Zoning District on the part of the seller. In the case of use of a lot for 3 or more dwelling units served by municipal 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 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)~~ 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)~~ 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 of a lot covered by all structures, parking areas, walkways, driveways, and areas covered by impervious materials shall not exceed ~~forty percent (40%)~~ 60 percent of the total ground area of the lot. 60 percent

3.3.4 Dimensional Limitations for Structure on Lots in the R/C District - No Zoning Permit may be issued for a structure in the R/C District unless the structure proposed for the lot meets the following dimensional requirements:

- a) Height - The height of any structure shall not exceed ~~thirty-five (35)~~ thirty-five (35) feet, except as provided in Section 6.64.11.
- g) Front Yard Setback - All structures shall be set back at least ~~twenty (20)~~ twenty (20) feet from each front lot line, or ~~thirty-five (35)~~ thirty-five (35) feet from the center line of each public or private Road or Highway right of way contiguous to the lot, whichever is greater. Accessory structures shall be placed no closer to the front lot line than the principal structure.
 - i. Principal structure - 10 feet
 - b)ii. Accessory structure - No closer to the front lot line than 10 feet behind the front of the principal structure
- h) Side Yard Setback - A principal structure shall be set back at least ~~ten (10)~~ ten (10) feet from each side lot line. An accessory structure shall be set back at least ~~five (5)~~ five (5) feet from the side lot line.
 - i. Principal structure - 10 feet
 - e)ii. Accessory structure - 5 feet
- j) Rear Yard Setback - A principal structure shall be set back at least ~~fifteen (15)~~ fifteen (15) feet from the rear lot line. An accessory structure shall be set back at least ~~five (5)~~ five (5) feet from the rear lot line.
 - i. Principal structure - 15 feet
 - d)ii. Accessory structure - 5 feet

3.3.5 Other Requirements Applicable to Lots in the R/C District District Specific Development Standards - No zoning Permit may be issued for Land Development in the R/C District unless the Land Development meets the following requirements. 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

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- 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.~~
 - a) ~~**Parking Requirements**—Parking Requirements shall be regulated as provided in Section 6.1.~~
 - b) ~~**Loading Space Requirements**—Off-Road or Highway loading requirements shall be as required in Section 6.1.~~
 - e) ~~**Signs**—Signs shall be regulated as provided in Section 5.7.~~
- d) ~~**Traffic Impact**—No permit or approval shall be issued for a use which generates more than 35 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 or if a use contains unique characteristics that cause it to differ from national traffic estimates.~~
 - 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.~~

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d)

e) **Access** – Access shall be regulated as provided in Sections 4.1 through 4.4.

f) **Character of the Neighborhood Standards** – In addition to the specific standards listed under Section 5.6.2 for conditional use approval, any non-residential use in the R/C District shall also meet the following standards prior to issuance of conditional use approval:

i. A non-residential use shall not exceed 2500 square feet gross floor area per floor with a two-story maximum. A building containing dwelling units, a group home, or a guest house is a "residential use" for the purposes of this subsection.

ii. All new structures or additions to existing structures shall be residential in character with style, massing, lot placement and scale similar to those found in the existing residential neighborhood.

For conversions of residences to commercial or multi-family use, fire escapes, signs, storefront windows or other features that will compromise the architectural integrity of the building shall not be placed on the front of the building.

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.

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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 per Section 5.5 and then a Zoning Permit:

- a) Accessory dwelling
- b) Accessory uses or structures, except outdoor storage
- c) Arts/crafts studio
- d) Bed and Breakfast
- e) Child care facility – Family Child Care Home
- f) Dwelling, single-family
- g) Dwelling, two-family
- h) Dwelling, multifamily with up to four units
- i) Group home
- j) Home occupation.
- k) Multiple Use building with up to 4 permitted uses
- l) Office, medical
- m) Office, professional
- n) Personal Services

3.3.3 Conditional Uses - The following uses require a Conditional Use Review approval by the DRB and then a Zoning Permit:

- a) Adaptive uses
- b) Bank
- c) Cemetery.
- d) Child Care Facility – Large Family Child Care Home
- e) Child Care Facility – Center-Based Child Care Facility
- f) Cottage industry
- g) Dwelling, multifamily with four to eight dwelling units.

- h) Educational facility
- i) Fitness facility
- j) Funeral parlor.
- k) Health care services
- l) Inn
- m) Laundromat
- n) Light manufacturing
- o) Multiple Use Building with up to 4 permitted or conditional uses
- p) Museum.
- q) Pharmacy
- r) Powered Vehicle and/or Machinery Service
- s) Recreation facility
- t) Religious use
- u) Restaurant, standard.
- v) Retail sales.
- w) Retirement community.
- x) State- or community-owned and operated facilities
- y) Supported housing
- z) 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 4.11.
- 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** -
 - i. Principal structure - 10 feet
 - ii. Accessory structure – 5 feet
- i) **Rear Yard Setback** -
 - i. Principal structure – 15 feet
 - ii. Accessory structure - 5 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. Principal buildings shall have pitched roofs.
 - v. 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:
 - 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.

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.