

3/15/23 -- Village Residential Neighborhood South ZD #8

Section _____

Area:

This district is comprised of the following areas: Thompson Rd; portions of Cochran Rd near the intersection with Bridge St, [including all properties within the municipal water and sewer district \(2 houses on north side, 4 houses on south side\)](#); properties on [east and west Bridge St south of the Winooski River and properties on Old Brooklyn Ct \(see map\)](#);

Purpose:

The purpose of the Village Residential Neighborhood South District is to provide residential neighborhoods of low to moderate density south of the Winooski River that are within walkable proximity to the services and amenities of the center of Richmond village. This neighborhood helps to provide a transition from the Agricultural/Residential district to the village districts, and [provides](#) a traditional [residential surrounding for](#) the iconic Round Church.

Features of this district include:

- Residential areas that function as cohesive units where neighbors know each other and often provide mutual support and assistance,
- traffic is minimal and driving speeds are low,
- sidewalks and crosswalks provide pedestrian safety and connectivity, and bike lanes when feasible to allow for safe routes to schools, parks, town services and nearby trails,
- street trees, yards and green spaces to provide natural amenities,
- housing types may be varied, including single family and two-family dwellings, and accessory dwelling units may provide additional housing.
- the [appearance character](#) of these neighborhoods will be primarily residential
- Historic viewshed of Round Church is maintained

Permitted Uses:

1. Accessory dwelling
2. Accessory structure
3. Family child care home
4. Group home
5. Home occupation
6. Single-family home
7. Two-family home (duplex)

Conditional Uses:

1. Artist/Craft studio
2. [Child care facility, large home based](#)
3. Museum
4. Park or open space
5. ~~[Supported housing facility](#)~~

Dimensional requirements:

- Minimum lot size: ~~1/2A~~ 20,000 square feet
- Maximum Residential Density - 1 dwelling unit for every 10,000 square feet of land
- 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:
- Minimum 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 Section 4.2 and 4.3
- Maximum lot coverage: ~~40%~~ 50%
- Height – The height of any structure shall not exceed 35 feet, except as provided in Section 4.11
- Front yard setback:
 - principal structure --
Minimum = 10 feet
 - accessory structure or dwelling -- minimum of 10' behind front of principal Structure
 - Attached garage -- minimum of 5ft further back than front of principal structure
- Side yard setback:
 - Principal structure = minimum 10 feet
 - Accessory structure or dwelling = minimum 5 feet
- Rear:
 - Principal structure minimum = 15 feet
 - Accessory structure minimum = 5 feet

District Specific Development Standards

Infrastructure -- All lots shall be served by municipal water and sewer services. Sidewalks shall be provided whenever feasible.

Site Design Standards --

Building Design Standards --

Additional Multi-family housing standards.

All housing that contains more than two dwelling units shall, in addition to subsections (a) and (b) above, adhere to the Multi-family Housing Development Standards in Section 6.13 of these regulations.

Multiple Structures on a Lot.

On any Lot in the Village Residential Neighborhood South District,
two principal structures hosting residential uses may be developed, provided the
following conditions are met:

- i. The lot's area and residential density are sufficient to support the proposed number of dwelling units; and

- ii. Proposed legal arrangements for ownership and management of all structures, uses and any common land on the lot shall be provided with the permit application; and
- iii. In a situation where so-called “footprint lots,” or lots smaller than the required minimum size are proposed as part of the proposed plan of ownership, the DRB shall require the applicant to record a notice of conditions in the land records stating that for planning and zoning purposes the larger lot shall be treated as a single lot; and
- iv. All other applicable dimensional standards, such as setbacks and lot coverage, shall be met for all buildings on the lot.

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.

Planned Unit Developments that consist entirely of residential units and that satisfy the provisions of Section 5.12 of these regulations are allowed in the Village Residential Neighborhoods South District.