

Town of Richmond
Planning Commission Meeting
AGENDA

Wednesday, September 7th, 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
2. Review of the agenda and adjustments to the agenda
3. Public Comment for non-agenda items
4. Approval of Minutes
 - August 17, 2022
5. Finalize and vote on the Village Residential/Commercial District and Gateway Residential/Commercial District
6. Finalize and vote on Tangential Amendments (Multifamily Dwelling Standards, Definitions, Site Plan Review, Multiple Uses on Single Lots, Parking)
7. Other Business, Correspondence, and Adjournment

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5. Finalize and vote on the Village Residential/Commercial District and Gateway Residential/Commercial District

- Page 9: Memorandum on the finalization of draft zoning language for the Gateway R/C District, Village R/C District, and all tangential elements
- Page 11: A clean copy of the draft amendments to the Village Residential/Commercial District
- Page 14: A clean copy of the draft amendments to the Gateway Residential/Commercial District
- On separate standalone documents:
 - Draft zoning map for the Village Residential/Commercial District, revised August 8, 2022
 - Draft zoning map for the Gateway Residential/Commercial District, revised August 8, 2022

6. Finalize and vote on Tangential Amendments (Multifamily Dwelling Standards, Definitions, Site Plan Review, Multiple Uses on Single Lots, Parking)

- Page 16: Markup version of amendments to references to Multiple Uses on lots
- Page 19: Draft Powered Vehicle and/or Machinery Service use standards
- Page 20: Clean version of amendments to Site Plan Review applicability
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Richmond Planning Commission
REGULAR MEETING MINUTES FOR August 17, 2022

Members Present:	Virginia Clarke, Lisa Miller, Mark Fausel, Joy Reap, Chris Granda, Dan Mullen, Chris Cole, Alison Anand,
Members Absent:	
Others Present:	Ravi Venkataraman (Town Planner/Staff), Angela Cote, Larry Lackey, Jake Flood, Allen Knowles, Jay Furr

1. Welcome and troubleshooting

Virginia Clarke called the meeting to order at 7:04pm.

2. Review of the agenda and adjustments to the agenda

Clarke reviewed the meeting agenda. Clarke suggested switching items six and seven, and addressing the draft regulations for the districts before reviewing all the associated zoning amendments.

3. Public Comment for non-agenda items

Chris Granda noted the recent passage of the Inflation Reduction Act of 2022 and the possibility of funds for town projects. Clarke said that that subject will be revisited at an upcoming meeting.

4. Approval of Minutes

Joy Reap identified the references to she and Granda in the August 3, 2022 meeting minutes, and said she is open to address any questions the commission may have from the previous meeting that could not be answered.

The minutes were accepted into the record as written.

5. Public Hearing: Establishment of Airport Overlay District

Clarke noted the communication from the Burlington International Airport and more recent recommendations for draft language. Clarke asked the Burlington International Airport representatives for comments. Larry Lackey said that after the July 20, 2022 Planning Commission meeting, the Burlington International Airport representatives spoke to the Federal Aviation Administration about the draft zoning language. Lackey said that an outcome of that discussion was to have the town include in its zoning regulations the request that a FAA 7460-1 form be filed for any developments taller than 35 feet regardless of location. Jake Flood said that the current zoning regulations restricting building height town-wide to 35 feet already restricts any possible development that could conflict with the airspace, and that requesting the filing of the FAA form for buildings taller than 35 feet would imply that that the form is filed for exceptions to the zoning regulations. Lackey reviewed the draft zoning language the Burlington International Airport proposes. Flood said that the FAA said that with the town-wide height restriction, intrusions into the airspace could only occur in rare instances. Clarke asked for clarification

on whether the request would only apply to the previously mapped areas. Flood said that the map creates more confusion than necessary, that removing the map would address concerns about using span numbers as mentioned during the July 20, 2022 meeting, and that applying the request town-wide would be easier. Cole asked clarifying questions about whether the FAA form would be required, and the power of the FAA against structures that did not file the FAA form and are incursions into the airspace. Flood said that the form is not a requirement but a request from the FAA, that the FAA would study the structure further to determine if the structure is an incursion, that the FAA does not have the power to force landowners to take down structures that are incursions into the airspace, that the structure would be a safety hazard for the airport and the property owner, that the approach path may need to be modified, and that changes to the approach path would affect the types of planes that could use the runway.

Miller asked about the FAA processes and when applicants can expect a response from the FAA. Lackey said that the FAA typically responds within 45 days of filing the form. Flood said that Burlington International Airport does not have a role in the FAA review process.

Angela Cote said that she appreciated the notification she received for this meeting, that the new proposed language is more consistent with language in Williston's zoning bylaws, and that Williston's bylaw also has the following language: "The form contains instructions and information to be filled out including the location of the project, the duration of construction, the height of the permanent structure, and the tallest of any construction equipment to be used." Cote suggested that the commission add a similar sentence to the proposed language to provide more guidance to applicants. Flood said that the airport is open to make modifications as needed.

Erin Wagg asked for clarification about the maps and whether the proposed regulations would apply to the entire town. Flood said that the proposed regulations would apply to the entire town, and that the map has been removed from the proposal. Cole asked if the identification of property owners was opposed by the property owners or the FAA. Lackey said that properties were identified because of a request the Planning Commission made years ago to be more specific on the areas the FAA was concerned with. Cote said that she did not her span number included in a town ordinance and that she has no issue with the current proposed language because the span number of her property is not included in a town ordinance. Clarke asked Cote if she was ok with the language applying to the entire town. Cote said that the language does not apply to the entire town and that it only applies to areas within proximity to the approach path. Cole cited the language in the proposed request that states its application to all proposed land development with a height greater than 35 feet, adding that he wanted to see if the non-inclusion of span numbers was a request by community members and that he is in favor of including the proposed language Cote had stated earlier.

Wagg said that considering her need for a crane when building her house, she expects many property owners may want to file this FAA form when building their own houses, and asked how long the review period by the FAA will be. Flood said that the FAA's review period is 45 days.

Clarke asked if the usage of cranes or construction equipment would trigger this request. Flood said that the primary concern is permanent structures above 35 feet, that he figures crane operators would file this FAA form prior to usage, and that the language could be modified to be more explicit to include cranes and other construction equipment.

Cole asked why the proposed language includes structures above 35 feet while Williston's regulations

only includes structures above 100 feet, considering that the height of many trees in the previously identified areas of concern are above 100 feet tall. Flood said that this depends on how the FAA treats the airspace, and the factors surrounding the location of the proposed structure. Lackey noted that the FAA form would not be required for structures lower than the highest possible obstructions, such as 60-foot trees.

Cole asked Venkataraman for the language that was originally proposed by Burlington International Airport years ago. Venkataraman said that he would have to go through the records and get back to Cole. Lackey said that the original language was drafted before his tenure, and that it was materially similar to the language in Williston's bylaw. Cole said that he aims to balance the needs and interests of Burlington International Airport, the FAA, and community members, and that he wants to know the rationale for requesting the FAA form to be filed for structures under 100 feet, considering how forested most of Richmond is. Lackey cited the FAA 7460-1 form that states that the form does not need to be filed for projects shielded by existing structures, natural terrain, or topographic features equal to or greater than the height of the proposed project. Clarke said that based on Lackey's response, the proposed language is not correct because the form does not apply for projects that may be shielded by preexisting conditions. Cole suggested including in the proposed language that the form does not apply to projects that may be shielded by preexisting conditions, and said that he is not ready to vote on the proposed language in its current state. Clarke asked about the 100-foot height allowance. Flood said that a 100-foot structure on the hills identified in the maps from the July 20, 2022 meeting would definitely be within FAA airspace. Cole noted that there probably are trees on the hills that are 100 feet tall. Miller said that she needed more clarification on the rationale for requesting the form for structures taller than 35 feet. Flood said that the 35-foot height limit is from the Richmond Zoning Regulations, that the regulation only allows for structures taller than 35 feet under limited exceptions, and that due to the slope and terrain, to pinpoint the affected areas and the exact allowed height of structures would require involved studies and analyses that they don't have the means to do. Clarke asked the commission if they want to insert the language directly from the FAA form. Miller said that she is hesitant about adding language from federal regulations that could be changed at any time. Clarke said that the draft language could refer to the form in itself.

Clarke asked the commission on how it would like to proceed. Cole asked if an option is to have Burlington International Airport representatives return to another Planning Commission meeting. Clarke clarified that the options include garnering more information, hearing more testimony from the property owners who were notified, and revising the language after the meeting. Granda asked when the property owners were notified. Venkataraman said that he had sent the letters to affected property owners the week before the August 3, 2022 Planning Commission meeting. Clarke asked Cote about the concerns of property owners she spoke to. Cote said that other property owners she had spoken to were concerned about the lack of notification, and the identification of their properties on the map that was proposed to be included in the zoning regulations.

Motion by Miller, seconded by Granda, to close the public hearing. Voting: unanimous. Motion carried.

Lackey asked if he should work with Venkataraman on revising the draft language. Clarke said that the commission will work with Venkataraman to revise the draft language.

Cote asked for notification for the revision. Clarke said that Venkataraman will notify Cote about the revision.

6. Discussion on the Village Residential/Commercial District and Gateway Residential/Commercial District

Clarke reviewed the memo included in the meeting materials about the goals and objectives for revising the district standards in the zoning regulations. Clarke reviewed the changes to the draft zoning map. Clarke reviewed the Village Residential/Commercial draft zoning language, highlighting the changes that were made since the last meeting and items that will have further discussion with the next item on the agenda. Clarke highlighted that revisions will need to be made to Section 4.5 to allow for multiple uses on a lot. Clarke noted that further conversations will be needed on whether to include the statement on the performance standards in the definition of light manufacturing uses. Clarke noted correspondence from Christy Witters regarding the possibility Powered Vehicle and Machinery Service uses in the Village Residential/Commercial District and their possible impacts on the nearby residential areas, and said that further discussion will be needed.

Clarke reviewed the changes to the language regarding minimum lot size and density. Reap was in favor of the changes. Clarke reviewed the site design standards regarding landscaping and screening. Mark Fausel identified that the building design standards specifies standards for facades facing Route 2 and that the proposed district include other public roads. Clarke said that the section will be revised accordingly so that the standard applies to facades facing all public roads.

Reap asked about the pitched roof requirement. Clarke said that per state statute, the town cannot prohibit flat roofs if it inhibits the operation of a rooftop solar system.

Miller asked about the role of the Zoning Administrator with these proposed changes. Clarke said that the Zoning Administrator would be involved with the review process for proposals that do not require site plan review or conditional use review.

Clarke reviewed the changes to the Gateway Residential/Commercial District. Reap said that based on these proposed district standards, hotels would not be allowed town-wide. Clarke said that there could be a possibility for hotel uses in other districts. Granda noted the allowances for inns in other districts, and that allowing hotel uses to the Gateway Residential/Commercial District would be compatible. Cole and Alison Anand concurred. Clarke said that hotel uses will be added in the next iteration of the draft language. Reap noted that the scale of the hotel use would be limited because of the limitations on the building footprint.

Clarke reviewed the site design and building design standards. Reap asked about the EV charging station requirements. Clarke said that after much discussion, the commission decided that the only legally defensible option was to put the EV charging station requirement in the multifamily housing standards, and requiring one EV charging station for every 10 units.

6. Discussion on Amendments to the usage of Travel Trailers and the Multifamily Dwelling Standards (Sections 5.3.2, 5.10.3, 6.5, 6.13, and 7)

Clarke reviewed the changes to the Site Plan review sections of the zoning regulations. Clarke noted that tangentially with the changes to each district regarding Site Plan Review requirements, Section 4.5 still remains in conflict with what the commission is proposing by allowing multiple uses on a lot in certain

districts, and that Section 4.5 could be removed in its entirety. Venkataraman said that the most straightforward change to Section 4.5 would be to strikethrough the restriction on multiple uses on a lot, that the commission needs to address whether they want to allow for multiple principal structures on a lot, and that their response to that issue would dictate whether Section 4.5 should be removed in its entirety or modified to remove the restriction on multiple uses on a single lot. Venkataraman said that he would be in favor of removing Section 4.5 in its entirety because requiring applicants to undergo subdivision review for proposals involving multiple principal structures on a lot without any subdivisions occurring does not make sense. Clarke asked if there would be any negative or unintentional consequences for removing Section 4.5. Venkataraman said that there would not be any unintended consequences in terms of zoning, that there could be issues regarding the hookup of utilities, but that zoning does not cover how property owners connect to utilities. Clarke overviewed the options the commission has to proceed—adding an “unless otherwise provided” provision to Section 4.5, removing the multiple uses portion of Section 4.5, or removing Section 4.5 in full—and asked the commission for input. Fausel said that he was in favor of adding an “otherwise provided” provision to Section 4.5, and revisiting Section 4.5 after all the zoning districts have been reviewed. Venkataraman added that in almost every zoning district there is a sentence that in essence is the “unless otherwise provided” provision the commission is currently discussing, and that both adding an “unless otherwise provided” provision in Section 4.5 or removing the restriction on multiple uses on a lot is of no consequence because of the restrictions already in each the zoning districts on how many uses can be on a lot. Miller asked for more information from Venkataraman regarding multiple uses and multiple principal structures on a lot in nearby municipalities. Venkataraman said that there hasn’t been much issue with new developments, that Brandy Saxton had noted issues with the placement of structures and property lines on older developments, and that Richmond does not have any issues like this. Venkataraman said that zoning does not have any jurisdiction over forms of ownership.

Clarke suggested removing the reference to PUD requirements for multiple uses, adding a “except otherwise provided provision, and removing the sentences referring to the number of uses allowed per lot for every district. Venkataraman said that that would work.

Clarke reviewed the changes to the landscaping and screening requirements for mechanicals and utilities, and the EV charging requirements in the draft multifamily housing standards document. Granda asked if these changes would affect the EV charger requirements for vehicle fueling station uses and for single-family dwellings. Clarke said no to both, and that the rationale relates back to how the stretch code can be adopted. Clarke added that the changes in this draft aims to reconcile the need to incentivize housing while also the need to meet energy goals. Venkataraman said that the draft standards at the moment for EV charging are slightly more stringent than the standards in the Residential Building Energy Standards (RBES). Venkataraman said that there are differing legal views on the possible role of EV charging stations in the zoning regulations, and that the current draft standards are legally safer to implement because they are in line with RBES. Granda asked if the proposed regulations would require fully capable EV chargers to be installed. Venkataraman said yes, and reviewed the proposed definition for EV ready. Granda said that there is already a generally understood definition for EV ready that does not imply that the EV supply equipment would be present on site, and suggested changing “EV ready” to “EV charging station”. Clarke said that that change will be made.

Clarke said that based on the legalities and the status of the districts the commission is working on, adding EV charging requirements for multifamily dwelling uses would be the best way to proceed at the moment. Granda said that the laws and standards are constantly changing, that the costs of adding an EV charger to a multifamily dwelling compared to the total cost of the project is minimal, and that adding

EV charging capacity during construction is significantly less than adding that capacity well after construction.

Reap noted that with the constant and consistent changes to the state building energy standards, the town would not be able to change its zoning to keep up with the changes to the building energy standards.

Clarke said that personally she would like to keep the EV charging requirements in the draft zoning language to communicate to people that the town prioritizes the inclusion of EV charging stations. Cole said that he was not sure about including EV charging requirements that are more stringent than the state's requirements, and that he agrees with Reap that the town will not be able to keep up with the frequency of state's changes to the building energy standards. Reap said that the draft language may be misleading if the EV charging requirements are less stringent than RBES, and suggested referencing the state's requirements. Granda suggested the present draft language and adding "or the current state requirements". Dan Mullen said that that would nullify the need for the local requirement. Venkataraman said that most applicants go through the state permitting process after the local permitting process, that they may not know the state requirements until they receive their local permits, and that cross-referencing state requirements would be very complicated for the town to administer and enforce. Clarke asked Venkataraman if he'd prefer the EV charging requirement be removed. Venkataraman said that he doesn't mind whether there is or isn't an EV charging requirement, but that references to state requirements should not be considered with the existing separation of local and state permitting processes. Miller suggested leaving in the requirement.

Clarke opened the discussion on the changes to the usage of travel trailers. Reap asked what elements needed to be discussed, considering the fact that the people who were considering living in a travel trailer temporarily are going to live in a mini-house. Reap and Cole said that therefore this item does not need to be addressed at this moment. Cole asked if one could have an accessory structure before having a principal structure on a property. Venkataraman said yes, and that that would be the work-around to this issue. Clarke said that this issue can be addressed at a later date.

8. Other Business, Correspondence, and Adjournment

Venkataraman noted correspondence he and Clarke received from DRB Chair David Sunshine regarding the Mobil Gas Station redevelopment and their issue with allowances for fast food service at the Mobil Gas Station. Clarke said that more information is necessary on if the objection is regarding fast food service in general or drive-through fast food service. Venkataraman said that the issue is regarding multinational food corporations, and that he will keep the Planning Commission updated on that decision. Venkataraman said that the Planning Commission should not discuss this with the DRB or provide any advice on how it should make a decision because the public hearing on this item is closed and the DRB is in deliberation on this decision, and that the commission should consider this correspondence at a later time if the DRB does push for regulatory changes.

Motion by Fausel, seconded by Cole, to adjourn the meeting. Voting: unanimous. Motion carried. The meeting adjourned at 9:19 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: Richmond Planning Commission

FROM: Ravi Venkataraman, Town Planner

DATE: September 2, 2022

SUBJECT: Finalization of draft zoning language for the Gateway R/C District, Village R/C District, and all tangential elements

Background

Enclosed in the packet are:

- A clean version of the draft language for the Village Residential/Commercial District
- A clean version of the draft language for the Gateway Residential/Commercial District
- Draft revisions to references to Multiple Uses on Properties (Sections 3.1.1, 3.1.2, 3.2.1, 3.2.2, 3.5.1, 3.5.2, 3.6.1, 3.6.2, 3.7.1, 3.7.2, 3.8.1, 3.8.2, 3.9.1, 3.9.2, 3.10.1, 3.10.2, and 4.5).
 - To note: Sections 3.3 and 3.4 are regulations pertaining to the Residential/Commercial District and Gateway Zoning District respectively.
- Draft language for Powered Vehicle and/or Machinery Services standards (Section 4.14)
- A clean version of draft revisions to exceptions to Site Plan Review requirements (Section 5.5)
- Draft language for Multifamily Housing Development Standards (Section 6.13)
- Draft changes and additions to definitions (Section 7)
- Draft revisions to the parking table (Section 6.1.2)

Procedure

At this point, the Planning Commission may choose to hold public hearings on all the proposed amendments. The earliest date the commission could hold a public hearing is October 5, 2022. All these amendments can be reviewed at the same public hearing because all of the amendments share the same purpose and objectives—furthering the housing goals and objectives listed in the Town Plan.

Public Notice

To inform stakeholders about the possible public hearing, I will be doing the following:

- Posting the public hearing notice in public locations at least 15 days ahead of the meeting, per statute

- Sending the public hearing notice to Seven Days for publication at least 15 days before the meeting, per statute
- Sending the public hearing notice, as well as information about the proposed amendments and participating in the public hearing to property in the Gateway area
- Directly contacting key stakeholders and informing them about the public hearing

Per statute, the public hearing notice, the proposed zoning amendments, and the draft municipal bylaw amendment report will be available to the public to view at the clerk's office. I will also post these items on the Town website.

Markup versions and a markup of the entire Zoning Regulations will be available to view ahead of the public hearing.

Draft Motions

To facilitate action, I have prepared the following draft motion:

I, _____, move to hold a public hearing on October 5, 2022 on the proposed amendments to the Richmond Zoning Regulations Section 3.1.1, 3.1.2, 3.2.1, 3.2.2, 3.3, 3.4, 3.5.1, 3.5.2, 3.6.1, 3.6.2, 3.7.1, 3.7.2, 3.8.1, 3.8.2, 3.9.1, 3.9.2, 3.10.1, 3.10.2, 4.5, 4.14, 5.1, 6.1.2, 6.13, and 7.

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,
- Multiple use buildings 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
- 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 if all of the uses are permitted uses within the Village Residential/Commercial District
- 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 more than five 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 if all uses are allowed within the Village Residential/Commercial District and if at least one of the uses is a Conditional Use
- 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** - 10,000 square feet
- b) **Maximum residential density** –5,000 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 from any public road all outdoor storage, including but not limited to bulk and waste containers, free-standing utilities and mechanicals, and commercial parking and loading areas.
- ii. Front yards shall be vegetated. Street trees are encouraged

b) Building Design Standards.

- i. Any façade of 50 feet or longer that faces directly onto the Route 2 right-of-way shall be designed with aesthetic, appropriate and human-scale features that are consistent with the purpose of the district. Such features may include: traditional or historic architecture, design consistency with neighboring buildings, points of interest in the façade, landscaped vegetation along the base of the façade, and/or other such visually appealing design features.
 - ii. Any façade with frontage on a public or private road shall have a minimum transparency of 5% of the square footage of the façade, and one or more entrance(s) in that façade.
 - iii. Entrances shall be defined with overhangs, porches, or other architectural features.
 - iv. Principal buildings shall have pitched roofs. If a principal building is to have rooftop solar panels prior to the issuance of a Certificate of Occupancy, the principal building may have a roof of any pitch, including a flat roof.
 - 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 subsections (a) and (b) above, adhere to the multi-family standards in Section 6.13 of these regulations.
- d) **Traffic Impact –**
- i. A transportation impact study shall be required for uses which generate more than 70 vehicle trip ends on adjacent roads during the P.M. peak hour for the first 40,000 square feet of land development area or fraction thereof, plus 1 vehicle trip end for each additional 1,000 square feet of land development area. In making the determination of traffic impact, the Administrative Officer or DRB shall utilize “Trip generation – Tenth Edition”, Institute of Traffic Engineers (ITE), or its equivalent, or any subsequent and most recent publication thereof, and may use estimates from other sources, including local traffic counts, if the above publication does not contain data for a specific use or if a use contains unique characteristics that cause it to differ from national traffic estimates.
 - ii. For establishments that generate more than 70 vehicle trip ends during the P.M. peak hour, the Development Review Board shall review the level of service of adjacent roads. Based on its review as well as consultation with the Road Foreman, the DRB may put forth permit conditions to mitigate adverse traffic impacts. Permit conditions may include:
 - i. Site improvements to improve access management, such as the creation of secondary access points, the reduction of the width of curb cuts, or the like;
 - ii. Improvements to internal circulation, including the creation of narrower roadway widths, pedestrian pathways, and the like;
 - iii. Improvements with connections with adjacent properties, such as, but not limited to, the creation of additional vehicle or pedestrian access points, the installation of signage and traffic lights, and adjustments to intersections to reduce pedestrian crossing distances and to slow traffic.

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

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. Development will be managed to maintain a visually-appealing corridor that reflects the rural and historic aspects of Richmond while allowing for growth.

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 Route 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 if all of the uses are permitted uses allowed within the Gateway Residential/Commercial District
- l) Office, medical
- m) Office, professional
- n) Personal services

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) Cemetery
- g) Child Care Facility – Large Family Child Care Home
- h) Child Care Facility – Center-based Child Care Facility
- i) Cottage Industry
- j) Dwelling, multifamily with five or more dwelling units.
- k) Educational Facility
- l) Fitness Facility
- m) Funeral Parlor

- n) Health Care Services
- o) Inn
- p) Kennel
- q) Laundromat
- r) Light Manufacturing.
- s) Multiple use building if all of the uses are allowed within the Gateway Residential/Commercial District and if at least one of the uses is a Conditional Use
- 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** – 10,000 square feet
- b) **Maximum residential density** –5,000 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 – 10 feet
 - ii. For accessory structures – 5 feet
- j) **Maximum Building Size** - No building shall have a footprint exceeding 10,000 square feet, with the exception of buildings that are setback more than 200 feet from the edge of the Route 2 right-of-way and 30 feet from the edge of all other right-of-ways. Buildings set back more than 200 feet from the edge of the Route 2 right-of-way and 30 feet from the edge of all other right-of-ways shall not have a footprint exceeding 17,000 square feet.

3.4.5 District Specific Development Standards. 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
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vegetated greenspace adjacent to Route 2 and a pattern of mixed-use development, shall be maintained. In addition to the standards found in Section 5.5.3 when applicable, the following standards shall apply

a) Site Design Standards

- i. No increase in the total number of curb cuts along the Route 2 right-of-way shall be allowed after *[date zoning goes into effect]*. All new land development shall access Route 2 right-of-way by way of existing curb cuts. Existing curb cuts may be relocated in accordance with the Public Works Specifications and applicable State regulations. Further sharing of driveways that will reduce the existing number of curb cuts is encouraged.
- ii. The front yards adjacent to the Route 2 right-of-way shall be maintained in a vegetated state, and shall include naturally occurring vegetation and/or landscaping. Landscaping may 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 pursuant to Section 8.2.5(c).
- 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 from any public road all outdoor storage, including but not limited to bulk and waste containers, free-standing utilities and mechanicals, and commercial parking and loading facilities.
- v. Provisions shall be made for pedestrian traffic.

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. Any façade that faces directly onto the Route 2 right-of-way shall be designed with aesthetic, appropriate and human-scale features that are consistent with the purpose of the district. Such features may include: traditional or historic architecture, design consistency with neighboring buildings, points of interest in the façade, landscaped vegetation along the base of the façade, and/or other such visually appealing design features.
- ii. Any façade that faces directly onto the Route 2 right-of-way shall have a minimum transparency of 5% of the square footage of the façade, and one or more entrance(s) on that façade.
- iii. Pedestrian entrances on facades that face directly onto the right-of-way of a public or private road, with exception to the I-89 right-of-way, shall be defined with overhangs, porches, or other architectural features.
- ~~iv.~~ Any principal building with a façade that faces directly onto the Route 2 right-of-way shall have a pitched roof. The roof-pitch requirement does not apply to buildings with a footprint exceeding 10,000 square feet. If a principal building is to have rooftop solar panels prior to the issuance of a Certificate of Occupancy, the principal building may have a roof of any pitch, including a flat roof.
- v. 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 dwelling standards in Section 6.13 of these regulations, in addition to subsections (a) and (b) above.

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.

4.5 Multiple Use of Lots

There shall be only one Principal Structure on a lot and there shall only be one use on a lot, unless ~~the lot is part of a Residential PUD or PUD as specified in Section 5.12, otherwise provided elsewhere in these regulations.~~

3.1.1 Allowable Uses on Issuance of Zoning Permit by Administrative Officer - The following uses shall be allowed in the A/R District after issuance of a Zoning Permit by the Administrative Officer. Site Plan Review and approval by the DRB pursuant to Section 5.5 may be required. ~~Unless otherwise provided, only one principal use may be approved on one lot:~~

3.1.2 Allowable Uses Upon Issuance of Conditional Use Approval - The following uses may be allowed in the A/R District after issuance of conditional use approval by the DRB. ~~Unless otherwise provided, only one principal use, with accessory structures, may be approved on one lot:~~

3.2.1 Allowable Uses on Issuance of Zoning Permits by Administrative Officer - The following uses shall be allowed in the HDR District after issuance of a Zoning Permit by the Administrative Officer. Site Plan Review and approval by the DRB pursuant to Section 5.5 may be required ~~Unless otherwise provided, only one principal use may be approved on one lot:~~

3.2.2 Allowable Uses Upon Issuance of Conditional Use Approval - The following uses may be allowed in the HDR District after issuance of a conditional use approval by the DRB. ~~Unless otherwise provided, only one principal use, with its accessory structures, may be approved on one lot:~~

3.5.1 Allowable Uses Upon Issuance of Zoning Permit by Administrative Officer - The following uses shall be allowed uses in the V/C District upon issuance of a Zoning Permit by the Administrative Officer. Site Plan Review and approval by the DRB pursuant to Section 5.5 shall also be required. ~~Unless otherwise provided, only one principal use may be approved on any one lot:~~

3.5.2 Allowable Uses Upon Issuance of Conditional Use Approval - The following uses may be allowed in the V/C District after issuance of conditional use approval by the DRB. ~~Unless otherwise provided, only one principal use, with its accessory structures, may be approved on one lot:~~

3.6.1 Allowable Uses Upon Issuance of Zoning Permit by Administrative Officer - The following uses shall be allowed uses in the C District upon issuance of a Zoning Permit by the Administrative Officer. Site Plan Review and approval by the DRB pursuant to Section 5.5 may shall also be required. ~~Unless otherwise provided, only one principal use may be approved on any one lot:~~

3.6.2 Allowable Uses Upon Issuance of Conditional Use Approval - The following uses may be allowed in the C District after issuance of conditional use approval by the DRB. ~~Unless otherwise provided, only one principal use, with its accessory structures, may be approved on one lot:~~

3.7.1 Allowable Uses Upon Issuance of a Zoning Permit by Administrative Officer - All of the following uses shall be allowed in the I/C District after issuance of a Zoning Permit by the Administrative Officer ~~and Site Plan and approval by the DRB shall also be required.~~ Site Plan

~~Review and approval by the DRB pursuant to Section 5.5 may be required. Only one principal use may be approved on any one lot, with the exception of those lots approved through the PUD/Residential PUD Section.~~

3.7.2 Allowable Uses Upon Issuance of Conditional Use Approval - The following uses, ~~with accessory structures,~~ may be allowed in the I/C District after issuance of conditional use approval by the DRB.

3.8.1 Allowable Uses on Issuance of Zoning Permit by Administrative Officer - The following uses are allowed uses in the MHP District after issuance of a Zoning Permit by the Administrative Officer. ~~. Site Plan Review and approval by the DRB pursuant to Section 5.5 may be required Unless otherwise provided, only one principal use may be approved on one lot:~~

3.8.2 Allowable Uses Upon Issuance of Conditional Use Approval - The following uses may be allowed in the MHP District after issuance of conditional use approval by the DRB. ~~Unless otherwise provided, only one principal use, with its accessory structures, may be approved on one lot:~~

3.9.1 Allowable Uses Upon Issuance of Zoning Permit and Site Plan Approval - The following uses shall be allowed in the Jolina Court District upon issuance of a Zoning Permit by the Administrative Officer. ~~. Site Plan Review and approval by the DRB pursuant to Section 5.5 may be required. Site Plan Approval shall be required as in Section 5.5.1. More than one use per lot is allowed in this district.~~

3.9.2 Allowable Uses Upon Issuance of Conditional Use Approval - The following uses shall be allowed in the Jolina Court District upon issuance of conditional use approval by the DRB. ~~More than one use per lot is allowed in this district.~~

3.10.1 Allowable Uses Upon Issuance of Zoning Permit by Administrative Officer - The following uses shall be allowed uses in the Village Downtown District upon issuance of a Zoning Permit by the Administrative Officer. Site Plan Review by the DRB pursuant to Section 5.5 shall also may be required. ~~More than one principal use per lot is allowed in this district.~~

3.10.2 Allowable Uses Upon Issuance of Conditional Use Approval - The following uses may be allowed in the Village Downtown District after issuance of conditional use approval by the DRB. ~~More than one principal use per lot is allowed in this district.~~

To note: Edits to the Gateway and Village Residential/Commercial Districts will be incorporated into the revisions to the entire district.

Powered Vehicle and/or Machinery Services standards – DRAFT – 9/2/22

4.14 Powered Vehicle and/or Machinery Service - All Powered Vehicle and/or Machinery Service uses shall adhere to the following requirements and standards:

4.14.1. All repairs shall occur within a building. All vehicle lifts or pits, as well as dismantled vehicles, machinery, and parts and supplies shall be stored within a building.

4.14.2. A screening fence or sight-impervious vegetation along the side and rear property lines must be installed.

4.14.3. Space for vehicles to turn around shall be provided, to prevent vehicles leaving the property from backing out onto a public right-of-way.

4.14.4. Customary accessory uses include rebuilding, reconditioning and body shop work, the sale and installation of parts and accessories, accessory electric vehicle charging stations, and the sale or leasing of no more than four vehicles located on the property at any one time.

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 the exception of 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) Dwelling, single-family
- f) Dwelling, two-family
- g) Dwelling, multifamily with up to four dwelling units
- h) Home occupations except Family Child Care Homes serving more than six children and less than 11 children.
- i) Group homes
- j) Personal Services

6.13 Multifamily Housing Development Standards

6.13.1 Applicability. The provisions of this section apply to land development creating new multifamily dwelling uses, and additional dwelling units within a lot that result in the creation of three or more dwelling units on the lot.

6.13.2. Front Doors. Buildings must have at least one entrance door on the façade facing the front yard that is sheltered and defined by a porch, pent roof, roof overhang, hooded front door or other similar architectural element. If each unit has a separate door on the front facade, then each door must be sheltered and defined. If the proposed development has a courtyard bound by a road right-of-way and a principal structure or structures, the entrance door or doors may be facing the courtyard instead of the front yard.

6.13.3. Fire Escapes and Entry Stairs. Exterior fire escapes when needed and exterior entry stairs to upper floor units if included must be located to the side or rear of the building. If located to the side, they must be set back at least 8 feet from the frontline of the building. Fully or partially enclosing exterior stairs with durable materials that are compatible with the exterior cladding of the building is strongly encouraged.

6.13.3. Garages and Underbuilding Parking Entries. Garage doors and entrances to underbuilding parking must either be:

- a) Oriented to the side or rear (not facing a street) of the lot; or
- b) Set back at least 8 feet from the frontline of the building if facing a street.

6.13.4. Driveways and Parking Areas. The width of residential driveways between the street and building frontline must not exceed the lesser of 20% of the lot width or 20 feet. The driveway may widen at a point at least 8 feet behind the frontline of the building to provide parking, turnaround space and/or access to garage or underbuilding parking entrances.

6.13.5. Parking areas must be screened with privacy fencing as needed to prevent light trespass from vehicle headlights onto adjoining properties.

6.13.6. Privacy. Buildings must be located, oriented and designed to protect the privacy of residents and their neighbors. Consideration should be given to factors such as:

- a) The height and proximity of ground floor windows to the sidewalk, street or public spaces;
- b) The alignment of windows between adjacent buildings;
- c) The potential for overlook from surrounding buildings into private outdoor space; and
- d) The use of building offsets, architectural features, fences, walls and landscaping to shield views into private outdoor spaces.

6.13.7. Outdoor Living Space. Residential units must have private, semiprivate or common outdoor living space as follows:

- a) Each unit must have a private or semi-private outdoor living space (yard, patio, courtyard, terrace, porch, balcony, deck, rooftop garden, etc.) that is accessible from the residential unit for the exclusive use of unit residents and that is at least 80 square feet in area and not less than 8 feet in any dimension; or
- b) The lot must have a common outdoor living space to be shared by building residents with the following standards:
 - i. There must be at least 400 square feet of common outdoor living space per dwelling unit, exclusive of any land within required setbacks
 - ii. The common outdoor living spaces must be located in one or more areas conveniently accessible to building residents via an ADA-compliant path.
 - iii. No area of the common outdoor living spaces shall be less than 20 feet in any dimension.
 - iv. Common outdoor living spaces must be landscaped with trees, shrubs, groundcover, ornamental plants, and like.
 - v. Common outdoor living spaces, must be improved and/or landscaped to accommodate typical outdoor activities such as sitting, dining, children's play, etc.

6.13.8. Landscaping. The front yard must be landscaped with a mix of trees, shrubs and ornamental plants in a manner characteristic of other residential properties in the neighborhood. This may include planting, potentially in combination with fencing, along the frontage and property lines, as well as planting areas along walkways or building foundations). Street trees must be installed where they are not present. Applications for buildings with five or more units must provide a professionally prepared planting plan.

6.13.9. Laundry. There must be laundry hook-ups in each unit or common laundry facilities in the building. Clotheslines shall not be prohibited pursuant to 24 V.S.A. §4413.

6.13.10. Bulk Storage. Residential units must have a secured, enclosed bulk storage area for the exclusive use of unit residents that is at least 80 square feet in area and not less than 8 feet in any dimension. The storage area may be separate from the residential unit and may be located within the building or within an accessory building. If the storage area will be located within a garage, it must be in addition to the area necessary to accommodate any required parking.

6.13.11. Mechanicals and Utilities. Mechanicals and utilities shall be located on the side or rear of the building if feasible, and free-standing mechanicals and utilities shall be landscaped or screened to prevent visibility from a public road.

6.13.12. Waste Storage. Trash and recycling receptacles must be stored on a hard surface in a location that is readily accessible to building residents and screened from view from a public road. If dumpsters will be provided for waste collection, they must be kept within a four-sided enclosure constructed of durable materials.

6.13.13. EV-Charging Parking Spaces. One EV-charging parking space for every 10 residential units shall be provided.

Definitions - DRAFT – 9/1/22

New definitions

Courtyard – A rectangular open-space area of at least 500 square feet bounded by principal structures on at least three sides

EV-charging parking space – A parking space served by a functional level 2 or greater electric vehicle charging station. This space shall be provided with all necessary electric vehicle supply equipment components to ensure the delivery of energy from the grid to an electric vehicle, including but not limited to the conductors, the electrical vehicle connectors, attachment plugs, fitting devices, power, conduits, and wiring.

Hotel or Motel - A commercial structure with 10 or more furnished rooms available for overnight rental 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.

Supported housing - A residential facility that provides housing and may also provide assistance, care, supervision or services such as medical, educational, training, personal services or life management to the residents. This housing may be temporary (as in a rehabilitation facility substance abuse treatment facility, or temporary housing for persons at risk of houselessness) or permanent (such as a nursing home or assisted living facility per 33 V.S.A. §7102)

Edits of existing definitions – DRAFT – 9/1/22

Clean version:

Light manufacturing – The processing, fabrication, assembly, treatment, and packaging of products provided that all light manufacturing activities are conducted entirely within a building and do not produce noise, vibration, air pollution, fire hazard, noxious odors or emissions, or any other such impacts that will disturb or endanger neighboring properties. Customary accessory uses include the storage, distribution and retail sales of goods produced on site, provided that all accessory use activities are confined entirely within the building hosting the light manufacturing use.

Personal Services – A business providing services involving personal grooming or the care of a person’s apparel, including, but not limited to, hairdressing, barbering, manicure, shoe repair, massage, tanning salon, clothing repair or alteration, and laundry and dry cleaning (but not including self-service laundromat operations). The sales of merchandise related to the services provided are customary accessory uses to Personal Services uses.

Markup of original definition:

Light Manufacturing - The processing ~~and~~ fabrication, assembly, treatment, and packaging of certain materials and products where no process involved will provided that all light manufacturing activities are conducted entirely within a building and meet the performance standards of these regulations ~~produce noise, vibration, air pollution, fire hazard, or noxious emission which will disturb or endanger neighboring properties.~~ Light manufacturing includes the production of the following goods: Home appliances; electrical instruments; office machines; precision instruments; electronic devices; timepieces; jewelry; optical goods; musical instruments; novelties; wood products; printed material; lithographic plates; type composition; bookbinding; machine tools; dies and gages; ceramics; apparel; lightweight non-ferrous metal products; plastic goods; pharmaceutical goods; and food products, but not animal slaughtering, curing, nor rendering of fats. Customary accessory uses include the storage, distribution and retail sales of goods produced on site, provided that all accessory use activities are confined entirely within the building hosting the light manufacturing use.

Personal Service(s) — A business providing services involving personal grooming or the care of a person’s apparel, including, but not limited to, Services such as hairdressing, barbering, manicure, shoe repair, massage, tanning salon, clothing repair or alteration, and laundry and dry cleaning (but not including self-service laundromat operations). The sales of merchandise related to the services provided are customary accessory uses to Personal Services uses.

6.1.2 Off-Road or Highway Parking Requirements -

- a) All required parking spaces shall have a minimum width of nine (9) feet and a minimum length of eighteen (18) feet.
- b) Parking lot aisles shall meet the following minimum dimensional standards:

Parking Pattern	Minimum One-Way Aisle Width	Minimum Two-Way Aisle Width
90° Perpendicular	Twenty feet	Twenty- five - <u>four</u> feet
60° Angle	Eighteen feet	Twenty- four - <u>five</u> feet
45° Angle	Sixteen feet	Twenty- four - <u>five</u> feet
30° Angle	Fourteen feet	Twenty- four - <u>five</u> feet
Parallel	Twelve feet	Twenty feet

- c) The required number of off-Road or Highway parking spaces shall be as follows:

Land Use \ Building Type	Required Parking Spaces —*SFGFA = Square feet of gross floor area **SFGRA = Square feet of gross retail area
Auto-repair \ Painting	2.0 per 1,000 SFGFA*
Bank	3.3 per 1,000 SFGFA*
Bank with drive-through facility	3.0 per 1,000 SFGFA*
Bowling alley	4.5 per lane
Church/Synagogue/Conference area	.5 per seat or 22 linear inches of bench
Cleaners	1.5 per 1,000 SFGFA
Convenience store	7.5 per 1,000 SFGFA*
Eating and drinking establishment —	20 per 1,000 SFGFA*
Drive-through facility	3 spaces per drive-through window
Fast food restaurant	14 per 1,000 SFGFA*
Furniture store	2 per 1,000 SFGFA*
Hardware store	3 per 1,000 SFGFA*
Hospital/clinic	1.5 per bed
Hotel or Motel	1 per room
Industrial park	1.6 per 1,000 SFGRA**
Laundromat	5.0 per 1000 SFGRA*
Museum	3.3 per 1,000 SFGRA**
Nursing home	.33 per room
Personal services establishment	2.0 per 1,000 SFGFA +1 per customer service station

Professional office	3.5 per 1,000 SFGFA*
Recreation center	4 per 1,000 SFGFA*
Residential: — Accessory dwelling — Bed and breakfast — Boarding house/dormitory — Child care home — Retirement Community	1 per unit 1 per sleeping room + 2 per dwelling 1 per sleeping room 2 per dwelling unit + 1 per nonresident employee 0.5 per dwelling unit or other sleeping room
Land Use \ Building Type	Required Parking Spaces — *SFGFA = Square feet of gross floor area — **SFGRA = Square feet of gross retail area
— Fraternity / sorority — Group home — Home occupation — Multi-family (3 or more units) — Single-family — Two-family — Triplex	1.5 per 1,000 SFGFA* 0.3 per sleeping room 2 per dwelling unit + 1 per nonresident employee 2 per dwelling unit + 1 guest space per each 10 units 2 per dwelling unit 2 per dwelling unit 2 per dwelling unit
Retail sales establishment	2.5 per 1,000 SFGFA*
Service station	5.5 per 1,000 SFGFA*
Shopping center	4 per 1,000 SFGFA* + 10 spaces/1,000 sq. ft. food service. Off-site employee parking may allow 15% reduction.
Sports club \ Health spa	5 per 1,000 SFGFA*
Warehouse	0.25 per 1,000 SFGFA*

Land Use	Minimum Parking Spaces	Maximum Parking Spaces
Accessory Dwelling	None	1 space per dwelling unit
Amusement Arcade	0.25 space per maximum occupancy	None
Artists/Crafts Studio	1 space per 1,000 SFGFA	None
Automobile and/or Marine Sales	1 space per employee	None
Bank	2 spaces per 1,000 SFGFA	4 spaces per 1,000 SFGFA
Bed and Breakfast	1.5 spaces plus 1 space per guest room	None
Brewery	1 space per employee	None
Business, Retail	2 spaces per 1,000 SFGFA	4 spaces per 1,000 SFGFA
Business Yard	1.5 spaces per 1,000 SF of the retail area	3 spaces per 1,000 SF of the retail area
Car Wash	1 space per employee	None
Catering Services	1 space per employee	None
Cemetery	2 spaces	None
Center-Based Child Care Facility	1 space per 3 children	None
Communication Use	1 space	None
Distribution Center	0.25 space per 1,000 SFGFA	1 space per 1,000 SFGFA
Dwelling, Multifamily	1.5 spaces per dwelling unit	None
Dwelling, Single-family	1.5 spaces per dwelling unit	None
Dwelling, Two-family	1.5 spaces per dwelling unit	None

Educational Facility	1 space per employee	1 space per 3 students
Equipment Supply and Rental	1.5 spaces per 1,000 SFGFA	3 spaces per 1,000 SFGFA
Extraction of Earth Resources	1 space per employee	None
Fitness Facility	0.25 space per maximum occupancy	None
Food Processing Establishment	1 space per employee	1 space per 1,000 SFGFA
Funeral Parlor	1 space per 1,000 SFGFA	3 spaces per 1,000 SFGFA
Health Care Services	2 spaces per 1,000 SFGFA	None
Horticulture	1.5 spaces per 1,000 SF of the retail area	3 spaces per 1,000 SF of the retail area
Hotel or Motel	1 space per guest room	None
Hospital	2 spaces per 1,000 SFGFA	3 spaces per 1,000 SFGFA
Inn or Guest House	1 space per room	None
Kennel	2 spaces per 1,000 SFGFA	3 spaces per 1,000 SFGFA
Large Family Child Care Home	1 space per three children	None
Laundromat	3 spaces per 1,000 SFGFA	1 space per 2 washing machines
Light Manufacturing	1 space per employee	1 space per 1,000 SFGFA
Lumber Yard	2 spaces per 1,000 SF of the retail area	3 spaces per 1,000 SF of the retail area
Museum	1.5 spaces per 1,000 SFGFA	2 spaces per 1,000 SFGFA
Office, Business	1 space per 1,000 SFGFA	3 spaces per 1,000 SFGFA
Office, Medical	2 spaces per 1,000 SFGFA	3 spaces per 1,000 SFGFA
Personal Services	1.5 spaces per 1,000 SFGFA	3 spaces per 1,000 SFGFA
Pharmacy	1.5 spaces per 1,000 SFGFA	3 spaces per 1,000 SFGFA
Powered Vehicle and/or Machinery Service	1.25 spaces per employee	3 spaces per 1,000 SFGFA
Private Club	0.25 spaces per maximum occupancy	None
Recreation Facility	2 spaces + 0.25 space per 1,000 SFGFA of all structures	None
Religious Use	0.25 space per maximum occupancy	None
Research Laboratory	1 space per 1,000 SFGFA	None
Restaurant, Standard	15 spaces per 1,000 SFGFA	20 spaces per 1,000 SFGFA
Restaurant, Fast Food	10 spaces per 1,000 SFGFA	15 spaces per 1,000 SFGFA
Retirement Community	0.5 spaces per dwelling unit	1 space per dwelling unit
State and Community-Owned and - Operated Institutions and Facilities	2 spaces per 1,000 SFGFA	None
Supported Housing	0.5 spaces per room	0.5 space per room + 1 space per employee
Indoor Storage	0.5 spaces per 1,000 SFGFA	1 space per 1,000 SFGFA
Outdoor Storage	0.5 space per 1,000 SF of area used for outdoor storage	1 space per 1,000 SF of area used for outdoor storage
Tavern	4 spaces per 1,000 SFGFA	20 spaces per 1,000 SFGFA
Theater	0.5 space per maximum occupancy	None
Vehicle Fueling Station	1 space per fueling pump	None
Veterinary Clinic	2.5 spaces per 1,000 SFGFA	3 spaces per 1,000 SFGFA
Warehouse	0.5 spaces per 1,000 SFGFA	1 space per 1,000 SFGFA
Wholesale Trade	0.5 spaces per 1,000 SFGFA + 1 space per employee	4 spaces per 1,000 SFGFA

- ~~d) If the land use or building type is not contained in this zoning ordinance, then the American Planning Association's 'Off Street Parking Requirements' shall provide the range for the number of spaces required.~~
- ~~e) For properties that host multiple uses, including but not limited to properties hosting Commercial Multi-Use, Accessory Uses, Adaptive Uses, Cottage Industry Uses, and Home Occupation Uses, the amount of parking required will be based on the parking requirements of the use or uses listed in the table in Section 6.1.2(c) most similar to the use or uses on the subject property. The Administrative Officer shall determine the similarity of the uses based on the definitions of uses in Section 7. The parking requirements per use shall apply to the portions of the property carrying out the respective uses.~~
- ~~d)f) For any use not explicitly listed above in Section 6.1.2(c), the amount of parking required will be based on the parking requirements of the use listed in the table in Section 6.1.2(c) most similar to the use or uses on the subject property. The Administrative Officer shall determine the similarity of the uses based on the definitions of uses in Section 7.~~
- ~~e) For Automobile and/or Marine Sales uses, accessory uses that involve automobile and/or marine sales or uses similar to Automobile and/or Marine Sales uses, the storage of vehicles is not included in the parking requirements. The storage of vehicles contributes to the square footage of the Automobile and/or Marine Sales use on any property.~~