

Proposed Multi Family Residential Development

Route 2, Danville, Vermont

Prepared by: Mumley Engineering, Inc.

Landowners Larry Rossi and Spencer Hudson, propose a multi-family development on Route 2 in Danville, the Route2/Village Residential zoning district for review and approval by the Development Review Board (DRB).

The project includes construction of (24) 2-bedroom dwelling units which will be served by municipal water and sewer systems. Associated improvements include a driveway and pedestrian walkway extending off the existing curb cut on Route 2, along with installation of stormwater management and treatment areas. A site plan is included in support of the application which conceptually depicts the locations of the proposed development.

The following is a review of the proposed development per applicable sections of the Town of Danville Zoning Bylaw – Adopted April 2, 2026:

Text in italics is taken from the Bylaws. Text in blue is project specific information.

Article 4, General Provisions

Section 401: Lots in Two Zoning Districts

401.1 Where a district boundary line divides a lot at the time such line is adopted, the regulations for the less restricted part of such lot shall extend for not more than 100 feet into the more restricted part.

The project parcel lies in two zoning districts: Route 2 and Village Residential. The project is evaluated in consideration of the Village Residential district, with the bulk of the project proposed in areas lying in this district.

Section 402: Required Frontage on or Access to Public Roads or Public Waters

The project will be accessed via an existing 50ft wide strip of land extending about 350ft from Route 2 into the larger parcel. This irregular parcel shape results in an overall lack of frontage along Route 2, with exception of the 50ft wide strip, matching the minimum for the Village Residential district. The new private drive will connect to Route 2 at the location of the existing curb cut. This connection will be reviewed and approved with Vermont Agency of Transportation, the Town Road Foreman and the Selectboard.

Section 404: Location of Driveways

The proposed private driveway is oriented perpendicular to Route 2.

Section 405: Off-Street Parking and Loading

The project proposes (24) 2-bedroom residential dwelling units, which require 1 parking space/unit. The proposal includes providing 2 parking spaces/unit to account for 2 vehicles/unit and visitors. Parking spaces meet dimensional and ADA requirements. Greenspace is provided in a manner to separate spaces into groups of no more than 10 spaces.

Section 406: Protection of Home Occupations

406.1 Bylaw provisions: No provision of this bylaw shall infringe upon the right of any resident to use a minor portion of a dwelling for an occupation which is customary in residential area and which does not change the character of the area. The home occupation shall be conducted / managed by the residents of the dwelling.

The project will not restrict a resident's ability to work from a home office, appropriate in the context of a multi-residential development.

Section 410: Surface Water Protection

Existing Class II wetlands (with associated 50ft buffer areas) are shown on the parcel, with mapping locations made available by the State of Vermont. The project proposes minimal impact to the wetland buffer area for installation of the new sewer line adjacent to Route 2. If required, these impacts to wetland and buffer areas would be permitted with the State of Vermont Agency of Natural Resources. The State Wetland Rules are in the process of being updated. The Draft Rule update indicates this project may qualify for a reduction in wetland buffer areas from 50ft to 25ft in which case buffer disturbances may be eliminated.

Section 413: Fences and Retaining Walls

Fencing is proposed in areas to screen proposed dumpsters.

Section 512: Village Residential District

The Village Residential District is intended to provide areas for expansion of Danville Villages to meet future needs for a variety of housing types that preserve and extend the fundamental patterns of land use and interconnected street networks that define the historic portions of the village, while offering flexible standards and a range of options for site design. Development within this district is to be compact and shall provide easy pedestrian access to the village core. Limited nonresidential development is allowed, so long as it does not detract from the essential residential character of the district. The village of North Danville is also classified as this type of zone.

The project proposes (24) multi-family residential units, a conditional use in the Village Residential zoning district.

512.3 Area and Dimensional Requirements

The minimum lot size is 8,500 square feet for residential lots served by Town water and sewer. The existing parcel is 17.21 acres in size, approximately ±749,600 square feet. Given the irregular parcel shape, there is an overall lack of frontage along Route 2, with exception of a

50ft wide strip which matches the minimum for this zoning district. As such, front setbacks (matching building setbacks on adjacent parcels) do not practically apply for the parcel. Side setbacks (10ft) and rear setbacks (30ft) are met.

Multi-family residential density for the zoning district is 1 unit per 8,500 square feet of lot area. At $\pm 749,600$ square feet for the parcel area, up to 88 units are allowed where 24 units are proposed. The structures will be no more than 30ft tall as measured vertically from the average finished grade at the base of the building to the highest point of the structure or roof peak.

512.4 District Standards

A) *Mixed Uses* – N/A, not proposed

B) *Maximum Building Footprint*. The total combined footprint for all principal buildings on a single lot in this district shall not exceed 4,000 square feet.

The project proposes $\pm 1,500$ square feet of building footprint for two residential units. For 24 units, a total of $\pm 18,000$ square feet. When applying the maximum allowable building footprint based on units, the resulting maximum is:

24 units x 4,000 square feet = 96,000 square feet (maximum)

C) *Maximum Impervious Area*. The total amount of required parking shall be determined based on the *Off-Street Parking and Loading table*, as modified by section (d) below. However, in no case shall the total at-grade impervious area on a single lot (including but not limited to parking, loading areas, walkways, and patios, but excluding building roofs) exceed 2,500 square feet.

The project proposes $\pm 45,000$ square feet of impervious areas for driveways, parking areas and pedestrian walks. When applying the maximum allowable impervious area based on units, the resulting maximum is:

24 units x 2,500 square feet = 60,000 square feet (maximum)

D) *Parking waivers* – N/A none proposed

E) *Shared parking* – N/A none proposed

F) *Location of Parking*. Parking, loading, and service areas for multiunit, mixed use and nonresidential uses within this district shall be located behind the building front line. Such areas shall be located to the rear of the principal structure wherever site conditions allow. If site conditions are such that this is not possible, some or all of such areas may be located to the side of the principal structure at the discretion of the Development Review Board. To lessen visual impacts and glare, the Development Review Board may require that parking areas be screened from the street or from adjoining properties by fencing or shrubs. Parking areas in this district shall meet Americans with Disabilities Act (ADA) design guidelines and ensure personal safety through adequate lighting, visibility, and pedestrian ways.

The building front line is defined in the regulations as “Line parallel to the front lot line transecting that point in the building face which is closest to the front lot line. This face includes porches whether enclosed or unenclosed but does not include steps.”

As previously identified, the project parcel lacks clearly defined frontage along Route 2. As designed, the “front” of the building is intended as facing east, with views of the presidential mountain range in the distance. In turn, the west side of the site is defined as the “back” of the building, where the access drive and parking is sited. This aligns with the adjacent Highland Avenue and Sugar Ridge Road developments, with the “back” of the development abutting the back yards of the existing residential homes.

G) *Bicycle parking* – N/A none proposed

H) *Orientation of Principal Buildings. Principal buildings within this district shall be oriented on the lot either parallel or perpendicular (e.g., gable end) to the road right-of-way (street line).*

Buildings are designed as facing east/southeast, with views of the presidential mountain range in the distance and are oriented with a slight skew to the proposed private drive.

I) *Minimum Principal Building Height. Principal buildings in this district shall have a minimum height of 1 story.*

The project proposes buildings that will be at a minimum, 1 story in height.

J) *Maximum Accessory Building Height* – N/A no accessory buildings.

K) *Location of Accessory Structures* – N/A no accessory structures.

L) *Sidewalks and Pedestrian Paths. Sidewalks or marked pedestrian paths shall be provided on multiunit and nonresidential lots between parking areas and building entrances, and along at least one side of new development roads. Sidewalks or paths shall connect to existing sidewalks or pedestrian paths. Sidewalks or pedestrian paths intended for general public use shall be at least five feet wide and meet Americans with Disabilities Act (ADA) design guidelines. Sidewalks along public or private roads shall be separated from the curb (or, for roads without curbs, from the edge of the pavement) by a grassed or landscaped strip at least four feet wide. Along Route 2, the separation shall be at least eight feet, unless a different width is specified in the Route 2 Project design, in which case the latter shall prevail.*

Internal pedestrian paths are provided between the parking area and buildings and will be designed to be ADA accessible. A pedestrian path is proposed along the proposed private drive connecting to Route 2.