

**Table 2.04
Adaptive Redevelopment Overlay District**

A. **Purpose.** The purpose of this district is to allow for the adaptive redevelopment of former commercial lodging establishments along Route 100 in a manner that promotes and exemplifies principles of sustainable development and design, while also maintaining the rural and scenic character of the Route 100 corridor. The standards of this district may apply only to former commercial lodging (hotel or inn) properties that:

- (1) were established prior to January 1, 1980, and
- (2) have frontage on Route 100, and
- (3) meet minimum acreage requirements under Subsection D, and
- (4) are proposed for redevelopment as a Planned Unit Development (PUD) in the form of a master plan submitted to the Development Review Board.

Development within this district is intended to sustain and enhance resource-based uses of the land including farming, forestry and local value-added production; to promote the conservation and efficient use of energy, water and renewable resources; to reduce and limit waste; to demonstrate techniques of sustainable site and building design; and to promote community outreach and awareness of the techniques of sustainable development and design.

B. Permitted (Accessory) Uses – Accessory uses may be allowed only in association with a principal use as identified in an approved PUD master plan (see Subsection E.4).

1. Accessory Housing (Employee, Student)
2. Accessory Structure
3. Agriculture
4. Artist Studio
5. Child Care Facility
6. Community Center
7. Cultural Facility
8. Forestry
9. Gallery (limited to works produced on site)
10. Office
11. Recreation Facility/Outdoor
12. Restaurant
13. Small-Scale Processing
14. Special Events
15. Storage (limited to temporary storage of goods used, produced on-site)

C. Conditional (Principal) Uses – Principal uses must be identified in an approved PUD master plan (see Subsection E.4).

1. Hotel/Lodge/Inn
2. Mixed Use (uses allowed in district)
3. Multi-family Dwelling (only in a PUD)
4. Value-Added Production
5. School

D. **Dimensional Standards:**

Minimum PUD Area:	15 acres, in one or more contiguous parcels
Minimum Road Frontage – Route 100	450 feet
Minimum Setbacks (see also subsection E5):	
Front– Route 100:	225 feet from road centerline
Side	100 feet
Rear	100 feet
River or Stream	In accordance with Section 3.12
Minimum Open Space:	70% of total PUD area
Maximum Building Height:	40 feet (see Section 3.06 for exemptions, exceptions)

E. **District Standards:**

1. **Development Thresholds.** Any former commercial lodging property within this overlay district that meets the minimum criteria for such properties under Subsection A may be considered for adaptive redevelopment.
2. **Master Plan.** All development within this district must occur within a Planned Unit Development, in conformance with a master plan approved by the Development Review Board that establishes:
 - a. the location, extent and use of open space, to include the protection of natural and cultural resources within the project area, in accordance with Sections 3.3 and 3.9 of the Waitsfield Subdivision Regulations;
 - b. the type and location of existing and proposed principal and accessory use(s) of the property, including the location of development envelopes (or individual building footprints) designated in accordance with Section 3.3 of the Waitsfield Subdivision Regulations;
 - c. the amount, type, density and location of housing associated with principal use(s) of the property, including student or employee housing;
 - d. the overall intensity (level) of use of on-site facilities at maximum design capacity at build-out, to include total occupants, employees, student enrollment, building capacity, etc.;
 - e. the location of internal and connecting access roads, parking areas, walkways and paths;
 - f. the location and type of on-site renewable energy, water, wastewater and waste management systems;
 - g. projected trip generation rates from the site at build-out; and
 - h. a development schedule, including a proposed schedule for any phased development.
3. **Development Review Process.** The master plan for adaptive redevelopment shall be reviewed concurrently by the Development Review Board as a Planned Unit Development (PUD) under Section 5.04 of these regulations and as a major subdivision under the Waitsfield Subdivision Regulations. In addition to applicable planning and design standards under Section 5.04 and Article 3 of the Waitsfield Subdivision Regulations, the master plan for adaptive redevelopment shall also meet all applicable requirements of this overlay district. Where the standards of development differ, the more restrictive shall apply.
 - a. Conditional use review, as required for principal uses within this district, may occur concurrently with final subdivision review and approval.
4. **Uses.** Only those uses specified for this overlay district under Subsections B and C may be allowed within the planned unit development. Accessory structures and uses within this district must directly relate to and support the principal use(s) identified in the master plan. Accordingly:

- a. Housing allowed within this overlay district is limited to (i) the conversion of an existing lodging facility to multifamily housing as part of a Planned Unit Development; and (ii) employee or student housing that is accessory to and retained in common ownership with the principal use(s) of the property. Accessory housing may include single or multi-family housing units, group housing (e.g., dormitories), seasonal housing (e.g., camps) or caretaker apartments.
 - b. The Development Review Board may, under the conditions of master plan approval, allow for administrative approval of minor changes to the master plan, including modifications to structures and parking areas within designated development envelopes, and the administrative approval of one or more accessory uses listed above which do not alter the conditions of master plan approval.
 - c. Accessory uses not identified in the master plan, or as otherwise specified under the conditions of master plan approval, may be allowed subject to conditional use review under Section 5.03 and the requirements of this district.
 - d. Amended master plan and PUD approval shall be required for new principal uses not identified in the approved master plan.
5. **Setbacks.** Setback requirements under Subsection D apply to all structures within the PUD, and designated development envelopes. However:
- a. The DRB may reduce PUD setback requirements under Subsection D by no more than 50% (one-half the required distance) for a structure within the PUD if the DRB determines that the structure (i) has no undue adverse impacts on district character and (ii) otherwise meets the requirements of Subsections E.6 and E.8.
 - b. Transit stops, including bus shelters, are exempt from district setback requirements, but shall not be located within the travel lanes of Route 100.
6. **District Character.** In accordance with Section 3.2 of the Subdivision Regulations, PUDs within this district shall be designed to reinforce the district's rural character and historic working landscape, characterized by wooded hillsides and hilltops, open fields and a visual and functional relationship of structures to the surrounding landscape. Accordingly:
- a. Particular consideration shall be given to locating development envelopes and new structures off of open farmland or at the periphery of open farmland and, where possible, taking advantage of existing slopes and vegetation to provide a backdrop and screening for the project.
 - b. Development envelopes located within view of Route 100 and other scenic roads should be located to avoid prominent placement within the foreground or background of the viewshed; new development should be placed in the middle ground of the view to the extent practical.
 - c. Along Route 100 and other scenic roads buildings shall be blended into, and be visually compatible with, the surrounding area through the use of landscaping and topographical features, or may be required to be screened from view of Route 100. Conditions also may be imposed with regard to development siting (envelopes or footprints), density, setbacks, scale, height, bulk, massing, materials and screening to ensure compatibility with existing structures and uses within the vicinity of the PUD or to minimize the visual impacts of development.
 - d. Parking and loading areas shall meet the requirements of Section 3.09 of these regulations, and shall be located behind buildings or otherwise screened from view of Route 100.

- e. Utility lines, to the extent feasible, shall be sited to follow linear features (e.g., tree lines, access roads) and to avoid the physical and visual fragmentation of agricultural land and open space. Utility lines shall be screened from Route 100; the Development Review Board may require that lines visible from the road be buried.
 - f. Development within the PUD also shall meet applicable requirements of Section 3.10 (Scenic Road Standards) as they apply to development along Route 100.
7. **Adaptive Reuse of Existing Lodging Facilities.** The adaptive reuse of existing lodging facilities may include structural alterations, modifications, additions and renovations; however no more than 25% of the volume of original principal structures in existence as of January 4, 2010 shall be demolished. Modifications to any structure built before 1950 and listed on or eligible for listing on the state register of historic sites and structures shall be subject to conditional use review by the Development Review Board under Section 5.03 of these regulations and the following:
- a. Any structural modifications or changes associated with the adaptive reuse shall not significantly alter the footprint, façade, essential historic character or immediate context of the structure.
 - b. In making such a determination, the Board shall consider historic preservation guidelines set forth in Table 4.01.
8. **New Buildings.** Pursuant to Section 5.04(E) of these regulations, new buildings in this district shall reflect a diversity of building scale and massing. Excessively large, monolithic buildings shall be avoided, or the scale and massing reduced through varied roof lines and interrupted building elevations (facades) to create attached, but separate, masses.
9. **Access & Circulation.** PUDs in this district must comply with applicable access management, pedestrian and vehicular circulation requirements found under Sections 3.02 (Access Management), 5.03(C) and (D) (Traffic, Pedestrian Circulation), and 5.04 (Planned Unit Development) of these regulations, as well as related requirements under Section 3.6 of the Waitsfield Subdivision Regulations, including the following standards specific to development in this district, as accessed from Route 100:
- a. Access onto Route 100 may be limited to secondary or frontage roads in accordance with Section 3.02 of these regulations and state access management requirements. Shared access with adjoining or subsequently subdivided properties also may be required.
 - b. Traffic to be generated by the proposed development identified in the master plan shall not result in unreasonable traffic congestion or exceed the capacity of Route 100, or other roads and intersections in the vicinity of the development. The Development Review Board may require the preparation of a master plan traffic impact study to be paid for by the applicant, based on existing and projected trip generation rates at build-out, in accordance with Section 5.03(C)(3) of these regulations and Section 3.6 of the Waitsfield Subdivision Regulations.
 - c. Future road connections to adjoining properties as identified in Town Plan policies or as necessary to ensure traffic safety shall be incorporated in PUD master plan layout and design. Connecting rights-of-way shall be identified on the master plan and subdivision plat, and shall remain free of permanent structures. Rights-of-way shall remain in private ownership until such time as the Town decides to lay out roads in accordance with applicable state statutes and town ordinances.
 - d. The PUD, as shown on the master plan, shall be designed to facilitate year-round pedestrian circulation within the development between buildings, parking and open space areas and, where appropriate, to connect to adjoining properties and established trail and path networks.
 - e. Bicycle racks shall be provided in convenient locations near building entrances, as identified on the master plan, for the use of employees, residents, students and the general public.

- f. A sheltered transit stop shall be incorporated in PUD design and shown on the master plan. The transit stop shall be installed when public transit service to the site is provided.

10. **Open Space.** In order to maintain the rural character of the area along Route 100 south of Irasville while allowing for sustainable resource development, a minimum of 70% of the PUD shall be maintained as largely contiguous or connected open space, which may be managed and used for one or more of the following purposes:

- Agriculture, forestry and community gardening,
 - Natural, cultural and scenic resource protection,
 - Renewable energy production (e.g., wind, solar, biomass),
 - Innovative on-site water, wastewater, stormwater and waste management systems,
 - Outdoor education, and
 - Outdoor recreation, including recreation fields, trails and paths.
- a. If the PUD involves land currently in agricultural or forestry use, or has the potential for agricultural or forestry use due to the presence of primary agricultural or forestry soils, the development should make provisions for the use of such land for agricultural or forestry purposes.
 - b. The Development Review Board, as a condition of approval, may establish conditions on the ownership, use and maintenance of open space and other land and facilities held in common, to ensure continued availability and sustainable long-term management, in accordance with Section 3.9 of the Waitsfield Subdivision Regulations.