

1 **Section 1: Amend Section 260-15 “Overlay Zoning Districts”**

2 **§ 260-15. Overlay zoning districts.**

3 Overlay zoning districts are intended to provide additional regulations for particular areas of
4 the Town. Overlay zoning district maps, to the extent the district exists or is created, shall be
5 generated and incorporated into the "Official Zoning Map, Town of Westerly, Rhode Island, July
6 1, 2019," as amended, in accord with § 260-16.

- 7 A. Airport Area Overlay District.
- 8 B. Aquifer Protection Overlay District.
- 9 C. Salt Pond Overlay District.
- 10 D. Historic Overlay District (Reserved)
- 11 E. River Corridor Overlay District.
- 12 F. Historic Mill Overlay District.
- 13 G. Bed-and-Breakfast Overlay District.
- 14 H. Granite Street Route One Corridor Overlay District.
- 15 I. Wells Street Overlay District.

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17 **Section 2: Amend 260-54 “Bed-and-Breakfast Overlay District.”**

18 **§ 260-54. Bed-and-Breakfast Overlay District.**

19 A. Purpose. The purpose of this section is to create, subject to the guidelines listed herein, the
20 alternative of short-term overnight accommodations in a residential setting for travelers and
21 visitors to Westerly. It is recognized that bed-and-breakfast accommodations provide a
22 valuable economic service to the Town in support of the tourism industry and help to
23 preserve larger historic homes in the community by providing an opportunity to the owner
24 for income to support continued use of the structure and maintenance of the property. These
25 regulations are intended to ensure that tourist and guesthouse establishments in the Town are
26 operated and maintained with as little impact as possible, to maintain and preserve the
27 residential character, integrity, and property values of surrounding areas within which these
28 facilities are located and maintained.

29 B. Definitions. As used in this section, the following terms shall have the meanings indicated:

30 BED-AND-BREAKFAST — A single-family structure including related habitable accessory
31 structures (i.e., guesthouses) in which the principal use is permanent residential quarters
32 and, as an accessory use, without separate kitchen facilities are made available for transient
33 occupancy for not more than seven consecutive days for compensation, and requiring owner-
34 occupancy for management purposes.

35 BED-AND-BREAKFAST INN — A residential structure used for transient occupancy
36 for not more than seven consecutive days for compensation. Exterior appearance of such
37 structures shall be maintained in a manner that is in keeping with the residential character of
38 the neighborhood in which it resides. Occupancy is provided in individual bedrooms without
39 separate kitchen facilities and is operated under the management of an owner-occupant or a
40 single, full-time resident manager.

41 C. Location. Bed-and-breakfasts and bed-and-breakfast inns shall be limited to properties with

42 frontage on the following roads:

43 ~~(1) Route 1 in its entirety.~~

44 ~~(2)(1) Route 1A from its intersection with Shore Road and Watch Hill Road to its~~
45 ~~intersection with Langworthy Road.~~

46 ~~(3)(2) Grove Avenue from its intersection with Granite Street to High Street.~~

47 ~~(4)(3) High Street from its intersection with Grove Avenue to Canal Street.~~

48 ~~(5)(4) Main Street from its intersection with Broad Street to the intersection of Beach~~
49 ~~Street and Margin Street.~~

50 ~~(6)(5) Margin Street from its intersection with Main Street to Clark Street.~~

51 ~~(7)(6) Elm Street from its intersection with Broad Street to the intersection of Beach Street.~~

52 ~~(8)(7) Beach Street from Main Street to its intersection with Soso Lane (formally~~
53 ~~Thompsons Corner Road).~~

54
55 END

56 **Section 3:** *Repeal Section 260-58 “Granite Street Overlay District” and replace with “Route*
57 *One Corridor Overlay District.”*

58 ~~§ 260-58. Granite Street Overlay District.~~

59 ~~A. Purpose. This district is comprised of properties with frontage on Granite Street from Grove~~
60 ~~Avenue intersection to its Tower Street intersection which is currently HDR-6. Professional~~
61 ~~offices are currently interposed within this area. This overlay district is intended to permit~~
62 ~~additional professional offices and artistic studios to complement this area between~~
63 ~~Downtown Commercial-1 and the more intense highway commercial use which commences~~
64 ~~at the Tower Street intersection.~~

65 ~~B. Use.~~

66 ~~(1) Those uses permitted as of right or by special permit in the HDR-6 District shall~~
67 ~~continue to be so permitted.~~

68 ~~(2) The following uses shall also be permitted in the Granite Street Overlay District by~~
69 ~~special use permit.~~

70 ~~(a) General and professional offices.~~

71 ~~(b) Artistic and photo studios.~~

72 ~~C. Dimensional regulations. Dimensional regulations for such structures within this overlay~~
73 ~~district shall conform to the underlying HDR-6 zoning.~~

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79 **§ 260-58. Route One Corridor Overlay District.**

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81 **260-58.1. Conformity to Comprehensive Plan.**

82 All development within the Route 1 Corridor Overlay District ("the District" or "RIC") shall
83 conform shall the policies and design guidelines as set forth herein and in accordance with the
84 goals, polices and actions in Section 4.5 "Route One Corridor Implementation" and Table 4.5 of
85 the comprehensive community plan. In order to demonstrate such conformity, the applicant shall
86 be required to submit a description of a proposed development which shall prove, in text, maps,
87 site plans, illustrations or other media of communication, that the development is designed for
88 rational decision making regarding the long-term physical development within the RIC Overlay
89 District.

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92 **260-58.2. Purpose.**

93 The purpose of the Route 1 Corridor Overlay District shall guide future development in the
94 District according shall sub-corridor/neighborhood context. The District is intended to provide
95 for a diversity of compatible land uses and development densities that vary between sub-
96 corridors. The RIC shall be a well-planned and aesthetic economic corridor which will include a
97 mixture of office, retail, professional and personal services, single-family and multi-family
98 residential. The RIC shall exemplify the character of Westerly and provide a pleasant travel
99 experience.

100
101 **260-58.3. Applicability.**

102 Provisions of this section shall apply only shall property located in the overlay district entitled
103 Route 1 Corridor Overlay District, or RIC, as shown on the Official Zoning Map, in accordance
104 with Section 260-16, and as further described.

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106 **Sub-Corridor 1. Neighborhood Mixed Use - From Vose Street at Granite Street shall the**
107 **Wells Street intersection with Franklin Street.**

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109 **Sub-Corridor 2. Commercial /Professional Mixed-Use – From Wells Street shall 1000**
110 **feet West of Chamber Way.**

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112 **Sub-Corridor 3. Neighborhood Edge - From 1000 feet West of Chamber Way shall**
113 **Spinnaker Landing and includes Old Post Road.**

114
115 **Sub-Corridor 4. Office/Retail Mixed Use - From Spinnaker Landing shall approximately**
116 **500 feet east of South Woody Hill Road.**

117
118 **Sub-Corridor 5: Neighborhood Edge. From approximately 500 hundred feet east of South**
119 **Woody Hill Road shall the town line with Charlestown.**

120
121 **260-58.4. Permitted uses.**

122 Permitted and prohibited uses within the RIC shall be consistent with the uses permitted in the
123 underlying zoning district, identified in Zoning District Use Tables, Ch. 260 Attachment 11,
124 subject shall the provisions of Section 260-58.6.

125
126 **260-58.5. Dimensional and density standards.**

127 Dimensional and density standards within the RIC shall be consistent with the standards in the

128 underlying zoning district, identified in Dimensional Tables, Ch. 260 Attachment 10, subject
129 shall the provisions of Section 260-58.6.

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131 **260-58.6. Design guidelines within the Route One Corridor Overlay**

132 The following design guidelines, with variations based on sub-corridor characteristics, shall be
133 applied throughout the entire Route One Overlay District.

134
135 A. Signage. Notwithstanding restrictions on signage found in Section 260-86, the following
136 guidelines shall also apply shall parcels within the Rte1 Overlay.

137 (1) Signage, both free-standing and wall mounted, shall be reasonably scaled and shall
138 be visible for the multiple modes of transportation on Route 1, including car,
139 bicycle, and pedestrian foot traffic.

140 (2) Scale and placement of signage shall not create visual clutter or confusion along
141 Route 1 or internal to a site.

142 (3) Signage shall be designed in shape, size, materials, and relative position as an
143 extension of the existing architecture on site shall create spatial cohesion.

144 (4) Landscape elements shall be located at the base of a free-standing sign at a size and
145 design which creates a gradual and intentional transition from the natural
146 environment to the built environment.

147 (5) Multi-tenant free-standing signage shall avoid using a variety of materials and
148 excessive text but may include a variety of color schemes and typefaces to ensure
149 legibility and recognition of businesses.

150 (6) Wall signage in multi-tenant plazas shall be uniform in material and scale.

151 (7) A change of tenant and or change in ownership of a commercial property shall
152 require the removal of any sign that does not currently comply with Section 260-86,
153 the sign regulations in the RIC and the underlying zoning district.

154
155 B. Site Design. Site design guidelines, including building and parking location, front facade
156 and entrance orientation, access and site circulation and landscaping, have been established
157 for each sub-corridor.

158 (1) Parking lots shall integrate landscape elements to visually soften the area, provide
159 shade, and accentuate property lines.

160 (2) Parking lots shall include green infrastructure to absorb and clean runoff.

161 (3) Parking orientation shall be used to provide safe, convenient, and efficient access for
162 vehicles and pedestrians.

163 (4) Dimensional requirements may be specific to each sub-corridor, notwithstanding the
164 requirements in the underlying zoning district.

165
166 C. Building Design. New development and redevelopment along Route 1 shall be visually
167 compatible with the traditional historic character of the town and the surrounding area,

168 including building materials, massing, scale, and roof line.

169 (1) Building forms shall be composed of multiple volumes and shall avoid a boxy
170 appearance.

171 (2) Roof forms shall be angled (i.e. gable, gambrel, hip, etc.). In redevelopment of an
172 existing building these may be representative.

173 (3) The use or impression of natural materials, neutral color palettes, and siding textures of
174 coastal New England shall be prominent.

175 (4) Front facades shall be designed as a whole and encourage symmetry through glazing,
176 rooflines, and embellishments. For commercial buildings, glazing, front façade
177 components and embellishments shall be purposefully applied to the front and corner-
178 side façades and on the entrance elevation.

179 (5) Entrances shall be clearly articulated in elevation.

180 D. Sub-corridor 1. Neighborhood Mixed Use. Sub-corridor 1 is a vibrant mixed-use
181 neighborhood because of its compact commercial and professional services, high density
182 residential neighborhoods, and the efficient use of land.

183 (1) Use of these parcels shall continue to remain consistent with that permitted in the
184 underlying zones, provided new development and redevelopment meet the design
185 guidelines of this section.

186 (2) Commercial development shall remain compact, and due to limited surface parking,
187 commercial tenant options may continue to be limited. The following requirements shall
188 also apply.

189 (a) Commercial properties shall be limited to one curb-cut access point to Route One
190 to mitigate driver confusion.

191 (b) Off-street parking shall be arranged in such a way that it fosters connections to
192 adjacent lots to facilitate future internal vehicular circulation.

193 (c) Parking areas shall be located behind or to the side of buildings to create a strong
194 street edge and an inviting pedestrian environment.

195 (d) Front yard setbacks shall be no greater than 30 feet.

196 (e) Front facade components (awnings, porches, sitting areas, etc.) shall be used to
197 bring the measure of the building down to the pedestrian scale.

198 (3) Single-family and multi-family residential up to 4 units per structure shall be permitted
199 as-of-right on parcels zoned HDR-6 and P-15. Infill single- and multi-family
200 development shall follow the site and building design guidelines applicable to the entire
201 corridor and the following requirements shall also apply.

202 (a) Parking areas shall be located behind the principal structure.

203 (b) The front facade shall face Route 1 to create a strong street edge and an inviting
204 pedestrian environment.

205 (c) With the intent to maximize land use for multi-family development:

- 206 i. Parking ratio shall be limited to a maximum of one space per dwelling
207 unit.
- 208 ii. Front-yard setbacks shall be a maximum 20 feet, rear-yard setbacks a
209 minimum of 20 feet, and front, side and corner-side zero lot line
210 development is permissible.
- 211 iii. Units may be connected, meaning sharing a wall from the foundation to
212 the roof, or with a separate unit on each floor. Common examples
213 include townhomes, duplexes and triplexes.

214 (4) Signage. The scale of the signage in sub-corridor 1 is intended to be the smallest
215 permitted within the RIC, improving the traveler’s experience and reducing sign clutter.
216 The signage design guidance provided for the entire Route 1 Corridor mitigates sign
217 clutter by addressing scale, placement, geometry and materials used. The following
218 requirements are specific to sub-corridor 1 commercial development.

219 (a) Wall signage and or canopy signage are permitted on each street facing façade
220 provided that the total square footage of the signage does not exceed one square
221 foot for each linear foot of the facade or canopy to which the sign is attached.

222 (b) A free-standing single occupant sign may be up to 36 square feet in area. A
223 multi-occupant free-standing sign may be up to 42 square feet in area.

224 (c) The bottom edge of a free-standing sign shall be at least six (6) feet above ground
225 level.

226 (d) The height of a free-standing sign shall not exceed 16 feet in height.

227 (5) Impervious surface. The maximum percentage of impervious surface in Sub-corridor 1
228 shall be 65% of the total buildable area.

229

230 E. Sub-corridor 2. Commercial/Professional Mixed-Use. Sub-corridor 2 is primarily zoned
231 Highway Commercial (HC) and contains a mix of styles and sizes of development which
232 provide needed commercial and professional, goods and services to the region.

233 (1) Use of these parcels shall continue to remain consistent with that permitted in the
234 underlying zones, provided new development and redevelopment meet the design
235 guidelines. Mixed-use development on a single parcel or adjoining parcels may be
236 distributed in separate or shared structures and may include multi-family residential
237 with commercial and professional services.

238 (2) Signage. The signage design guidance provided for the entire Route 1 Corridor
239 improves the signage by addressing scale, placement, geometry and materials used. The
240 following requirements are specific to sub-corridor 2 commercial development.

241 (a) Wall signage and/or canopy signage are permitted on each street facing façade
242 provided that the total square footage of the signage does not exceed one square
243 foot for each linear foot of the facade or canopy to which the sign is attached.

244 (b) A free-standing single occupant sign may be up to 36 square feet in area and
245 16 feet in height. A multi-tenant free-standing sign may be up to 42 square

246 feet in area and 24 feet in height.

247 (3) The maximum percentage of impervious surface in Sub-corridor 2 shall be 70% of the
248 total buildable area of a parcel.

249 (4) Commercial redevelopment of underutilized and vacant parcels shall require the
250 following.

251 (a) Parking areas shall be located between the main building and the roadway
252 with landscaping creating a strong street edge and an inviting pedestrian
253 environment.

254 (b) Landscaping elements shall be integrated into parking lot design to screen
255 cars from Route One street view.

256 (c) If the principal building is multi-tenant or there is more than one building on
257 site, parking shall be central and be designed to accommodate two or more
258 different tenants that generate different peak period parking demand.

259 (d) Crosswalks shall be situated between buildings and parking to provide safe,
260 comfortable internal circulation for pedestrians.

261 (e) Maximum building height shall be 40 feet.

262 (f) Front yard setbacks shall be at least 25 feet.

263 (5) Building Design. Building design guidance provided for the entire Route 1 Corridor
264 requires visually compatible with the traditional historic character of the town and the
265 surrounding area, including building materials, massing, scale, and roof line.
266 Traditional and quality materials shall be used (clapboard, brick, shingles), along with
267 decorative motifs and embellishments representing the New England coastal
268 architectural style where visible from Route One. Other variations in design applicable
269 to sub-corridor 2 are as follows.

270 (a) Angled roof lines such as gabled, gambrel, or hip to be encouraged. In
271 redevelopment of an existing building these may be representative.

272 (b) Exterior components (awnings, porches, sitting areas, etc.) shall be used to
273 create versatile and flexible space and enhance customer experience through
274 a connection to nature.

275 (c) Front facades shall be designed as a whole and encourage symmetry through
276 glazing, rooflines, and embellishments.

277 (d) Where there is more than one building on a parcel and a side or rear façade is
278 facing Route One, that façade shall be treated in a manner that is engaging
279 and inviting when viewed from Route One.

280 F. Sub-corridor 3. Neighborhood Edge - Sub-corridor 3 consists of primarily single-family
281 residential development (both year-round and seasonal) of a medium density with five (5)
282 motel/seasonal housing sites and an assisted living facility. The existing MDR-20 and
283 MDR-30 under-lying zoning designations shall remain unchanged. The existing residential
284 development is compatible with the Aquifer and Wellhead Protection Overlay Zone found
285 in this area. With public water available, further residential development (e.g. infill, ADU,

286 cottage and two-family dwellings) is anticipated with OWTS provided. Commercial use
287 within sub-corridor 3 shall continue to be prohibited. There are no design guidance or
288 dimensional requirements specific to sub-corridor 3, only those applied to the entire
289 Corridor and the underlying zoning districts.

290 G. Sub-Corridor 4. Office/Retail Mixed Use. Consisting of primarily large-scale office and
291 commercial uses with other small businesses, parcels in sub-corridor 4 are all zoned
292 Highway Commercial (HC).

293 (1) Use of these parcels shall continue to remain consistent with those permitted in the
294 underlying zone and the Aquifer & Wellhead Protection Overlay Zone. New
295 development shall encourage a mix of uses on a single parcel or adjoining parcels,
296 that include differing yet complementary non-residential uses, and which provide for
297 a variety of activity, goods and services throughout sub-corridor 4.

298 (2) Signage. The scale of the signage in sub-corridor 4 is intended to be the largest
299 permitted within the Route One Overlay District.

300 (a) Free-standing and some wall signage shall be reasonably scaled to be visible
301 for vehicle transportation on Route 1.

302 (b) On a single-occupant parcel, wall signage and or canopy signage is permitted
303 on each street facing façade of the commercial building, provided that the
304 total square footage of the signage does not exceed one square foot for each
305 linear foot of the facade to which the sign or canopy to be attached.

306 (c) A free-standing single occupant sign may be up to 48 square feet in area.

307 (d) A multi-tenant free-standing sign may be up to 72 square feet in area.

308 (e) A free-standing sign in may be a maximum of 24 feet in height.

309 (f) Projecting signs may be used only under arcades and other covered
310 pedestrian paths.

311 (3) Site design & Setbacks.

312 (a) Parking shall be located between the principal building and the properties'
313 main access and traffic movement on Route One.

314 (b) If the principal building is a single tenant or there is more than one occupied
315 building on a site, the minimum front-yard setback shall be 40 feet. Side and
316 rear yard setbacks can be reduced to zero where adjacent to another parcel
317 zoned commercial.

318 (c) If the principal building is multi-tenant, the minimum front yard setback
319 shall be 100 feet.

320 (d) If the principal building is multi-tenant or there is more than one building on
321 a site, parking shall be centralized and be designed to accommodate two or
322 more different tenants that generate different peak period parking demand.

323 (e) Landscaping elements shall be integrated into parking design to create visual
324 interest and screen cars from Route One street view.

325 (f) The maximum percentage of impervious surface in Sub-corridor 4 to be 75%
326 of the total buildable area.

327 (4) Building Design.

328 (a) Maximum building height shall be 40 feet.

329 (b) Whenever possible entrances shall be on the facade facing Route One.

330 (c) Front façade components (awnings, windows, planters, walkways, etc.) shall
331 be used to bring the measure of the building down to the pedestrian scale.

332 (d) Front facades shall be designed as a whole with glazing, rooflines, and
333 embellishments.

334 (e) Where there is more than one building on a parcel and a side or rear façade
335 faces Route One, that façade shall be treated in a manner that is engaging and
336 inviting when viewed from Route One.

337 (f) Traditional/quality materials shall be used (stone, brick, shingles), along with
338 decorative motifs and embellishments representing the New England coastal
339 architectural style where visible from Route One.

340 H. Sub-corridor 5. Neighborhood Edge - Sub-corridor 5 consists of primarily single-family
341 residential development (both year-round and seasonal) of a medium density of a medium
342 density, yet few residences actually front on the Corridor. The Haversham Inn is the only
343 notable business on this stretch of the roadway. The existing MDR-20 and MDR-30 underlying
344 zoning designations shall remain unchanged. With freshwater and forested wetlands in close
345 proximity to Post Road, further development is limited by the availability of private water
346 sources (wells) and onsite wastewater treatment. Commercial use within sub-corridor 5 shall
347 continue to be prohibited. There are no design guidance or dimensional requirements specific to
348 sub-corridor 5, only those applied to the entire Corridor and the underlying zoning districts.

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