

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 ~~D.E. Route One Corridor Overlay District~~
- 12 ~~E.F. River Corridor Overlay District.~~
- 13 ~~F.G. Historic Mill Overlay District.~~
- 14 ~~G.H. Bed-and-Breakfast Overlay District.~~
- 15 ~~H.I. Granite Street Overlay District.~~
- 16 ~~I.J. Wells Street Overlay District.~~

17

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

19 **§ 260-54. Bed-and-Breakfast Overlay District.**

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

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

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

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

42 C. Location. Bed-and-breakfasts and bed-and-breakfast inns shall be limited to properties with  
43 frontage on the following roads:

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

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

47 ~~(3)~~(2) Grove Avenue from its intersection with Granite Street to High Street.

48 ~~(4)~~(3) High Street from its intersection with Grove Avenue to Canal Street.

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

51 ~~(6)~~(5) Margin Street from its intersection with Main Street to Clark Street.

52 ~~(7)~~(6) Elm Street from its intersection with Broad Street to the intersection of Beach Street.

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

55  
56 END

57 **Section 3:** ~~Repeal~~ Amend Section 260-58 “Granite Street 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 ~~up to 130 feet southeast of Vose Street and including its Tower~~  
61 ~~Street 73 & 80 Granite Street intersection which is currently HDR-6.~~ Professional offices are  
62 currently interposed within single and multi-family residences in this area. This overlay  
63 district is intended to permit multi-family residential and additional professional offices and  
64 artistic studios to complement this area between Downtown Commercial - 1 and the more  
65 intense highway commercial use which commences at the Tower Street intersection.

66 B. Use.

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

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

71 (a) General and professional offices.

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

73 ~~(b)~~(c) Multi-family residential up to 4 units

74 C. Dimensional regulations. Dimensional regulations for ~~such all~~ structures within this  
75 overlay district shall conform to the ~~underlying HDR-6 zoning~~ dimensions.

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78  
79 **Section 4: Add new Section 260-55.1 “Route One Corridor Overlay District”**  
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81 **§ 260-55.1. Route One Corridor Overlay District.**  
82

83 **260-55.1.1. Conformity to Comprehensive Plan.**

84 All development within the Route 1 Corridor Overlay District ("the District" or “R1C”) shall  
85 conform shall the policies and design guidelines as set forth herein and in accordance with the  
86 goals, polices and actions in Section 4.5 “Route One Corridor Implementation” and Table 4.5 of  
87 the comprehensive community plan. In order to demonstrate such conformity, the applicant shall  
88 be required to submit a description of a proposed development which shall prove, in text, maps,  
89 site plans, illustrations or other media of communication, that the development is designed for  
90 rational decision making regarding the long-term physical development within the R1C Overlay  
91 District.

92  
93 **260-55.1.2. Purpose.**

94 The purpose of the Route 1 Corridor Overlay District shall guide future development in the  
95 District according to sub-corridor/neighborhood context. The District is intended to provide for a  
96 diversity of compatible land uses and development densities that vary between sub-corridors.  
97 The R1C shall be a well-planned and aesthetic economic corridor which will include a mixture of  
98 office, retail, professional and personal services, single-family and multi-family residential uses.  
99 The R1C shall exemplify the character of Westerly and provide a pleasant travel experience.

100  
101 **260-55.1.3. Applicability.**

102 Provisions of this section shall apply only to property located in the overlay district entitled  
103 Route 1 Corridor Overlay District, or R1C, as shown on the Official Zoning Map, in accordance  
104 with Section 260-16, and as further described.

105  
106 **Sub-Corridor 1. Neighborhood Mixed Use - From 130 feet southeast of Vose Street at**  
107 **Granite Street to the Wells Street intersection with Franklin Street.**

108  
109 **Sub-Corridor 2. Commercial /Professional Mixed-Use – From Wells Street to 1000 feet**  
110 **West of Chamber Way.**

111  
112 **Sub-Corridor 3. Neighborhood Edge - From 1000 feet West of Chamber Way to**  
113 **Spinnaker Landing and includes Old Post Road.**

114  
115 **Sub-Corridor 4. Office/Retail Mixed Use - From Spinnaker Landing to 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 to the town line with Charlestown.**

120  
121 **260-55.1.4. Permitted uses.**

122 Permitted and prohibited uses within the R1C shall be consistent with the uses permitted in the  
123 underlying zoning districts, as identified in Zoning District Use Tables, Ch. 260 Attachment 11,  
124 and as specifically allowed within each sub-corridor.

125  
126 **260-55.1.5. 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 to  
129 the provisions of Section 260-55.1.6.

130  
131 **260-55.1.6. 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 to 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 sub-corridors 1, 2 and 4.

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 will 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. Front-yard setbacks shall be a maximum 20 feet, rear-yard setbacks a  
207 minimum of 20 feet, and front, side and corner-side zero lot line  
208 development is permissible.

209 ii. Units may be connected, meaning sharing a wall from the foundation to  
210 the roof, or with a separate unit on each floor. Common examples  
211 include townhomes, duplexes and triplexes.

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

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

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

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

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

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

227  
228 E. Sub-corridor 2. Commercial/Professional Mixed-Use. Sub-corridor 2 is primarily zoned  
229 Highway Commercial (HC) and contains a mix of styles and sizes of development which  
230 provide needed commercial and professional, goods and services to the region.

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

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

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

242 (b) A free-standing single occupant sign may be up to 36 square feet in area and  
243 16 feet in height. A multi-tenant free-standing sign may be up to 42 square  
244 feet in area and 24 feet in height.

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

247 (4) Commercial redevelopment of underutilized and vacant parcels shall require the  
248 following.

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

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

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

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

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

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

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

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

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

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

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

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

285 within sub-corridor 3 shall continue to be prohibited. There are no design guidance or  
286 dimensional requirements specific to sub-corridor 3, only those applied to the entire  
287 Corridor and the underlying zoning districts.

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

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

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

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

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

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

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

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

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

309 (3) Site design & Setbacks.

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

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

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

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

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

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

325 (4) Building Design.

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

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

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

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

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

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

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

- 348 Changes made following Board meeting on November 4<sup>th</sup>.
- 349 1. Order change to 260-15
- 350 2. Granite Street Overlay 260-58 Amended
- 351 a. Grove to 130 feet southeast of Vose Street
- 352 b. Multi-family residential (up to 4 units) added to purpose and as a
- 353 permitted use
- 354 c. Outdated reference to special use permit removed
- 355 d. Clarification on dimensions
- 356 3. New Section 26-55.1 for Route One Corridor.
- 357 4. Sub-corridor 1, start at 130 feet south east of Vose Street
- 358 5. Permitted uses clarifying language
- 359 6. Sub-corridor 1. Limitation on parking for residential removed
- 360 7. Sub-corridor 2. “In addition,..”
- 361 8. Sub-corridor 5. Sentence regarding Haversham Inn removed.
- 362