

TABLE 2.9 ROUTE 7 SCENIC OVERLAY DISTRICT (R7O)

(A) **Purpose.** The purpose of the Route 7 Scenic Overlay District is to protect scenic resources within a designated area along the Route 7 corridor which are identified in the *Charlotte Town Plan* as special features. The scenic resources of this section of the corridor are significant because of the high level of public and private investment in conservation in this area, the openness of both easterly and westerly views to mountains, lake and fields, the importance of Route 7 as a major transportation artery and the additional importance of agricultural and historic resources in this area.

(B) Permitted Uses

Any use allowed as a permitted use in the underlying zoning district that does not involve the construction or expansion of a structure(s).

(C) Conditional Uses

The construction or expansion of any structure, as allowed in the underlying zoning district [see Subsection (E)].

(D) Dimensional Standards

Dimensional standards will be as required for the underlying district, except that greater standards may be required in order to meet the district purpose and specific standards under Subsection (E).

(E) District Standards

(1) For properties with an existing conservation easement (as of the effective date of these regulations) or a building envelope(s) established by the Planning Commission, construction or expansion of any structures allowed as a permitted use in the underlying zoning district shall be a permitted use, unless a driveway or road is proposed that is to be located outside of the approved building envelope or an approved driveway or road location, in which case the use will be reviewed as a Conditional Use. The applicant shall, to the greatest extent possible, consider and implement the standards in section 2 below in connection with such permitted use.

(2) Construction of new principal and accessory structures or the expansion of existing structures may be approved by the Board of Adjustment subject to conditional use review under Section 5.4, and findings that the proposed construction or expansion will have no undue adverse effect on the scenic resources of the area and, to the greatest extent possible, the standards below are met.

- (a) Structures are sited so that they do not protrude above a ridgeline.
- (b) Structures are sited in wooded areas or on field edges.
- (c) Structures are sited in such a way that agricultural resources are not fragmented or otherwise impacted.
- (d) New structures are sited in proximity to existing structures.
- (e) Existing vegetation is retained and supplemented with new plantings compatible with existing vegetation to screen structures and minimize impacts on views from Route 7.
- (f) New driveways, roads and parking areas are sited away from open fields, follow existing contours to minimize the visual impact of cut and fill, are screened from Route 7, and sited in such a way that agricultural resources are not fragmented or otherwise impacted.
- (g) Structures are designed and sited so that the visual impact is minimized through means such as:
 - (i) placing gable ends toward the road;
 - (ii) avoiding long unbroken planes of building frontage;
 - (iii) use of colors and materials that are compatible with surrounding structures and natural features, and;
 - (iv) use of materials which minimize glare from reflective surfaces or siting so that glare is not visible from Route 7.