
ARTICLE V. LAND USE DISTRICTS AND REQUIREMENTS

SECTION 11. RURAL DISTRICT. The following standards are designed to minimize the impacts of development on the rural character of this District:

- A. Vegetative Buffers.** Existing natural vegetation (trees and shrubs) along public roads shall be maintained to the maximum extent practically feasible.
- B. Limits on Size of Certain Developments.**
 - 1. Bed and Breakfasts and Boarding Houses** shall be limited to 15 (fifteen) units per lot of record as of the date of the adoption of this ordinance.
 - 2. Motels, Hotels and Inns** shall be limited to 15 (fifteen) units per lot of record as of the date of the adoption of this ordinance.
 - 3. Restaurants** shall be limited to 5,000 square feet of floor space per lot of record as of the date of the adoption of this ordinance.
 - 4. Research Labs and Facilities** shall occupy no more than 5,000 square feet of floor space per lot of record as of the date of the adoption of this ordinance.

SECTION 12. DOWNTOWN DISTRICTS (#1 and #2) STANDARDS

- A. Purposes:** The Downtown Districts serve as the civic, cultural and business core of the community, and support a vibrant, authentic, mixed-use downtown at relatively high densities. Walkability, attractive public spaces, and thriving businesses are the goal. The Districts contains a variety of typical downtown commercial uses, semi-public and public uses, and some residential uses. Infill and redevelopment are desirable, including use of second and third stories. The historic character of the downtown as a traditional North Woods community should be preserved and enhanced.
- B. Applicability:** Section 12 is applicable to all activities requiring a conditional use permit, and the following uses that require a permit from the CEO:
 - 1. business and professional office 2,000 sq. ft. or less;
 - 2. neighborhood convenience store;
 - 3. recreational facility; and
 - 4. retail sales and service 2,000 sq. ft. or less.
- C. Design Guidelines for the Downtown.** The Design Guidelines for the Downtown are not a part of this Ordinance, but are a separate, advisory document, unless otherwise specified, approved by the Planning Board.
- D. Requirements:**
 - 1. General.**
 - a.** Development shall be designed to support the purposes of the Downtown Districts and shall include consideration for the Town of Greenville Design Guidelines.
 - b.** New development shall relate harmoniously to Greenville's traditional, North Woods character and be consistent with the existing pattern of development in terms of scale, height, bulk, intensity and aesthetics. New structures shall not diminish the prominence of existing historically significant buildings. The unique characteristics of the Downtown Districts shall not be compromised by standardized, uniform or franchise designs.
 - c.** New development that is proposed to be 5,000 square feet or more in floor area shall be designed in accordance with the Design Guidelines to the maximum extent practicable.

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2. Landscaping Plan for New Developments.

Applications for new developments listed in subsection B above, shall include a landscaping plan designed to enhance the identity of the site while supporting the goals of the Downtown Districts. Landscaping should soften the appearance and improve the function of the development, and should be designed to: (a) define driveway, street and sidewalk edges, parking areas, and building entrances; (b) screen, break up, provide shade and otherwise enhance parking areas; and, (c) screen or conceal outdoor storage areas and loading/unloading areas. Landscaping shall be maintained throughout the life of the development. Placement of parking lots, storage areas and loading/unloading areas behind the principal building can be used to reduce the need for landscaping and buffers for screening from major thoroughfares (e.g., Pritham Avenue, Moosehead Lake Road, Lily Bay Road).

3. Access Driveways and Entrances, Parking, Sidewalks, and Loading and Unloading Areas.

a. The purpose of these standards is to provide a well-designed downtown infrastructure that serves motor vehicles and pedestrians and supports a thriving, walkable downtown where people will want to shop, live and socialize.

b. All applications must address how their development will be designed to provide safe and efficient movement and space for vehicles, bicycles, and pedestrians. The following standards are designed to address this need.

i. All driveways, entrances and roads that access onto a state road shall comply with all applicable Maine Department of Transportation (MDOT) requirements.

ii. The number and width of access points shall be the minimum necessary to ensure safe and proper vehicular access to the site. Driveway and entrance access shall be well-defined by curbing, signage, painted lines, or some similar method. A limit of one access point onto a single road shall be permitted unless a traffic study for the site recommends additional access points. Shared driveways and entrances are encouraged for adjacent uses.

iii. When an existing or planned public sidewalk is interrupted by a proposed project driveway, the sidewalk material shall continue to be maintained across the driveway, or the driveway shall be painted to distinguish it as a sidewalk. Further, if street trees exist on an adjacent property, street trees shall be planted, in a like manner, on the new site.

iv. All driveways, entrances, parking areas, loading and unloading facilities shall be designed so that all maneuvering and parking of any vehicle shall take place outside the right-of-way of the public road and such that vehicles may exit the premises without backing onto the shoulder of the public road.

v. Stacking or queuing of vehicles, such as for drive-through businesses, shall not take place in the public right-of-way such that it impedes through traffic. Stacking and queuing areas shall be located at the side or rear of the building.

vi. Parking shall be designed to encourage full utilization of the downtown while ensuring adequate and accessible parking to include off-street parking and consideration for public parking and on-street parking. Shared parking should be encouraged, particularly where usage is at differing times of the day.

vii. Off-street parking and loading/unloading areas should be located at the rear or sides of buildings and not occupy the front setback. Off-street parking should be

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interconnected with abutting parking facilities, and remote parking areas, and should connect to the downtown with well-defined sidewalks and pedestrian street lights.

viii. Sidewalks must connect the major building entrances/exits with parking areas and with existing sidewalks, if they exist or are planned for the vicinity of the project. Sidewalks may be located either in the street right-of-way or outside of the right-of-way in public areas. Sidewalks should link the project with residential, recreational, and commercial facilities, schools, bus stops, and existing sidewalks in the neighborhood or, when appropriate, to connect with amenities such as parks or open space on or adjacent to the site.

ix. If a sidewalk exists on property abutting the development, it shall be extended into the development. Widening of the sidewalk onto private property to encourage window shopping and an improved streetscape is encouraged. Benches, sculpture, planters and other street furniture are encouraged.

E. Review Process. For any applicable project (subsection B, above) located in the Downtown Districts the following will be incorporated into the review process in Article III.

1. The applicant schedules and attends a pre-application meeting with the permitting authority (CEO or Planning Board, as applicable).
2. The purpose of this meeting is for the applicant to submit preliminary submissions (Subsection F, below) for the proposal to address the requirements of this Section 12 and to include consideration for the Design Guidelines for the Downtown.
3. At the pre-application meeting the permitting authority will explain the requirements of this Section, and recommendations based on the Design Guidelines for the Downtown.
4. Following the pre-application meeting, the applicant shall then submit a complete application as required in Article III and other Article of this Ordinance.

F. Submissions. The following submissions will allow the permitting authority to advise the applicant on the requirements and recommendations:

1. a plan of the site to scale showing lot dimensions, abutters, location of the building;
2. a scaled drawing of the structure(s) with notations showing:
 - a. building height;
 - b. roof type and pitch;
 - c. size and dimensions of the building and its orientation;
 - d. architectural details;
 - e. street level photograph(s) of adjacent buildings; and,
 - f. construction materials and textures, and exterior finish.
3. plans for landscaping, buffers, exterior lighting, and outside storage of materials;
4. a scaled drawing, location and description of proposed signs;
5. a scaled drawing showing sidewalks and sidewalk treatments (if applicable);
6. a scaled drawing of off-street parking and loading facilities; and
7. a scaled drawing of entrance and exit roads, etc.

SECTION 13. VILLAGE DISTRICT, VILLAGE COMMERCIAL DISTRICT, AND RESIDENTIAL DISTRICT STANDARDS

A. Purpose and Applicability: The purpose of these standards is to protect and enhance the traditional village character and architecture of the Residential District, Village District, and Village Commercial District through design standards for any new large development, which