[DISTRICT NAME]
DESIGN STANDARDS

Manchester-by-the-Sea
Spring 2021

ACKNOWLEDGMENTS

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UPDATE AS NEEDED

CONTENTS

UPDATE AS NEEDED

Introduction, Adoption, and Applicability

To ensure that new development shall be of high quality and help form a cohesive neighborhood through construction of compatible building types, inviting streetscapes, and open spaces, these Design Standards shall apply to the [insert District Name].

The Standards are adopted by the Planning Board on [DATE] pursuant to the authority of Massachusetts General Laws Chapter 40R "Smart Growth Zoning" and 760 CMR 59.00. They complement the District Bylaw, and establish the site design requirements for development within the WM-SGOD.

The Design Standards shall be in effect upon adoption of this bylaw. The Town may adopt additional design standards relative to the issuance of the plan approval for development projects within the District, in addition to the standards set forth in this document with the approval of the Massachusetts Department of Housing + Community Development (DHCD). Design review will be conducted for applicable projects and will be administered by the Planning Board and Town staff as part of the Plan Approval process as delineated in Section X of the Bylaw. The design review process is mandatory for all non-public projects within the boundaries of the District.

This document is organized into subject headings based on the areas of regulation, which are organized by themes. Each theme begins with a brief description of the theme and a set of followed over-arching, non-binding principles. These principles identify the Town's goals and aspirations relative to the Theme. They are intended to provide guidance to the project's planning and design. The bulk of each theme contains the obligatory Design Standards that must be applied to all projects. The Standards shall be used by the Planning Board in its review and consideration of development projects proposed pursuant to the District Bylaw.

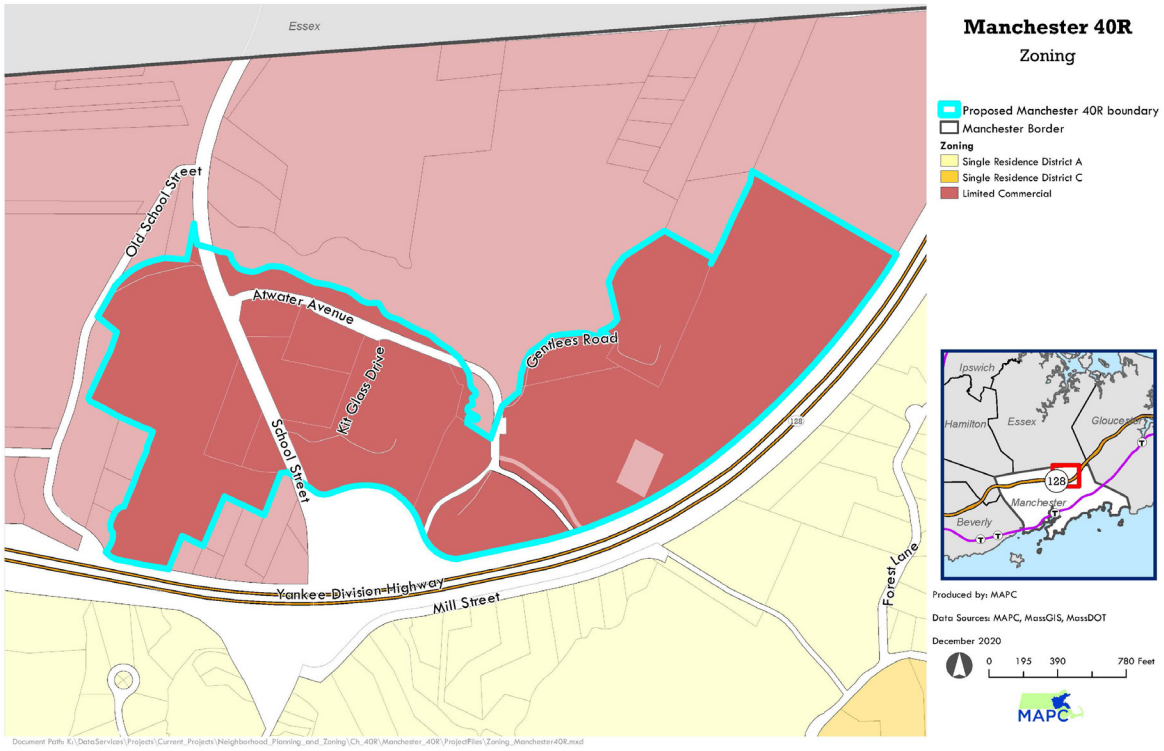
These Design Standards shall be in effect upon adoption at Town Meeting and approval of DHCD. The Design Standards as authorized by Massachusetts General Laws Chapter 40R may be amended from time to time with DHCD's approval.

A Development Project shall be approved by the Planning Board upon a finding that it complies with the District Bylaw and the Design Standards contained in these documents. In the case of inconsistency between the District Bylaw and these Design Standards, the District Bylaw shall govern. In the case of inconsistency between applicable state or federal laws, including, without limitation, state building codes or life safety codes, and these Design Standards, the applicable state and federal laws, rules, and regulations shall govern. These Design Standards do not exempt Applicants from obtaining all applicable permits necessary for development within the District including, without limitation, state building codes or life safety codes.

The Design Standards contained herein shall apply to development projects within the District that are subject to Site Plan Approval under the District Bylaw. The Applicant shall comply with the Standards for Compliance contained herein, unless an exemption from the Design Standards is specifically authorized in writing by the Planning Board. Such exemption may be concurrent with the review process.

The District

The [District Name] is located on the northern end of Manchester-by-the-Sea, close to the Route 128 interchange. The total district is approximately x acres. [Insert summary of the history of the district development and community process.] The Design Standards contained herein, draw in large part from a town-wide community survey [insert details such as date, response rate]. Where applicable, reference to this survey is included for the various Design Standards.



Overall Design Concept

The regulations, both zoning and design standards, are intended to achieve neighborhood and Town goals, while allowing for flexibility to meet the realities of market demand, financial feasibility, and site-specific contexts. Rather than dictating specific land uses for pre-determined areas of the District, the Design Standards set forth a framework for the patterns of development and open spaces.

The District is intended to allow for development that is compatible within the context of a historic, small New England town, prioritizes walkability and the preservation of open space, allows for a variety of uses that complement the Town's existing districts, and facilitates the production of various housing typologies (both affordable and market rate).

Standards Applicable to Design Concept

» Each development should contain distinct areas, connected by pedestrian facilities. The distinct areas are categorized as:

1. A commercial/mixed-use area
2. A low-impact residential area

» Each area should be developed in a manner that clusters buildings within easy walking distance and subject to the design standards set forth in this document (e.g., location of parking).

» A development project may have multiple clustered areas, subject to the provisions of the District Bylaw and District Design Standards.

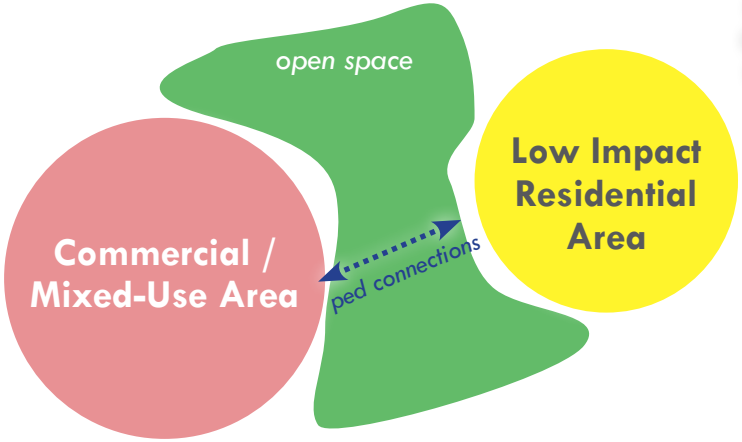
A commercial/mixed-use area is one that contains any combination of non-residential uses approved in the zoning bylaw [insert name and reference to Section], as well as multi-family residential building (including both age-restricted and general multi-family).

A low-impact residential area is one that contains a combination of cottage housing and townhomes, as defined in the zoning bylaw [insert name and reference to Section].

The bubble diagram on the top of the following page depicts the relationship of a project containing both types of development areas. (Note that it is not required that each project contains the two area categories. On the bottom is a diagram that utilizes a three-dimensional model to depict an example of how a Commercial / Mixed-Use Area could be organized and its relationship to the Low Impact Residential Area.

Uses*

- Multifamily
- Office
- Recreational
- Bank
- Hotel
- Grocery
- Research/Development
- Pet grooming
- Open Space
- Brewery

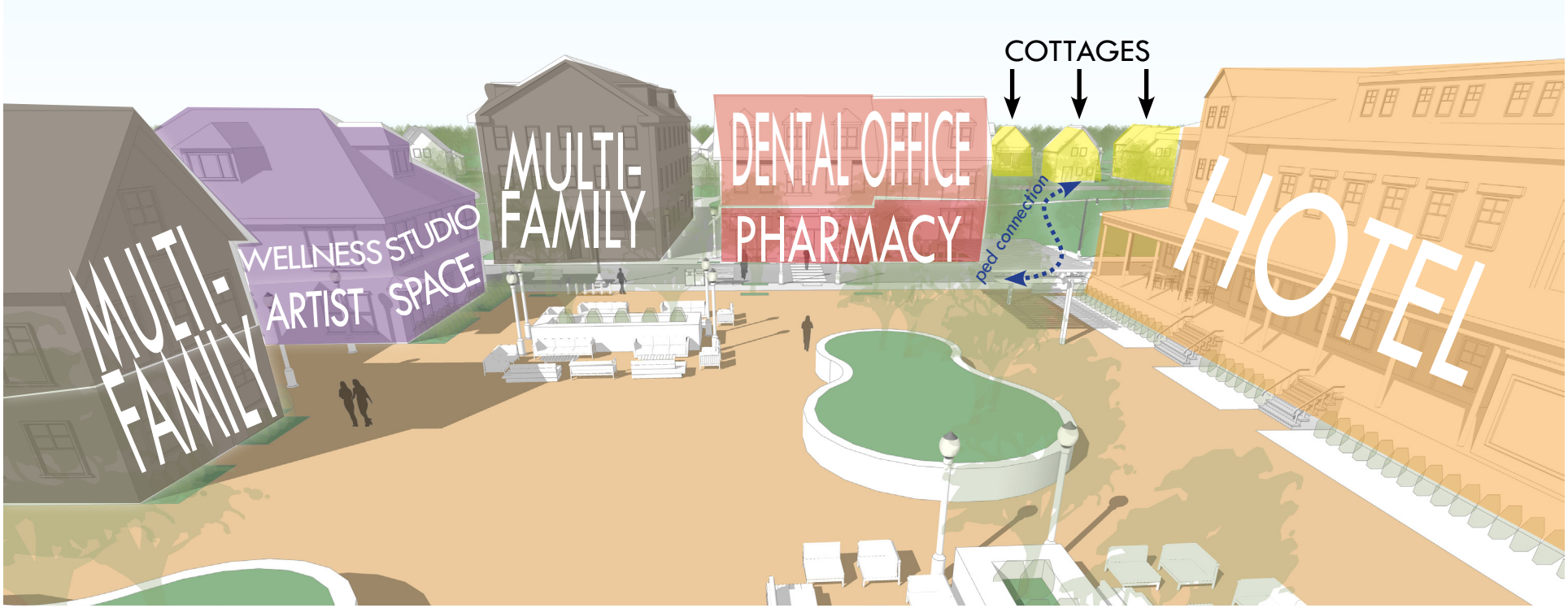


Uses*

- Cottages
- Townhomes

*See zoning bylaw [insert name and reference to Section] for a full list of non-residential allowable uses and definitions.

The diagram below depicts a conceptual example of a Commercial / Mixed-Use Area with the Low Impact Residential Area located proximately.



The remainder of the Design Standards are organized around several themes:

Pedestrian Experience

The District should be highly walkable and have a distinct sense of place Commercial / Mixed-Use Areas should be designed in a way that fosters vibrancy. Low Impact Residential Areas should foster a sense of community.

Integration with Nature / Sustainability

The District should be sensitive to the adjacent wetlands and water resources by minimizing storm-water runoff. At the same time the Districts ecological assets should be celebrated through their preservation and enhancement.

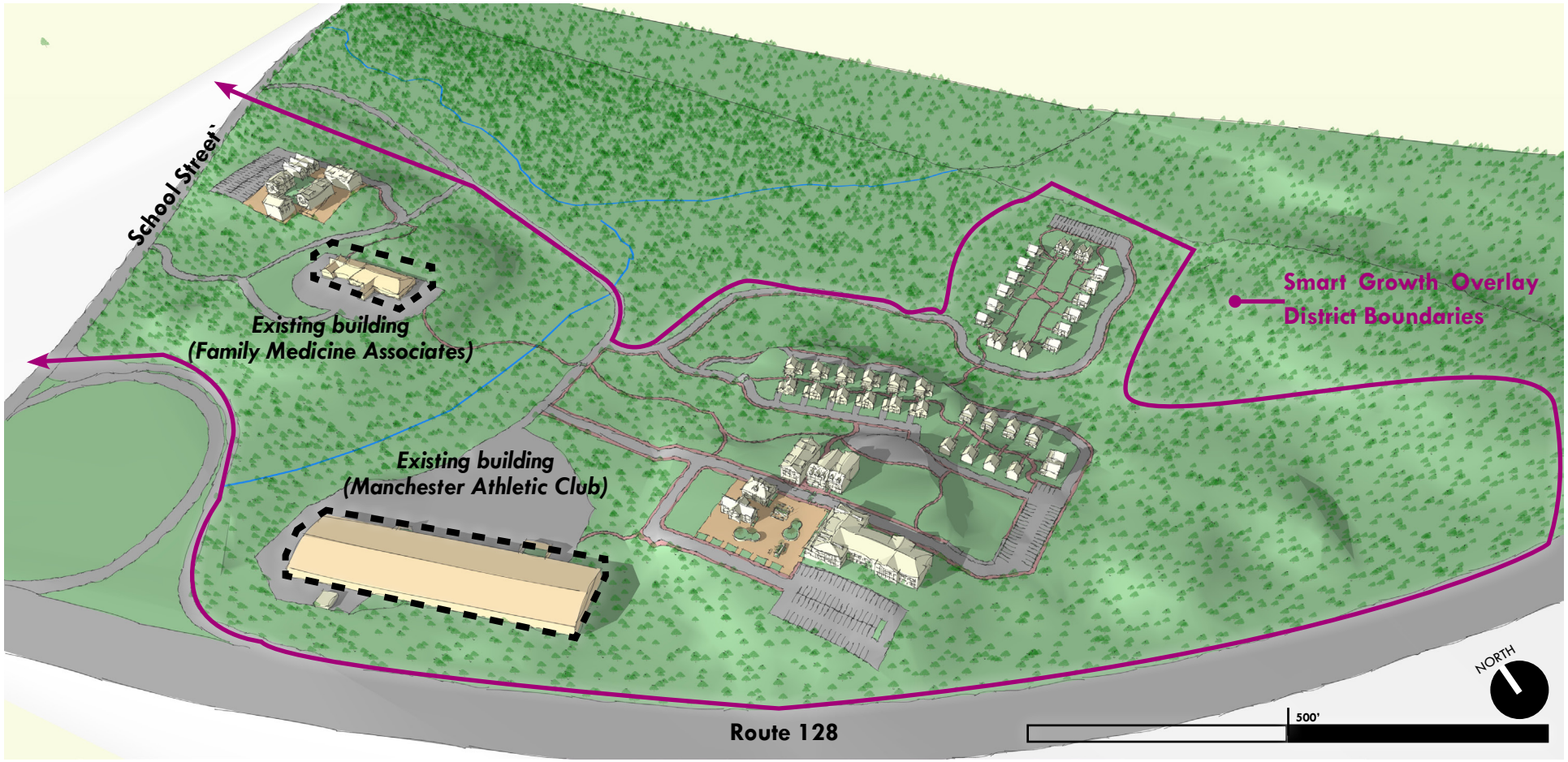
Connectivity

The District should be both safe and easy to walk or bike through a variety of paths, sidewalks, and traffic-calmed roadways. While safe and efficient vehicular access is also needed, the District will prioritize the needs of pedestrians.

Buildings

The District will offer a variety of building styles and types, unified by a consistent framework that emphasizes traditional design principles.

To help explain the Design Standards contained within each theme, diagrams depicting illustrative development are provided. The diagram on the right provides a high-level example of how development could occur in a manner consistent with the themes and standards in portions of the District.



Note: This conceptual plan of a portion of the [District] and the following diagrams are provided for illustrative purposes only to assist with describing the design standards and principles consistent with the Town's vision. This is ***not*** intended to dictate a site plan, land use program, or development build-out.

The Pedestrian Experience

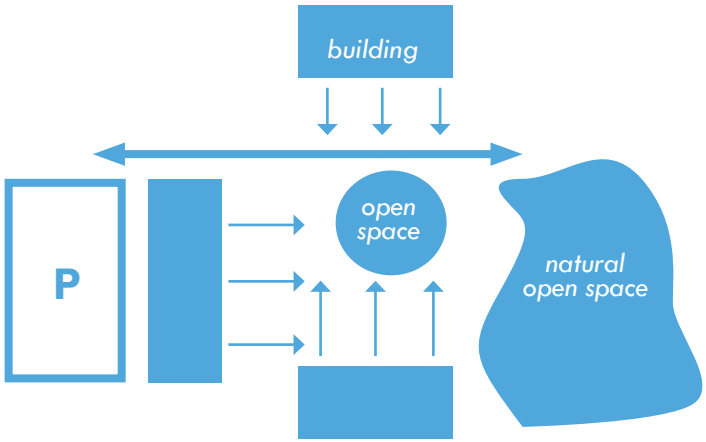
Principles

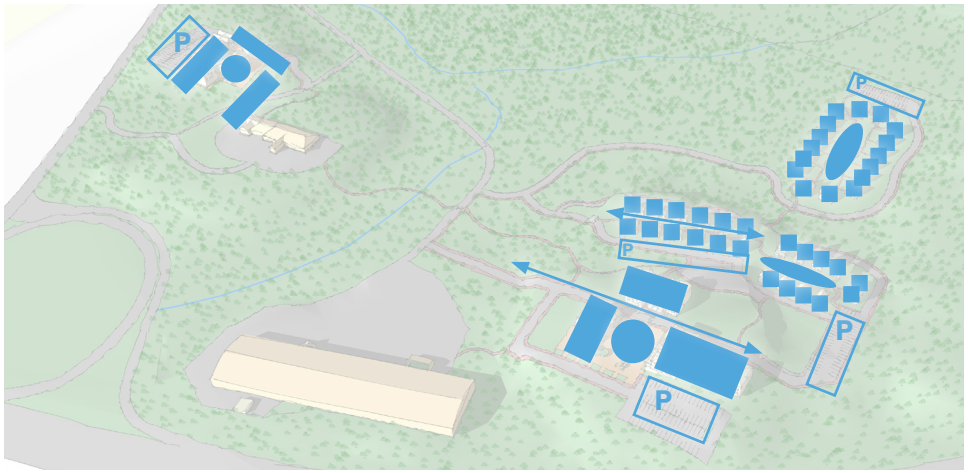
The pedestrian experience refers to how people view and interact with the neighborhood. Among the most elevated aspects to this experience is fostering "walkability." Walkability goes far beyond providing pedestrian infrastructure (see Connectivity on page x for these elements) -- i.e., ensuring pedestrian safety is necessary but insufficient to foster walkability. Walkability is not only a place people *can* walk around, but a place people *want* to walk around.

The urban design standards outlined in this Section describe elements intended to foster walkability. Buildings should be located close together and organized around open spaces and streets. The location of parking is an aspect that tends to have a dramatic effect on an area's walkability. While parking should be located conveniently, parking location should not supersede pedestrian needs. This implies that parking should be located to the rear or side of buildings, rather than directly in front along streets and driveways.

On a more granular scale, building elements such as the amount of ground-floor windows and open space elements such as requiring high quality seating can improve the pedestrian experience in the Commercial / Mixed-Use Areas.

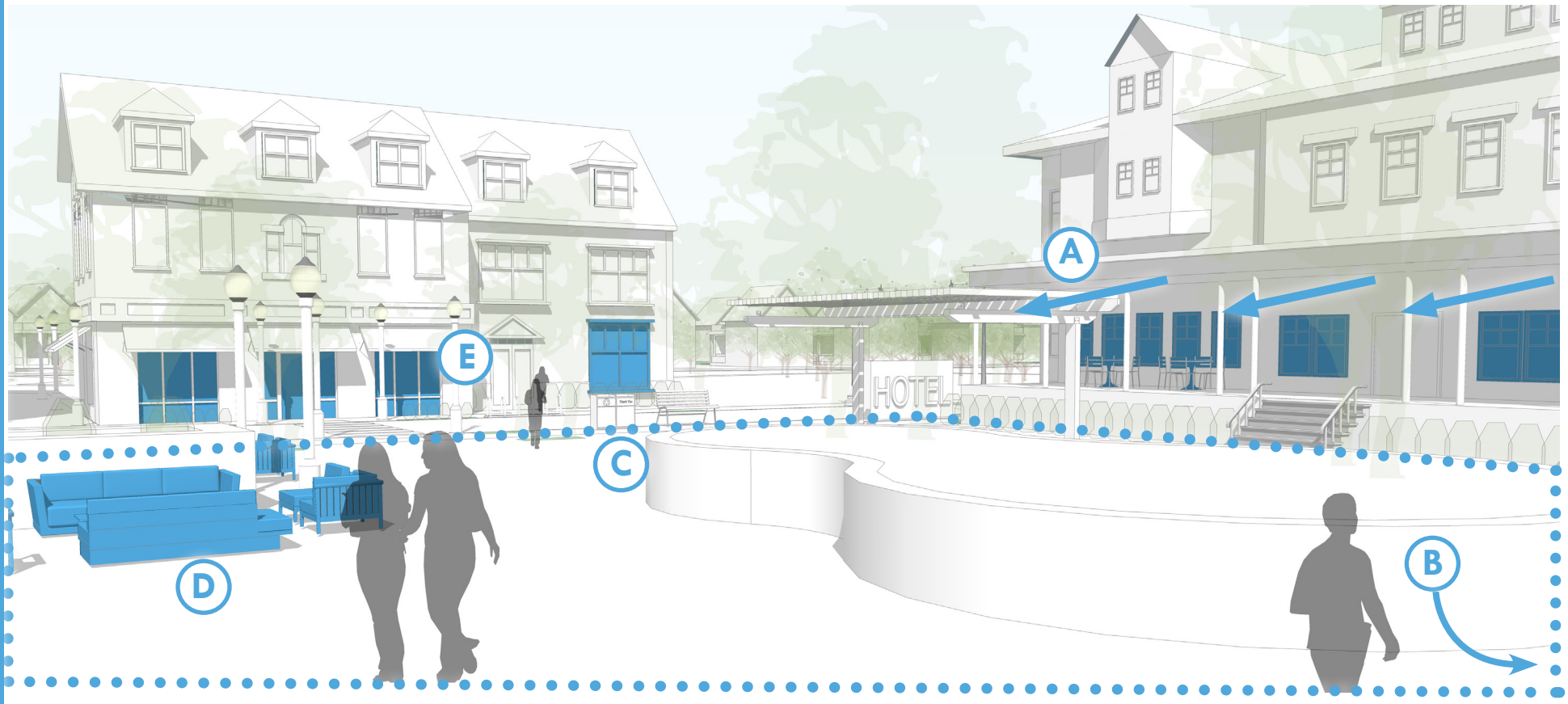
Buildings should be clustered and oriented to streets and publicly available open spaces. Parking should be located in locations that minimize their impact on the public realm. The diagram immediately below depicts this organization. The bottom diagram depicts how the conceptual plan (see page 7) is organized according to these principles.





In commercial and mixed-use areas, the pedestrian experience is lively and vibrant.

In residential areas, the pedestrian experience is enhanced by communal open spaces.



(A) Building Placement and Orientation

(B) Parking Placement and Orientation

(C) Public Open Spaces

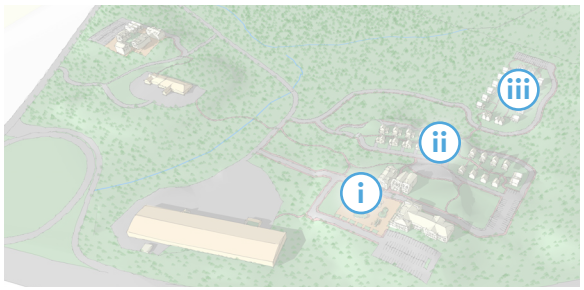
(D) Outdoor Seating

(E) Ground-Floor Glazing

A Building Placement and Orientation

Buildings shall be placed on the site to define the edges of streets and public spaces, with primary facades oriented to the street or public space, minimally setback and occupying a majority of the lot frontage. For purposes of these Design Standards, streets refer to both public rights-of-way, as well as private driveways and access roads that serve as a part of the primary circulation network.

Building Orientation. Plan view examples of building oriented around (i) plaza, (ii) walking path, (iii) open space.

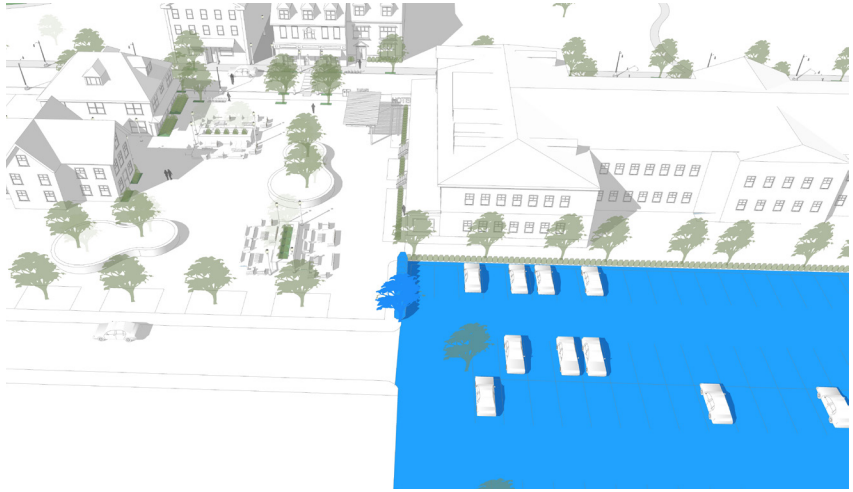


B Parking Placement and Orientation

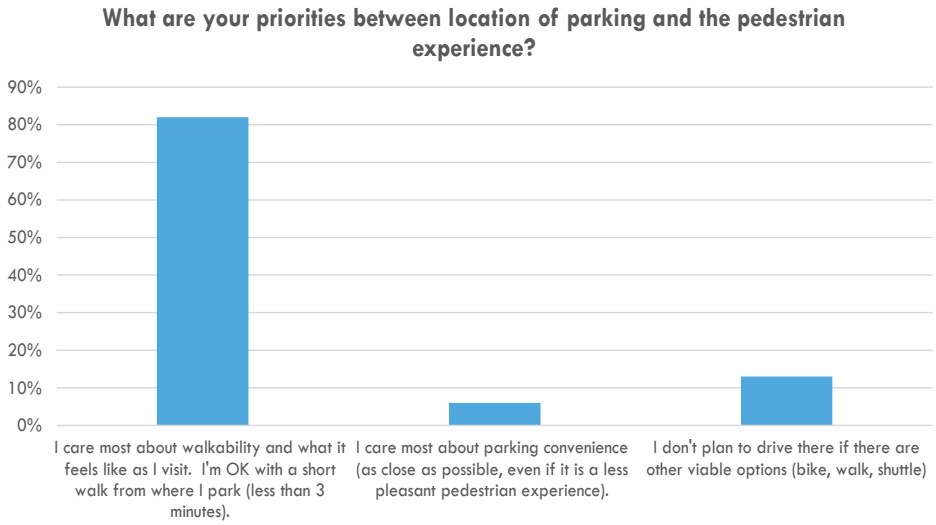
The location of parking is a critical element to achieve the goals of the pedestrian experience. While the amount of parking must be sufficient to meet demand, it should be located in discrete locations that do not detract from the pedestrian experience. Often, especially in suburban locations, parking is sited in ways that detract from walkability.

As noted from the community survey (see below), an overwhelming majority of respondents wish to prioritize walkability over the location of parking, even if it means a slightly longer walk (less than 3 minutes) from a typical suburban development site plan.

Parking shall be placed out of prominent view, located behind buildings, where feasible. Parking lots shall be designed to recede in the visual environment via separations between parking areas and the edges of streets and sidewalks, buffering parking areas with landscaping, and screening parking areas behind buildings or other site components (fences, gates, walls or hedges). Certain edges of parking lots may be more visible than others and would require treatment of the edge of the parking lot as described to mitigate the negative view.



In the example above, a consolidated parking lot serves the Commercial/Mixed-Use Area, located in a discrete location that does not detract from the development's walkability.



The picture above depicts a parking lot with high quality landscape buffers, appropriate where adjacent to pedestrian areas.

C Public Open Spaces

Proposed and existing buildings and properties adjacent to publicly available open spaces shall be oriented to define the edges of those open spaces. Publicly available open spaces shall be designed, landscaped, and furnished to be compatible with or complementary to the character of the development. Based upon whether the open space is within a Commercial/Mixed-Use Area, Low Impact Residential Area, or in between, the open space may be include plazas, parks, playgrounds, outdoor seating space, pedestrian corridors, or open spaces left in their natural state. Around commercial development, open spaces should be designed to allow general public access. In addition to the above, Low Impact Residential Areas may include communal parkland, community gardens, and other types of open space intended to foster community cohesiveness and a distinct sense of place.

Open spaces that were highly supported by the community survey ranged from:

- More natural environments to hardscape plazas
- Quiet areas to vibrant spaces
- Playgrounds to community gardens

The photos to the left provide precedent examples from the community forum.

D Outdoor Seating

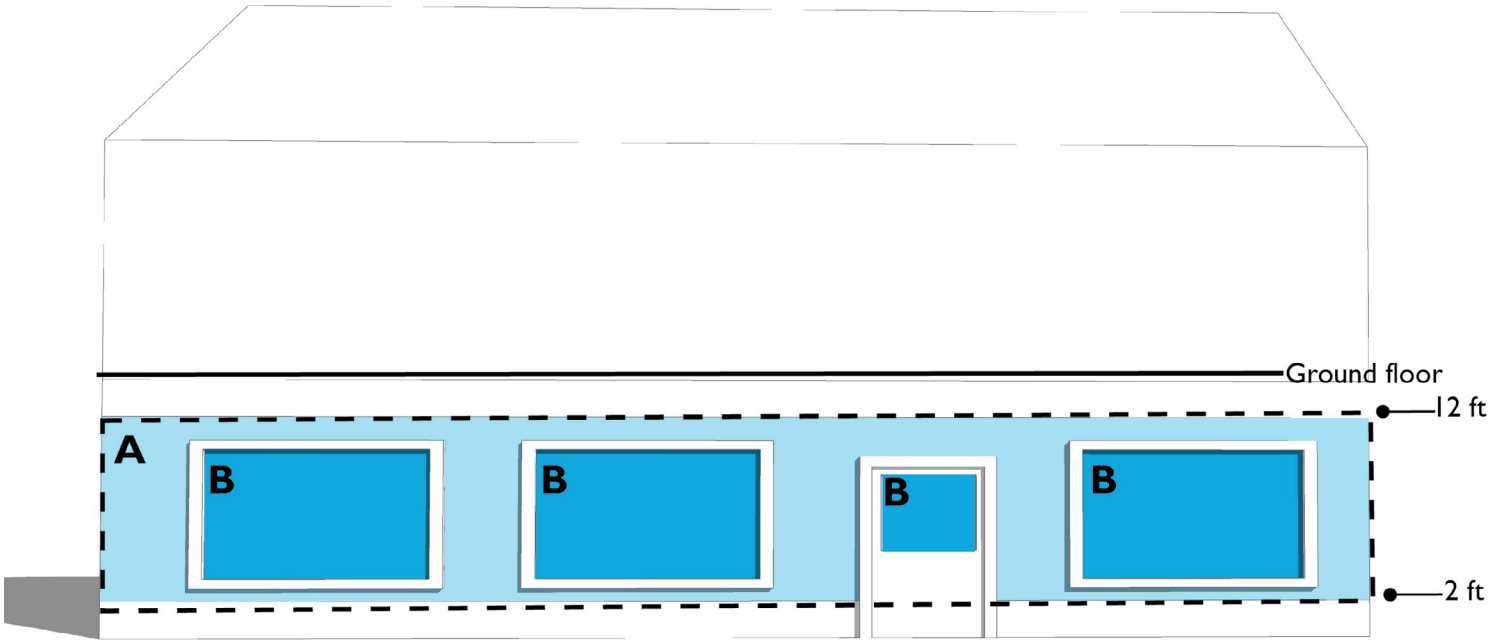
Choices from the community survey's visual preference questions consistently depicted images where seating was an important element. Therefore open spaces shall contain high quality seating options, compatible with the type of open space. Seating can include movable and immovable furniture, benches, seating associated with a hotel or eatery, or parklet.

The photos below provide precedent examples of appropriate seating.

E Ground-Floor Glazing

In Commercial/Mixed-Use Areas ground floor uses shall be visible to contribute to district vibrancy. Building facades for non-residential buildings facing a street or open space shall have at least 60% of the overall ground-floor façade in transparent windows. Building facades for residential buildings facing a street or open space shall have at least 30% of the overall ground-floor façade in transparent windows. For purposes of this requirement only, ground floor façade shall be defined as the area that is between 2 feet and 12 feet above the finish floor elevation of the building.

Ground floor storefront windows shall be typically more frequent and taller than upper stories, matching a ground floor which is typically taller than other levels. Glass in the storefront should be clear, as opposed to reflective, tinted, or mirrored.



A = Facade area between 2 and 12 ft above adjacent public realm

B = Sum of area of applicable ground-floor glazing

B / A ≥ 60% for Commercial or 30% for Residential

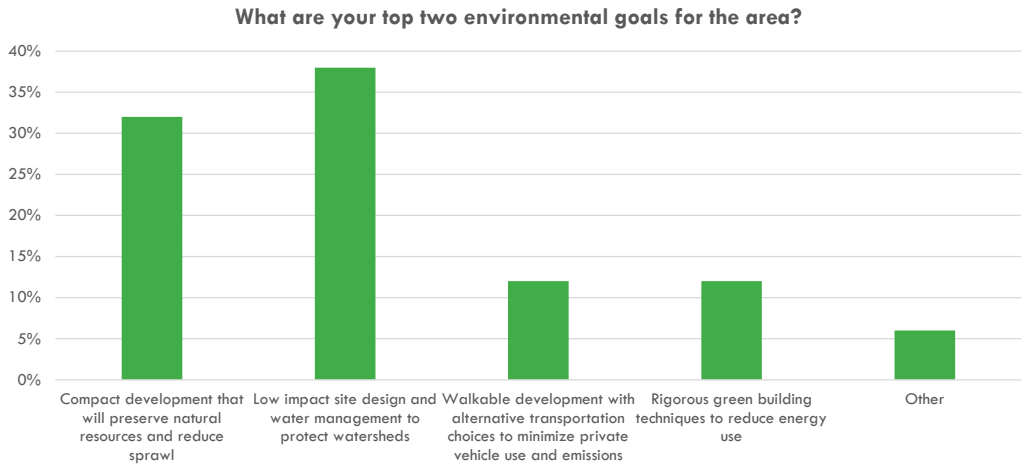
Integration with Nature / Sustainability

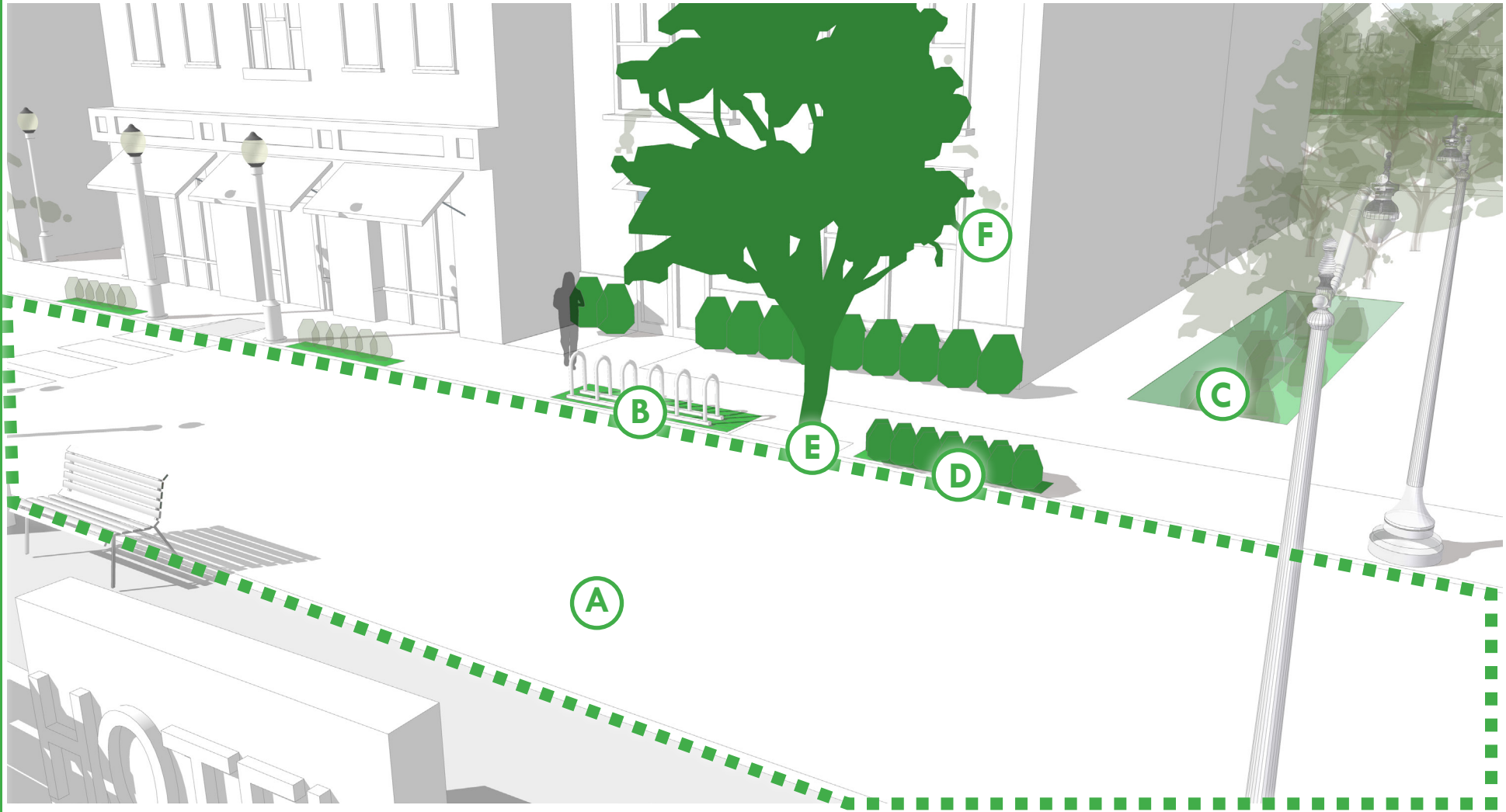
Principles

The District is located adjacent to and contains wetlands and streams. Future development should occur in a way that minimizes any damage to these ecologically sensitive areas. Protecting these outdoor spaces through the application of low impact development techniques provides an opportunity to enhance a site's image and address environmental concerns.

As noted in the survey (see top of next page), the top two environmental goals for the district are preserving natural resources/reducing sprawl and protecting watersheds through low impact design and water management. The Overall Design Concept and Pedestrian Experience provide standards related to compact development and reducing sprawl. This section builds on these goals by focusing on the various low impact development techniques to help protect watersheds.

The bottom diagram on the following page depicts the general vision of utilizing compact development in order to maintain portions of the district in their natural conditions.


What are your top two environmental goals for the area?
40%
35%
30%
25%
20%
15%
10%
5%
0%
Compact development that will preserve natural resources and reduce sprawl
Low impact site design and water management to protect watersheds
Walkable development with alternative transportation choices to minimize private vehicle use and emissions
Rigorous green building techniques to reduce energy use
Other



(A) Minimize Impervious Surfaces

(B) Permeable Surfaces

(C) Bioretention Areas

(D) Rain Gardens / Bioswales

(E) Street Trees

(F) Native Species

A note on the following standards.

The standards in this section relate primarily to low impact development (LID) techniques. Rather than set a specific requirement for each standard, applicants should use a combination of these elements to achieve the goals of minimizing the generation of runoff, promoting infiltration, and minimizing site disturbance. The anticipated uses and site-specific conditions will inform the extent each of the following elements are utilized.

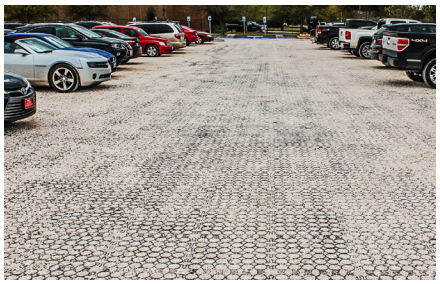
Applicants are encouraged to refer to the Low-Impact Development Manual, chapter 2 (site assessment) and chapter 3 (design criteria) to inform their implementation of the standards herein. Although developed specifically for Sarasota County in Florida, the document is applicable nationwide and is referenced on the EPA's Green Infrastructure website as a resource. It can be accessed here: https://www.epa.gov/green-infrastructure/green-infrastructure-design-and-implementation.

A Minimize Impervious Surfaces

Projects shall minimize the amount of impervious cover associated with roadways and parking lots through efficient roadway layouts, narrow road widths, and, where applicable, shared driveways. See Connectivity for roadway width standards. Roadways should be placed to avoid crossing steep slopes where significant cut and fill will be required. They should run parallel to contours on gentle slopes and perpendicular to contours on steeper slopes. Any cul-de-sacs planned must have a landscaped island in the middle of the cul-de-sac to reduce pervious surfaces.

B Permeable Surfaces

Permeable pavement systems can reduce storm-water runoff production. Pervious pavement systems are alternative pavement systems that infiltrate and temporarily store part or all of the water quality volume. Pervious pavement systems infiltrate and capture rainfall that falls on the surface at rates up to the surface infiltration rate; these are contrasted to impervious pavements where almost all direct rainfall becomes runoff. Typically, pervious pavements are used for low-traffic loading (less than 100 vehicles per day and low-turning areas, such as parking spaces; residential street parking; cart, bicycle, and pedestrian paths; driveways; and emergency-vehicle-access lanes.

C Bioretention Areas

Bioretention areas can be used to retain, infiltrate, and treat storm-water close to the source. Bioretention areas are shallow depressions used as structural storm-water controls to capture, treat, and infiltrate storm-water runoff. Multiple bioretention areas are often distributed throughout a larger catchment, providing numerous treatment and water storage areas. Although any one treatment area may be small, the cumulative effect can be significant. Bioretention systems are suitable for many types of development, from single-family residential to high-density commercial projects. Because the shape and sizing of systems are relatively flexible, the systems can be incorporated into many landscaped designs. These systems are an ideal structural storm-water control for use near impervious areas such as roadway medians, parking lot islands, and swales. Bioretention systems are also well suited for treating runoff from pervious areas, such as recreational fields or landscaped areas.




D Rain Gardens

Rain gardens are similar to bioretention areas but are generally smaller, shallower, and less highly engineered. Rain gardens are used for absorbing storm-water rather than also cleaning and processing it. They provide holding space for storm water during large rain events, averting flooding and run off in adjacent spaces such as sidewalks and roadways. When filled with water-tolerant grasses and plants, they provide a visual amenity and additional capacity during storm events.



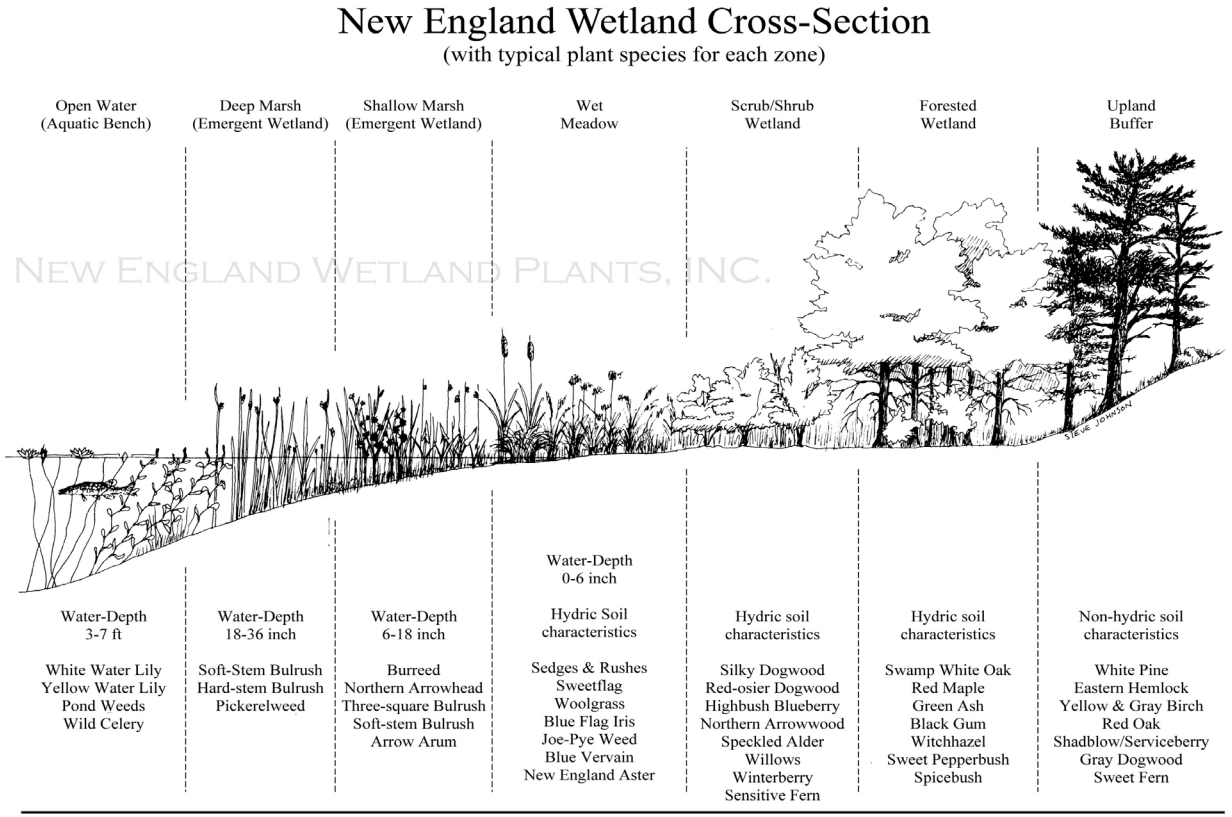

E Street Trees

Street trees reduce solar gain, provide shade for pedestrians, filter the air and convert CO2 to oxygen, provide habitat for birds, and protect pedestrians. Site planning must allow for proposed trees to grow to their mature size and species must be chosen that can thrive in the New England Climate. See Connectivity for additional placement standards.

Rows of street trees shall be provided on both sides of all streets along areas of development at intervals no greater than 40'. To allow healthy tree growth, structural soil shall be used under adjacent sidewalks or paving when street trees are planted in tree wells or planting strips narrower than 10'. Street trees or other shrubs at sidewalks and parking shall be used to define the street and site edges.

F Native Species

All plantings shall be native species. Invasive plant species are prohibited. Plants located near streets, driveways, or parking lots must be salt-tolerant.



Connectivity

Principles

This section focuses on ensuring people can get around the District easily and safely. Almost all of the community survey respondents (94%) stated they prefer to walk or bike around the future neighborhood (see graph on following page). This section, therefore, focuses on the needs of pedestrians and bicyclists.

There are three important aspects to meeting these needs: safety, comfort, and ease. Ensuring safety is self-explanatory. Comfort refers to elements that enhance the trip and is tied closely to elements of the Pedestrian Experience. Ease refers to direct routes and often having multiple ways to get to a place within the district.

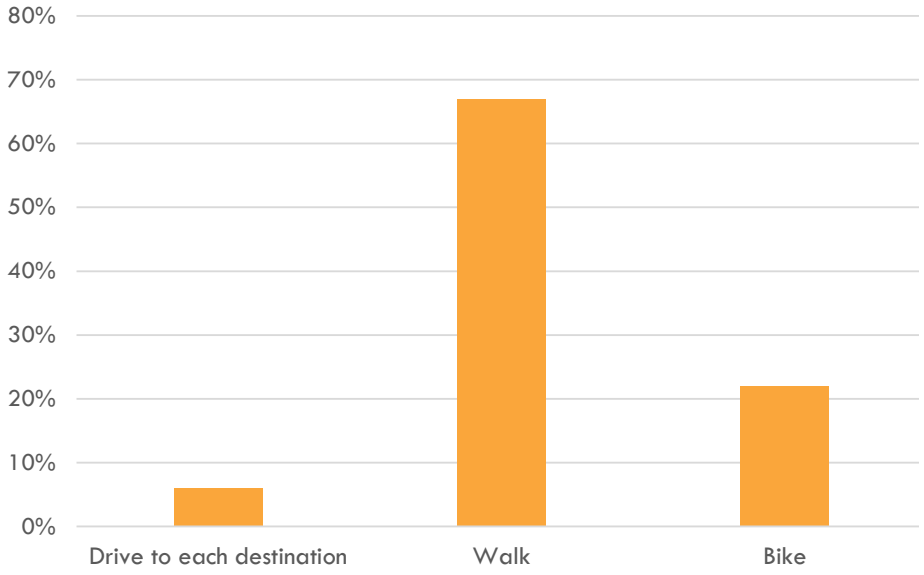
The diagram on the bottom right depicts conceptually, the "ease" element - both Commercial/Mixed-Use Areas and Low Impact Residential Areas are connected through a series of sidewalks and paths, seamlessly crossing lot boundaries.

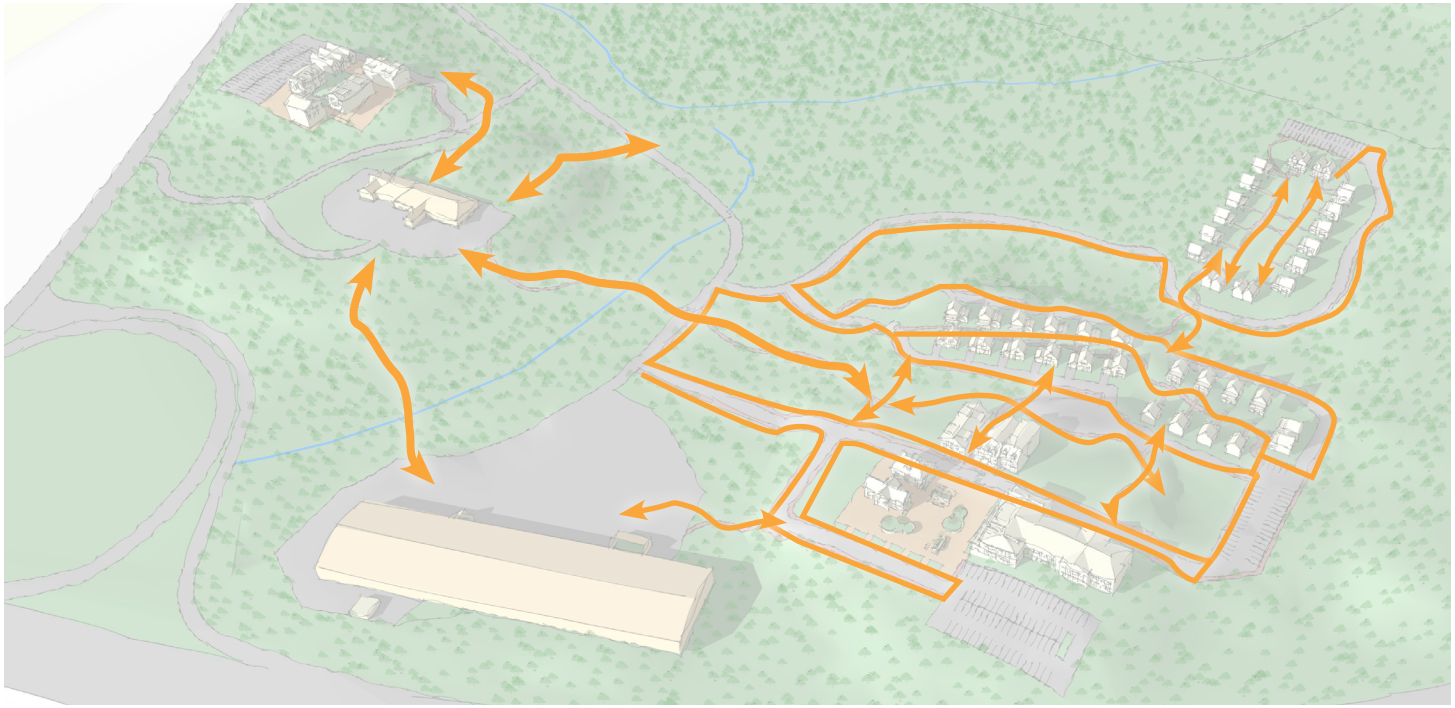
Notes:

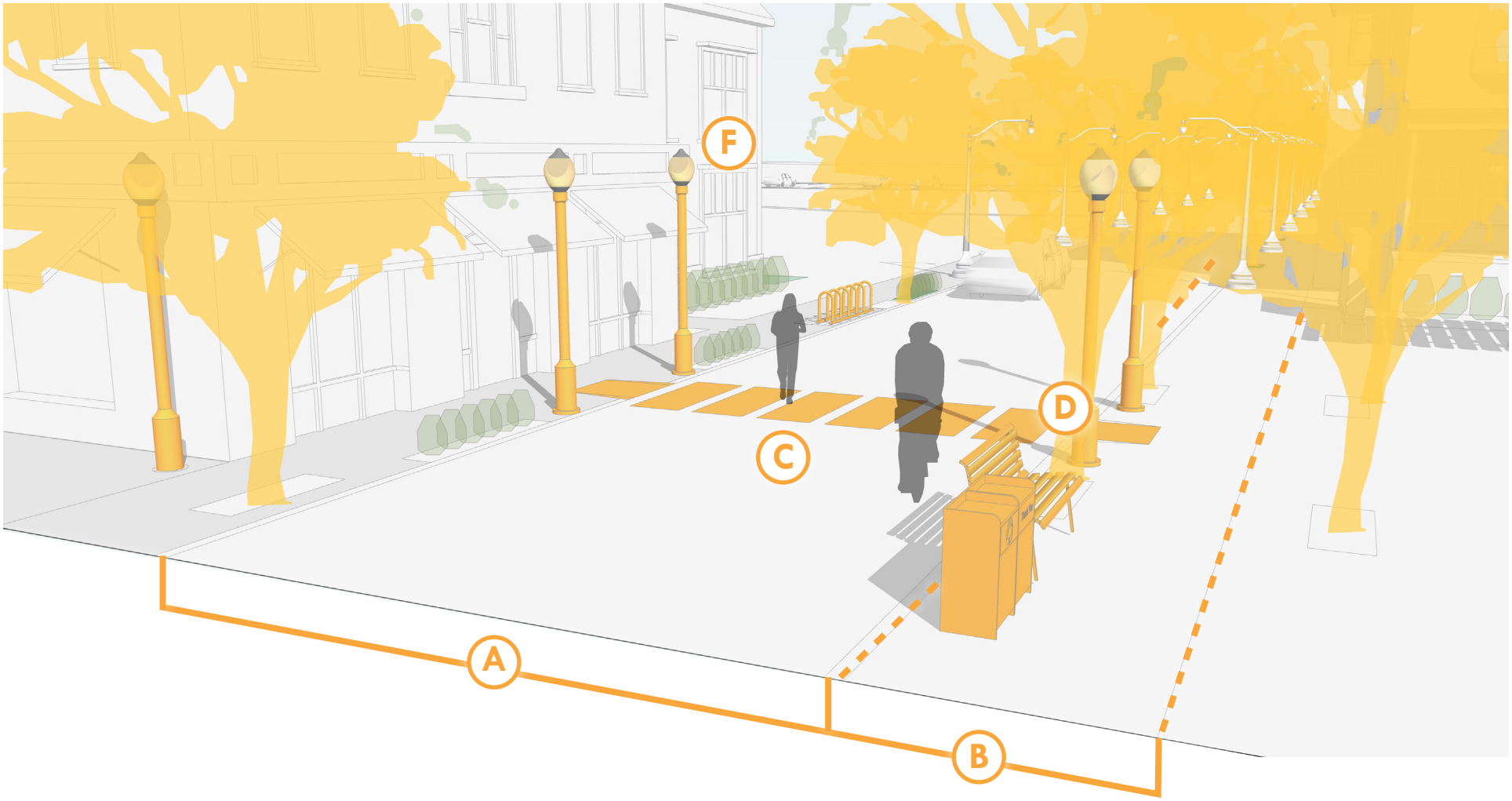
Project applicants are encouraged to refer to MassDOT Project Development & Design Guide (2006) for specific design guidance on roadway construction.

Streets refer to both public rights-of-way, as well as private roadways and driveways that function as public roadway.

Once within the District, how would you like to get around?







(A) **Street Width**

(B) **Sidewalks (Commercial / Mixed-Use Areas)**

(C) **Crosswalks**

(D) **Street Amenities**

(E) **Bike Facilities**

(F) **Lighting**

A Streets

Streets should be designed in a manner that enhances the pedestrian experience, improves safety, and minimizes impervious surfaces. A speed limit sign is less effective in controlling vehicular speed than a roadway designed to "calm traffic." All roadways in the district shall have a single vehicular travel lane in each direction. The Planning Board may grant a Special Permit to allow for turning lanes or one-way roadways if in its opinion it will lead to an improved project that does not negatively affect pedestrian safety.

Vehicular travel lanes shall be between 9 feet and 10 feet. The Planning Board may grant a Special Permit to allow for 11 feet travel lanes in cases where the roadway is expected to have high utilization by trucks. Consideration will be based upon the anticipated presence of pedestrians along the proposed roadway. In no case shall a vehicular travel lane exceed 11 feet.

In addition to the roadway width standards above, a project applicant shall consider additional traffic calming measures and implement, as appropriate. Such measures include but are not limited to: reduced turning radii (generally, 15 feet), roundabouts, curb extensions, raised crosswalks, speed humps, and rumble strips. See Chapter 16.7 of MassDOT Project & Development Guide.

Refer to the Integration with Nature / Sustainability section for a discussion of how travel lane widths can help achieve the goals of reducing impervious surfaces.

B Sidewalks (Commercial / Mixed-Use Areas)

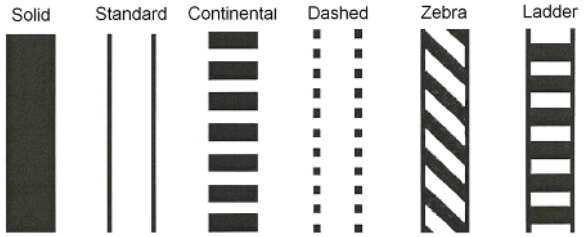
In Commercial / Mixed-Use Areas, sidewalks shall be provided on both sides of the street. The Planning Board may grant an exemption to this standard if suitable alternative pedestrian connections, such as an adjacent path or trail, exist.

Sidewalks shall be a minimum of 5 feet wide. Where sidewalks are greater than 5 feet in width, they shall also be multi-functional with space along the curb for street amenities and space along the building frontage for seating or other uses.

Sidewalks shall be constructed of high quality, durable materials, such as concrete and stone pavers. Sidewalks must be maintained for smooth and accessible surfaces. Because it can pose difficulty to certain pedestrians, brick is not permitted as a primary sidewalk material. Ornamental brick banding is permitted.

C Crosswalks

The pedestrian safety of the district shall be enhanced with visible and well-marked street crossings and driveway crossings. Because of their superior visibility, crosswalks shall be in the continental or ladder style. Unless approved by the Town Engineer, crosswalks shall be striped in white.



D Sidewalk Amenities

Permanent street furniture, including light fixtures, benches, bike racks, trash and recycling receptacles, and newspaper stands, shall be provided. All street furniture shall be integrated with street and sidewalk circulation to ensure adequate clearances, access, and convenience of the location of these amenities. Street furniture shall be clustered at convenient locations that are plainly visible and accessible, such as near building entrances.

Rows of street trees shall be provided on both sides of streets at intervals no greater than 40 feet. This requirement does not apply along wetlands or where trees exist prior to development. To allow healthy tree growth, structural soil shall be used under adjacent sidewalks or paving when street trees are planted in tree wells or planting strips narrower than 10 feet. Street trees or other shrubs at sidewalks and parking shall be used to define the street and site edges.

E Bike Facilities

Bicycle parking shall be provided at convenient locations, including near building entrances and open spaces. Bike racks shall be of durable, high quality that can support a bike by its frame in two places, does not cause the bike wheel to tip over, and can accommodate a range of bike shapes and sizes. (As examples, a U-rack and bollard style bike rack meet these requirements.)

F

Lighting

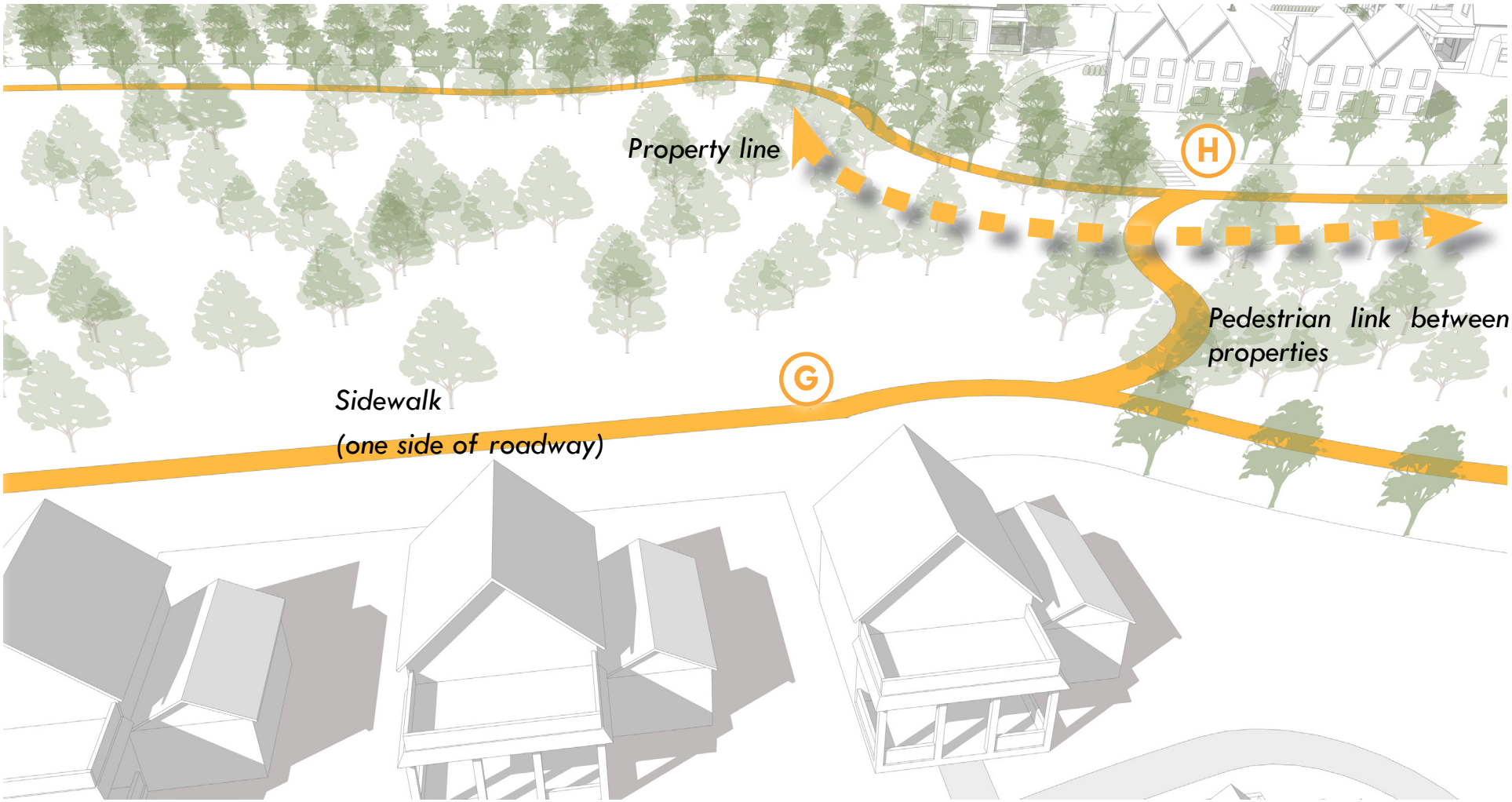
Pedestrian lighting improves the experience, comfort, and safety of pedestrians. The placement of lighting fixtures shall be designed to provide adequate ambient light levels for safety and usefulness, and shall be configured to highlight pedestrian paths and building entrances.

Site lighting shall use shielded and full cut-off fixtures that avoid spilling light into the night sky. Site lighting shall use low height fixtures, between 12' and 17', which shall reinforce the pedestrian scale. The height of a light fixture shall be measured from the ground to the light emitting flat glass of the luminaire; pole height may be higher than the light-emitting height.

Building lighting shall use shielded fixtures that avoid spilling light onto neighboring streets, properties, structures, and into the night sky. Building lighting shall focus on illuminating building entries, display windows, and building signs. Uncoordinated architectural lighting of facades, building accents, awnings or other features is prohibited to avoid contributing to a disrupted or disjointed lighting effect in the district.

Building signage may be lit by a fixture(s) that shall light the sign and shield other views from glare. Light fixtures shall be consistent with the character of the building or shall be hidden from view.





Property line
H
Pedestrian link between properties
G
Sidewalk
(one side of roadway)

G Sidewalks (Low Impact Residential Areas)

Sidewalks shall be provided on at least one side of the streets in Low Impact Residential Areas. Sidewalks shall be a minimum of 5 feet. The Planning Board may waive this requirement if construction is not feasible due to topographical or wetlands constraints. In this case alternative means of pedestrian travel, such as shared-use paths or trails must be provided.

H Interparcel Connectivity / Off-Road Paths and Trails

Commercial / Mixed-Use Areas and Low Impact Residential Areas shall be connected via sidewalks, shared-use paths, and trails. These pedestrian connections shall also be provided between parcels. See Section 11.4 Shared Use Path Design and 11.5 Greenways (trails) of the MassDOT Project Development & Design Guide.

Buildings

Principles

Buildings should employ high quality design that is sensitive to the context of a small New England town. Projects should avoid using cookie-cutter buildings that lead to monotony and banality. A strong majority of community survey respondents expressed a preference for traditional architectural styles. This preference was underscored by the top choices of the visual preference portion of the survey (see images on the following page).

While buildings should contain the elements associated with traditional architecture, they should not seek to imitate the historic architecture of the downtown; rather, they should have a distinct sense of place while working within the framework of traditional building design.

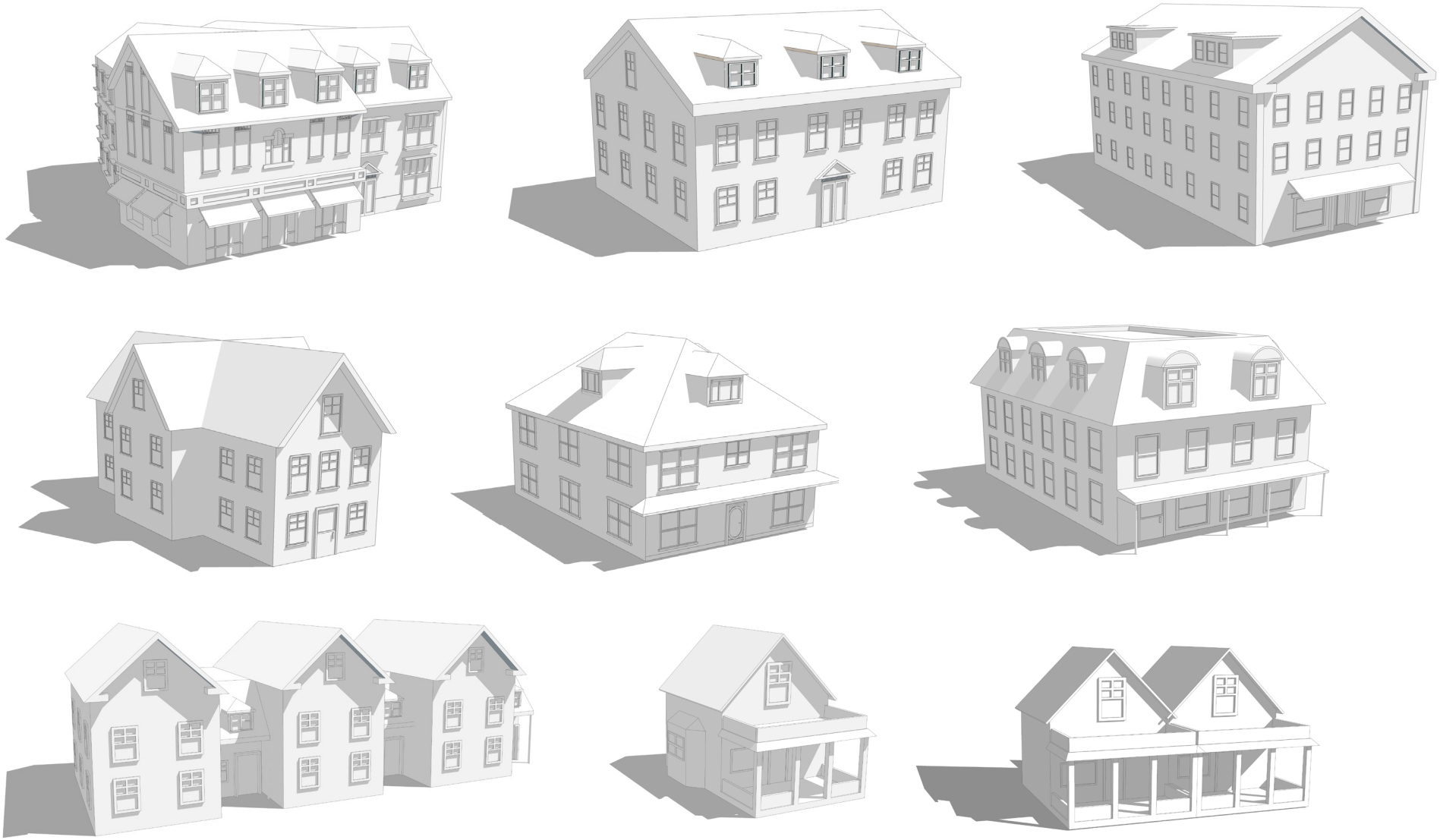
Finally, the scale and mass of the building should be context-sensitive. This can be achieved through building modulation features, architectural details, and the orientation of buildings to streets and open spaces.

The images below are the top choices from the community survey, which reflect traditional architecture, smaller scale buildings, and a variety of building typologies.

A

Traditional Design + Diversity of Buildings

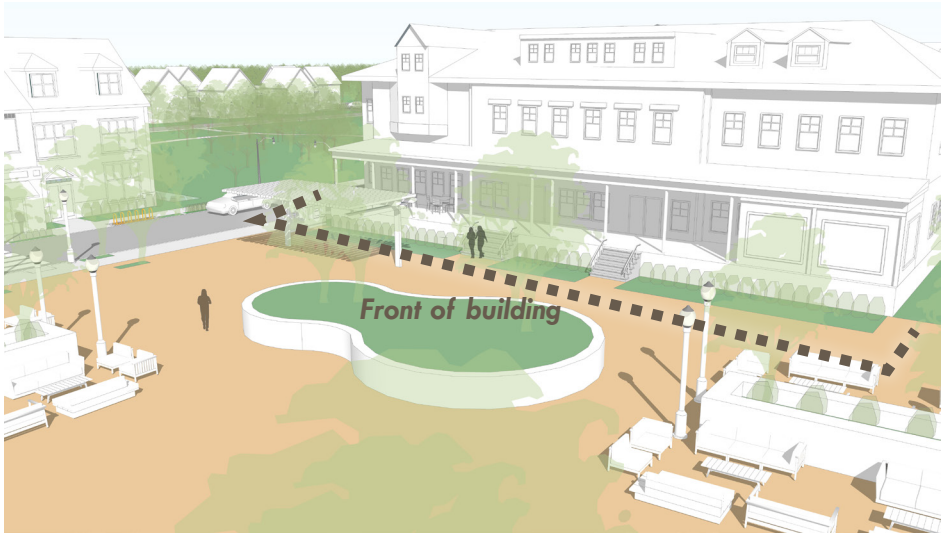
Each development of more than one building shall have multiple styles or typologies, subject to the requirements set forth in this section. Within the framework of traditional architectural characteristics as outlined in the following pages. The images below are precedent examples for the types of buildings appropriate within the District. (These images are not exhaustive of the options for building style and design.)

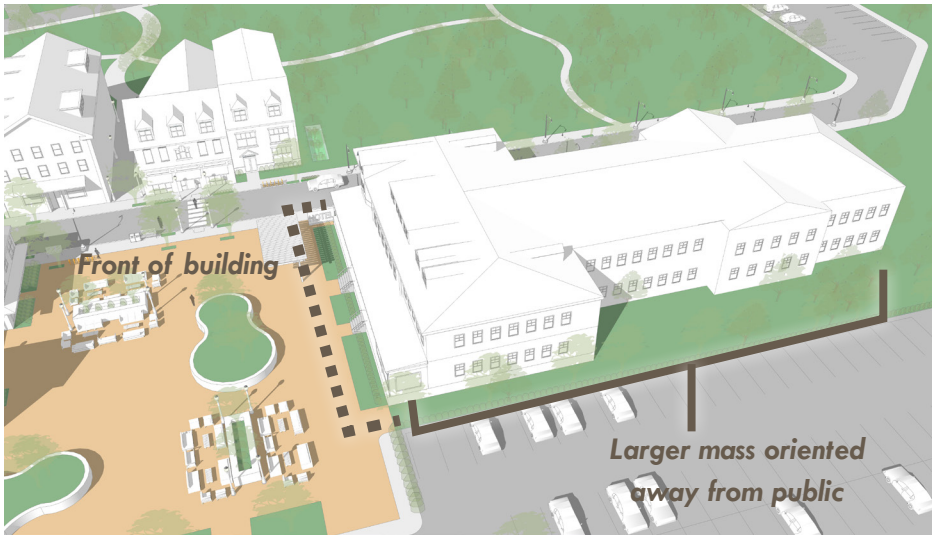


B Building Mass and Scale

Buildings shall be designed and oriented so that the visual impact along streets and open spaces are minimized. Large-scale buildings shall be reduced in overall impact by providing variation in building massing. Generally, buildings narrower side will be oriented to streets and open spaces. Where this is not practicable, building modulation elements (see following standard) shall be used to reduce the visual mass of a building.

The diagrams below illustrate this standard. The diagram depicts an example of a relatively large building (a hotel). The narrower side of the building faces the open space plaza, thus shielding from the pedestrian the large mass of the long side of the building. The perception of building mass is then further reduced by facade articulation elements and an appropriate roof style.



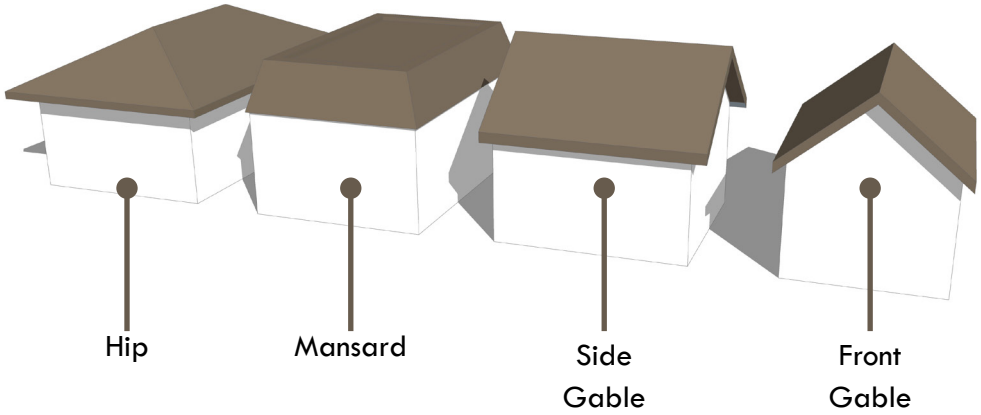


C Building Modulation

The building form and massing shall use the techniques described herein to reduce the impact of large uninterrupted building masses and facades and to create building forms that are human scale. Large scale buildings shall be reduced in overall impact by providing variation in building massing. The configuration of architectural components shall be composed to reduce the overall scale of buildings to relate to a human-scale. Elements that may help to relate building massing proportionally to the size of the human body shall include: articulated building bases through a change in material or color; a varied fenestration pattern; a change in the vertical plan on the facade, the use of pilasters or columns, the use o cornices or canopies, and inclusion of building components such as dormers, shed dormers, and cross gables.

D Roofs

As part of ensuring traditional building design and reducing building mass, buildings shall have sloped roofs. Buildings shall have one the following roof styles: front gable, side gable, Mansard, or hip roof. The Planning Board may grant a Special Permit for other roof styles if the applicant can demonstrate that the proposed design will enhance the character of the neighborhood.



D Canopies and Covered Porches

Canopies, awnings, and porches may be used to provide a human-scaled element to the ground floor of building facades and protect building entries. Awnings shall not be placed on a building such that they obscure important architectural details by crossing over pilasters or covering windows. Multiple awnings on a single building with a single tenant shall be consistent in size, profile, location, material, color and design. On multi-tenant buildings, awnings shall be allowed to vary in color and details, but shall be located at the same height on the building façade.

E Materials

New buildings shall incorporate a variety of textures and colors. Building facade materials permitted within the district include, but are not limited to, clapboard brick, concrete masonry, wood, cementitious fiber board, manufactured limestone, cast stone, masonry, stone, glass, terra cotta, cellular PVC trim, tile, and sustainable materials. Cementitious stucco is permitted when the building facade incorporates additional materials listed above. Materials on the facade that are subject to deterioration (plywood or plastic) are prohibited. Poured-in-place concrete and pre-cast concrete are appropriate as a basic building material with special consideration to formwork, pigments, and aggregates that create rich surfaces.

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