



The Town of Plymouth

Concord Square Development Company, Inc.

and

The Cecil Group

May, 2006

REVISIONS: May 9, 2006

The Cordage Park Smart Growth District, Sec. 205-74 of the Zoning Bylaw of the Town of Plymouth (the “District Bylaw”), is an overlay zoning district adopted pursuant to M.G.L. c.40R Smart Growth Zoning and accompanying Regulations at 760 CMR 59.00. The District Bylaw allows both existing uses of office and retail, new commercial and waterfront related uses, and residential development in several forms including mixed-use and multi-family buildings. The District Bylaw encourages a mix of uses with architectural and site design features consistent with the District Bylaw and these Design Standards. The Cordage Park Smart Growth District (the “District”) shall be deemed to overlay the parcels as shown on the Zoning Map of the Town of Plymouth, as amended.

TABLE OF CONTENTS

- (1) Purpose.
- (2) Applicability.
- (3) Definition of terms.
- (4) Review process.
 - a. Pre-application review.
 - b. District Master Plan.
 - c. Minor engineering changes.
 - d. Insignificant changes.
- (5) Guiding principles.
 - a. Site planning principles.
 - b. Design principles.
- (6) Standards for compliance.
 - a. General standards applicable to all Development Projects.
 - b. Public spaces.
 - c. Traveled ways, driveways and sidewalks.
 - d. Site plan.
 - e. Building design.
- (7) Building forms.

1 | PURPOSE

These Design Standards supplement the District Bylaw, and include both binding Standards for Compliance and non-binding Guiding Principles as more fully described herein. The Standards for Compliance shall be used by the Planning Board of the Town of Plymouth (the “Planning Board”) in their review and consideration of Development Projects proposed pursuant to the District Bylaw. These Design Standards shall be in effect upon adoption by a majority of the Planning Board and approval of the Department of Housing and Community Development (“Department”). These Design Standards may be amended from time to time by a two-thirds majority vote of the Planning Board, said amendments to be in effect upon approval of the Department. A Development Project shall be approved by the Planning Board upon a finding that it complies with the District Bylaw and the Standards for Compliance included in these Design Standards. In the case of contradiction between the District Bylaw and these Design Standards, the District Bylaw shall govern. In the case of contradiction 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. It is the intent of the Planning Board that these Design Standards be considered by the Commonwealth of Massachusetts and others as a statement of the Town of Plymouth’s public policy objectives for Development Projects within the District.

2 | APPLICABILITY

The Standards for Compliance contained herein shall apply to Development Projects within the District that are subject to Site Plan Review under the District Bylaw. The Applicant shall comply with the Standards for Compliance contained herein, unless and exemption from the Standards for Compliance is specifically authorized by the Planning Board.

Definitions of technical or other capitalized terms used in this document can be found in § 205-74(C) of the District Bylaw, as supplemented by additional definitions as follows.

ALLEY – A type of traveled way found in densely populated areas. Alleys usually run between or behind buildings to allow for delivery and collection. Alleys may provide access to private garages for the use of adjacent dwelling units, and may provide parking or access for fire engines.

BOULEVARD – The primary traveled way serving the District, designed with shade trees, sidewalks, lighting and a central landscaped median as provided herein. The boulevard may, but need not be, located within a right-of-way created pursuant to M.G.L. c.41 governing subdivision control.

BUILDING FORMS – Graphical depictions of dimensional requirements such as height, setbacks and façade differentiation applicable to specific building types.

DESIGN STANDARDS – Regulations adopted pursuant to § 205-74(J) of the District Bylaw and approved by the Department pursuant to M.G.L. c.40R, § 10 and applicable regulations. Design Standards are applicable to all Development Projects within the District that are subject to Site Plan Review by the Planning Board under the District Bylaw.

DISTRICT MASTER PLAN – An optional plan that may be submitted by an Applicant within a pre-application review that includes the location and size of traveled ways, pedestrian and bicycle circulation network, proposed project mitigation and phasing, and public spaces.

DRIVEWAY – A traveled way, located on a lot, which is built for access to a garage or off-street parking or loading space.

FOCAL POINT – A site design element that may include a prominent architectural or natural feature that is situated or designed to be visible from more than one public space within the District.

HEIGHT – The vertical distance from the average finished grade of the adjacent ground to the top of the structure of the highest roof beams of a flat roof, or the mean level of the highest gable or slope of a hip, pitch or sloped roof.

LOT – An area or parcel of land designated by its owner or owners as a separate lot on an endorsed plan recorded with the Plymouth County Registry of Deeds or filed with the Plymouth County Registry District of the Land Court.

PUBLIC SPACE – An area of land such as a square, green, neighborhood park, pocket park, and linear pedestrian park which is located and designed for public access by pedestrians and/or bicyclists for passive or active recreation.

SETBACK – The minimum horizontal distance between the lot line, property line or edge of the boulevard and the nearest front, side, or rear line of the building (as

the case may be), including terraces or any covered projection thereof, excluding balconies, stoops or steps.

STREET – A traveled way located within a right-of-way shown on a plan approved and endorsed in accordance with the “Subdivision Rules and Regulations of the Town of Plymouth”, and the Subdivision Control Law, M.G.L. c.41, Sec. 81K to 81GG.

TRAVELED WAY – A portion of a roadway intended for the movement of vehicles, inclusive of bicycle lanes, sidewalks and shoulders.

ZERO LOT LINE – The location of a building on a lot in such a manner that one or more of the building’s sides rests directly on a lot line.

The Planning Board shall review applications for Development Projects within the District for compliance with the District Bylaw and the Standards of Compliance contained herein in accordance with the procedures set forth in the District Bylaw.

(A) Pre-Application Review

(I) The District Bylaw encourages a pre-application Planning Board review of Development Projects proposed within the District. The goals of the pre-application review are as follows:

- (a) Establish fixed elements and development constraints within the District to guide subsequent site planning.
- (b) Pursue agreement between the Applicant and the Planning Board on the goals for public spaces, focal points, walkways and views that will maximize both public access to the waterfront and development opportunities within the District.
- (c) Enable the Applicant to take into account fixed elements, location and size of public spaces and focal points, walkways and views while proceeding with site planning and engineering for consideration within Site Plan Review.

(II) If a pre-application review is requested by the Applicant, the Applicant may file the following with the Planning Board during the pre-application review:

- (a) A project statement that outlines the Applicant's vision for the Development Project. The vision should suggest the type of community the Applicant hopes to create and how the Applicant's vision is consistent with the District Bylaw and these Design Standards.
- (b) A fixed element plan depicting fixed elements such as Court Street, property lines, waters bodies, abutting public uses and existing uses to remain.
- (c) A development constraints plan depicting wetlands, water bodies, setbacks and buffer zones from wetlands and waterways, rights-of-way, easements and the MBTA commuter rail station and associated access and/or parking easements.
- (d) A circulation plan including major traveled ways, sidewalks and walking paths, bicycle paths, emergency access routes, and public spaces.
- (e) A development analysis plan depicting the size and location of post-development public and private areas and how public and private uses within the project will interact with one another, and site drainage facilities.
- (f) Development information including cross sections of the District depicting building locations, massing, vehicular access and public spaces.

The Applicant may submit one plan containing the information referenced in subsections (b) – (f) above. The Planning Board will present comments during this informal pre-application review process. Based on comments received on the plan, the Applicant may prepare a District Master Plan for submittal within the application for Site Plan Review.

(B) District Master Plan

- (I) The submission of a District Master Plan is purely voluntary and at the election of the Applicant.
- (II) A District Master Plan may be filed for the District as a whole or a portion of the District.
- (III) A District Master Plan should include the location and scale of traveled ways, pedestrian and bicycle circulation network, and public spaces.
- (IV) If approved by the Planning Board, subsequent applications for Site Plan Approval within the District will be reviewed for compliance with the approved Master Plan.
- (V) The Planning Board cannot issue a Site Plan Approval that necessitates a change in an approved District Master Plan unless the Applicant consents to such change, in which case said approved District Master Plan shall be deemed amended to reflect the changes included in the Site Plan Approval.

(C) Minor Engineering Changes

The Planning Board, where it is not otherwise conflict with the District Bylaw and these Design Standards, may approve minor engineering changes to a Site Plan Approval. Requests for approval of minor engineering changes shall be submitted on forms provided by the Planning Board. Such written request shall be accompanied by redlined plans indicating proposed changes and a statement supporting the basis for granting a minor engineering change. A filing fee may be required with applications for approval of Minor Engineering Changes.

Minor Engineering Changes may be approved for such changes including, but not limited to:

- (i) The total number of parking spaces.
- (ii) Parking space sizes and alignment.
- (iii) Drainage (surface/stormwater).

- (iv) Curb opening dimensions and locations.
- (v) Removal of underground storage tanks and other underground utilities.
- (vi) Changes in site/building elevations, and topographic changes on portions of the site.
- (vii) Changes in walkways and handicapped access ways.
- (viii) Changes in the type of screening/rubbish collection areas.

(D) Insignificant Changes

The Planning Board, acting through its Chairman and professional staff, may approve changes to a Site Plan Approval, which are considered to be of an insignificant nature. Requests for the approval of insignificant changes to a Site Plan Approval shall be submitted on forms provided by the Planning Board. Such written request shall be accompanied by redlined plans indicating the proposed changes and a statement supporting the basis for approving such insignificant changes to a Site Plan Approval. A filing fee may be required with applications for approval of insignificant changes.

Insignificant changes may include, but are not limited to:

- (i) Changes in Building Footprint which will not increase the gross floor area of the building or buildings within the approved Site Plan.
- (ii) Changes in exterior doorways, the location or placement of doorways, entrances and windows, and the design of a building facade which otherwise conforms to the District By-Law.
- (iii) Minor adjustments to the alignment of parking spaces necessitated by on-site conditions when such realignment would not increase the number or size of spaces or affect vehicular or pedestrian circulation.
- (iv) Changes in exterior stairways and loading docks which constitute a reduction in size of these building details.

The Planning Board Chairman or the Director of Planning on behalf of the Chairman, upon consultation with professional Town staff, if needed, will issue a written decision to the Applicant whether such request properly constitutes “Insignificant Changes to an approved Site Plan” or constitutes a “Minor Engineering Change” which requires further review by the Planning Board.

These Design Standards are based on site planning and design principles that articulate public interests in the physical design and aesthetic qualities associated with the land and its development. The following recommended provisions should be considered by the Applicant in designing the overall composition of the site, building improvements and the infrastructure of traveled ways and walkways that connect them. These Guiding Principles are goals, and shall not be applied as specific regulatory standards.

(A) Site planning principles.

(I) Promote mix of uses. Cordage Park is a central element of the Town of Plymouth's industrial heritage. Manufacturing and industrial production is not likely to return to Cordage Park, but this location will remain significant to the cultural, economic and residential character of the Town of Plymouth in the future. The District may become a destination for educational, cultural or recreational institutions serving a local or regional population base, and the overall site design within the District should allow for such non-residential development and investment as may be economically viable and culturally beneficial.

(II) Relationship to the Court Street context. Those portions of a Development Project that are adjacent to or prominently visible from Court Street should exhibit similar characteristics to the varied scale, open space and architecture found along the street that leads to and from the District. The Development Project should provide for (a) a variety of building massing and roof shapes, (b) proportional landscaping and (c) building facades and entrances that are oriented towards traveled ways, public spaces and sidewalks.

(III) Entrance and boulevard. The principal means of public access to the District's publicly accessible uses and its waterfront should be the boulevard. The entrance and the boulevard should be composed of traveled ways and sidewalks lined with buildings and distinct public spaces framed with buildings and offering views. The boulevard should begin with a gateway of buildings or open space that clearly defines the entrance to the District from Court Street. The sequence should be interesting and varied and end with a combination of active water-related uses, public space and publicly-accessible uses at the water's edge. The passageway along the boulevard may include uses, buildings and public spaces that vary in scale and character, but which are consistently oriented and designed to encourage movement and activity.

(IV) Public access to and along the waterfront. The public should be provided an inviting, clear and well-lit path along the entire water's edge within the District, including marked connections to adjacent public ways or access easements. A variety of amenities and levels of activity should be provided, with the most active and publicly-accessible uses located where the boulevard intersects with the waterfront. Other public areas should be more passive in character, providing

places to sit, walk, bicycle or participate in water-related activities.

- (V) **Activation of the site and the waterfront.** Setbacks and landscaping buffers should be maintained along the waterfront to ensure that buildings and private open space do not significantly inhibit or discourage public access and enjoyment of public movement along the water's edge. Where publicly-accessible uses are located along the waterfront, they should be designed to provide an interesting and inviting appearance. New buildings along the waterfront should be spaced to provide a varied and non-repetitive edge along the waterfront, and include periodic pedestrian connections linking landward uses and the water's edge.
- (VI) **Relationship to abutting areas.** Landscaped buffers from abutting areas to the north and south of the District should be provided.
- (VII) **Building height relationships.** Heights of buildings within the Court Street First Sub-District should be scaled in proportion to the existing character of the North Plymouth Village Center. Waterfront buildings in the Coastal and the Coastal Renovation Sub-Districts should be consistent with the larger-scaled buildings associated with the site's industrial past. Building heights in the Court Street Second Sub-District should provide a transition between the taller buildings on the waterfront and the village-scale buildings on Court Street.
- (VIII) **Public views.** The public views from Court Street into the District should provide for continued views of the historic features of any of the mill buildings that are restored. Views towards the water should be provided at several locations along the sidewalks and open spaces along the boulevard. Upon arrival at the waterfront, public views should become more expansive and include open spaces that lead to the water-edge pathways and water-dependent uses.
- (IX) **Parking and service areas.** To the greatest extent practical, large parking areas and service areas should be landscaped to conceal or diminish their visibility from Court Street, the boulevard, and the public accessway along the water's edge.
- (X) **Hierarchies among site elements.** The site design should create identifiable and practical hierarchies among site elements. The traveled way and sidewalk designs should distinguish among those intended for principal public access and use, and those that provide for internal circulation or service requirements. Public spaces should range in scale and character, adapted to the active or passive use for which they are intended. Building elements should allow recognition of those uses, entrances and areas that are intended to invite and engage the public.
- (XI) **Relationship between the MBTA facilities, site and development.** The site design should be adaptable to accommodate the potential relocation of the Massachusetts Bay Transportation Authority facilities to reduce the grade-crossings for pedestrian and vehicular traffic.

(B) Design principles.

- (I) Architectural relationship to historic industrial context.** The existing buildings in the District at the time of adoption of the District Bylaw provide suitable architecture and may be retained to the extent that renovation and reuse is determined to be feasible for market conditions. However, no existing building is considered necessary for retention except as necessary to comply with § 205-74(G) and § 205-74(H) of the District Bylaw. The renovation of existing buildings should retain recognizable features that distinguish the architectural styles and character of the industrial heritage of the site, while providing compatible and contemporary improvements associated with the adaptive reuse of these structures. New structures that are situated near the Court Street context should express forms and styles drawn from the variety that exists along this corridor. New structures situated nearer the waterfront may express the industrial architectural heritage of the site, or may pursue a modern, urban waterfront architectural style that differs from the historic mill architectural style while referencing the District's industrial history through building materials and details. However, new structures should avoid mimicking or replicating specific historic features.
- (II) Landscape design character.** Unifying themes and consistent design elements should distinguish the boulevard and the public access provided along the waterfront. However, a variety of landscape qualities and characters may be employed to reflect the hierarchy of site elements and uses within the District.
- (III) Architecture and activation of public places.** The architecture of publicly-accessible uses should be provided for a high degree of transparency along the ground level from sidewalks and traveled ways, and provide variety and interest to encourage activation of principal public places along the boulevard, its intersection with the waterfront, and along other areas intended for public use.

(A) **General standards applicable to all Development Projects.**

- (I) **Design objectives.** All development permitted pursuant to the District Bylaw shall be consistent with the design objectives of the Plymouth Master Plan, the North Plymouth Master Plan and the Plymouth Housing Plan, as they may be amended from time to time.
- (II) **Preservation of historic features.** The development within the District will require the removal and renovation of the existing industrial buildings as well as new construction. To the extent practical, the renovation of existing buildings and the design and construction of new buildings, will incorporate architectural elements that are consistent with the historic mill and warehouse features of Cordage Park, including the site's rope-making history. Although it is anticipated that a portion of the existing structures will be removed, all reasonable efforts shall be taken to protect, or, when and where necessary, restore, the smokestack to retain it as a prominent feature on the Plymouth waterfront.
- (III) **Protection of significant site features.** Roadways and lots shall be designed and located in such a manner as to maintain and preserve, to the maximum extent practical, existing tree cover, water and wetlands, natural topography and significant natural and cultural resources, to minimize cut and fill, and to preserve and enhance views to and from the site, the housing units, and the waterfront. Significant site features include the pond, wetlands subject to the jurisdiction of the Plymouth Conservation Commission, active recreation opportunities on the Plymouth Harbor waterfront, and the pedestrian bridge and gazebo adjacent to the Cordage Commerce Center.
- (IV) **Protection of public safety.** Buildings shall be designed and located so as not to endanger its occupants or the public. Site design shall include adequate water supply distribution and storage for fire protection. Vehicular circulation shall meet the access needs of emergency and public safety vehicles. The adequacy of the foregoing public safety measures shall be based on the reasonable requirements of the Plymouth Chief of Police and Fire Chief, in their respective fields.
- (V) **Prevention of light pollution.** Outdoor lighting shall be designed to ensure proper illumination of the transportation network and public spaces. It is intended that development permitted within the District shall not unreasonably interfere with the use and enjoyment of property within the District and surrounding areas and with astronomical observations. Development within the District shall employ outdoor illuminating devices, lighting practices, and systems which will minimize light pollution and conserve energy while maintaining reasonable nighttime safety and security. All outdoor lighting in the District shall comply with the following provisions:

- (a) **Shielding.** Direct light emitted by an outdoor light fixture shall not emit directly by a lamp, off a reflector or through a refractor above a horizontal plane through the fixture's lowest light-emitting part.
- (b) **Prohibited light sources.**
 - (i) **Mercury vapor and quartz lamps.** For the purposes of these Design Standards, quartz lamps shall not be considered an incandescent light source.
 - (ii) **Laser source light.** The use of laser source light or any similar high-intensity light for outdoor advertising, when projected above the horizontal, is prohibited.
 - (iii) **Searchlights.** The operation of searchlights for advertising purposes is prohibited.
- (c) **Metal halide lighting.** All outdoor light fixtures utilizing a metal halide lamp or lamps shall be shielded and filtered. Filtering using quartz glass does not meet this requirement.
- (d) **Exemptions.**
 - (i) **Fossil fuel light.** All outdoor light fixtures producing light directly by the combustion of natural gas or other fossil fuels are exempt from all requirements of this bylaw.
 - (ii) **Other light sources.** All outdoor light fixtures using an incandescent lamp or lamps of 150 watts or less are exempt from all requirements of this bylaw. All outdoor light fixtures using any lamp or lamps of 50 total watts or less are exempt from all requirements of these Design Standards.
 - (iii) **Specialty lights.** Alternative outdoor light fixtures may be allowed if it is found that the fixture's design and appearance are superior, significant light pollution will not be created, and glare is minimal.
- (B) **Public spaces.**
 - (I) **General.** The Planning Board may require, as a condition of Site Plan Approval, the provision of one public green and one waterview park for the District as a whole, and one pocket park or neighborhood green for each multi-family building with four or more units as further detailed in these Design Standards. The Board may include in its conditions specific requirements for phasing of the construction of required public spaces with the construction of approved Development Projects, but shall allow the Applicant to post surety to secure the satisfactory completion of said public spaces.

- (a) **Landscaping.** In all types of public space, landscaping will be used as necessary. Plantings should be chosen to withstand weathering and public use, with particular attention to durability and ability to withstand salt air and coastal weather.
- (b) **Walkways.** All public spaces shall be laid out and equipped with sidewalks, crosswalks and curb cuts to ensure that they are easily accessible to pedestrians. Public access shall be available from two or more sides of each open space. Public spaces shall be accessible to the handicapped in accordance with the Americans with Disabilities Act.
- (c) **Maintenance.** Landscaped areas shall be reasonably maintained as to pruning, trimming, and watering as necessary to create an attractive appearance for the development.
- (d) **Utilities.** Utility lines installed across or within all public spaces shall be underground.
- (e) **Light Fixtures.** The light center of fixtures serving public spaces shall be mounted at a maximum height of 15 feet above grade.
- (f) **Furniture.** Public spaces shall include trash receptacles and other furniture and small structures to increase the options for use and enjoyment of the spaces.



(II) Public green.

- (a) The District shall include a Public Green, a minimum of 20,000 square feet in area, oriented to and providing direct pedestrian access to the waterfront.
- (b) The Public Green shall be formally landscaped with a variety of ground coverings, flowers, plants, shrubs, and trees; and shall incorporate “hard” elements such as fencing, gazebo, seating areas, and decorative paving.
- (c) The Public Green shall create a vista along the boulevard within the District and shall to the maximum extent practical provide views from the site entrance to the Plymouth Harbor waterfront.
- (d) The Public Green should be proximate to a mix of complementary ground floor uses such as restaurants and cafes with outdoor seating and other businesses that operate in both daytime and evening hours to create a festive, welcoming, well populated attraction for pedestrians. Where practical, buildings and uses may front on the public green insofar as they do not infringe on the minimum required area designated as public space.
- (e) **Hours of operation and limitations on accessibility.** The Public Green shall

be open to the public between the hours of dawn and dusk, except when hazardous conditions are present that would affect public safety.

(III) **Waterview park.** In addition to the Public Green, the District shall include a supplemental public space oriented toward the waterfront, improved as a waterview park.

(a) **Location.** A waterview park shall adjoin the waterfront boardwalk continuously along the longest side of its major portion. The waterview park shall also adjoin a sidewalk or walking path continuously along at least one side.

(b) **Area and dimensions.** A waterview park shall be a minimum of 5,000 square feet in area, at least 50 percent of which shall be accessible to pedestrians. The minimum dimension of the major portion shall be 45 feet; the minimum dimension of any remaining portion of a waterview park shall be 30 feet.

(c) **Circulation and access.** There shall be at least one circulation path that shall provide access throughout the major portion of the waterview park to any primary building entrance accessible from the park and any use that may be present on or adjacent to the waterview park. It shall have a minimum clear width of ten feet.

(d) **Seating.** At least one linear foot of seating is required for every 100 square feet of waterview park area.

(e) **Hours of operation and limitations on accessibility.** The waterview park shall be open to the public except when hazardous conditions are present that would affect public safety.



Entrance to a pocket park

(IV) **Pocket parks or neighborhood greens.**

(a) One pocket parks or neighborhood greens (a minimum of 2,500 sq. ft. in area) shall be incorporated into the overall site design within two hundred linear feet of each multi-family building with four or more residential units; provided, however, that the Public Green may be used to satisfy this requirement for no more than one residential building with frontage on the green. The pedestrian boardwalk along the waterfront and the waterview park may each be used to satisfy this requirement for any multi-family building erected east of the train tracks.



Acceptable fencing type

(b) Pocket parks and neighborhood greens may be enclosed with fencing. Where fencing is provided, pedestrian access through the fence shall be located at logical points of entry and/or at regular intervals along the traveled way. Fencing shall be a maximum of four feet tall, constructed of wood, stone, cast stone, or metal or some combination thereof and designed to be visually permeable and



Unacceptable fencing type

decorative in nature. Chain link, cyclone, stockade, barbed wire, and similar utilitarian fences are not permitted.

(V) **Accessory buildings.**



(a) **Kiosks.** Where a kiosk is provided, it shall not occupy an area in excess of 150 square feet, including roofed areas. A kiosk may be freestanding or attached on only one side to a building wall.

(b) **Open air cafes.** Where an open air café is provided, it shall be permanently un-enclosed except that it may have a temporary fabric roof. No kitchen equipment shall be installed within an open air café. Kitchen equipment may be contained in a kiosk adjoining the open air café.



(c) Outdoor eating services or uses occupying kiosks may serve customers on a waterfront public access area through open windows.

(C) **Traveled ways, driveways and sidewalks.**

(I) **General.**



(a) **Transportation network.** A hierarchical transportation network shall be designed that includes a boulevard providing a direct connection from Court Street (Route 3A) to the waterfront, and a series of internal traveled ways providing access to existing and future development within the District. The transportation network shall provide adequate traffic capacity, provide connected pedestrian and bicycle routes, limit access onto traveled ways designed for lower traffic volumes, and promote safe and efficient mobility through the District. Traffic calming features may be used to encourage slow vehicular traffic speeds. To the extent practical, the internal traveled ways shall combine to provide multiple access routes to and around buildings within the District.

(b) **Transportation options.** The overall transportation network shall provide for different modes of transportation including walking, cycling, driving and public transportation. Motor vehicle circulation shall be designed to minimize conflicts with pedestrians and bicycles. Convenient pedestrian and bicycle access shall be provided to the Plymouth MBTA Commuter Rail station.

(c) **Vehicle and emergency access.** The Planning Board shall require adequate emergency vehicle access to all Development Projects. The following standards will be applied:

(i) If necessary, a minimum emergency access easement or right-of-way width of 20 feet is required.

(ii) The Applicant must document the rights to use all off-site private ways necessary

to provide emergency access.

- (iii) The access ways must have adequate drainage provisions.
- (iv) A gate or breakaway barrier suitable in design and construction to the Board may be permitted.
- (d) **Operations and maintenance plan.** The Applicant shall provide an operations and maintenance plan for traveled ways and drainage facilities associated with the traveled ways for review by the Planning Board. A homeowners' association, a condominium association or a business owners' association may be established to ensure that all traveled ways and associated drainage facilities shall be properly maintained.

(II) Design Guidelines

(a) Site entrance.

- (i) **Design concept.** The entrance from Court Street into the site shall be laid out with a boulevard and landscaped so as to create an attractive, main gateway into the District.
- (ii) **Landscaping.** Landscaping shall be used to accentuate the entrance and make it easily visible.
- (iii) **Lighting.** Lighting shall be landscape level to accentuate the entrance and make it easily visible.
- (iv) **On-street parking.** On-street parking shall be permitted near the site entrance where it will not interfere with site distance for vehicles exiting the District, nor with vehicle turning movements into or out of the District.



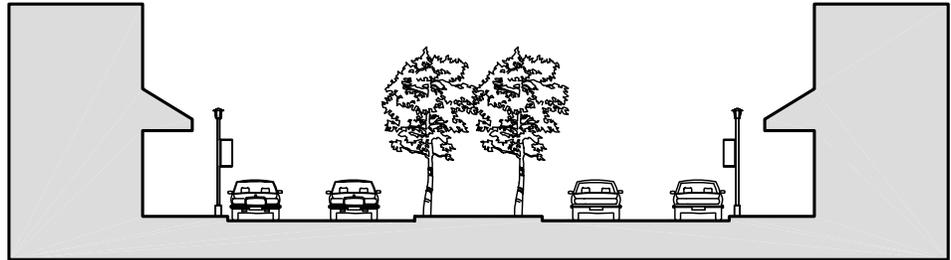
(b) Boulevard.

- (i) **Design concept.** The boulevard shall serve as the primary vehicular access from Court Street to the District, with appropriate formal and unique features that define the boulevard and create a dedicated and prominent pedestrian and bicycle corridor connected to the waterview park and the Plymouth Seaside Rail Trail. Pedestrian crossings shall be installed at intersections and intermediate locations with no more than 175 feet between crossings. Different paving textures and materials shall be used to distinguish the pedestrian crossings in the boulevard.
- (ii) **Landscaping.** The boulevard shall include a central median at least 15 feet in width with two shade trees (minimum 4 inch caliper) planted every 50 linear feet.



(iii) **Lighting.** Light posts shall be spaced at a maximum distance of 40 feet. The light center of the fixture shall be mounted at a minimum height of 12 feet and a maximum height of 15 feet above the adjacent traveled way. Lighting shall be located within 5 feet of the traveled way.

(iv) **On-street parking.** On-street parking is encouraged adjacent to first floor commercial building spaces. Paint stripes or different paving materials shall be used to define parking spaces.



Boulevard section. For illustrative purposes only.



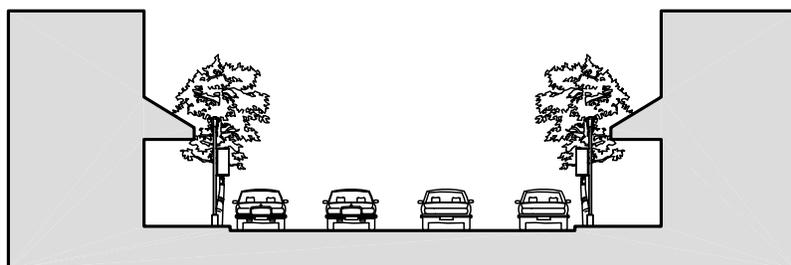
(c) **Mixed-use driveway.**

(i) **Design concept.** Driveways serving Mixed-Use Development Projects shall include on-street parking, amenities such as decorative lamp posts, sidewalk furniture, flower boxes and planters, decorative paving designs and banners typical of a community retail center.

(ii) **Landscaping and sidewalks.** Mixed-use driveways shall include shade trees every 30 linear feet staggered on each side of the driveway and sidewalks of a minimum width of 12 feet.

(iii) **Lighting.** Light posts shall be spaced at a maximum distance of 40 feet. The light center of the fixture shall be mounted at a minimum height of 12 feet and a maximum height of 15 feet above the adjacent traveled way. Lighting shall be located within five feet of the traveled way.

(iv) **On-street parking.** On-street parking shall be permitted on both sides of the driveway, where otherwise not in conflict with pedestrian access, emergency access, sidewalk furniture and plantings. Paint stripes or different paving materials shall be used to define parking spaces.



Mixed use section. For illustrative purposes only.



(d) Residential driveway.

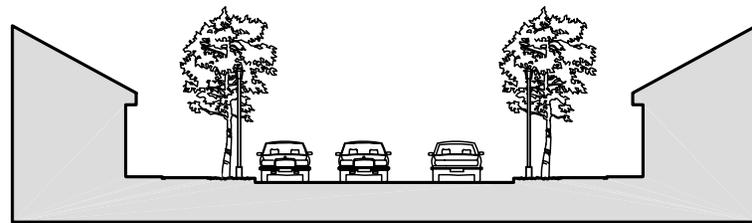
(i) Design concept. Driveways with only residential buildings located or planned along the driveway frontage shall be safe for all modes of travel, with slow vehicle speeds, and shall include amenities such as decorative lamp posts, sidewalk furniture, and flower boxes and planters.



(ii) Landscaping and sidewalks. Residential driveways shall include shade trees every 30 linear feet, and sidewalks of a minimum width of 5 feet.

(iii) Lighting. Light posts shall be spaced at a maximum distance of 40 feet. The light center of the fixture shall be mounted at a minimum height of 12 feet and a maximum height of 15 feet above the adjacent traveled way. Light posts shall be located within 5 feet of the traveled way.

(iv) On-street parking. On-street parking shall be permitted.



Residential driveway section. For illustrative purposes only.



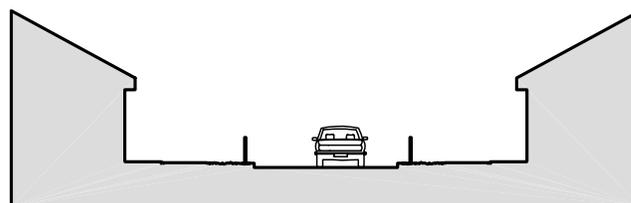
(e) Alley.

(i) Design concept. Alleys shall be used for extending utilities, maintenance of properties, trash pickups, and access to on-site parking and garages. Widths shall be appropriate for one-way traffic with turning radii allowing for maintenance vehicles.

(ii) Landscaping. No landscaping is necessary. Fencing is permitted.

(iii) Lighting. No lighting shall be required except for driveway entrances to individual properties.

(iv) On-street parking. No on-street parking is to be designed for alleys.



Alley. For illustrative purposes only.

(III) Sidewalks and walking paths.

- (a) **General.** Lighted walkways shall be provided to link buildings with public spaces, parking areas, recreation facilities and sidewalks on adjacent land wherever practical.
- (b) **Design and visibility.** Where pedestrian connections cross traveled ways, a crosswalk or change in paving shall delineate the pedestrian connection.
- (c) **Lighting.** Light posts shall be spaced at a maximum distance of 40 feet. The light center of fixtures serving only sidewalks and walking paths shall be mounted at a maximum height of 12 feet above the adjacent sidewalks and walking paths.
- (d) **Accessibility.** Sidewalks and pedestrian walking paths shall be accessible to the handicapped in accordance with the Americans with Disabilities Act.
- (e) **Hours of operation and limitations on accessibility.** All sidewalks and walking paths shall be open to the public except when hazardous conditions are present that would affect public safety.

(IV) Waterfront boardwalk.

- (a) Continuous pedestrian access of a minimum width of 10 feet shall be provided along the water's edge.
- (b) Waterfront public access areas shall be accessible to the handicapped in accordance with the Americans with Disabilities Act.
- (c) One linear foot of seating shall be provided for every 200 square feet of required waterfront boardwalk.
- (d) One shade tree and one small ornamental tree is required for every 750 square feet of the required waterfront boardwalk and may be planted anywhere within the coastal public space. Additional plantings may be included in the landscaping plan.

(V) Bicycle lanes, bicycle paths and bicycle parking.

- (a) **General.** Lighted bicycle paths may be provided to link residential and mixed-use buildings with the waterfront, adjacent public spaces, parking areas, recreation and public facilities or sidewalks on adjacent land wherever practical.
- (b) **Design and visibility.** Designated bicycle paths, when provided, shall be paved with asphalt or a similar smooth and elastic, monolithic surfacing material. Where bicycle connections cross traveled ways, a change in paving shall delineate the



bicycle route.

- (c) **Bicycle parking.** The overall site design shall include bicycle parking spaces.

(VI) Traveled way and boulevard construction standards.

- (a) **Traveled way and boulevard widths and alignments.** Traveled way and driveway widths shall be scaled to neighborhood size and shall be patterned after the character of the North Plymouth Village Service Area. Where new traveled ways are continuous with an existing traveled way, such ways shall transition seamlessly into the existing Plymouth street network, and traveled way widths shall be compatible with the width of the connecting street.
- (b) **Curb cuts.** Curb cuts may be limited to intersections with other traveled ways or access drives to parking areas for commercial, civic or multifamily residential uses.
- (c) **Curbing.** Traveled way and driveway curbing may be vertical granite, sloped granite, pre-cast concrete or bituminous concrete. Curbing shall not be required in Alleys. The Applicant shall have the option of choosing the type of material to be used for curbing, and may not include curbing where drainage swales or other Low Impact Development stormwater management strategies are proposed.
- (d) **Drainage.** Traveled ways shall include adequate provision for stormwater management and drainage including but not limited to a combination of catch basins, manholes and hard pipe. The use of pervious pavement and Low Impact Development strategies such as multiple drainage swales and bioretention basins should be considered as part of the stormwater management design. The stormwater management measures proposed for the site should conform to the best management practices described in the Commonwealth's Stormwater Management Handbooks, Volumes 1 and 2, and should conform, whenever possible, to "A Guide for the Design of Storm Drainage Facilities in the Town of Plymouth, Massachusetts" prepared by the Plymouth Department of Public Works, Engineering Division and dated December 1983.

(D) Site plan.

(I) General.

- (a) **Buildings.** Building orientation, layout and shapes for new construction shall take into account adequate light and air for the building and surrounding buildings. Buildings may have zero lot line setbacks where appropriate to achieve high quality streetscape design. Variations in front yard setbacks shall be permitted where it adds visual interest to the streetscape and where the proposed setbacks are allowed in the Building Forms section.

(b) **Proximity to Court Street and boulevard.** Buildings that front on Court Street or the boulevard shall be of comparable scale and complementary design to existing multi-story buildings in the North Plymouth Village Service Area.

(c) **Privacy.** Residential and mixed-use building designs shall provide adequate privacy for on-site and adjacent residential units by (i) screening or planting, (ii) orienting the structure toward open space or a pedestrian way, or (iii) the arrangement of rooms and design of the front of the building. Where appropriate, natural buffer areas shall be maintained to enhance views and privacy.



(d) **Landscaping.** Native, drought resistant and salt tolerant species shall be used for all landscaping materials. A minimum of one large tree (minimum 3 inch caliper) with appropriate root protection and rain absorption shall be provided for every 20 parking spaces. Trees should also be adjacent to structures.

(e) **Underground Utilities.** All new utilities (except water and wastewater treatment structures and other facilities that require above grade access) shall be installed underground.

(f) **Screening.** Decorative walls, shrubs, solid fencing or other view-obstructing materials shall be used to conceal mechanical, electrical, and communications equipment and meters, trash dumpsters, delivery areas, outdoor storage and parking areas from view of the traveled way and any dwellings.



(g) **Pedestrian network.** Site plans for new construction should maintain or improve pre-development pedestrian access to buildings, parking areas, recreational areas, public space and the waterfront, and shall be completed with considerations of pedestrian safety, handicapped access and visual quality.

(h) **Surface water drainage and wastewater disposal.** Surface runoff is to be directed into infiltration-based systems. All systems which deliver or may discharge water into the ground shall be sufficient to treat said water and to monitor said treatment so as to achieve any and all applicable effluent standards of the Plymouth Board of Health or the Massachusetts Department of Environmental Protection (DEP), as applicable, in light of the particular structure, its proposed use and the soil and groundwater conditions of the proposed site. The stormwater management measures proposed for the site should conform to the best management practices described in the Commonwealth's Stormwater Management Handbooks, Volumes 1 and 2, and should conform, whenever possible, to "A Guide for the Design of Storm Drainage Facilities in the Town of Plymouth, Massachusetts" prepared by the Plymouth Department of Public Works, Engineering Division and dated December 1983. The use of Low Impact Design standards such as swales, bioretention basins and the use of green roofs is encouraged for stormwater management.



- (i) **Retaining walls.** Retaining walls shall be constructed of stone, decorative block, stamped concrete or stone veneer.
- (j) **Signage.** In addition to the allowed retail and commercial space signage, the Applicant may provide a main entrance sign to the District as a whole not to exceed 40 square feet on a side. The Applicant may also provide directory signage including all commercial tenants within the District.

(II) **Residential sites.**

- (a) **Proximity to public space and pedestrian and bicycle network.** Residential buildings shall be sited to allow for front steps, balconies, and porches with access to the overall public space and pedestrian and bicycle network. Where proposed residential buildings are not located adjacent to public spaces, site design shall include new public and/or private open spaces or yards accessible to building residents.
- (b) **Proximity to Plymouth Harbor.** Residential buildings shall be designed to maximize water views from as many dwelling units as practical.



- (c) **Parking Lots – Location:** Parking may be provided within or underneath residential structures. Surface parking lots shall be located to the side and the rear of new buildings and, where adjacent to a traveled way, shall be adequately screened and designed to reinforce a driveway or street line that is compatible with adjacent development.
- (d) **Parking Lots – Landscaping:** Surface parking lots shall have landscaped areas with the intent to minimize the visual impact of large parking areas.

(III) **Mixed-use sites.**

- (a) **Non-residential uses.** Retail uses shall exist in ground floor levels and shall be accessible to pedestrians from sidewalks. However, retail uses may include a second story if the overall non-residential development does not exceed the maximum allowable in the District Bylaw.
- (b) **Entrance.** The main entrance of a retail use shall face the traveled way and at least one sidewalk.
- (c) **Sidewalks and streetscape design.** Mixed-use buildings shall front on traveled ways with sidewalks of a minimum width of 12 feet. The sidewalks shall contain site amenities such as benches, decorative planters, flower boxes, decorative paving designs and banners.
- (d) **Screening and buffering.** Mixed-use buildings shall be visually buffered from

adjacent single-family residential uses with a 20 foot buffer including a combination of deciduous and evergreen trees and fencing of a minimum height of 6 feet.

(e) **Landscaping.** Where practical, the landscaped area of a mixed-use site shall be configured to adjoin or complement public space.

(f) **Parking Lots. Landscaping:** Parking lots shall have landscaped areas to minimize visual impacts.

(E) **Building design.**

(I) **General.**

(a) **New buildings.** New buildings shall complement nearby buildings and structures in scale, proportions, and exterior appearance and building materials. Nearby structures include both existing nearby residential buildings, and the extensive brick mill buildings and warehouse buildings of Cordage Park. Creative designs that relate to and integrate the variety of surrounding construction and design are encouraged. Building materials should be durable. The architectural features, materials, and the articulation of a façade of a building shall be continued on all sides visible from a public street, or from the District site entrance or boulevard.

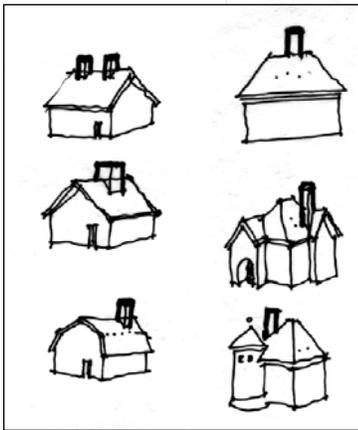
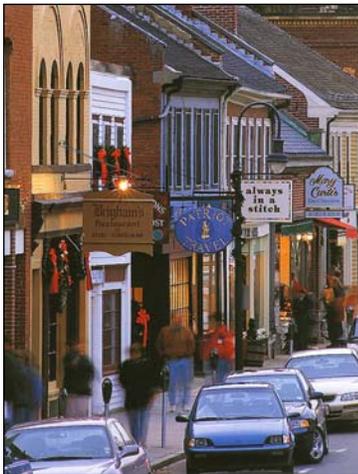
(b) **Massing of new construction.**

(i) **Building facades and footprints.** Building facades and footprints shall be articulated to vary the streetscape and provide visual interest. Building facades shall vary in height or vary the planes of exterior walls in depth and direction to break up the box-like mass and scale of new buildings.

(ii) **Facade articulation.** No uninterrupted length of any facade should exceed 40% of the façade's total length, or 100 horizontal feet, whichever is less, without incorporating at least two of the following: color change, material change, texture change, plane projections of recesses, trellises, balconies, or windows.

(iii) **Architectural detail.** The architecture facing a public space or pedestrian corridor should exhibit a human scale of detail, such as awnings, moldings, pilasters and other architectural details.

(iv) **Building massing.** Upper stories may be set back to diminish building mass consistent with the specific architectural style.



(c) **Building materials.**

(i) **Primary façade.** Natural materials such as wood, brick, masonry, stone, glass, terra cotta and tile are preferred within the development; however, high quality synthetic materials may also be considered. A combination of materials shall be used in order to create visual interest. Metal may be used to add accents to façade design, but shall not comprise more than 5% of a building façade.

(ii) **Facade material.** Remaining facades shall use the primary façade material as an accent and provide a combination of other natural materials for the secondary facades.

(d) **Roof profiles.** Roof profiles of new buildings shall employ varied articulation on vertical and horizontal planes for visual relief to the tops of buildings, and should be compatible with the existing surrounding development and otherwise suited to the regional climate. Parapets and cornices shall be designed to screen rooftop equipment and delineate the building façade. Other elements such as towers and piers may also be used to break up the horizontal massing.

(e) **Doors and fenestration.** Window and door style, proportions, size and trim should be compatible with existing buildings in the North Plymouth Village Service Area or should be compatible with the entries and fenestration of the existing mill and warehouse buildings. Variations are permissible when they create a style defining the building types.

(f) **Sustainable design.** New buildings shall contain insulation and ventilation systems and appliances specified to meet Energy Star Standards.

(II) **Residential buildings.**

(a) **General.** Renovation of existing buildings in the District shall incorporate architectural elements of the existing mill building design.

(b) **Façade.** The use of a variety of attractive and durable building materials is encouraged to create a visually interesting building façade and streetscape. Façades and buildings shall be designed to distinguish the buildings and building sections as residential.

(c) **Balconies, porches and decks.** Residential balconies and porches on the traveled ways are encouraged where practical. Balconies may extend over half of the adjacent sidewalk for mixed-use buildings with residential on the upper floors.

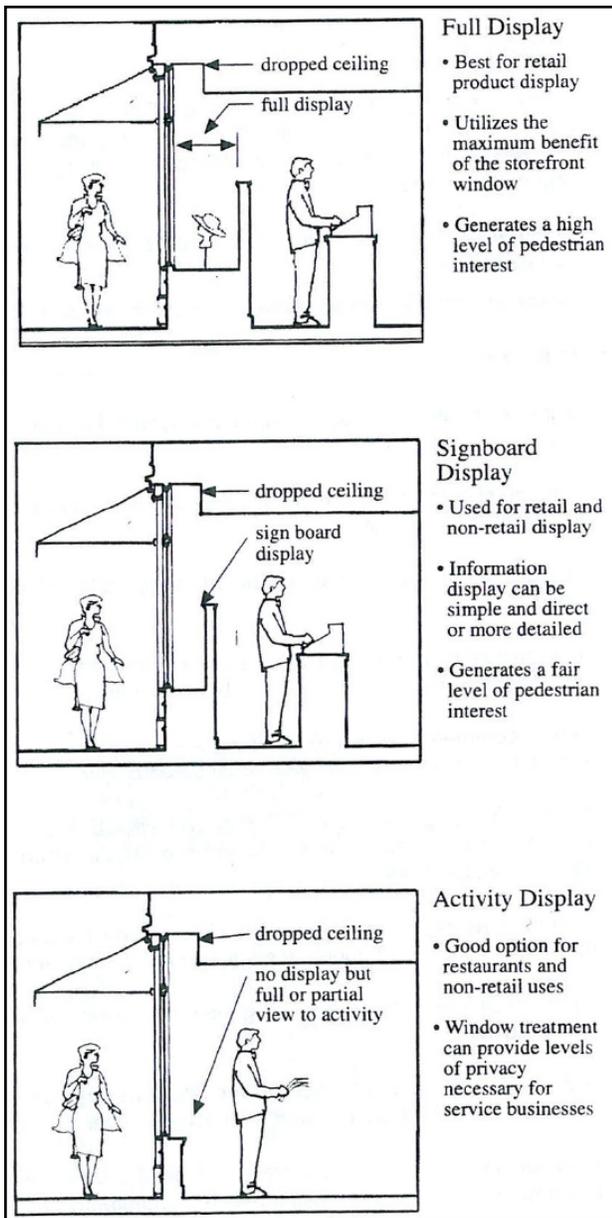
(d) **Windows.** Fenestration patterns may vary from building to building but should exhibit general consistency by proportions along a streetscape. Vertical proportions for windows are preferred; continuous horizontal bands of window glass

exceeding 6 feet in length are prohibited, except in the existing mill buildings.

- (e) **Doors.** Entrances into residential units shall be distinguished from entrances into commercial buildings.
- (f) **Landscaping.** Fencing, evergreen foliage or stone walls may be used to screen or delineate private open spaces and yards.
- (g) **Internal parking.** Where parking is situated within or below residential buildings, such parking shall be screened from traveled ways, not including alleys, with the use of hard or soft landscape materials.
- (h) **Garages.** If garages are proposed, they should be designed in such a way that they do not front on a boulevard. Detached garage banks, or recessed locations behind, under or in the side yard of the house should be used where practical.

(III) Mixed-use buildings.

- (a) **Façade.**
 - (i) **Facade articulation.** Mixed-use buildings shall be designed with varied and articulated facades to provide visual interest. Decorative patterning in exterior wall materials should be considered.
 - (ii) **Architectural detail.** Long expanses of blank walls facing a traveled way or public space are not permitted. Vertical piers, bay windows and recessed entries should be used to add visual character and maintain the pedestrian scale of the streetscape.
 - (iii) **Residential access.** Separate access to second story residential units shall be easily distinguished by location and design from retail and commercial entrances.
 - (iv) **Building articulation.** A transition line above the ground floor retail level shall be expressed architecturally by a storefront cornice, a belt course, a change in materials, a sign band or other similar element. The transition line should be relatively consistent, but does not need to be at the exact same height across buildings within the same streetscape.
- (b) **Windows.** Fenestration patterns may vary from building to building but should exhibit general consistency along a streetscape.
 - (i) **Window proportions.** Vertical proportions for windows are preferred; continuous horizontal bands of window glass exceeding 6 feet in length are discouraged except for the existing mill buildings.



(ii) **Retail visibility.** Retail and first floor commercial windows shall allow two-way visibility in order to enhance safety on the traveled way and create a visually interesting pedestrian environment. The use of dark tinted glass or reflective glass is prohibited.

(iii) **Retail windows.** Retail portions of mixed-use buildings shall include a minimum of 30% glazed windows along the store frontage.

(c) **Balconies, porches and decks.** Balconies on the upper floors may extend over half of the adjacent sidewalk.

(d) **Exterior signs for retail and commercial space.** The Applicant may propose a comprehensive sign program for the entire District to establish a uniform theme and a common style including size, shape and material.

(i) **Sign Size.** The Planning Board may allow signs of such size and height as appropriate for identification and safety in relation to a proposed use and in relation to the intensity, buffers, and setbacks of such use. Signage on each side of a building shall not exceed a total of 40 sq. ft. or 10% of the building façade, whichever is less. One cantilevered sign not in excess of 8 square feet shall be allowed on each side of a building fronting on a traveled way, and any such cantilevered sign shall not count toward the total allowable area of signage on a single façade.

(ii) **Sign Location.** Signage shall be integrated into overall building design either in a sign band, with awnings, or as cantilevered signs mounted perpendicular to the building face. All signage shall be installed so as not to obscure or

damage architectural features such as windows and trim elements. Wall signs and projecting signs are preferred.

(iii) **Sign Design.** Signage should have simple geometric shapes with two to three colors to complement the colors of the retail building. Internally lit signs and flashing signs are prohibited.

(e) **Awnings.** If awnings are used to provide signage, they should be standardized by type, size, materials, colors, illumination and method of installation across the façade to the largest extent practical.

Single Family Detached

A detached residential dwelling unit, designed for one family only.



- Use brick for accents wherever possible
- Pitched roof
- Vertically proportioned windows
- Facade articulation
- Front porches, or entries where possible



Gabled roof, covered entry and dormers provide architectural variety



Front porches and articulated facades improve the overall streetscape design.



Historic housing in Plymouth includes facade articulation and traditional roof forms.

Dimensional Regulations: SINGLE FAMILY DETACHED			
Min. Lot Area	5,000 sq ft	Max. Lot Coverage	N/A
Front Setback*	Build-to-Line 0 ft to 25 ft	Building Height***	35 ft
Combined Side Setbacks**	10 ft	Sub-Districts	Court Street First: Court Street Second
Rear Setback	20 ft		

* Setbacks shall be measured from the edge of the traveled way, not from property or right-of-way boundaries.

** Setbacks may be located on one or both sides of a building. Where zero side setback is provided on one side of a building, provided that a reciprocal access easement is recorded for both lots and townhouses or other attached dwellings, and provided that all dwellings have access to the rear yard through means other than the principal structure.

*** Where allowable building heights exceed the maximum allowable heights established in Sec. 205-74(G) of the District Bylaw, the maximum allowable heights in the District Bylaw shall govern.

Two and Three Family

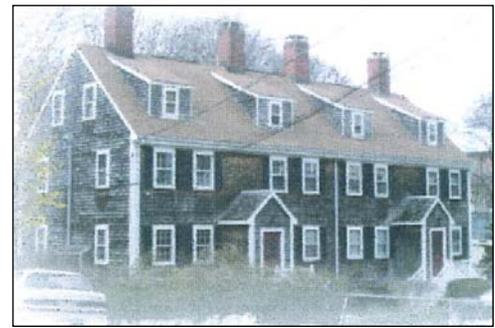
A detached residential dwelling unit designed for two or three families.



- Pitched roof
- Vertically proportioned windows
- Facade articulation
- Front porches, or entries where possible
- Brick accents where possible



Designing single family homes to have front porches and articulated facades improve the overall streetscape design.



Historic housing in Plymouth includes facade articulation and traditional roof forms

Dimensional Regulations: TWO AND THREE FAMILY			
Min. Lot Area	N/A	Max. Lot Coverage	N/A
Front Setback*	Build-to-Line 0 ft to 15 ft	Building Height***	40 ft
Combined Side Setbacks**	0 ft	Sub-Districts	Court Street First: Court Street Second; Coastal
Rear Setback	20 ft		

* Setbacks shall be measured from the edge of the traveled way, not from property or right-of-way boundaries.

** Setbacks may be located on one or both sides of a building. Where zero side setback is provided on one side of a building, provided that a reciprocal access easement is recorded for both lots and townhouses or other attached dwellings, and provided that all dwellings have access to the rear yard through means other than the principal structure.

*** Where allowable building heights exceed the maximum allowable heights established in Sec. 205-74(G) of the District Bylaw, the maximum allowable heights in the District Bylaw shall govern.

Multi-Family

A multi-floor building designed to house more than three families. May be multiple connected buildings, or a single building.



A modern industrial appearance blends well with the traditional waterfront factory and mill buildings.



Dimensional Regulations: MULTI FAMILY			
Min. Lot Area	N/A	Max. Lot Coverage	N/A
Front Setback*	Build-to-Line 0 ft to 10 ft	Building Height***	60 ft
Combined Side Setbacks**	0 ft	Sub-Districts	Court Street Second: Coastal
Rear Setback	0 ft		

* Setbacks shall be measured from the edge of the traveled way, not from property or right-of-way boundaries.

** Setbacks may be located on one or both sides of a building. Where zero side setback is provided on one side of a building, provided that a reciprocal access easement is recorded for both lots and townhouses or other attached dwellings, and provided that all dwellings have access to the rear yard through means other than the principal structure.

*** Where allowable building heights exceed the maximum allowable heights established in Sec. 205-74(G) of the District Bylaw, the maximum allowable heights in the District Bylaw shall govern.

Village-Scaled Mixed Use

A multi-level building with no more than three floors that houses retail/commercial uses on the first floor, and residential or office space on the upper floors.



- Varied colors, textures and planes break the facade into smaller parts that have a residential feel
- Vertically proportioned windows
- Decorative lighting on sign band
- Sign band visually separates commercial uses from upper floors
- Storefront windows
- Multiple materials used to differentiate first floor from floors above



Articulated roof shapes help break up the mass of larger buildings, creating a more residential feel.



Articulated entries and storefront windows .



Differentiation in color and roof shapes brings interest to the streetscape.

Dimensional Regulations: VILLAGE-SCALED MIXED USE			
Min. Lot Area	N/A	Max. Lot Coverage	N/A
Front Setback*	Build-to-Line 0 ft to 10 ft	Building Height***	45 ft
Combined Side Setbacks**	0 ft	Sub-Districts	Court StreetFirst; Court Street Second
Rear Setback	0 ft		

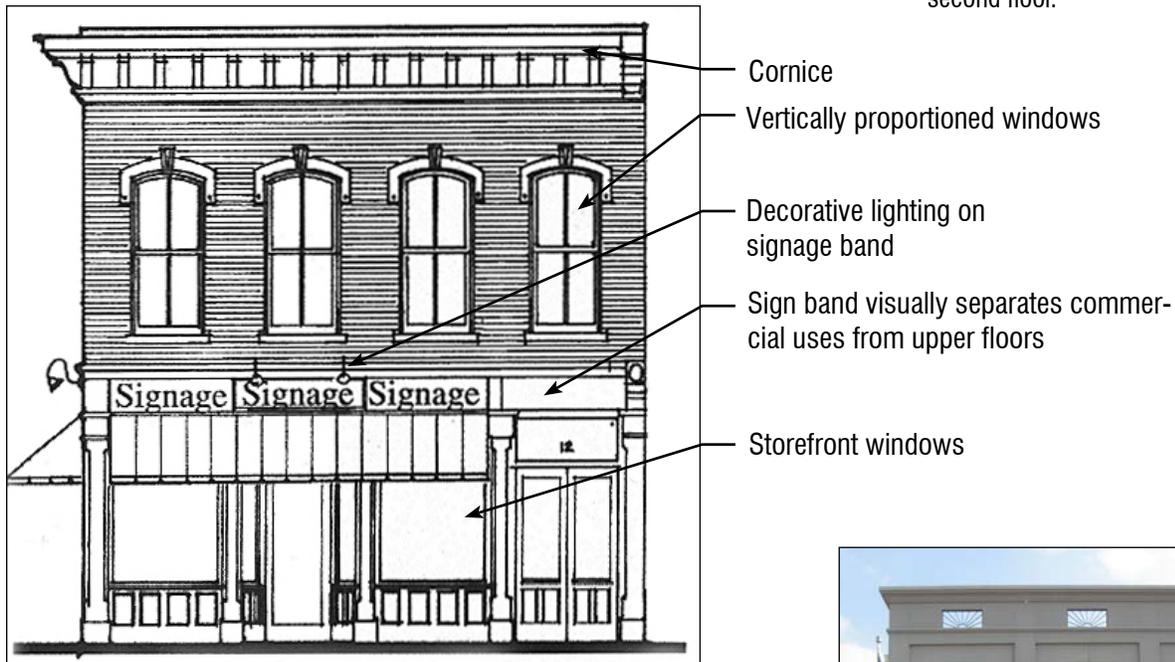
* Setbacks shall be measured from the edge of the traveled way, not from property or right-of-way boundaries.

** Setbacks may be located on one or both sides of a building. Where zero side setback is provided on one side of a building, provided that a reciprocal access easement is recorded for both lots and townhouses or other attached dwellings, and provided that all dwellings have access to the rear yard through means other than the principal structure.

*** Where allowable building heights exceed the maximum allowable heights established in Sec. 205-74(G) of the District Bylaw, the maximum allowable heights in the District Bylaw shall govern.

Mixed-Use

A multi-floor building with retail/commercial on the first floor and residential or office uses on the second floor.



Signage and ample glazing create an active storefront



Awnings and a different facade material create a visual base and pedestrian scale

Dimensional Regulations: MIXED-USE			
Min. Lot Area	N/A	Max. Lot Coverage	N/A
Front Setback*	Build-to-Line 0 ft to 10 ft	Building Height***	60 ft
Combined Side Setbacks**	0 ft	Sub-Districts	Coastal; Coastal Renovation
Rear Setback	0 ft		

* Setbacks shall be measured from the edge of the traveled way, not from property or right-of-way boundaries.

** Setbacks may be located on one or both sides of a building. Where zero side setback is provided on one side of a building, provided that a reciprocal access easement is recorded for both lots and townhouses or other attached dwellings, and provided that all dwellings have access to the rear yard through means other than the principal structure.

*** Where allowable building heights exceed the maximum allowable heights established in Sec. 205-74(G) of the District Bylaw, the maximum allowable heights in the District Bylaw shall govern.

Mill Style: Renovation

A mixed-use or single-use adaptive reuse of an existing building that preserves the character of the architecture.



- Screen all rooftop equipment
- Cornice
- Original concrete frame remains visible as an architectural feature
- Infill panels should blend with architectural style
- A separate material differentiates the base from floors above



The exposed concrete frame provides a sense of history.

Large windows accentuate the historical architectural appearance.

Dimensional Regulations: MILL STYLE: RENOVATION			
Min. Lot Area	N/A	Max. Lot Coverage	N/A
Front Setback*	Build-to-Line 0 ft to 10 ft	Building Height***	See Sec.205-74(G)(2)(d)
Combined Side Setbacks**	0 ft	Sub-Districts	Coastal Renovation
Rear Setback	0 ft		

* Setbacks shall be measured from the edge of the traveled way, not from property or right-of-way boundaries.

** Setbacks may be located on one or both sides of a building. Where zero side setback is provided on one side of a building, provided that a reciprocal access easement is recorded for both lots and townhouses or other attached dwellings, and provided that all dwellings have access to the rear yard through means other than the principal structure.

*** Where allowable building heights exceed the maximum allowable heights established in Sec. 205-74(G) of the District Bylaw, the maximum allowable heights in the District Bylaw shall govern.

Mill Style: New Construction

A mixed-use or single-use building that preserves the character of the surrounding architecture while having a modern character that blends with new buildings on the site.



Varied materials, colors and heights create a varied appearance that gives the building architectural interest.

Dimensional Regulations: MILL STYLE: NEW CONSTRUCTION			
Min. Lot Area	N/A	Max. Lot Coverage	N/A
Front Setback*	Build-to-Line 0 ft to 10 ft	Building Height***	See Sec.205-74(G)(2)(d)
Combined Side Setbacks**	0 ft	Sub-Districts	Coastal; Coastal Renovation
Rear Setback	0 ft		

* Setbacks shall be measured from the edge of the traveled way, not from property or right-of-way boundaries.

** Setbacks may be located on one or both sides of a building. Where zero side setback is provided on one side of a building, provided that a reciprocal access easement is recorded for both lots and townhouses or other attached dwellings, and provided that all dwellings have access to the rear yard through means other than the principal structure.

*** Where allowable building heights exceed the maximum allowable heights established in Sec. 205-74(G) of the District Bylaw, the maximum allowable heights in the District Bylaw shall govern.