HOW TO USE THIS CODE

1. Determine if property in question is located within the Tri-Town Development Area.

2. Look at the adopted framework regulating plan. Find the property in question. Note in which Character District it is located.

3. Does the property have frontage on an existing or designated street on the framework REGULATING PLAN or is there a site-specific REGULATING PLAN in place?
   a. If yes:
      (i) Note the REQUIRED BUILDING LINE, PARKING SETBACK LINE, and the color of the fronting street-space—this determines the applicable BUILDING FORM STANDARD (see the key located on the REGULATING plan). For Employment Park Districts, note the LOT BUILDING LIMIT and the permitted BUILDING FORM STANDARDS.
      (ii) Find the appropriate BUILDING FORM STANDARD pages in Part 3. Building Form Standards. The BUILDING FORM STANDARDS will tell you the parameters for building on the site in terms of height, siting, elements, and use.
      (iii) Additional information regarding streets and other public spaces surrounding the property are found in Part 4. Public Realm Standards and Part 5. Parking Standards. These sections establish the general parameters for the character of the STREET-SPACE including vehicular traffic lane widths, curb radii, sidewalk and tree planting area dimensions, and on-street parking configurations; and parking requirements.
   b. If no:
      (i) Turn to Part 2. Regulating Plans and review the Rules for New Site Specific Regulating Plans for the Character District in which the property is located.
      (ii) A site-specific REGULATING PLAN must be prepared and approved prior to proceeding through steps a.(i)-(iii) above.
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PREFATORY NOTE:
REGARDING THE PROPOSED I-93 INTERCHANGE

The SPUI/Diamond design shown for the proposed I-93 interchange in the Tri-Town Development Area has been provided to the Consultant Team by AECOM as consultants to the Highway Division of the Massachusetts Department of Transportation (MassDOT), the agency leading the design, permitting, and construction of the interchange. This design is preliminary and has not yet been accepted by MassDOT or the Federal Highway Administration (FHWA). MassDOT and FHWA will ultimately decide upon a Consensus Alternative and a final Preferred Alternative for design of the interchange through the interchange’s federal environmental review process. Accordingly, the interchange’s design, location, and level/type of connection to the local road network in all 3 towns are not yet final and remains to be decided among the towns, MassDOT, and FHWA, outside of the process for drafting the Tri-Town Development Area Form-Based Code. Accordingly, questions or concerns regarding the interchange’s design, location, and level/type of connection to the local road network should be directed to the town planners for each of the towns and/or MassDOT.
Part 1. Introduction

The Tri-Town Development Area Form-Based Code (also referred to herein as “the Tri-Town Code” and “the Code”) regulates land development by establishing a series of Character Districts that incorporate rules for the future development pattern—primarily streets and blocks—and set careful and coherent controls on building form while employing more flexible parameters relative to building use. The Code uses simple and clear graphic prescriptions and parameters for height, siting, and building elements to address the necessities for defining good public space; and broad parameters for uses within the buildings.

The Tri-Town Code is organized around six Character Districts: the Mixed-Use Center and Mixed-Use Commerce Center; the Campus; Infill Districts; Employment Parks; and the Riverfront. These Districts are designated on the Tri-Town Framework Regulating Plan. Depending on the Character District designation and the specific location of the development parcel, a property owner, group of property owners, or developers may be required to prepare and submit an additional site-specific regulating plan for review and approval.

The standards provided in this Code were built on the foundation established in the 2006 Tri-Town Unified Development Vision and refined through a series of stakeholder meetings, listening sessions, and design workshops held during the fall and winter of 2009-2010. The standards incorporate the principles of pedestrian-oriented place-making and urban design. The expectation is that these standards will provide the foundation for long-term development and redevelopment in the Tri-Town Development Area, provide for a more efficient use of land, and accommodate change over time. The Code recognizes that the local economy may support and/or demand different types of uses at different times, but with a sound development and building pattern the building's life-cycle will be sustainable.

The Tri-Town Development Area spans the three towns of Andover, Tewksbury, and Wilmington and is roughly bounded by Ballardvale Street on the east, South Street on the west, the Shawsheen River to the north and Salem Street to the south. (See the Framework Regulating Plan in Part 2 for specific boundaries.) However, the principles and standards that appear herein may be adapted to regulate development in areas near the Tri-Town Development Area in the three towns.

101. Purposes

A. This Code is intended to meet the goals of the refined Unified Development Vision by providing coherent implementation tools for the Tri-Town Development Area.

B. It is designed to foster development and redevelopment in a sustainable pattern: Mixed-Use Centers with a compact, walkable, transit-ready town form and a lively mix of uses; office districts in a campus format; and employment zones in a more flexible form to address environmentally isolated/constrained sites, all within the larger Tri-Town Development Area.

C. A clear sense of identity for each Character District will be created by this Code with clear physical connections throughout the Tri-Town Development Area which are very important for future transit-ready and transit-supportive development.

D. The Code shall be applied to new development, infill development, and re-developement in the Character Districts both in order to achieve the vision set forth for the Tri-Town Development Area and to provide a mechanism for implementing the following specific goals, using both public and private sector investment:
1. Capitalize on public investment in new and existing infrastructure
2. Promote compact, mixed-use development at a level complementary to the character of the three communities
3. Ensure transit-supportive development
4. Promote pedestrian-oriented and transit-oriented design
5. Encourage economic development and job growth in a sustainable/environmentally sensitive development pattern

E. The creation of transit- and pedestrian-oriented development is dependent on three factors: design, density, and diversity of uses. The Code places greatest emphasis on the first element (design, or physical form) because it is of greatest importance when creating the places that attract people, jobs and economic vitality. The mix and intensity of uses can be expected to change over time as the area grows and matures.

102. Other Applicable Regulations

A. All development must comply with relevant Federal, State and Town regulations. Whenever any provision of this Code imposes a greater requirement or a higher standard than is required in any State or Federal statute or other local by-law or regulation, the provisions of this Code shall govern unless preempted by State or Federal law.

B. Wherever there appears to be a conflict between the Tri-Town Form-Based Code and other sections of the Andover, Tewksbury, or Wilmington Zoning By-laws, the requirements specifically set forth in the Tri-Town Code shall prevail. For development standards not covered by the Tri-Town Code, the other applicable sections in the Town By-Laws shall be used as the requirement.

C. It is not the intent of this Code to interfere with or annul any easements, covenants, or other agreements between parties; provided that where this Code imposes a greater restriction upon the use and dimensions of buildings, structures, or land, or requires larger open spaces than are imposed or required by other public by-laws, regulations, or permits, or by private easements, covenants, or agreements, the provisions of this Code shall govern, except where expressly qualified herein.

103. Minimum Requirements

In interpreting and applying the provisions of this Code, they are the minimum requirements for the promotion of the purposes of this Code.

104. Severability

If any provision of this Code is found to be invalid by a court of competent jurisdiction, the remainder of this Code shall not be affected but shall remain in full force. The invalidity of any provision of this Code shall not affect the validity of the remainder of the Zoning By-Law.

105. Components of the Code

This Code places a primary emphasis on physical form and place-making, with a secondary focus on land uses. The principal regulatory sections of this Code are described below.

A. The Regulating Plan(s)

1. The regulating plan is the application key and principal tool for implementing the Code.
2. The regulating plan shows how each lot relates to the street-space (such as streets, squares/civic greens, and pedestrian pathways) and the surrounding
neighborhood. The regulating plan may identify additional regulations or opportunities for lots in specific locations.

3. The framework regulating plan for the Tri-Town Development Area designates the Character Districts, by which the other development rules and regulations (described below) are organized and applied. It also identifies: existing streets; general locations for new streets required for future development; connectivity and internal circulation; the building form standards for sites with frontages along existing streets; and various rights-of-way, easements, development buffers and other constraints to, or parameters for, development.

4. A site-specific regulating plan provides the public space master plan with specific information on development parameters for each parcel it covers. These site-specific regulating plans include the specific details necessary to create the physical form and character appropriate for the designated Character District. A site-specific regulating plan is required for the development of most parcels within the Character Districts. They may be prepared by individual property owners, groups of owners, developers, or the town government.

B. The Building Form Standards

1. The primary intent of the building form standards (bfs) is to shape the street-space—its specific physical and functional character—through placement and form controls on buildings as they frame the street-space or public realm. The secondary intent of the building form standards is to ensure that the buildings cooperate to form a functioning, sustainable, block structure. These bfs aim for the minimum level of control necessary to meet those goals. Regulating by street frontage produces a coherent and integrated street-space with minimal interference in the private activities within the lots.

2. The building form standards establish basic parameters governing building form, including the buildable envelope (in three dimensions) and certain permitted and/or required elements, such as storefronts, balconies, and street walls. The building form standards establish both the boundaries within which things may be done and specific things that must be done. The applicable standard for a building site is determined by the street frontage designated on the framework or site-specific regulating plan.

C. The Public Realm Standards

The purpose of the Public Realm Standards is to reinforce the public realm and ensure coherent street-space; to assist builders and owners with understanding the relationship between the public realm of the Character District and their own building; and to balance the needs of all forms of transportation.

1. The Street Type Specifications

The street type specifications illustrate typical configurations for streets within the district. They address vehicular traffic lane widths, curb radii, sidewalk and tree planting area dimensions, and on-street parking configurations.

2. Public Space Standards

These standards establish the rules for public space configurations and set the parameters for the placement of street-trees, and other amenities or furnishings (e.g., benches, signs, street lights, etc.) within the public realm—such as streets, squares, greens, and plazas.
D. Parking and Loading Standards
Parking standards provide goals and requirements to promote a “park once” environment through on-street and shared parking; to reduce diffuse, inefficient, single-purpose reserved parking; to limit the environmental and aesthetic impacts of surface parking lots; and to encourage pedestrian-oriented and transit-supportive districts.

E. Building Function and Land Use Categories
These standards provide for the uses allowed within the lot on ground floors and on upper floors, correlated with each building form standard. Because the Code emphasizes form more than use, it includes fewer, broader categories than those provided in the local zoning by-laws. True civic uses, in civic use buildings, are narrowly defined (see Part 8. Definitions), and exempt from many of the BFS requirements.

F. Administration
Administration describes the development application, review and approval process.

G. Definitions
Certain terms in the Code are used in very specific ways, often excluding some of the meanings of common usage. Wherever a word is in small capitals format, consult the definitions for its specific and limited meaning. Where there is an apparent contradiction between the definitions in this Code and those in the Town Zoning By-laws, the Code definition set forth in Section 801 shall prevail.
Part 2. Regulating Plans

201. Purpose and Intent

A. A regulating plan is the controlling document and principal tool for implementing this Code.

B. The regulating plan makes the development standards place-specific, by allocating the building form standards (BFS) and delineating the public spaces. A regulating plan identifies: the boundaries for the development parcel and the development proposal(s) to be covered thereby; new and existing streets; the required building line and parking setback line, and the street-type designation throughout the plan area.

C. A regulating plan may identify specific characteristics assigned to a lot or building site and may identify additional regulations (and opportunities) for lots in specific locations, as well as exceptions to the BFS or other standards.

D. The rules for creating new site-specific regulating plans are intended to encourage sustainable development at the neighborhood and regional level and overlap with many of the requirements for sustainability ranking systems, such as the prerequisites and credits of the Neighborhood Pattern and Design portion of the LEED for Neighborhood Development (LEED-ND) program.

202. Types of Regulating Plans

The Tri-Town Form-Based Code includes two types of regulating plans: a framework regulating plan, that covers the entire Code jurisdiction, and site-specific regulating plans that may be developed for each Character District (or portions thereof).

A. The Framework Regulating Plan

A Framework regulating plan has been prepared for the Tri-Town Development Area and is set forth in Section 203 of this Code. It designates the Character Districts by which the development rules and regulations are organized and categorized; existing streets; locations for new streets and roads required for future development, connectivity and circulation within the framework regulating plan area; the building form standards for sites with frontages along these streets; and various rights-of-way, easements, environmental buffers and other constraints to, or parameters for, development.

B. Site-Specific Regulating Plan

1. An approved Site-Specific regulating plan is required for the development of most parcels within the Tri-Town Character Districts. These plans provide a public space master plan (including the designation of street types) with specific information on development parameters for parcels within the District. They include the specific details necessary to create the physical form and character required for the designated District. They may be prepared by individual property owners, groups of owners, developers, or the town. These plans may be prepared on one or more sheets, as necessary to convey the required information to complete the appropriate application and review process.

2. For both the Mixed-Use Center (east) and the Mixed-Use Commerce Center (west); a Site-Specific regulating plan for a not less than 10 acre development parcel shall be prepared before development within that area. Individual Site-Specific regulating plans for adjacent/abutting development parcels within the Mixed-Use Centers shall provide for an interconnecting street network, with at least one point of connectivity for each 400 feet of
shared parcel boundary, or portion thereof. This plan may be amended as development proceeds.

203. The Framework Regulating Plan

A. Framework Regulating Plan/Key

B. New Streets: Designated on Framework Regulating Plan
Where new streets are designated on the Framework REGULATING PLAN, they are critical to the working of the larger Tri-Town Development Area and shall be considered mandatory. While the street infrastructure may not be constructed until some point in the future, the RBL, and other regulations of the REGULATING PLAN shall be respected.

C. Framework Regulating Plan
See following page.
204. Illustrative Site-Specific Regulating Plans

A. A site-specific regulating plan is required for:

1. All development parcels that do not have designated building form standards on the framework regulating plan.

2. Any new development parcels created through the creation of new streets not already designated on an approved regulating plan.

3. These plans shall convey the required information concerning designation of building form standards, designation of street types and other required public spaces, and other information as specified in Section 206 and in Section 706-708 Application Requirements.

B. Illustrative site-specific regulating plans have been prepared for the Mixed-Use Centers adjacent to I-93.

1. The level of detail and graphic format of the plans should be similar to the sample regulating plans shown in this Section (and available for reference in the Town [Planning/Community Development/Planning and Conservation] Department and should be produced at the same scale and sheet size as similar documents required for all other planned development districts. The plans must also be provided in a digital format (".dwg") to the Planning Board.

2. Illustrative Plan: A petitioner for a site-specific regulating plan must also submit a non-binding illustrative plan drawn to the same scale as the proposed regulating plan. The purpose is to illustrate the likely built results of the regulating plan by showing buildings on each lot and preliminary designs for streets and civic spaces in compliance with these regulations and the proposed site-specific regulating plan.

C. Mixed-Use Center Site-Specific Regulating Plan: Key
D. Mixed-Use Center Site-Specific Regulating Plan: Building Form Standards
E. Mixed-Use Center Site-Specific REGULATING PLAN: Street Type Locator
Please note - these alternatives have not been fully reviewed and accepted by either FHWA or HUD and are still subject to change. These are PRELIMINARY concepts that will lead to a Consensus Alternative and an eventual Preferred Alternative.
G. Mixed-Use Commerce Center Site-Specific REGULATING PLAN: Street Type Locator
205. Character Districts
The Character Districts represent a variety of development forms and intensities, based on the community vision plan and the physical/environmental constraints of the Tri-Town Development Area. Although this Code regulates all of the Districts, some rules and standards are unique to each. The Districts include: the Mixed-Use Center; the Mixed-Use Commerce Center; the Campus; Infill; Employment Parks; and the Riverfront.

206. Rules for New Site-Specific Regulating Plans
A. General Standards for all Site-Specific Regulating Plans

1. Applicability
The following rules and standards apply to the creation of any new site-specific regulating plan in any Character District in the Tri-Town Development Area that:
   a. does not have an approved site-specific regulating plan in place; and
   b. does not have building-form standard(s) designated on the Tri-Town framework regulating plan along its existing street frontages.
   c. has newly created street frontage due to subdivision or the creation of new public or private streets.

2. Building Form Standards (BFS)
   a. General
      (i) Building form standards are designated on the regulating plan by street frontage.
      (ii) In determining the allocation, and thereby the form of the District, attention must be paid to both the physical context (what goes next to what) and diversity of allowed/required uses. When creating or amending a site-specific regulating plan, the standards herein shall apply.

   b. Consistency of Application
      (i) Consistent building form standards (of a similar intensity) shall face across streets. Within the following hierarchy, building form standards in the same group are considered to be consistent and may face each other across streets:

      | Group | Description |
      |-------|-------------|
      | 1     | General, General Storefront |
      | 2     | General, Tech-Shop |
      | 3     | Town |
      | 4     | Campus |
      | 5     | Flex |

      (ii) When separated by an alley (or common access easement), or when fronting different streets (i.e. a corner lot and its adjacent lot), building form standards from any group may sit adjacent to one another.

      (iii) When separated by a square, plaza, civic green, or park, consecutive building form standards (one group different) may face one another. For example, buildings from Group 1 may face buildings from Group 2 but not Group 3.

      (iv) Building form standards from consecutive groups (one group number different) may share a common lot line and/or sit directly beside one another. For example, buildings from Group 1 may sit...
beside buildings from Group 2 but not Group 3. Such changes must be consistent on both sides of the street and must not occur more than once per 100 linear feet of the street frontage.

(v) Civic use buildings (designated on the regulating plan) are not restricted by these standards.

c. Allocation by Character District
In order to provide for a mix of uses and a varied intensity of development within each Character District, the required mix of building form standards that applies to each character district is specified below. This percentage standard represents net lot area. The percentage is calculated based on the relationship of the lot area designated with the same building form standard to the area of the entire Character District minus the area of any street-space.

<table>
<thead>
<tr>
<th>Building Form Standard</th>
<th>Mixed-Use Center</th>
<th>Commerce Center</th>
<th>Campus</th>
<th>Infill</th>
<th>Employment Park</th>
</tr>
</thead>
<tbody>
<tr>
<td>Storefront</td>
<td>4-20%</td>
<td>4-60%</td>
<td>0-5%</td>
<td>0-10%</td>
<td>N/A</td>
</tr>
<tr>
<td>General</td>
<td>30-60%</td>
<td>10-60%</td>
<td>0-10%</td>
<td>0-10%</td>
<td>N/A</td>
</tr>
<tr>
<td>Townhouse/Small Apartment</td>
<td>10-30%</td>
<td>4-20%</td>
<td>0-5%</td>
<td>0-2%</td>
<td>N/A</td>
</tr>
<tr>
<td>Tech/Shop</td>
<td>0-25%</td>
<td>4-60%</td>
<td>0-10%</td>
<td>0-100%</td>
<td>0-20%</td>
</tr>
<tr>
<td>Campus</td>
<td>N/A</td>
<td>N/A</td>
<td>0-100%</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Flex</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>4-100%</td>
</tr>
</tbody>
</table>

3. Streets
(i) New streets shall be designated and designed in accordance with street type specifications. (See Part 4. Public Realm Standards)

(ii) New streets shall be publicly accessible.

(iii) No street-space shall be gated.

(iv) All lots shall share a frontage line with a street-space.

(v) Connectivity of the street grid and intersection alignment within the Tri-Town Development Area and the Character Districts is established and regulated by the regulating plan and street specifications and as specified in Part 7. Administration (Administrative Allowances).

B. Mixed-Use Center Site-Specific Regulating Plans
Both types of Mixed-Use Center require an interconnected street and block pattern with specific standards designed to produce a mixed-use, pedestrian-oriented, transit-ready place characterized by broad sidewalks and street trees, shop fronts, sidewalk cafes, and other commercial uses at street level, with upper story offices and/or residences. (Note: the Mixed-Use Commerce Center does not allow private residences; however, overnight accommodations such as hotels or conference facilities are permitted.) It is anticipated that these centers will provide the support services for existing and new employment facilities in the larger Tri-Town area. The Mixed-Use Center regulating plan makes the development standards place-specific by establishing the street and block pattern, allocating the building form standards (BFS) and delineating the public spaces. This regulating plan identifies the boundaries for the area covered by the plan; the required building line and parking setback line, and the street-type designation throughout the plan area.

1. Building Form Standards (BFS)
  a. General
   (i) In determining the allocation, and thereby the form and mixed-use character of the District, attention must be paid to both the physical
context (what goes next to what) and diversity of allowed/required uses.

(ii) The permitted BFS in the Mixed-Use Centers are: General, General Storefront, Town, and Tech-Shop.

2. Streets, Blocks & Alleys

a. Streets


(ii) Streets that do not connect to other streets, as part of an interconnected network, are not permitted except as below:

• Where streets are configured with a one-way loop around the perimeter of a central green area, having a maximum depth (perpendicular to the primary street centerline) of 75 feet and a minimum width (dimension parallel to the primary street) of 75 feet;

• Where streets are less than 120 feet long (measured from the street intersection centerline) and configured as a stub-out designed for connection to future streets/development;

• Where streets are less than 120 feet long (measured from the intersection centerlines) and connected to alleys or common drives giving rear lot access, and or ending at designated conservation lands

(iii) Additional streets may be added to an approved site-specific regulating plan to create a smaller block pattern pursuant to the subdivision plan modification; however, no streets shown on an approved plan may be removed without being replaced.

b. Block Standards

(i) The average block perimeter shall not exceed 1400 feet.

(ii) Blocks shall be measured at the public or private right-of-way line or at the rbl/build-to line, where a right-of-way line is not present. All lots and all contiguous lots are considered to be part of a block for this purpose.

(iii) No block face shall have a length greater than 300 feet without an alley, common drive or access easement, or pedestrian pathway providing through-access to another street-space, alley or common access easement, or conservation restricted land. Individual lots with less than 100 feet of frontage are exempt from the requirement to interrupt the block face; those with over 200 feet of frontage shall meet the requirement within their lot, unless already satisfied within that block face.

(iv) Unless otherwise specified on the regulating plan, no curb cuts are permitted within 75 feet of another curb cut, intersection, or driveway. Driveways into or from alleys or common drives are not restricted by this measure.

c. Alleys or common drives

(i) Alleys or common drives must provide access to the rear of all lots, except where lots are on a perimeter common to non-developable or conservation lands or where a lot has streets on three sides and the absence of an alley would not deprive an adjacent neighbor of rear lot access.
(ii) **Alleys** (or common access easements) may be public or private, but public access must be dedicated via an easement.

(iii) **Alleys** may be incorporated into (rear) parking lots as standard drive aisles. Access to all properties adjacent to the alley shall be maintained. Access across property lines between parking lots larger than 7,000 square feet is required.

(iv) Where an **alley** does not exist and is not feasible to construct at the time of development of any property, the applicant is required to dedicate the **alley right-of-way** within the rear setback [as an easement/to the Town] and maintain the area within the rear setback by, at a minimum:

- Providing routine landscape maintenance to the area.
- Keeping the area clear of debris, stored materials, and vehicles.

### 3. Public Spaces (in addition to Streets)

a. **Public Spaces**—excluding streets and sidewalks, but including **civic greens and squares**—shall constitute no less than four percent of the **net lot area** of each site-specific Mixed-Use Center regulating plan. Each Mixed-Use Center site-specific regulating plan shall have one central public space and a variety of other public spaces.

b. A central **civic green or square** of a minimum 10,000 and maximum 50,000 square feet in tract area shall be provided per each Mixed-Use Center site-specific regulating plan.

c. The central **civic green or square** shall be located within a 500-foot radius of the geometric center of each Mixed-Use Center.

d. **Civic greens or squares** of smaller size shall be distributed throughout the Mixed-Use Center so that no lot is farther away than a three-minute walk (900 feet) of a public space.

e. **Civic greens or squares** shall be measured to their surrounding right-of-way or tract dimension where they are fronted by a private building.

f. No more than 25 percent of the perimeter of a any **civic green or square** may front onto the edge of any Mixed-Use Center.

g. At least 60 percent of the public space perimeter shall abut a street right-of-way.

h. See Part 4. Public Realm Standards for specific configuration requirements.

### C. Campus District Site-Specific Regulating Plans

The Campus Character District promotes a site configuration of buildings around a central green **quad** (with secondary greens and squares distributed between them). It requires an interconnected network of greens, **pedestrian pathways**, and streets designed to produce a pedestrian-oriented district of research, academic, or office buildings fronting quads with canopy shade trees. Although not transit-oriented, this District is envisioned to be transit-supportive through the use of shuttle services and other transportation demand management (TDM) tools.

#### 1. Building Form Standards (BFS)

a. The permitted **BFS** in the Campus District are: Campus, General and Town.

b. Service structures (such as garages, maintenance & repair shops, and grounds crew storage areas) for Campus District maintenance shall be located not less than 100 feet from any **quad** or public open space.
2. Streets, Blocks & Alleys
   a. The permitted street types in the Campus District are: S-80/48, S-74/36, S-66/36, S-36/34, T-20/12, A-30.
   b. No loading docks, service areas, or work yards shall be visible from any quad or public open space.
   c. No surface parking lots shall be permitted within 150 feet of any quad or public space.

3. Public Spaces (in addition to Streets)
   Public Spaces—including streets and sidewalks, but including quads, civic greens or squares, plazas—shall constitute no less than thirty-three percent (33%) of the net site area of the Campus Character District. Each Campus shall have one central public space and a variety of other public spaces.
   a. A central quad of a minimum 10,000 and maximum 50,000 square feet in area shall be provided.
   b. Quads and greens or squares shall be measured between building facades and independent of any surrounding right-of-way.
   c. The central quad shall be located within a 500-foot radius of the geometric center of the Campus.
   d. No more than twenty-five percent (25%) of the perimeter of a quad may front onto the edge of a street.
   e. Greens, quads, or squares of smaller size shall be distributed throughout the District so that no building is farther away than a one minute walk (300 feet) of a public space.
   f. At least 60 percent of any public open space perimeter (within the development parcel) shall be abutted by a facade.
   g. See Part 4. Public Realm Standards for specific configuration requirements.

4. Civic Buildings and Monuments
   Monuments or clock towers/carillons with a footprint not greater than 300 square feet may occupy up to ten percent (10%) of any single public space.

D. Infill District Site-Specific Regulating Plans
   The Infill Character Districts have more flexible development standards, recognizing the existing infrastructure and buildings. Although the Infill District will remain auto-oriented, the requirements include features to improve pedestrian and bicycle connectivity to the Tri-Town Mixed-Use Center(s) and the Riverfront; and standards for more efficient and sustainable use of the land and infrastructure. The regulations allow for commercial development ranging from small, single lot, one-story, single-use projects (such as stand-alone office or research buildings) to larger, multi-lot, multi-story business parks or corporate headquarters/complexes.

1. Building Form Standards (BFS)
   The permitted bfs in the Infill District are: Tech-Shop, General, Town.

2. Streets, Blocks & Alleys
   b. The average block perimeter shall not exceed 2400 feet.
   c. Surface parking shall be located behind the building.
3. Public Spaces (in addition to Streets)
   Provision of bike/pedestrian access trails shall be encouraged in exchange for XXX.

E. Employment Park District Site-Specific Regulating Plans
   The Employment Park Character Districts present unique opportunities and constraints; the development standards provide considerable flexibility. The relative isolation of the developable areas and proximity to environmentally sensitive areas will dictate the ultimate form and character of the Employment Parks. They are encouraged to include pedestrian/bicycle connections to the Mixed-Use Centers and they are envisioned to be transit-supportive office/research and/or hotel/conference facilities surrounded by natural areas. Developers shall establish the lot building limit, incorporating the environmental or other physical constraints, to define the buildable area of the individual Employment Park. They are encouraged to prepare master plans for these sites, with site-specific regulating plans and applied building form standards.

1. Building Form Standards (BFS)
   The permitted building form standards in the Employment Park District are: Flex, Tech-Shop.

2. Streets, Blocks & Alleys
   The permitted street types in the Employment Park District are: S-74/36, S-66/36, S-66/34, R-50/24, and T-20/12.

3. Public Spaces (in addition to Streets)
   a. A perimeter buffer area, within 40 feet of the lot building limit, shall be planted with one tree per 500 square feet. These trees shall be chosen from either Code tree list, or an alternate species recommended by the Town Forester. There is no minimum caliper requirement at planting.
   b. Provision of bike/pedestrian access trails shall be encouraged in exchange for XXX.

F. Riverfront District Site-Specific Regulating Plans
   The Riverfront District will remain predominantly undeveloped and in its natural state, providing passive and active recreational opportunities for the Tri-Town Development Area.

1. Building Form Standards (BFS)
   The permitted BFS in the Riverfront District are: Tech-Shop, General, and Town.

2. Streets, Blocks & Alleys
   a. The permitted street types in the Riverfront District are: S-74/36, R-50/24, and T-20/12.
   b. Due to the environmental sensitivity of the riverfront, pervious paving and other low-impact development (LID) design techniques or stormwater Best Management Practices—such as, but not limited to, landscape swales, vegetative filters or rain gardens, stormwater planters, and landscape infiltration facilities—are highly encouraged for all access drives and any parking areas.

3. Public Spaces (in addition to Streets)
   a. Property owners are responsible for the maintenance of park preservation areas on their parcels unless otherwise conveyed to either the town and accepted by it for park or open space use or conveyed to a nonprofit
organization, the principal purpose of which is the conservation of open space.

b. There are no requirements for additional public open spaces.

207. Regulating Plan Amendment

1. Any amendment or change to the framework regulating plan will be a zoning map amendment of this Code.

2. Any amendment or change to a site-specific regulating plan must follow the procedure used for initial adoption, as set forth in Part 7: Administration.
Part 3. Building Form Standards

301. Intent

A. The intent of these BUILDING FORM STANDARDS (BFS) is to create a vital and coherent public realm by shaping the STREET-SPACE—the specific physical and functional character—of the District. The form controls on building frontages work together to frame the STREET-SPACE while allowing greater functional and operational freedom behind their FACADES. The BFS aim for the minimum level of control necessary to meet this intent.

B. The BUILDING FORM STANDARDS set the basic parameters governing building construction, including the building envelope (in three dimensions) and certain required or permitted functional elements, such as FENESTRATION (windows and doors), STOOPS, BALCONIES, FRONT PORCHES, and STREET WALLS.

C. The BUILDING FORM STANDARDS establish the rules for development and redevelopment on private lots, unless otherwise indicated on the REGULATING PLAN.

D. The REGULATING PLAN identifies the BUILDING FORM STANDARD for all private building sites within the District.

E. The BUILDING FORM STANDARDS are intended to encourage sustainable development at the neighborhood and regional level and overlap with many of the requirements for sustainability ranking systems, such as the prerequisites and credits of the Neighborhood Pattern and Design portion of the LEED for Neighborhood Development (LEED-ND) program.

302. General Provisions

The Tri-Town Code includes five BUILDING FORM STANDARDS: General, Town, Tech-Shop, Flex and Campus. (The General Storefront is a sub-category of the General frontage.) The following standards apply to all BFS, unless expressly stated otherwise within an individual BFS or otherwise designated on the REGULATING PLAN.

A. Transitions

When the BFS designation shown on the REGULATING PLAN changes along a property’s REQUIRED BUILDING LINE (RBL), the property owner has the option—for that property’s STREET FRONTAGE only—of applying either BFS for a maximum additional distance of 50 feet in either direction along the RBL.

B. Façade Composition

1. For each BLOCK face, FACADES along the RBL shall present a complete and discrete vertical façade composition (i.e., architectural articulation to maintain and protect human-scale for the STREET-SPACE) at an average STREET FRONTAGE length of no greater than 75 feet for General and Town frontage sites; and 100 feet for Tech-Shop frontages.

2. “Façade composition” is the arrangement and proportion of FACADE materials and elements (windows, doors, columns, pilasters, bays). “Complete and discrete” is much like a façade for an individual building. To achieve item 1. (above) within a building frontage requires, at a minimum, item a. and two additional items from the list below:
   a. Clearly different GROUND STORY façade composition (both framing materials and FENESTRATION proportions).
   b. Different window proportions (minimum difference 20 percent). See illustration.
c. Different façade composition (clearly different 'bay' rhythm, e.g. 'ABA' – 'ABBA' – 'BAAB' – 'ABCBA').

d. Different wall material (clearly different external wall material – color changes do not suffice).

e. Change in fenestration percentage (minimum difference 12 percent; ground floor facades are not included).

3. Each façade composition shall include a functioning street entry door. This requirement may be satisfied through the use of liner shops for large floor-plate buildings. Individual infill projects on lots with frontage of less than 100 feet on a block face are exempted from the overall façade composition requirement, but shall still include a functioning street entry.

C. Building Size

The maximum building floor-plate (footprint) for a building is: 25,000 square feet in the Mixed-Use Centers and Campus Districts; 50,000 square feet in the Infill Districts; and no limit in the Employment Parks. These limits shall not limit parking structures built according to this Code.

D. Neighborhood Manners

For any BFS frontage except Town, the following standards shall apply:

1. Where a development parcel has a common lot line with an existing single family district, there shall be a 20 foot setback for any buildings.

2. Where a development parcel abuts an existing single family district a garden wall/street wall, 4 to 6 feet in height, shall be constructed within one (1) foot of the common lot line or alley.

3. Where a development parcel is located within 50 feet of an existing single-family residential zoning district, any structure shall have a maximum height of 30 feet. This requirement supersedes the minimum story height requirement.

E. Height

1. The height of all buildings is measured in stories, with an ultimate limit in feet, measured from the top of the wall plate to the fronting sidewalk elevation, unless otherwise designated herein.

2. An attic story is not included in the height measurement.

3. If an individual story exceeds the maximum floor-to-floor height, it shall be counted against another story, and no individual building may exceed the BFS prescribed ultimate height.

4. Any portion of a parking structure within 30 feet of any building (constructed after approval of the regulating plan) shall not exceed the building's primary ridge or parapet height.

5. Mezzanines that have a floor area greater than 1/3rd of the floor area of the story in which they are located shall count as an additional full story in the story height measurement.

6. The prescribed minimum clear-height (floor to ceiling) shall be met by at least 80 percent of the specified story area.

7. Mechanical Penthouses:
   a. shall not cover more than 30% of a rooftop,
   b. shall not be more than 15 feet in height,
   c. shall be set back a minimum of 15 (fifteen) feet from roof edges, and
   d. shall have screening.
8. Any portion of a buildable area within 500 feet of the I-93 right-of-way may increase in height up to 2 stories or 28 feet.

F. Siting

1. Within 30 feet of a BLOCK CORNER, the building façade shall be built to the RBL, unless otherwise specified in the BFS.

2. A STREET WALL shall be required along any RBL frontage that is not otherwise occupied by a building, unless otherwise designated in the BFS or REGULATING PLAN. Unless otherwise designated, a required STREET WALL shall be located not more than 8 inches behind the RBL.

3. The RBL, designated on REGULATING PLAN as an absolute line, incorporates an offset area (or depth) of 24 inches into the BUILDABLE AREA allowing for façade articulation, unless otherwise designated herein. Where the façade is placed within that 24 inch depth, it shall be considered to be “built-to” the RBL.

4. Buildings may only occupy that portion of the lot specified as the BUILDABLE AREA—the area behind the RBL as designated by the BFS.

5. No part of any building may be located outside of the BUILDABLE AREA except overhanging eaves, AWNINGS, STOREFRONTS, STOOPS, BAY WINDOWS, handicapped ramps approved by the [Inspector of Buildings/Building Commissioner], signage or BALCONIES, as designated in the individual BFS.

6. No part of any building may be located outside of any designated LOT BUILDING LIMIT.

7. There is no required setback from ALLEYS or common drives except as otherwise indicated in the BFS. On lots without ALLEY access, there shall be a minimum 15-foot setback from the rear lot line.

8. There are no side lot setbacks, except as specified in the Neighborhood Manners (above) or in the BFS.

9. The PARKING SETBACK LINE is generally 30 feet behind the RBL and extends vertically as a plane unless otherwise indicated on the REGULATING PLAN or in the BFS. Vehicle parking shall be located behind the PARKING SETBACK LINE, except where parking is provided below grade, on-street, or otherwise indicated on the REGULATING PLAN.

10. Curb cuts or driveways shall be located at least 75 feet away from any BLOCK CORNER or ALLEY access point on the same BLOCK face. These requirements are not applicable along ALLEYS or common drives.

11. CORNER lots and through lots shall satisfy the build-to requirements for all their frontages (RBLs), unless otherwise specified in this Code.

12. Pervious paving materials are encouraged for driveways, ALLEYS, and parking areas, maintenance and upkeep of which remains with the property owner. Maintenance procedures and schedules shall be included in any required O&M Plan for the project.

G. Elements

1. FENESTRATION is measured as a percentage of the façade per story (measured between floor levels).

2. No window may face or direct views toward a COMMON LOT LINE within 15 feet unless:
   a. That view is contained within the lot (e.g. by a PRIVACY FENCE/GARDEN WALL); or
   b. The sill is at least 6 feet above its finished floor level.
3. balconies and stoops shall not project within 5 feet of a common lot line.
4. no part of any building except overhanging eaves, awnings, balconies, bay windows, stoops, steps, handicapped ramps approved by the [Inspector of Buildings/Building Commissioner], signage and storefronts as specified by the code may project beyond the rbl.
5. at least one functioning entry door shall be provided along each ground story façade at intervals not greater than 75 feet, or as otherwise specified in the bfs.
6. privacy fences may be constructed along that portion of a common lot line behind the rbl and not otherwise occupied by a building.

h. civic use buildings
when designated on the regulating plan, civic use buildings are exempt from the bfs standards.

i. general storefront frontages
where designated on the regulating plan, these frontages shall use the general bfs standards, except that the ground story configuration shall be for retail—that of a storefront:
1. the ground story fenestration shall comprise between 40% and 90% of the façade.
2. at least one functioning entry door shall be provided along each ground story façade at intervals not greater than 60 feet on center.

303. building form standard matrix

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304. General Frontage

ILLUSTRATIONS AND INTENT

Note: These are provided as illustrations of intent. The illustrations and statements on this page are advisory only and do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the building form standard.

The General building form standard is the basic street frontage, common across the United States until the recent past. The uses are not specific, ranging from commercial to residential, retail to civic—or some combination of all of the above. The primary form is that of a multi-story building placed directly at the sidewalk, with windows across the facade. There could be several buildings lined up shoulder to shoulder filling out a block, or a single building on smaller blocks might fill the frontage line. Depending on block length, there will be one or more functioning entrances and the building facade composition will be visually broken into vertical bays.
Building Height
In the Mixed Use Center District the building shall be at least 3 stories in height, but no greater than 5 stories or 70 feet in height, unless otherwise noted on the regulating plan. In all other Districts the General frontage shall have a minimum height of 2 stories and a maximum of 4 stories or 60 feet in height.

Ground Story Height: Commerce Uses
1. The average ground story finished floor elevation within 30 feet of the RBL shall be
   a. not lower than the fronting exterior sidewalk elevation
   b. not higher than an average finished floor elevation of 18 inches above the sidewalk.
2. The ground story shall have at least 15 feet of clear interior height (floor to ceiling) contiguous to the RBL for a minimum depth of 30 feet.
3. The maximum ground story height is 22 feet, measured from the sidewalk to the second story floor.

Ground Story Height: Residential Units
1. The average finished floor elevation shall be no less than 3 feet above the exterior sidewalk elevation at the RBL.
2. The ground story shall have an interior clear height (floor to ceiling) of at least 9 feet and a maximum sidewalk to second story floor height of 22 feet.

Upper Story Height
1. The maximum clear height (floor to ceiling) for stories other than the ground story is 12 feet.
2. At least 80% of each upper story shall have an interior clear height (floor to ceiling) of at least 9 feet.

Street Wall Height
A street wall not less than 5 feet in height or greater than 12 feet in height shall be required along any RBL that is not otherwise occupied by a building on the lot.

Façade
1. On each lot the building façade shall be built-to the required building line for at least 75% of the RBL length.
2. Within 8 feet of the block corner, the ground story façade may be pulled away to form a corner entry.

Buildable Area
A contiguous private open area equal to at least 15% of the total buildable area shall be preserved on every lot. Such contiguous private open area may be located anywhere behind the parking setback line and not including any side or rear setbacks, at or above grade.

Garage and Parking
Openings in any RBL for parking garage entries shall have a maximum clear height no greater than 16 feet and a clear width no greater than 22 feet.
**ELEMENTS**

**Fenestration**
1. Blank lengths of wall exceeding 20 linear feet are prohibited on all RBL.
2. **Ground Story Fenestration** shall comprise between 30% and 75% of the façade. Where designated as General Storefront the **GROUND STORY FENESTRATION** shall comprise between 40% and 90% of the façade.
3. **Upper Story Fenestration** shall comprise between 25% and 75% of the façade area per story.

**Building Projections**
1. Awnings shall project:
   a. a minimum of 5 feet from the façade
   b. a maximum of not less than 4 feet back from any street tree alignment line.
2. Awnings that project over the sidewalk portion of a street-space shall maintain a clear height of at least 10 feet.
3. Awnings may have supporting posts at their outer edge provided that they:
   a. Have a minimum of 8 feet clear width between the façade and the support posts or columns of the awnings, and
   b. Have between 18 and 24 inches between the support posts or columns of the awnings and the back of curb, and
   c. Provide a continuous clear walkway at least 4 feet wide running adjacent and parallel to the awning columns/posts.

**Street Walls**
One access gate no wider than 22 feet and one pedestrian entry gate no wider than 5 feet shall be permitted within any required STREET WALL.

**USE**

**General**
Residential uses shall only be permitted in the Mixed-Use Center Character District.

**Ground Story**
The ground story may only house commerce or residential uses. See height specifications above for specific requirements unique to each use.

**Upper Stories**
1. The upper stories may only house residential or commerce uses. No restaurant or retail sales uses shall be allowed in upper stories unless they are second story extensions equal to or less than the area of the ground story use.
2. No commerce use is permitted above a residential use.
3. Additional habitable space is permitted within the roof where the roof is configured as an attic story.

**Commerce Uses Special Conditions**

**General Storefront Frontages**
Where designated on the regulating plan as General Storefront these frontages shall use this General BFS standard, excepting that the ground story configuration shall be for commerce - that of a storefront. (See Section 302.I.)
305. Town Frontage

ILLUSTRATIONS AND INTENT

Note: These are provided as illustrations of intent. The illustrations and statements on this page are advisory only and do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the BUILDING FORM STANDARD.

The Town building form standard is of moderate intensity, often created by a series of smaller attached structures, commonly single-family residential, but potentially also stacked flats, service commercial, or live-work arrangements. This standard has regular entrances, as frequently as 16 feet. The character of this frontage varies with the location of the REQUIRED BUILDING LINE (as designated on the REGULATING PLAN)—the buildings may be placed at the back of the sidewalk with stoops, or may be arranged with front porches and small frontyards. Similarly, the tree lawns may be found uncovered and continuous or partially covered in the STREET-SPACE, depending on the intensity of the street.

Comparable in scale to that of the townhouse, a small apartment or office may also be built to the sidewalk or with small frontyards and may include porches, BALCONIES or courtyards. This frontage type can be used to transition the form and intensity of the General frontage to the surrounding context.
**HEIGH**

**Building Height**
1. Each building shall be at least 2 stories in height, but no greater than 3 stories and 40 feet in height.
2. A side wing or ancillary structure shall be no higher than 18 feet in height.

**Ground Story Height**
1. The average finished floor elevation shall be no less than 3 feet and no more than 8 feet above the exterior sidewalk elevation at the RBL.
2. At least 80% of the GROUND STORY shall have an interior clear height (floor to ceiling) of at least 9 feet.
3. The maximum GROUND STORY floor to ceiling height is 12 feet.

**Upper Story Height**
1. The maximum clear height (floor to ceiling) for stories other than the GROUND STORY is 12 feet.
2. At least 80% of each upper STORY shall have an interior clear height (floor to ceiling) of at least 9 feet.

**Street Wall Height**
A STREET WALL not less than 4 feet in height or greater than 8 feet in height shall be required along any RBL that is not otherwise occupied by a building on the lot.

**STING**

**Facade**
1. Town frontages have both the given RBL and a second “RBL2”.
   This is offset ten (10) feet from the given RBL into the lot.
2. On each lot, the building façade shall be built-to either:
   a. the RBL for at least 65% of its length,
   b. the RBL2 for at least 65% of its length with a FRONT PORCH of that same width, or
   c. the RBL2 for at least 65% of its length.
3. Option 2.c is not available within 20 feet of a block corner.
4. Shifts between RBL and RBL2 alignments shall be limited to 1 change per 75 feet of block face.

**Buildable Area**
The BUILDABLE AREA is as defined in the diagram above. A contiguous PRIVATE OPEN AREA equal to at least 15% of the total BUILDABLE AREA shall be preserved on every lot. This area may be located anywhere behind the PARKING SETBACK LINE and not including any side or rear setback areas, at grade.

**Garage and Parking**
1. Garage doors/entries are not permitted on any RBL.
2. At-grade parking may be forward of the PARKING SETBACK LINE only when it is within a garage on a CORNER LOT and the parking areas frontage width is less than 25 feet.

**Frontage Widths**
1. The minimum lot width is 18 feet.
2. Although there are no individual side lot setbacks, no building/set of townhouses may exceed 120 feet of continuous attached building frontage. A gap of 10 feet to 20 feet is required between each such attached structure.
**ELEMENTS**

**Fenestration**
1. Blank lengths of wall exceeding 15 linear feet are prohibited on all RBL.
2. Fenestration shall comprise between 20% and 70% of the façade.
3. No window may face or direct views toward a common lot line within 18 feet unless:
   a. that view is contained within the lot (e.g. by a privacy fence/garden wall) or,
   b. the sill is at least 6 feet above the finished floor level.

**Building Projections**
1. Each lot/ground story unit shall include:
   a. a stoop of not more than 5 feet deep and 6 feet wide (not including steps), or
   b. a front porch, between 8 feet and 10 feet deep with a width not less than 1/3rd of the façade, or as specified in Siting, Façade, 2.
2. No front porch may sit forward of the RBL.

**Doors/Entries**
Each RBL ground story unit shall provide a functioning entry door with direct street-space access.

**Street Walls**
One access gate no wider than 18 feet and one pedestrian entry gate no wider than 5 feet shall be permitted within any required street wall.

**USE**

**General**
Residential uses shall only be permitted in the Mixed-Use Center Character District.

**Ground Story**
1. The ground story may only house commerce or residential uses. See height specifications above for specific requirements unique to each use.
2. Town frontage sites in the Mixed Use Commerce Center (west side) may only house commerce uses.

**Upper Stories**
Additional habitable space is permitted within the roof where the roof is configured as an attic story.

**Accessory Units with Residential Uses**
1. One English basement unit or one accessory unit is permitted per lot.
2. Parking and accessory unit (maximum 650 square feet) uses are permitted in the buildable area at the rear of the lot.
306. Tech-Shop Frontage

ILLUSTRATIONS AND INTENT

Note: These are provided as illustrations of intent. The illustrations and statements on this page are advisory only and do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the building form standard.

The Tech-Shop building form standard accommodates research and development businesses, large and small scale manufacturing, and repair or workshops—including artisans. These structures are of limited height and are built to the fronting sidewalk. Exterior work areas are confined to work courts and/or at the center of the block.
**Tech-Shop Frontage**

**HEIGHT**

**Building Height**
The building shall be at least 20 feet in height, but no greater than 4 stories and 80 feet in height.

**Ground Story Height**
1. The average ground story finished floor elevation shall be between zero (equal to) and 24 inches maximum above the exterior sidewalk elevation in front of the building (excepting as may be required for flood or storm-water requirements).
2. The ground story shall have at least 12 feet of clear interior height (floor to ceiling) contiguous to the RBL for a minimum depth of at least 30 feet.
3. The maximum story height for the ground story is 25 feet.

**Upper Story Height**
1. Upper stories shall have an interior clear height (floor to ceiling) maximum height of 18 feet.
2. At least 80% of each upper story shall have an interior clear height (floor to ceiling) of at least 9 feet.

**Street Wall Height**
A street wall not less than 5 feet in height or greater than 12 feet in height shall be required along any RBL that is not otherwise occupied by a building on the lot.

**Façade**
1. On each lot the building façade shall be built to the RBL for at least 60% of the RBL length.
2. The ground story façade may be chamfered within 12 feet of a block corner.

**Buildable Area**
No part of any building, except overhanging eaves, or awnings shall occupy the area behind the LOT BUILDING LIMIT. The area may be used for loading, circulation and/or as a work yard.

**Alleys**
There is no required setback from alleys or common drives, except as provided by a LOT BUILDING LIMIT on theregulating plan.

**Garage and Parking**
Garage doors shall not be located on the RBL.
**ELEMENTS**

**Fenestration**
1. Blank lengths of wall exceeding 35 linear feet are prohibited on all RBL.
2. Fenestration shall comprise between 20% and 70% of the façade.

**Building Projections**
1. Awnings shall project a minimum of 5 feet and a maximum of:
   a. Within 1 foot of back of curb where there are no street trees, or
   b. 1 foot into the tree lawn (where there are street trees).
2. Awnings that project over the sidewalk portion of a street-space shall maintain a clear height of at least 10 feet.

**Doors/Entries**
At least one functioning pedestrian entry door shall be provided along each ground story façade at intervals not greater than 80 linear feet.

**Street Walls**
One access gate no wider than 25 feet and one pedestrian entry gate no wider than 5 feet shall be permitted within any required street wall.

**USE**

**General**
Industrial uses shall only be permitted in the Infill and Employment Park Character Districts.

**Ground Story**
1. The ground story may only house workshop, commerce, or industrial uses.
2. Retail uses shall be limited to a maximum 1,000 gross square feet.

**Upper Stories**
1. The upper stories may only house workshop, commerce or industrial uses.
2. No restaurant or retail uses shall be allowed in upper stories.
307. Flex Frontage

ILLUSTRATIONS AND INTENT

Note: These are provided as illustrations of intent. The illustrations and statements on this page are advisory only and do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the building form standard.

As the name implies, the Flex building form standard is the most flexible and is only allowed in the Employment Park Character Districts. This frontage accommodates commerce, workshop, and industrial uses but limits the size of retail uses to accessory only.
**Height**

**Building Height**
The building shall be no greater than 60 feet in height.

**Ground Story Height**
N/A

**Upper Story Height**
N/A

**Street Wall Height**
N/A

**Facade**
N/A

**Buildable Area**
No part of any building, parking, loading, circulation, and/or work yard shall occupy the area beyond the LOT BUILDING LIMIT.

**Alleys**
N/A

**Garage and Parking**
N/A
ELEMENTS

Fenestration
N/A

Building Projections
N/A

Doors/Entries
At least one functioning pedestrian entry door shall be provided on the front GROUND STORY façade.

Street Walls
N/A

USE

Ground Story
1. The GROUND STORY may only house INDUSTRIAL, WORKSHOP, or COMMERCE uses.
2. RETAIL uses shall be limited to a maximum 1,000 gross square feet.

Upper Stories
1. The upper stories may only house INDUSTRIAL, WORKSHOP, or COMMERCE uses.
2. No RETAIL permitted.
308. Campus Frontage

ILLUSTRATIONS AND INTENT

Note: These are provided as illustrations of intent. The illustrations and statements on this page are advisory only and do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the BUILDING FORM STANDARD.

The Campus BUILDING FORM STANDARD accommodates CIVIC USES in the form of educational or institutional functions and COMMERCE uses. While this BUILDING FORM STANDARD may be used in multiple Character Districts, it is intended to regulate the buildings around a traditional educational QUAD or central open space.

It is intended that the public spaces are sized and located within the Character District first, then the designated BUILDABLE AREAS are delineated to define those public spaces, and then the BUILDING FORM STANDARD is applied to the BUILDABLE AREA.
HEIHT

Building Height
1. The building shall be at least 2 stories in height, but no greater than 4 stories and 60ft in height.
2. Clock towers, carillons, and monuments with footprints less than 200 gross square feet shall have no height limit.

Ground Story Height:
1. The GROUND STORY shall have at least 15 feet of clear interior height (floor to ceiling).
2. The maximum GROUND STORY height is 22 feet, measured from the sidewalk to the second story floor.

Upper Story Height
1. The maximum clear height (floor to ceiling) for stories other than the GROUND STORY is 12 feet.
2. At least 80% of each upper STORY shall have an interior clear height (floor to ceiling) of at least 9 feet.

Street Wall Height
N/A

SITING

Facade
1. All buildings shall have a minimum of 2 finished façades.
2. These RBL façades, by definition, shall face a QUAD or STREET-SPACE.
3. On each building site the façade shall be built-to the RBL for at least 50% of the RBL length.

Buildable Area
No building footprint may exceed 20,000 gross square feet.

Alleys
None required.

Garage and Parking
1. No parking, structured or surface lots, may face any QUAD.
2. Garage doors shall not be located on the RBL.
**Elements**

**Fenestration**
1. Blank lengths of wall exceeding 20 linear feet are prohibited on all RBL façades.
2. All fenestration shall comprise between 20% and 70% of the façade area, per story.

**Building Projections**
1. Awnings shall project:
   a. a minimum of 5 feet from the façade
   b. a maximum of 15 feet.
2. Awnings shall maintain a clear height of at least 10 feet above any public open space or street-space.
3. Awnings may have supporting posts at their outer edge provided that they have a minimum of 10 feet clear width between the façade and the support posts or columns of the awnings.

**Street Walls**
1. Any loading, service, or work areas at the rear of the building shall be screened from view by a street wall 5 feet to 12 feet in height.
2. One access gate no wider than 22 feet and one pedestrian entry gate no wider than 5 feet shall be permitted within any street wall.

**Use**

**Ground Story**
1. The ground story may only house civic (educational/institutional), workshop and commerce uses.
2. Retail uses shall be limited to a maximum 2,000 gross square feet.

**Upper stories**
1. Stories above the second may only house civic (educational/institutional).
2. No restaurant or retail sales uses shall be allowed above the second story.
3. Additional habitable space is permitted within the roof where the roof is configured as an attic story.

**General**
Residential uses configured for group living shall be permitted.
309. Building Element Configurations and Techniques (exterior)

A. Intent
These standards establish basic parameters regarding functional building element configuration. They serve to establish a coherent character and encourage a high caliber, lasting quality of development. In order to establish and maintain a sense of place, buildings should reflect and complement the traditional materials and techniques of New England.

B. Roofs
1. Pitched roofs, exclusive of roofs behind parapet walls, shall be symmetrically pitched between 4:12 and 12:12. Shed roofs, attached to the main structure, shall be pitched between 3:12 and 8:12.

C. Windows
1. Glass shall be clear, with light transmission at the ground story at least 90 percent and for the upper stories 75 percent (modification as necessary to meet any applicable building and energy code requirements).
2. Ground story windows may not be made opaque by window treatments (excepting operable sunscreen devices within the conditioned space). (See Section 310. Signage below.)
3. A minimum of 80 percent of the ground story window surface shall allow a view into the building interior for a depth of at least 15 feet.

310. Signage

A. Intent and Guiding Illustrations
Signs along commercial and mixed-use frontages should be clear, informative and should weather well. Signage is desirable for advertising shops and offices, and as decoration. Signs should be scaled to the Character District: for pedestrians and slow-moving automobile traffic in the Mixed-Use Centers; and simple, unobtrusive wayfinding for the other Districts where the businesses are all destinations. Signage that is glaring or too large creates distraction, intrudes into and lessens the district experience, and creates visual clutter. The illustrations in Section 310 Signage are advisory only. Refer to the standards in sub-sections 310.B - 310.C for the specific requirements.

B. Mixed-Use Centers: General Standards
1. Signs
   a. Wall signs are permitted within the area between the second story floor line and the first floor ceiling with a horizontal band not to exceed 2 feet in height. In no case shall this band be higher than 20 feet or lower than 11 feet above the adjacent sidewalk.
   b. Letters shall not exceed 18 inches in height or width. Signs shall not come closer than 2 feet to an adjacent common lot line.
   c. Additionally company logos or names may be placed within this horizontal band or placed or painted within ground floor or second story windows. Company logos or names shall not be larger than a rectangle of 8 square feet.
d. A masonry or bronze plaque bearing an owner’s or building’s name may be placed in the building’s cornice/parapet wall or under the eaves, and above the upper story windows. Any such plaque shall be no larger than a rectangle of 12 square feet.

e. Blade signs (perpendicular to the REQUIRED BUILDING LINE) not more than 2 feet by 3 feet and minimum 9 feet clear height above the sidewalk may be hung below the second story level, from the FACADE, or from an overhang or AWNING.

f. No more than 25% of a shop or store window may be covered by signage.

g. Temporary sidewalk easel signs of up to 36” in height by 24” width are permitted within the DOORYARD area. They may also be considered a permitted obstruction to the clear sidewalk, with prior approval from the Planning Board.

2. Awnings/Overhangs
When an AWNING or overhang is incorporated into a building, the following requirements must be met:

a. Minimum 10 feet clear height above sidewalk, minimum 5 feet depth out from the FACADE. Maximum projection to within 1 foot of back of curb where there are no STREET TREES, or 1 foot into the tree-planting strip.

b. Canvas cloth or equivalent (no shiny or reflective materials).

c. Metal and glass are permitted, when configured as a marquee over an entrance.

d. No internal illumination through the AWNING/overhang.

e. Lettering on AWNINGS limited to 6 inches tall on vertically hanging fabric at curb side of AWNING.

f. No one-quarter cylinder configurations.

g. AWNINGS and overhangs shall complement the FENESTRATION pattern of the building FACADE.

3. Prohibited Signs
Billboards, roof signs, free-standing pole signs, monument signs, neon signs, any kind of animation, and signs painted on the exterior walls of buildings. No digital, flashing, scrolling, traveling, animated, or intermittent lighting shall be on the exterior of any building whether such lighting is of temporary or long-term duration. Portable or wheeled signs and advertising located outside any building are not allowed.

4. General Storefront Blocks in the (West) Mixed-Use Commerce Center
In addition to the General Standards above (Section 310.B.1-3 above) the following specific standards apply to the designated General Storefront BLOCKS. This area is intended to be a lively mixed-use, pedestrian-oriented area, with a variety of activities at different hours of the day. The scale and orientation of the signage standards reflect this intent, while allowing for more variation in the types and placement of the signs to complement the diverse character of the area.

a. Blade signs (perpendicular to the REQUIRED BUILDING LINE) shall maintain a minimum clear height of nine feet and not project more than four feet from the façade. When hung at the GROUND STORY level, or from an overhang or AWNING, they shall not exceed ten square feet in area. When hung at the second story level, they shall not exceed 24 square feet in area. No blade signs shall be allowed above the second story level, except at a
C. Other Character Districts

1. Infill Districts
   a. Signs
      (i) Wall signs are permitted either:
         • on the façade within the area between the second story floor line and the first floor ceiling with a horizontal band not to exceed 3 feet in height. (In no case shall this band be higher than 25 feet or lower than 11 feet above the adjacent sidewalk); or
         • on a street wall.
      (ii) Letters shall not exceed 30 inches in height or width. Signs shall not come closer than 2 feet to an adjacent common lot line.
      (iii) Additionally company logos or names may be placed within this horizontal band or placed or painted within ground floor or second story windows. Company logos or names shall not be larger than a rectangle of 16 square feet.
      (iv) A masonry or bronze plaque bearing an owner’s or building’s name may be placed in the building’s cornice/parapet wall or under the eaves, and above the upper story windows. Any such plaque shall be no larger than a rectangle of 24 square feet.
      (v) Blade signs (perpendicular to the required building line) with a minimum 9 feet clear height above the sidewalk are allowed. When hung at the ground story level, or from an overhang or awning, they shall not exceed 16 square feet in area. When hung at or above the second story level, they shall not exceed 30 square feet in area. No blade signs shall be allowed above the second story level, except at a block corner, where blade signs may project from a building corner at the third story level.
      (vi) No more than 25% of a window may be covered by signage.
      (vii) Monument signs are permitted, if constructed to the following standards:
         • They shall be located at the RBL.
         • They shall sit on a defined pedestal.
         • The text panel shall not exceed four feet in height, eight feet in length, or 24 square feet in area.
         • For internally illuminated signs, text and graphics shall be cut-outs from an opaque panel. Opaque text and graphics on a translucent panel are not allowed.
         • If signs are externally illuminated, the light source shall be shielded so as to prevent glare and overspill.

2. Campus & Employment Park Districts
   These Districts are primarily auto-destinations (although they may be internally pedestrian-oriented). Some auto-oriented signage, as described below, will be permitted at the entrances/public street/road right-of-way.
   a. All signs described in Section 310.B.1 (above) are permitted.
   b. A system of freestanding or building-mounted wayfinding signs—oriented toward the pedestrian or slow-moving traffic—is permitted.
c. Monument signs are permitted, if constructed to the following standards:
   (i) They shall be located within the LBL.
   (ii) They shall sit on a defined pedestal.
   (iii) The text panel shall not exceed four feet in height, eight feet in length, or 24 square feet in area.
   (iv) For internally illuminated signs, text and graphics shall be cut-outs from an opaque panel. Opaque text and graphics on a translucent panel are not allowed.
   (v) If signs are externally illuminated, the light source shall be shielded so as to prevent glare and overspill.

3. **Prohibited Signs**

   Billboards, roof signs, free-standing pole signs, neon signs, any kind of animation, and signs painted on the exterior walls of buildings. No digital, flashing, scrolling, traveling, animated, or intermittent lighting shall be on the exterior of any building whether such lighting is of temporary or long-term duration. Portable or wheeled signs and advertising located outside any building are not allowed.

D. **I-93 Frontage Exceptions (for upper stories)**

1. For Development Parcels abutting Interstate 93 in any Character District, wall signs are allowed above the second story level, attached flat against the building wall fronting the interstate, identifying the name of the firm and/or the goods and services available or produced on the premises, subject to the following conditions:
   a. The total area of all such signs on a building shall not exceed twenty percent (20%) of the area of the side of the building to which they are attached, or two hundred (200) square feet, whichever is less.
   b. No portion of the sign shall extend above the highest point of the roof or parapet of the building to which it is attached.

311. **Lighting & Mechanical**

A. **Intent**

   Appropriate lighting is desirable for nighttime visibility, crime deterrence, and decoration. However, lighting that is too bright or intense creates glare, hinders night vision, and creates light pollution. Every attempt should be made to preserve the ambiance of the night, to conserve public funds through the use of energy-efficient lights, and to respect the privacy of neighboring properties by applying the appropriate fixtures in the correct locations. Street lights are pedestrian-scaled and should occur along all streets but “cobra-head” highway fixtures should only occur at intersections if absolutely necessary. All materials and equipment chosen for lighting fixtures should be durable to age well without demanding maintenance requirements.

   Mechanical equipment is generally any Heating, Ventilation and Air Conditioning (HVAC) or electrical machinery but also includes air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, and similar elements. These elements should not be located in any public areas nor be visible from the street. Mechanical equipment should not detract or interfere with the pedestrian space or block the sight triangle.
B. Lighting Standards

1. Street-Lights. “Full cut-off fixtures” are preferred. (See Section 404.Streetscape Standards for placement specifications.)

2. Direct light (i.e. the lighting element) shall be shielded from view from public spaces and adjoining properties.

3. All lots with alleys shall have lighting fixtures within five feet of the alley right-of-way. These fixtures shall illuminate the alley, be between 9 and 16 feet in height, and not cause glare in adjacent lots or light pollution.

4. Lighting elements shall be specified to proscribe those that cast a clearly/perceptively unnatural spectrum of light (such as low pressure sodium). LED, metal halide or halogen elements with a spectrum of light more perceptively natural are preferred. HID or fluorescent lights (excepting compact fluorescent bulbs that screw into standard sockets) shall not be used on the exterior of buildings. These standards may be updated by the Planning Board as technologies advance and produce additional EQUIVALENT OR BETTER elements.

5. Floodlights or directional lights (maximum 75-watt bulbs) may be used to illuminate alleys, parking garages and working (maintenance) areas, but shall be shielded or aimed in such a way that they do not shine into other lots, the STREET-SPACE, or direct light out of any district.

6. Flood or up-lighting may not be used to illuminate private building walls. Accent lighting may be permitted on civic buildings, historic buildings, or monuments to highlight architectural features (such as church steeples or courthouse domes).

7. Site lighting shall be of a design and height and be located so as to illuminate only the lot. An exterior lighting plan shall be approved as consistent with these standards by the Planning Board.

8. All illumination of signs and buildings shall be by constant light—flashing, traveling, animated, or intermittent lighting shall not be mounted on the exterior of any building whether such lighting is of temporary or long-term duration.

9. Lighting for parking garages shall consider general Crime Prevention Through Environmental Design (CPTED) goals.

C. Mechanical Equipment Standards

1. The following shall be placed behind and away from any REQUIRED BUILDING LINE, may not be stored or located within any STREET-SPACE, and shall be screened from view from the STREET-SPACE: air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, and similar equipment.

2. Any and all roof-mounted equipment shall be placed behind the REQUIRED BUILDING LINE and be screened from view from the STREET-SPACE. (See standards in Section 302.E.7.)
Part 4. Public Realm Standards

Note: Many of the regulations in this section will be incorporated into the individual town subdivision standards and will move through an adoption process concurrent with the adoption process for this Code.

401. Applicability

A. The public space standards apply to new development as well as the reconstruction of existing streets and other public (and publicly accessible) spaces within the Tri-Town Development Area.

B. The public space standards establish the rules and standards for the street-space/public realm (especially streets and sidewalks).

402. Intent

A. Although commonly thought of as just squares, greens, plazas or parks, the public space (or public realm) is much more; it includes the complete street-space—the public domain between the building facades: the travel lanes between the curbs as well as the sidewalks; the public plazas as well as parks and civic greens.

B. The public space standards are directly related to the goal of defining and enhancing the public realm. Specifically:

1. They establish an environment that encourages and facilitates pedestrian activity—"walkable" streets that are comfortable, efficient, safe, and interesting.

2. They ensure the coherence of the street-space, serving to assist residents, building owners, and managers with understanding the relationship between the street-space and their own lots.

3. They contribute to overall sustainability. Native trees and plants contribute to privacy, the reduction of noise and air pollution, shade, maintenance of the natural habitat, conservation of water, and stormwater management.

C. Property frontages and building facades are part of the public realm, literally forming the walls of the public street-space and are therefore subject to more regulation than the other portions of the private property.

D. The private, interior portions of the lots (toward the alley or rear lot lines) are much less controlled to allow commercial operators to utilize these spaces as efficient working environments unseen by the public and allow residents to have private (semi-private for apartment and condominium dwellers) gardens and courtyards.

403. Street Type Specifications

The street type specifications provide typical configurations for street-spaces within the Tri-Town Development Area. The plans and sections specify vehicular travel lane widths, curb radii, sidewalks, tree planting areas, and on-street parking configurations. They also provide a comparative pedestrian crossing time as a gauge of relative pedestrian comfort.

A. Intent and Principles

1. General Intent

a. Streets are a community’s first and foremost public spaces and should be just as carefully designed and planned as any park or public building. The character of the street-space—both its scale and its details—plays a critical role in determining the pedestrian quality of a given location.

b. Streets must balance the needs of all forms of traffic—auto, transit, bicycle and pedestrian—to maximize safety, access, mobility and convenience.
for all residents and users. Their character will vary depending on their location: some streets will carry a larger volume of traffic and provide a more active and intense pedestrian experience while others will provide a less active and more intimate street-space.

c. Within the Character Districts, these are streets—not highways, arterials, or collectors—and must be developed as such to create people-oriented places balancing all transportation modes. The neighborhood street types are designed primarily for walkability and pedestrian comfort, with automobile movement as a secondary focus. The major street types grant more to the free movements of vehicles, while maintaining fair walkability.

2. **Principles**

a. The appropriate design of streets is one of the most important design elements for a Mixed-Use Center or other pedestrian-friendly place.

b. To design for continuous free-flowing vehicle traffic creates situations where vehicles will travel at speeds greater than desirable for pedestrians.

c. With appropriate design techniques, drivers will choose slower speeds and less aggressive behavior, a feat typically not achieved through basic speed limit signage/postings.

d. Scale is a primary design consideration for street design elements (from signage to crossing distances)—in a neighborhood, town or city it should be that of the pedestrian.

e. An interconnected street network allows traffic capacity to be diffused and maintained across numerous streets.

f. Emergency vehicle access must be maintained, but with an interconnected street network, there will always be at least two routes of access to any lot or parcel.

g. Differences between “requirements” and “preferences” can be significant—increased lane width and the accompanying increased vehicle speed more often than not decrease the overall safety for pedestrians.

h. On-street parking slows passing vehicular traffic and acts as a buffer between moving vehicles and pedestrians.

i. Overall function, comfort, safety, and aesthetics of a street are more important than efficiency alone.

j. In a pedestrian-oriented area, non-vehicular traffic should be provided with every practical advantage so long as safety is not adversely affected.

k. Street design should take into consideration what is reasonably foreseeable, not every situation that is conceivably possible.

l. Designing a street to facilitate (rather than accommodate) infrequent users may actually be the wrong design for the frequent users of the space.

m. When the street design creates a conflict between the vehicular and non-vehicular user, it should be resolved in favor of the non-vehicular user unless public safety will be truly jeopardized by the resolution.
B. Street Types

1. These are the permitted types and configurations are permitted within the Tri-Town Development Area. The numbers refer to dimensions within the street-space. The first number is the street-space (the distance between building facades across the street) and the second is the distance between curb faces. Diagrams of each are provided in the following pages.
   a. Boulevard MU-108/72
   b. Main Street S-80/48
   c. Neighborhood Street S-74/36
   d. Neighborhood Street S-66/36
   e. Neighborhood Street S-66/34
   f. Rural Road R-50/24
   g. Bike/Pedestrian Trail T-20/12
   h. Alley A-30

2. Not all street types are appropriate for all Character Districts. The matrix below indicates which street types are permitted in each District.

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3. Within Mixed-Use Centers, intersections configured as roundabouts are discouraged. They are encouraged at the edges of and between Districts, where their ability to break up and distribute traffic flow is most appropriate and least disruptive to pedestrian comfort.

4. On the Boulevard MU-108/72 and Main Street S-80/48 specifications, designated bike lanes are shown. The other street types are configured such that in-lane bicycle travel is encouraged and appropriate.

5. The Planning Board is authorized to approve Administrative Allowances, pursuant to Section 709.A., to these street type specifications, where, owing to site specific conditions, strict enforcement would be physically impractical. This optional process occurs only where the applicant requests an administration deviation to a standard as specified in Section 709.A.
**a. Boulevard MU-108/72**

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- **street-space**: 108'
- **tree lawn**: 8'
- **clear sidewalk**: 8'
- **dooryard**: 2'
- **type**: street
- **movement**: free
- **design & posted speed**: 35 mph
- **traffic function**: two-way
- **on-street parking**: none
- **right-of-way**: 104' (varies)
- **pavement width**: 430' + 30'
- **curb type**: vertical
- **curb radius**: 15'-20' depending on intersection street
- **planting**: street trees maximum average 30' centers
- **comparative pedestrian crossing distance**: 8.25+8.25 seconds (30+30 feet)
b. Main Street S-80/48

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<td>Dooryard</td>
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<td>Movement</td>
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<td>Traffic function</td>
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<td>Pavement width</td>
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<tr>
<td>Planting</td>
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<td>Comparative pedestrian crossing distance</td>
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c. Neighborhood Street S-74/36

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d. Neighborhood Street S-66/36

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<td></td>
<td></td>
</tr>
<tr>
<td>planting</td>
<td>street trees maximum average 30’ centers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>comparative pedestrian crossing distance</td>
<td>5.9 seconds with curb extensions (9.7 without)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
e. Neighborhood Street S-66/34

<table>
<thead>
<tr>
<th>Feature</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>street-space</td>
<td>66'</td>
</tr>
<tr>
<td>tree lawn</td>
<td>7'</td>
</tr>
<tr>
<td>clear sidewalk</td>
<td>6'</td>
</tr>
<tr>
<td>dooryard</td>
<td>3'</td>
</tr>
<tr>
<td>type</td>
<td>street</td>
</tr>
<tr>
<td>movement</td>
<td>free</td>
</tr>
<tr>
<td>design &amp; posted speed</td>
<td>20-25 mph</td>
</tr>
<tr>
<td>traffic function</td>
<td>two-way</td>
</tr>
<tr>
<td>on-street parking</td>
<td>both sides, striped</td>
</tr>
<tr>
<td>right-of-way</td>
<td>60' (varies)</td>
</tr>
<tr>
<td>pavement width</td>
<td>34'</td>
</tr>
<tr>
<td>curb type</td>
<td>vertical</td>
</tr>
<tr>
<td>curb radius</td>
<td>15' with curb extensions (10' without)</td>
</tr>
<tr>
<td>planting</td>
<td>street trees maximum average 30' centers</td>
</tr>
<tr>
<td>comparative pedestrian crossing distance</td>
<td>5.9 seconds with curb extensions (9.7 without)</td>
</tr>
</tbody>
</table>
f. Rural Road R-50/24

<table>
<thead>
<tr>
<th>Description</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street space</td>
<td>50'</td>
</tr>
<tr>
<td>Tree lawn</td>
<td>8' including swale</td>
</tr>
<tr>
<td>Clear sidewalk</td>
<td>6'</td>
</tr>
<tr>
<td>Dooryard</td>
<td>N/A</td>
</tr>
<tr>
<td>Type</td>
<td>Rural</td>
</tr>
<tr>
<td>Movement</td>
<td>Free</td>
</tr>
<tr>
<td>Design &amp; posted speed</td>
<td>20-25 mph</td>
</tr>
<tr>
<td>Traffic function</td>
<td>Two-way</td>
</tr>
<tr>
<td>On-street parking</td>
<td>None</td>
</tr>
<tr>
<td>Right-of-way</td>
<td>50'</td>
</tr>
<tr>
<td>Pavement width</td>
<td>24'</td>
</tr>
<tr>
<td>Curb type</td>
<td>None, swale/ditch</td>
</tr>
<tr>
<td>Curb radius</td>
<td>10'</td>
</tr>
<tr>
<td>Planting</td>
<td>Street trees maximum average 30' centers</td>
</tr>
<tr>
<td>Comparative pedestrian crossing distance</td>
<td>3.8 seconds</td>
</tr>
</tbody>
</table>
g. Pedestrian/Bike Trail T-20/12

<table>
<thead>
<tr>
<th>Feature</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>street-space</td>
<td>20'</td>
</tr>
<tr>
<td>tree lawn</td>
<td>4'</td>
</tr>
<tr>
<td>clear sidewalk</td>
<td>12'</td>
</tr>
<tr>
<td>dooryard</td>
<td>N/A</td>
</tr>
<tr>
<td>type</td>
<td>trail</td>
</tr>
<tr>
<td>movement</td>
<td>free</td>
</tr>
<tr>
<td>design &amp; posted speed</td>
<td>5 - 10 mph</td>
</tr>
<tr>
<td>traffic function</td>
<td>two-way</td>
</tr>
<tr>
<td>on-street parking</td>
<td>none</td>
</tr>
<tr>
<td>right-of-way</td>
<td>20'</td>
</tr>
<tr>
<td>pavement width</td>
<td>12'</td>
</tr>
<tr>
<td>curb type</td>
<td>N/A</td>
</tr>
<tr>
<td>curb radius</td>
<td>10'</td>
</tr>
<tr>
<td>planting</td>
<td>street trees maximum average 30' centers staggered</td>
</tr>
<tr>
<td>comparative pedestrian crossing distance</td>
<td>N/A</td>
</tr>
</tbody>
</table>
h. Alley A-30/18

- Street space: 30'
- Tree lawn: N/A
- Clear sidewalk: N/A
- Dooryard: N/A
- Type: Alley
- Movement: Free
- Design & posted speed: 10-15 mph
- Traffic function: Two-way
- On-street parking: None
- Right-of-way: 30'
- Pavement width: 18'
- Curb type: N/A
- Curb radius: 10'
- Planting: N/A
- Comparative pedestrian crossing distance: 2.5 seconds

Note: Refer to the TDARG for the situation specific to a site.
404. Streetscape Standards

A. General Provisions

1. All plant material (including trees) shall pass any inspections required under State regulations.

2. All plant material between the rbl and the back-of-curb shall be watered and maintained by the adjoining property owner.

3. All turf grass shall be solidly sodded at installation—not seeded, sprigged, or plugged. Vegetative groundcovers may be used in place of turf grass.

4. In addition to the lot, the owner must maintain the following areas:
   a. The portion of the street-space between their rbl and the back of the curb.
   b. The portion of the alley or common drive between the lot line and the edge of the alley pavement.

5. All utility lines shall be placed underground.

6. Mechanical and electrical equipment including, but not limited to, air compressors, pumps, exterior water heaters, water softeners, private garbage cans (not including public sidewalk waste bins), and storage tanks may not be stored or located within any street-space. (Water pumps for public fountains or irrigation that are not visible are excluded from this prohibition. Temporary placement of private garbage cans within the street-space may be allowed to accommodate scheduled pick-up.)

B. Street Trees

1. Each street-space shall have street trees planted along the street tree alignment line (generally 3 to 3½ feet from the back of the curb unless otherwise specified in the site-specific regulating plan or Street Type Specification) at an average spacing not greater than 30 feet on center (calculated per block face). Where necessary, spacing allowances may be made to accommodate curb cuts, fire hydrants and other infrastructure elements; however, at no location may street tree spacing exceed 45 feet on center except where necessary for transit stops or stations. Required street tree planting area configurations are specified in the Street Type Specifications and below.

2. Required street tree planting minimum specifications are as follows:
   a. Planting areas:
      (i) Shall be at grade or not greater than six inches in height above or below the sidewalk
      (ii) Shall have a soil surface area not less than 110 square feet per isolated tree or 90 square feet per tree for connected (tree lawn) situations.
      (iii) Shall have no soil surface area dimension of less than 6 1/2 feet unless otherwise specified in this code.
      (iv) These requirements may be met through the use of bridged slab, structural soil, or other techniques that clearly exceed these standards in the fostering of vital and long-lived street trees.
      (v) Any unpaved ground area shall be planted with groundcover, flowering vegetation, or climbing vines, not to exceed 12 inches in height.
   b. Street trees:
At planting, shall be at least 2.5 inches in diameter at designated breast height (DBH) and at least ten feet in overall height.

Species must be selected from the street tree list (see Section 507. Tree Lists below). Consult with the TDARG for the designated tree species for a particular street-space.

Must be “limbed up” as they gain appropriate maturity so as to not interfere with pedestrian or truck travel (minimum 7 feet clear over the sidewalk and 14 feet over the travel lanes of the street) and to maintain visibility.

3. If any required plantings die within one year they shall be replaced by the property owner.

C. Other Streetscape Elements

1. Street lights shall be installed on both sides of streets, aligned with the street trees, and unless otherwise designated on the site-specific regulating plan, at intervals of not more than 80 feet, measured parallel to the street.

2. Street lights shall be between 9 and 16 feet above ground in height.

3. At the time of development, the developer is required to install street lights and sidewalks, as illustrated in Street Type Specifications, on the side of the street-space being developed.

4. Sidewalks not otherwise designated in the site-specific regulating plan or Street Type Specifications shall be a minimum of five feet wide and be constructed to meet all Town (and ADA) specifications.

5. Street furniture is an element of the overall street-space design—not an afterthought.
   a. Street furnishings should be simple, functional, and durable.
   b. Street furnishings shall be located within the dooryard or along the street tree alignment line, but in no case shall be allowed to obstruct the clear walkway.

D. On-Street Parking

1. On-street parking spaces shall count towards parking requirements. (See Part 5. Parking and Loading.)

2. The parking lane pattern may be interrupted by existing or new driveways designated in the site-specific regulating plan, streets, alleys, or transit stops or stations.

3. Parking spaces must be constructed in a manner that allows proper drainage (generally a “w” profile, having a gutter pan between the travel and parking lanes).

4. On-street bicycle parking shall be provided forward of the dooryard area. The racks shall be located in alignment with the street trees and shall not block the clear walkway. (The “U” rack is recommended as the standard rack.)

405. Squares, Civic Greens, Pedestrian Pathways, and Quadrangles

A. Intent

1. These standards apply to those spaces that are either publicly owned or publicly accessible, as designated on the site-specific regulating plan.
2. **Squares, Civic Greens** and plazas should be situated at prominent locations within each Mixed-Use Center and should be dedicated to important events or citizens. The green plants and trees of **Squares** and **Civic Greens** provide a landscape and civic architecture that complement the surrounding private building architecture.

3. **Squares** are active pedestrian centers. **Civic Greens** are spaces intended for less intensive foot traffic. Surface treatment is regulated accordingly.

4. **Quadrangles** (or quads) provide green spaces within Campus Districts and provide an organizing structure for development.

5. Parks are typically larger green spaces located at the edge of a Character District or between Character Districts. They may accommodate active or passive recreation.

6. Pervious paving materials (to allow oxygen for tree roots and absorb stormwater run-off) are encouraged in both **Squares** and **Civic Greens**, and the percentage of impervious paving material is limited. (see below 2.b. Materials)

### B. Standards

**Squares** and **Civic Greens** must be designed, planted and maintained according to the following requirements.

#### 1. General

a. **Street Trees** shall be planted along the alignment shown in the designated street type specification, and in accordance with Sec. 504.B. **Street Trees**. They should generally be of a different species than those on the connecting streets.

b. The ground surface level elevation must be between 0 and 18 inches above the top of the adjacent curb.

c. The maximum slope across any **Square** or **Civic Green** shall not exceed ten percent.

d. Asphalt is prohibited within a **Square**, **Civic Green**, or **Quadrangle**.

#### 2. Squares and Civic Greens

a. **Configuration**

(i) shall have at least 60 percent of their perimeter fronting rights-of-way

(ii) shall be surrounded by **Street Trees**

(iii) shall be no narrower than a 1:5 ratio and have no width or breadth dimension of less than 25 feet (For example, a small green could be 25 by 25 feet, 25 by 125 feet, or any proportion between; however, it could not be 20 by 25 feet—too small—or could it be 25 by 150 feet—too narrow.)

(iv) shall be designed with a percentage of paved surface area appropriate to their pedestrian traffic level

(v) shall have a clear view through (from two to eight feet in height), both for safety and urban design purposes, except for tree trunks, **Street Lights**, civic buildings, public art or monuments. The foliage of newly planted trees may intrude into this area until the tree has sufficient growth to allow such a clear trunk height.

(vi) shall not include active recreation structures such as ball fields and courts

(vii) may have **Civic Buildings** and monuments occupying up to 20 percent of any single public space.
b. Materials

(i) Squares – Appropriate to their high (pedestrian) traffic level, squares shall incorporate a higher percentage of paved surface area. Surface treatment and materials (within the area back-of-curb to back-of-curb, excluding any civic building, public art or monument footprint) shall have between 20 percent and 35 percent unpaved pervious surface (turf, groundcover, gravel, soil or mulch).

(ii) Civic greens – Appropriate to their less intensive character, civic greens shall be designed with a lower percentage of paved surface area. Surface treatment and materials (within the area back-of-curb to back-of-curb excluding any civic use building, public art or monument footprint) shall be a minimum 50 percent unpaved pervious surface area (such as turf, groundcover, gravel, soil or mulch).

(iii) Trees within a square or civic green may be selected from either the street tree list or the public space tree list (see Section 407. Tree Lists).

3. Pedestrian Pathways

The area within a pedestrian pathway shall be a public access easement or public right of way. The easement width for these pathways shall:

c. be not less than 20 feet with a paved walkway not less than ten feet wide, and

d. provide an unobstructed view straight through its entire length, except where otherwise specified on the site-specific regulating plan.

4. Campus Quadrangles

a. Configuration

(i) shall have not more than 60 percent of their perimeter fronting rights-of-way

(ii) shall be surrounded by street trees

(iii) shall be no narrower than a 1:5 ratio and have no width or breadth dimension of less than 50 feet

(iv) shall have a clear view through (from two to eight feet in height), both for safety and urban design purposes, except for tree trunks, street lights, public art or monuments. The foliage of newly planted trees may intrude into this area until the tree has sufficient growth to allow such a clear trunk height.

(v) shall not include active recreation structures such as ball fields and courts

b. Materials

(i) Appropriate to their less intensive character, quadrangles shall be designed with a low percentage of paved surface area. Surface treatment and materials (within the area back-of-curb to back-of-curb or building face to building face) excluding any public art or monument footprint) shall be a minimum 60 percent unpaved pervious surface area (such as turf, groundcover, gravel, soil or mulch).

(ii) Trees within a quad may be selected from either the street tree list or the public space tree list (see Section 407. Tree Lists).
406. Private Open Area

A. Intent
Although the emphasis of this Code, particularly in the Mixed-Use Centers, is the creation and maintenance of the public realm, these standards are provided to contribute to the overall sustainability of the Tri-Town Development Area. Trees contribute to privacy, the reduction of noise and air pollution, shade, maintenance of the natural habitat, conservation of water, and stormwater management.

B. Standards
1. At least 1 tree per 800 square feet of any at-grade required private open area shall be planted in the rear lot area and located no closer than five feet to any common lot line.
2. Trees must be at least two inches in diameter at DBH and eight feet in overall height (at time of planting). Species must be selected from the Tree Lists.

407. Tree Lists

A. Intent
Street trees are part of an overall street-space plan designed to provide both canopy and shade and to give special character and coherence to each street-space. The desired aesthetic must be achieved through the use of native and/or proven hardy adapted species. Appropriate street tree list species may grow and change over time. Inclusion in this list must be based on the following criteria:

1. Structural: Street trees shape and subdivide the street-space, increasing pedestrian comfort and adding (literal) value to the street/community. "Canopy Shade Tree" species grow to heights in excess of 60 feet and have a broad canopy—enabling them to clear auto traffic and pedestrians, form a ceiling-like enclosure, and open a clear view of the street-space and storefronts at eye-level.
2. Pragmatic: Life as a typical street tree is nasty, brutish, and typically short. Few species are tough enough to survive and grow. Appropriate species have special tolerance to salt and soil compaction. Street tree planting techniques and configurations provide a healthy environment in which the tree can thrive—this will ensure that the trees increase the community value as they grow.
3. Design: Species are planted consistently along a given street-space to provide a special form and character. This provides species diversity at the same time it provides a specific street character by planting different street-spaces with different trees.

B. General
1. The following lists contain all approved tree species for use in the public realm of the Tri-Town Development Area Character Districts. The lists include native and acceptable adapted species. Other species may be used for planting within a private lot.
2. This list will evolve over time and may be periodically amended by the Planning Board. It represents the beginning of the evolution of the plant palette for the Tri-Town Development Area. Plants develop new diseases; plants are discovered and improved, they become available commercially. For all of these reasons, these lists should evolve to reflect the educated opinions of a group of citizens that have developed criteria for analyzing these plants as landscape plans are submitted for approval.
3. Invasive exotic species may not be used anywhere on private lots or other areas. Plants collected from the wild are prohibited. Only commercially grown or propagated plants are allowed, with the exception of seeds.

4. Species in the street tree list are for placement as shown in street type specifications, or as specified in the regulating plan for placement along the street tree alignment line.

5. The use of alternate species may be permitted, but only if approved by the Planning Board.

C. Street Trees

<table>
<thead>
<tr>
<th>Street Tree List</th>
<th>(Large Canopy Trees – mature height above 60 feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer rubrum</td>
<td>Red Maple</td>
</tr>
<tr>
<td>Betula nigra</td>
<td>River Birch</td>
</tr>
<tr>
<td>Celtis occidentalis</td>
<td>Common Hackberry</td>
</tr>
<tr>
<td>Cercidiphyllum japonicum</td>
<td>Katsura Tree</td>
</tr>
<tr>
<td>Ginkgo biloba</td>
<td>Ginkgo (male only)</td>
</tr>
<tr>
<td>Gleditsia triacanthos var. inermis</td>
<td>Thornless Honey Locust</td>
</tr>
<tr>
<td>Liquidambar styracifolia</td>
<td>Sweetgum</td>
</tr>
<tr>
<td>Platanus acerifolia 'Bloodgood'*</td>
<td>London Plane tree</td>
</tr>
<tr>
<td>Platanus occidentalis</td>
<td>Sycamore</td>
</tr>
<tr>
<td>Quercus acutissima</td>
<td>Sawtooth Oak</td>
</tr>
<tr>
<td>Quercus coccinea</td>
<td>Scarlet Oak</td>
</tr>
<tr>
<td>Quercus muhlenbergii</td>
<td>Chinquapin Oak</td>
</tr>
<tr>
<td>Quercus palustris</td>
<td>Pin Oak</td>
</tr>
<tr>
<td>Quercus phellos</td>
<td>Willow Oak</td>
</tr>
<tr>
<td>Quercus rubra</td>
<td>Red Oak</td>
</tr>
<tr>
<td>Quercus velutina</td>
<td>Black Oak</td>
</tr>
<tr>
<td>Sophora japonica 'Regent'*</td>
<td>Japanese Pagoda Tree</td>
</tr>
<tr>
<td>Tilia Americana</td>
<td>Basswood/American Linden</td>
</tr>
<tr>
<td>Tilia cordata 'Greenspire'*</td>
<td>Greenspire Littleleaf Linden</td>
</tr>
<tr>
<td>Tilia euchlora</td>
<td>Crimean Linden</td>
</tr>
<tr>
<td>Tilia tomentosa</td>
<td>Silver Linden</td>
</tr>
<tr>
<td>Ulmus americana 'libertas'*</td>
<td>American Liberty Elm</td>
</tr>
<tr>
<td>Ulmus hollandica 'Groenveldt'*</td>
<td>Groenveldt Elm</td>
</tr>
<tr>
<td>Ulmus parvifolia</td>
<td>Chinese/Lacebark/Drake Elm</td>
</tr>
</tbody>
</table>

* Specific cultivars are recommendations only.
### D. Public Space Trees

In addition to the above trees, the following trees may be placed within dooryards, squares, civic greens or quads.

<table>
<thead>
<tr>
<th>Tree Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Acer palmatum cultivars</em></td>
<td>Japanese Maple</td>
</tr>
<tr>
<td><em>Ceris canadisis</em></td>
<td>Redbud</td>
</tr>
<tr>
<td><em>Cornus florida cultivars</em></td>
<td>Dogwood</td>
</tr>
<tr>
<td><em>Cornus kousa</em></td>
<td>Kousa Dogwood</td>
</tr>
<tr>
<td><em>Lagerstroemia indica</em></td>
<td>Crepe Myrtle</td>
</tr>
<tr>
<td><em>Magnolia spp.</em></td>
<td>Magnolia</td>
</tr>
<tr>
<td><em>Malus spp. (improved varieties)</em></td>
<td>Crabapple</td>
</tr>
<tr>
<td><em>Prunus spp.</em></td>
<td>Flowering Cherry and Plum</td>
</tr>
<tr>
<td><em>Taxodium distichum</em></td>
<td>Bald Cypress</td>
</tr>
<tr>
<td><em>Acer nigrum</em></td>
<td>Black Maple</td>
</tr>
<tr>
<td><em>Carya illinoiensis</em></td>
<td>Pecan</td>
</tr>
<tr>
<td><em>Carya laciniosa</em></td>
<td>Shellbark Hickory</td>
</tr>
<tr>
<td><em>Carya ovata</em></td>
<td>Shagbark Hickory</td>
</tr>
<tr>
<td><em>Ilex vomitoria</em></td>
<td>Yaupon Holly</td>
</tr>
<tr>
<td><em>Juglans nigra</em></td>
<td>Black Walnut</td>
</tr>
<tr>
<td><em>Liriodendron tulipifera</em></td>
<td>Tulip Poplar</td>
</tr>
<tr>
<td><em>Pistacia chinensis</em></td>
<td>Chinese Pistache</td>
</tr>
<tr>
<td><em>Taxodium ascendens</em></td>
<td>Pond Cypress</td>
</tr>
<tr>
<td><em>Zelkova serrata</em></td>
<td>Japanese Zelkova</td>
</tr>
</tbody>
</table>
Part 5. Parking Standards

501. Intent
The intent of these parking standards is to support compact, pedestrian-oriented and transit-supportive development while also reducing stormwater run-off and water pollution through the reduction of run-off generating surface area through the following approaches:

A. Promoting a “park once” environment that will enable people to conveniently park and access a variety of commercial and civic enterprises in pedestrian friendly environments by encouraging shared parking.

B. Reducing fragmented, uncoordinated, inefficient, reserved single-purpose parking.

C. Avoiding adverse parking impacts on neighborhoods adjacent to redevelopment areas.

D. Maximizing on-street parking.

E. Providing flexibility for redevelopment of small sites.

F. Increasing visibility and accessibility of publicly available parking.

G. Promoting early prototype projects using flexible and creative incentives.

H. Encouraging low impact development (LID)/light imprint development techniques such as pervious paving and natural infiltration systems, where appropriate.

502. Applicability
Each building and land use, including a change or expansion of a building or land use (as defined in this Code), shall provide parking areas in compliance with this Part, based on its location within a designated Character District. No building shall be occupied and no land use shall be commenced until the improvements required by this Part are completed and approved by the Planning Board.

503. Other Applicable Regulations

A. Pervious surfaces approved by the Town Engineer are encouraged for surface parking lots.

B. All existing Town requirements for Handicapped Parking remain in place for the Tri-Town Development Area.
504. Parking Standards for Mixed-Use Centers

A. Minimum Parking Requirements

1. There are no minimum parking requirements for commerce where the commercial floor area is less than 5,000 square feet.

<table>
<thead>
<tr>
<th>Use Category</th>
<th>Parking Space Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commerce (over 5000 SF)</td>
<td>.75 shared space per 1,000 SF gross floor area within 1/4 mile of a rail transit station, 1 shared space per 1,000 SF gross floor area within 1/2 mile of a rail transit station, 1.25 shared space per 1,000 SF gross floor area more than 1/2 mile of a rail transit station</td>
</tr>
<tr>
<td>Residential</td>
<td>.75 space including .25 shared per unit within 1/4 mile of a rail transit station, 1 space including .25 shared per unit within 1/2 mile of a rail transit station, 1.25 space including .25 shared per unit more than 1/2 mile of a rail transit station</td>
</tr>
<tr>
<td>Workshop</td>
<td>.75 shared space per 1,000 SF net floor area within 1/4 mile of a rail transit station, 1 shared space per 1,000 SF net floor area within 1/2 mile of a rail transit station, 1.25 shared space per 1,000 SF net floor area more than 1/2 mile of a rail transit station</td>
</tr>
<tr>
<td>Civic</td>
<td>1 space per classroom plus 2 per 1,000 GSF of office use (assembly = 1/4 seats) within 1/4 mile of a rail transit station, 1 space per classroom plus 2 per 1,000 GSF of office use more than 1/4 mile of a rail transit station</td>
</tr>
</tbody>
</table>

2. Shared Parking

Shared parking shall be designated by appropriate signage and markings (making it clearly visible and accessible to the public) as determined by the Planning Board.

3. Reserved Parking

a. Includes all parking that is not shared parking.

b. There is no minimum requirement for reserved parking.

c. Reserved parking above the maximum (see Section B.1 below) may be provided upon payment to the XXX. The Planning Board shall establish the amount of payment annually based on the approximate cost to build structured parking.

B. Maximum Parking Standards

1. Limits on Reserved Parking

Surface and structured parking spaces may be reserved for a specific tenant or unit, provided that the following standards are not exceeded:

<table>
<thead>
<tr>
<th>Use</th>
<th>Maximum Reserved (non-shared) Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>2.0 per single-family attached dwelling unit, 1.0 per one-bedroom multifamily unit, 1.0 per two-bedroom multifamily unit, 2.0 per three-bedroom multifamily unit</td>
</tr>
<tr>
<td>Nonresidential</td>
<td>1.0 per 1,000 SF</td>
</tr>
</tbody>
</table>

2. Limits on Shared Parking

a. There are no limits on the amount of shared parking.

b. Any time or hour of the day restrictions on shared parking shall be subject to approval by the Planning Board. The Planning Board may give approval based on a finding that: the parking is visible and accessible to the public; at least 12 hours of public parking are provided in any 24-hour period; and that at least 8 of those hours are provided during either business or...
nighttime hours depending on whether the Planning Board determines that the primary use will be for commercial or residential uses.

3. **Limits on Surface Parking**
   Surface parking shall not exceed 125 percent of the required minimum parking.

4. **Limits on Structured and Underground Parking**
   There are no limits on the amount of structured or underground parking.

**C. Achieving parking requirements: location and configuration**

1. **General**
   a. These parking requirements may be met either on-site or off-site within an 800-foot walking distance of the development.
   b. In lieu of minimum parking requirements, the XXX may accept a one-time payment per each space of shared parking. The Planning Board shall establish the amount of payment annually based on the approximate cost to build structured parking.
   c. Parking shall be located in compliance with the parking setback/regulations for the site on which it is located as indicated on the regulating plan and/or building form standard.

2. **On-Street Parking**
   a. On-street parking along the frontage lines of the site shall be counted toward fulfilling the shared parking requirements.
   b. Each on-street parking space may only be counted once.

3. **On-Site Parking**
   a. Alleys may be incorporated into (rear) surface parking lots as standard drive aisles. Access to all properties adjacent to the alley shall be maintained.
   b. Where there is no alley (or common drive), access between parking lots across property lines is required.

4. **Off-Site Parking**
   a. The off-site parking shall be located within the Mixed-Use Center.
   b. The off-site parking must be the subject of a long-term lease approved as to form by the [Town Counsel/Planning Board], or permanently dedicated for off-site parking use.

5. **Tandem Parking**
   a. Tandem parking is only allowed for:
      (i) Single-family residential projects; and
      (ii) Multifamily projects and the residential component of mixed-use projects.
   b. Two parking spaces in tandem shall have a combined minimum dimension of 9 feet in width by 30 feet in length.
   c. Up to 75 percent of the total off-street parking spaces provided may incorporate tandem parking.
   d. Tandem spaces shall be assigned to the same dwelling unit.
   e. Tandem parking shall not be used to provide guest parking.
D. Bicycle Parking

Sites and/or projects over 10,000 square feet in land area have the following requirements:

1. For **commerce**, the developer must provide 1 employee bicycle parking rack (2-bike capacity) per 10,000 square feet of GFA and 1 visitor/customer bicycle parking rack (2-bike capacity) per 25,000 square feet of GFA.

2. For **residential**, the developer must provide 1 tenant bicycle parking rack (2-bike capacity) per 10 units and 1 visitor bicycle parking rack (2-bike capacity) per 25 units. Projects under 10 units shall have no requirement.

3. Bicycle parking facilities shall be visible to intended users. The bicycle parking facilities shall not encroach on any area in the clear sidewalk area intended for use by pedestrians, nor shall they encroach on any required fire egress.

4. On-street bicycle parking spaces (typically along the **street tree alignment line**) may be counted toward the minimum customer/visitor bicycle parking requirement.

E. Surface Parking Lot Plantings

1. The edge of any surface parking lot adjacent to a single family attached **residential** lot shall be planted with canopy shade trees from the **Tree Lists in Part 4. Public Realm Standards**, planted at an average distance not to exceed 40 feet on center and aligned parallel three to seven feet behind the **common lot line**.

2. Edges along a **common lot line** shall have a **street wall, garden wall or privacy fence**.

F. Loading Facilities

1. No loading facilities are required.

2. Where loading facilities are provided, they shall be located to the rear and **alley or common drive side of buildings**.

3. Nothing in this by-law shall be deemed to prevent the voluntary establishment of off-street parking or loading facilities to serve any new or existing use of land or buildings, in accordance with all regulations herein governing the location, design, and operation of such facilities.

505. Parking Standards for All Other Character Districts

A. Minimum Requirements

<table>
<thead>
<tr>
<th>Use Category</th>
<th>Parking Space Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commerce</td>
<td>3 spaces per 1,000 SF gross floor area</td>
</tr>
<tr>
<td>Workshop</td>
<td>3 spaces per 1,000 SF net floor area</td>
</tr>
<tr>
<td>Civic</td>
<td>1 space per classroom plus 2 per 1,000 GSF of office use (assembly = 1/4 seats)</td>
</tr>
<tr>
<td>Industrial</td>
<td>3 spaces per 1,000 SF net floor area</td>
</tr>
</tbody>
</table>
B. Maximum Parking Standards

1. Limits on Surface Parking
   a. Surface parking shall not exceed 130 percent of the required minimum parking.
   b. Surface parking above the maximum (see Section B.1.a above) may be provided:
      (i) Upon payment to the XXX. (The Planning Board shall establish the amount of payment annually based on the approximate cost to build structured parking); or
      (ii) That it be constructed using low-impact development (LID) design features or stormwater Best Management Practices, such as (but not limited to): landscape swales, vegetative filters or rain gardens, stormwater planters, and landscape infiltration facilities.

2. Limits on Structured and Underground Parking
   There are no limits on the amount of structured or underground parking.

C. Achieving parking requirements: location and configuration

1. Location
   a. These parking requirements may be met either on-site or off-site.
   b. Parking shall be located in compliance with the parking setback/regulations for the site on which it is located as indicated on the regulating plan and/or building form standard.

2. Joint Parking
   Sites abutting one another shall physically connect their surface parking areas at the lot line to create connecting drive aisles where such surface parking areas lie within 50 feet of one another. A mutual access easement acceptable to the Planning Board shall be executed.

3. On-Street Parking
   a. On-street parking along the frontage lines of the site shall be counted toward fulfilling the parking requirements.
   b. Each on-street parking space may only be counted once.

4. Off-Site Parking
   a. Off-site parking must be located within an 800 foot walking distance from a working building entrance of the site it is serving or an approved shuttleserved lot.
   b. The off-site parking shall be located within the same Character District.
   c. The off-site parking must be the subject of a long-term lease approved as to form by the [Town Counsel/Planning Board], or permanently dedicated for off-site parking use.

D. Green Parking: Surface Parking Lot Plantings

1. Intent
   Landscaping is an integral component of quality urban design, including parking lots. Throughout the country, innovative parking lot design has addressed the need for comfort and aesthetics as well as adequate space. Green parking areas are intended to help provide more shade for pedestrians.
and vehicles and improve the aesthetic appearance of parking areas, without negatively impacting parking area efficiency. The green parking areas standards will encourage this kind of innovation in the Tri-Town Development Area by requiring parking lots outside of the Mixed-Use Centers to be designed “green.” The standards contain three alternatives that allow for greater flexibility:

a. A landscaped strip extending the full length of each row of parking;
b. A wider strip for trees and larger shrubs extending the full length of alternating rows; and
c. Landscaped “islands” or “peninsulas” distributed evenly throughout the parking area.

These alternatives can be pursued alone or in any combination.

2. Dimensions
The dimensions of parking stalls in green parking areas shall comply with Section 507 of this Code.

3. Pervious landscaping within parking lots
All parking areas shall include landscaped areas equal to not less than seven percent (7%) of the interior parking area (including drive aisles that do not provide access to a parking stall), arranged in one or any combination of the following ways:

a. Alternative 1 (alternating 10-foot strips).
   The preferred method for meeting this standard is to provide a pervious strip no less than 10 feet in width including the “vehicle overhang” on both sides (where parking stalls lie adjacent to landscaped areas, the paved depth of the stalls may be decreased by two feet to provide for a vehicular overhang area), extending the full length of alternating parking rows. This strip may be located below the level of the adjacent parking area, allowing drainage through curb breaks, or it may be located at top of curb level. The pervious strip shall be planted with low growing plant materials and shade trees.

b. Alternative 2 (islands/peninsulas).
   As an alternative, the required landscaped areas may be provided through the use of interior islands or peninsulas distributed approximately evenly throughout the interior of the parking area and including one tree for every 350 square feet of landscaped area.

c. Alternative 3 (5-foot strips).
   As a further alternative, the required landscaped areas may be provided through the use of pervious strips of 5 feet in width (including the “vehicle overhang” on both sides), extending the full length of each parking row.

d. Adjustments for Redevelopment Sites
   (i) For parking areas on sites that are being redeveloped and for which the applicant can demonstrate that the number of parking spaces that could be constructed in compliance with the provisions of this section would not comply with the number of parking spaces required by Section 505.A of this Code, the Planning Board may authorize a reduction of up to ten percent (10%) in the required number of parking spaces.

   (ii) In the event that an applicant for a project involving redevelopment demonstrates that the application of the standards in Section 505.D.3 would result in the loss of parking spaces necessary to accommodate the uses proposed for the redevelopment site, the Planning Board may
authorize a reduction of up to 1.5 percent in the required percentage of pervious landscaping.

4. **Perimeter landscaping**
The perimeter of all parking areas shall be surrounded by a landscape area.

a. Each unenclosed parking facility shall provide minimum perimeter landscaping of at least ten feet along each side property line, and increased to a twenty-five-foot minimum width where adjacent to existing residential districts. This landscaped area shall be in addition to the interior parking area landscaping requirement set forth in Section 505.D.3.

b. In addition, all parking area perimeters adjacent to any street shall provide a continuous landscaped area to a minimum height of 3 feet and a minimum depth of 15 feet. Landscaped berms, hedgerows, shrubbery or any combination may be used to fulfill this requirement.

c. Shade trees shall also be required as described in Section 505.D.5.

d. The edge of any surface parking lot adjacent to a single family residential (detached or attached) lot shall be planted with canopy shade trees from the Tree Lists in Part 4. Public Realm Standards, planted at an average distance not to exceed 40 feet on center and aligned parallel three to seven feet behind the common lot line.

5. **Landscaping standards**
Areas in green parking areas that are required to be landscaped, including the pervious strip beyond the front wheel car stops required by Section 505.D.3 and the perimeter landscaping required by Section 505.D.4, shall be planted with shade trees at intervals of not more than 35 feet on center, and with appropriate low-growing plant materials, to ensure the long-term viability of the pervious surface.

6. **Other applicable requirements.**
   a. Generally
      (i) Parking facilities shall use curbs, protective bumpers, wheel stops or other devices to prevent encroachment on public rights-of-way or adjoining private property and to protect landscaping.
      (ii) Parking facility design shall provide visibility of and between pedestrians and vehicles when circulating within or entering or leaving the facility.
      (iii) Vehicular circulation patterns shall be designed in accord with accepted principles of traffic engineering and safety.
      (iv) Parking facility design, lighting, landscaping and other features shall provide ready visibility into the facility from adjacent public sidewalks and shall not create blind or hidden areas.
   b. Exterior lighting in green parking areas shall comply with the requirements of Section 311.B of this Code.

E. **Bicycle Parking**
Sites and/or projects over 10,000 square feet in land area have the following requirements:

1. **For commerce,** the developer must provide 1 employee bicycle parking rack (2-bike capacity) per 25,000 square feet of gross floor area (GFA).

2. Bicycle parking facilities shall be visible to intended users. The bicycle parking facilities shall not encroach on any area in the public right of way intended for use by pedestrians, nor shall they encroach on any required fire egress.
3. On-street bicycle parking spaces (typically along the Street Tree Alignment Line) may be counted toward the minimum bicycle parking requirement.

F. Loading Facilities
1. No loading facilities are required.
2. Where loading facilities are provided, they shall be located to the rear and alley or common drive side of buildings.
3. Loading facilities for adjacent parcels and/or buildings are encouraged to share truck access drives and turnaround facilities.
4. Nothing in this by-law shall be deemed to prevent the voluntary establishment of off-street parking or loading facilities to serve any new or existing use of land or buildings, in accordance with all regulations herein governing the location, design, and operation of such facilities.

506. Parking Reductions for All Character Districts

A. Proximity to Transit

1. Rail Transit Station
   a. Parking reductions for locations within a 2,640-foot (half-mile) walking distance of a rail transit station are reflected in the required parking table in Section 504.A. Minimum Requirements.
   b. The rail transit station shall be in operation, or anticipated to be in operation, within one year of the requested reduction.

2. Bus or Shuttle Transit
   The Planning Board may approve a five percent reduction in the number of required parking spaces for uses with a main entrance within an 800-foot walking distance of an improved bus or trolley transit stop providing both shade and seating.

3. Measurement of Walking Distance
   Walking distance is measured from the nearest entrance of the use to the rail platform or the nearest bus boarding location.

B. Car-Sharing Program
   The Planning Board may approve a parking reduction by up to five spaces for each car-share vehicle where:
   1. an active car-sharing program is made available to residents and/or employees, and
   2. where cars for the car-share program are available on the site or within an 800-foot walking distance of the site and within the same Character District.

C. Employer Transportation Demand Management (TDM)
   1. The Planning Board, in consultation with the Lowell Junction TMO (or its successor organization), may approve up to a 25 percent reduction in the number of spaces for uses that institute and commit to maintain a transportation demand management (TDM) program, considering information the applicant submits that clearly indicates the types of TDM activities and measures proposed.
   2. There is no limitation on the types of TDM activities for which reductions may be granted. The following measures serve as a guide to potential transportation management activities that may be used in combination to reduce parking
demand. The applicant shall demonstrate to the satisfaction of the Planning Board that a specific reduction shall occur.

a. The occupant of the use may appoint an employee to act as transportation coordinator with responsibility for disseminating information on ride-sharing and other transportation options that may be cause for a reduction in otherwise applicable off-street parking requirements. In addition to acting as liaisons, transportation coordinators shall be available to attend meetings and training sessions with transit providers.

b. The occupant of the use may provide specially marked spaces for each registered car pool and van pool. These marked spaces may be cause for a reduction in otherwise applicable parking requirements and shall not count against the reserved parking maximum.

c. The occupant of the use may establish flexible work hours or shifts to accommodate employee parking demand across the length of the day rather than during a single eight-hour period. Such scheduling may be cause for a reduction in otherwise applicable parking requirements.

d. The occupant of the use may provide cash or in-kind financial incentives for employees telecommuting or commuting by car pool, van pool, bicycle and transit. These incentives may be cause for a reduction in otherwise applicable parking requirements.

e. The occupant of the use may institute a “live where you work” program which may be a cause for a reduction in otherwise applicable parking requirements.

f. The occupant of the use may allow work from home or otherwise outside the facility on specific days. Such allowances may be cause for a reduction in otherwise applicable parking requirements.

g. The availability of an emergency ride home for those with family, medical or other similar emergencies may be cause for a reduction in otherwise applicable parking requirements.

507. Surface Parking Lot Dimensions for all Districts

A. Intent
The purpose of these standards is to assist with stormwater management at the earliest stage of a project: planning. Surface parking lots are one of the single largest sources of stormwater runoff, so any reduction in their impervious surface area can contribute to a management solution. Reductions in the minimum dimensions of parking spaces and drive aisles can enable more compact development as well as help to provide the necessary space for increased landscaping—while maintaining the vehicle capacity.

B. Parking Space Dimensions

<table>
<thead>
<tr>
<th>Angle (in degrees)</th>
<th>Width</th>
<th>1-Way Aisle Width</th>
<th>2-Way Aisle Width</th>
<th>Stall Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>9 ft.</td>
<td>12 ft.</td>
<td>20 ft.</td>
<td>15 ft.</td>
</tr>
<tr>
<td>45</td>
<td>9 ft.</td>
<td>12 ft.</td>
<td>20 ft.</td>
<td>17 ft.</td>
</tr>
<tr>
<td>60</td>
<td>9 ft.</td>
<td>16 ft.</td>
<td>20 ft.</td>
<td>17 ft. 6 in.</td>
</tr>
<tr>
<td>90</td>
<td>9 ft.</td>
<td>20 ft.</td>
<td>20 ft.</td>
<td>16 ft.</td>
</tr>
</tbody>
</table>
Part 6. Building Functions and Land Use

601. General Provisions

A. Permitted Uses

Although the Tri-Town Code primarily regulates physical form, broad categories of uses have been established for the Tri-Town Development Area. Use categories provide a systematic basis for assigning land uses to appropriate categories with other similar uses.

1. Principal Uses

Principal uses are grouped into categories. Permitted principal uses by building form standard (bfs) are shown in Section 602. Use Table.

2. Accessory Uses

Unless otherwise expressly stated, accessory uses are allowed in conjunction with a permitted principal use.

a. Accessory uses shall be accessory and clearly incidental and subordinate to a permitted principal use.

b. No accessory use may be established on a site prior to the establishment of a permitted principal.

c. The [Inspector of Buildings/Building Commissioner] is authorized to determine when a structure or use meets the definition of an accessory use.

d. Parking is allowed as an accessory use on all sites as long as it is located and constructed in accordance with the designated PARKING SETBACK LINE and bfs for the site.

B. Use Determination

The [Inspector of Buildings/Building Commissioner] is responsible for categorizing all uses. If a proposed use is not covered by a use category, but is similar to a use category, the [Inspector of Buildings/Building Commissioner] shall treat the proposed use as a use under that category. If a proposed use is not listed in a use category, and is not similar to any other listed use, the use shall be prohibited.

C. Use Variances Prohibited

Notwithstanding any provision of the Zoning By-Law to the contrary, the Zoning Board of Appeals shall be prohibited from granting any variance from the use provisions of this Code.
# 602. Use Table

The use table identifies the uses allowed in the respective frontages (BUILDING FORM STANDARDS.) Exceptions based on Character District are indentified within the individual BFS.

<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>BUILDING FORM STANDARD (BFS)</th>
<th>Additional Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>General Urban</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ground Story</td>
<td>Upper Story</td>
</tr>
<tr>
<td></td>
<td>Upper Story</td>
<td>Ground Story</td>
</tr>
<tr>
<td></td>
<td>Town</td>
<td>Upper Story</td>
</tr>
<tr>
<td></td>
<td>Campus</td>
<td>Upper Story</td>
</tr>
<tr>
<td></td>
<td>Flex</td>
<td>All Stories</td>
</tr>
<tr>
<td><strong>RESIDENTIAL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Household Living</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Group Living</td>
<td>[ ]</td>
<td></td>
</tr>
<tr>
<td><strong>COMMERCE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Retail Sales</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Retail Service</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Restaurant/Bar</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Overnight Lodging</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Recreation/Entertainment</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Vehicle Sales</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Passenger terminal</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Day Care</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td><strong>CIVIC</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Part 8. Definitions</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td><strong>WORKSHOP</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Light Industrial</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Light Manufacturing</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Research &amp; Development</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Self-service storage</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Vehicle service</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td><strong>INDUSTRIAL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heavy Industrial</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Warehouse and Distribution</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
</tbody>
</table>

Key: ■ = Permitted  □ = Additional Regulations Apply  Blank Cell = Not Permitted
603. Additional Regulations

A. General
1. All permitted uses shall meet the Part 3. Building Form Standards General Provisions and those standards specified in the relevant individual Building Form Standard pages.
2. No civic, commerce, or workshop use is permitted above a residential use.
3. Businesses providing drive-up services shall not have a drive-through lane or service window that abuts or faces a public street.

B. Household Living
1. See the General bfs for configuration specifications for ground story residential uses.
2. A lobby serving an upper story residential use is permitted on the ground story of a Storefront site.

C. Civic
Buildings that house civic uses located on sites specifically designated as civic on the regulating plan are not subject to Part 3. Building Form Standards.

D. Office
Office uses are not permitted within the required minimum depth for the storefront space in a Storefront site.

E. Restaurant/Bar, Retail Sales/Service
1. A restaurant/bar or retail use is permitted in the upper stories of a General or Storefront site provided it is a second story extension equal to or less than the area of the ground story restaurant/bar or retail use.
2. Outdoor eating areas for bars, taverns, or restaurants are allowed on the public sidewalk in General and/or Storefront areas, provided that a minimum clear walkway width of four (4) feet shall be provided.
3. Restaurant/bar or retail sales uses located in Tech-Shop, Campus, or Flex Sites shall meet those (use) standards specified in the relevant individual bfs pages.
4. Retail sales and services shall be accessory uses in Tech-Shop, Campus, or Flex sites.
5. Only merchandise or commodities manufactured on premise may be sold in the ground story of a Tech-Shop, Campus, or Flex site.

F. Overnight Lodging
1. Ground story guest rooms shall meet the configuration standards for ground story residential uses as specified in the General bfs.
2. A lobby serving an upper story overnight lodging use is permitted on the ground story of a Storefront site.

G. Day Care
Day care uses shall be accessory uses in Tech-Shop, Campus, or Flex Sites.

H. Gas Station
**Part 7. Application Process, Administration, Enforcement & Appeals**

**701. Projects subject to review**
Each development proposal, as defined in Section 801, shall be subject to the review process set forth in this Part 7.

**702. Establishment of the Tri-Town Development Area Review Group**
To assist in the review and administration of development proposals submitted under this Code, there is hereby established the Tri-Town Development Area Review Group (TDARG) composed of the following officials:

- A. The Andover Director of Planning;
- B. The Director of the Tewksbury Community Development Department; and
- C. The Director of the Wilmington Planning and Conservation Department.

Each member of the TDARG may appoint a Town official or staff member as a designee to act in his place. If the position of any member of the TDARG is eliminated, that official’s membership on the TDARG shall be assumed by the Town official or staff member to whom the responsibilities for coordinating and developing amendments to the Zoning By-Law are allocated. The Director of the Wilmington Community Development Department shall be the chairperson of the TDARG for the first year, followed in the next year by the Director of the Tewksbury Community Development Department, and followed in the next year by the Director of the Andover Planning Division. Thereafter, the position of chairperson of the TDARG shall rotate in the same order on a yearly basis.

**703. Responsibilities and functioning of the TDARG**

- A. The responsibilities of the TDARG shall include:
  1. Holding pre-application conferences regarding development proposals as requested by proponents thereof pursuant to Section 704;
  2. Determining whether to issue a Certificate of Consistency to the [Inspector of Buildings/Building Commissioner] for any development proposal referred to it pursuant to Minor Development Review under Section 706;
  3. Providing its recommendation to the Planning Board on any application for Major Development Review pursuant to Section 707;
  4. Providing its recommendation to the Planning Board on any application for Site-Specific Regulating Plan Review pursuant to Section 708;
  5. Providing its recommendation to the Planning Board with respect to administrative allowances permitted pursuant to Section 709.A and to the Board of Appeals on any application for a variance pursuant to Section 709.B;
  6. Providing its recommendation to the [Inspector of Buildings/Building Commissioner] regarding any action to enforce the provisions of this Code pursuant to Section 710; and
  7. Providing its recommendation to the Planning Board regarding any application for approval of a Preliminary Plan or Definitive Plan of subdivision under
Section ___ of the Subdivision Rules and Regulations for the Tri-Town Development Area.

B. The TDARG shall meet upon the call of the chairperson as required to respond to requests for TDARG action under this Code.

### 704. Pre-application conference

Any proponent intending to submit an application for approval of a development proposal governed by this Code shall meet with the TDARG prior to the submittal of the application to identify and anticipate any issues of concern.

### 705. Tiering of Development Proposals

Each development proposal shall undergo review pursuant to the Code according to the following tiering:

**A. Minor Development Proposal (Building Permit Process)**

Any development proposal that

1. is located on a development parcel (a) on which no Site-Specific Regulating Plan is required, or (b) covered by an approved Site-Specific Regulating Plan; and
2. proposes to (a) erect new structure(s) having or (b) expand existing structure(s) by, not more than 50,000 square feet in gross floor area,

shall be defined as a “Minor Development Proposal” and shall be reviewed pursuant to the provisions of Section 706 regarding Minor Development Review. As further described in Section 706, Minor Development Review is an administrative review process governing a Minor Development Proposal that is proceeding by-right and running concurrently with review of a submitted building permit.

**B. Major Development Proposal (Site Plan Review Process)**

Any development proposal that

1. is located on a development parcel (a) on which no Site-Specific Regulating Plan is required, or (b) covered by an approved Site-Specific Regulating Plan; and
2. proposes to (a) erect new structure(s) having or (b) expand existing structure(s) by, more than 50,000 square feet in gross floor area,

shall be defined as a “Major Development Proposal” and shall be reviewed pursuant to the provisions of Section 707 regarding Major Development Review. As further described in Section 707, Major Development Review is similar to a non-special permit site plan review process governing a Major Development Proposal that is proceeding by-right. Major Development Review is conducted by the Planning Board in advance of submittal of a building permit.

**C. Site-Specific Regulating Plan Proposal (Special Permit Process)**

Any development proposal that proposes the adoption of a new Site-Specific Regulating Plan shall be defined as a “Site-Specific Regulating Plan Proposal” and shall be reviewed pursuant to the provisions of Section 708 regarding Site-Specific Regulating Plan Review. As further described in Section 708, Site-Specific Regulating Plan Review uses a Planning Board special permit process to review a proposed Site-Specific Regulating Plan.
706. Minor Development Review Application Requirements and Process

A. Application requirements.

An application for approval of a Minor Development Proposal, demonstrating conformity with this Code (including, without limitation, any approved Site-Specific Regulating Plan), shall be submitted to the [Inspector of Buildings/Building Commissioner] concurrently with the application for building permit for a Minor Development Proposal. In addition to the materials and information required by the [Inspector of Buildings/Building Commissioner] for the building permit application, the application shall also include an application to the TDARG for issuance of a Certificate of Consistency including the following materials:

1. A brief narrative describing the Minor Development Proposal;

2. Twenty (20) sets of completed plans for the Development Proposal at a scale sufficient to read:
   a. Site Plans at 1”= 40’, Building Plans and Elevations at 1”= 20’, and
   b. Details as necessary to demonstrate form-based code compliance at 1”=4’ to 1”=10’, prepared by a Registered Professional Engineer, Registered Land Surveyor, licensed Architect, or licensed Landscape Architect, as appropriate, and including the following information, which shall be submitted on the following sheets:
      c. Location and dimensions of all proposed buildings and other construction;
      d. Internal roadways, streets and/or street-spaces, alleys, common access easements, and access ways to adjacent public roadways;
      e. Location and dimensions of all parking areas;
      f. Utility strategy;
      g. Architectural facade drawings of all proposed buildings;
      h. Lighting plan; and
      i. Landscape/streetscape plan.

3. Building projects submitted to the [Inspector of Buildings/Building Commissioner] shall be required to include materials showing how the project would conform to a third-party or government program for sustainable building design and energy efficiency. The approved sustainable building design programs that should be used for these submissions include:
   a. The U.S. Green Building Council™, Leadership in Energy and Environmental Design (LEED®) program;
   b. The Green Building Initiative, Green Globes™ program;
   c. The U.S. Environmental Protection Agency, Energy Star™ program; or
   d. A similar building evaluation system chosen by the applicant for the project.

4. A completed Tri-Town Development Area Code Definitive Review Checklist, the form of which shall be developed, maintained, and made available by the TDARG, demonstrating compliance with the provisions of this Code; and

5. Any other documents and/or materials required by the TDARG to determine consistency with this Code.
B. Review process; appeal

An application for Minor Development Review in conformity with the requirements of Section 706.A shall be reviewed according to the following process:

1. Within three (3) business days after receipt of complete application materials, the [Inspector of Buildings/Building Commissioner] shall refer the application to the TDARG.

2. The TDARG shall meet within ten (10) business days after the [Inspector of Buildings/Building Commissioner's] date of referral of the complete application to determine whether to issue a Certificate of Consistency for the application stating that the Minor Development Proposal complies with the provisions of this Code.

3. If the TDARG finds that the application is in all respects consistent with the Code, the [Andover/Tewksbury/Wilmington Planning Director member of the TDARG] shall issue a Certificate of Consistency within ten (10) business days of the TDARG meeting and refer the application back to the [Inspector of Buildings/Building Commissioner] for issuance of the building permit. Within ten (10) days of receipt of the Certificate of Consistency, the [Inspector of Buildings/Building Commissioner] shall complete his/her review of the application. The [Inspector of Buildings/Building Commissioner] shall not deny issuance of the requested building permit for a Minor Development Proposal based on a failure to comply with the provisions of this Code if a Certificate of Consistency has been issued absent manifest error in the issuance thereof.

4. If the TDARG finds that the application is not in all respects consistent with the Code, the [Andover/Tewksbury/Wilmington Planning Director member of the TDARG] shall, within ten (10) business days of the TDARG meeting, refer the application back to the [Inspector of Buildings/Building Commissioner] with a recommendation not to issue the requested building permit based on that lack of consistency. Within ten (10) days of receipt of the notice of non-consistency, the [Inspector of Buildings/Building Commissioner] shall complete his/her review of the application. The [Inspector of Buildings/Building Commissioner] shall deny issuance of the requested building permit for a Minor Development Proposal based on a failure to comply with the provisions of this Code if he/she has received a negative recommendation from the [Andover/Tewksbury/Wilmington Planner Director member of the TDARG] absent manifest error in that negative recommendation.

5. Any person aggrieved by the [Inspector of Buildings/Building Commissioner's] grant or denial of a building permit pursuant to this Section 706 may seek review of that decision by the Board of Appeals pursuant to the provisions of Section ______ of the Zoning By-Law and G.L. c. 40A, §§ 8 and 15.

707. Major Development Review Application
Requirements and Process

A. Application requirements.

An application for approval of a Major Development Proposal, demonstrating conformity with this Code (including, without limitation, any previously approved Site-Specific Regulating Plan), shall be submitted to the Planning Board or its designated agent and shall include:

1. The components required pursuant to Section 705A.1-3;

2. A completed Tri-Town Development Area Code Definitive Review Checklist, the form of which shall be developed, maintained, and made available by the TDARG, demonstrating compliance with the provisions of this Code; and
3. Any other documents and/or materials required by the Planning Board to determine consistency with this Code.

**B. Review process; lapse; appeal**

An application for Major Development Review in conformity with the requirements of Section 707.A shall be reviewed according to the following process:

1. Within ten (10) business days after receipt of complete application materials, the Planning Board shall refer the application to the TDARG, the Town Engineer, Fire and Police Departments, [Inspector of Buildings/Building Commissioner], Board of Water and Sewer Commissioners, Department of Public Works, Board of Health, and the Conservation Commission for their written recommendations and no decision shall be made by the Planning Board until such recommendations are returned to the Planning Board or thirty-five (35) days have elapsed following such referral without receipt of those recommendations.

2. The Planning Board shall hold a public hearing on any complete application for Major Development Review within sixty (60) days of its submission. Public notice of said hearing shall be given in accordance with the requirements of G.L. c. 40A, § 11.

3. In considering an application for Major Development Review, the Planning Board shall give particular weight to the recommendations of the TDARG and due consideration to the public hearing comments and the Town Engineer, Police and Fire Departments, [Inspector of Buildings/Building Commissioner], Board of Water and Sewer Commissioners, Department of Public Works, Board of Health and the Conservation Commission, as to whether the Major Development Proposal’s proposed design, structures, and uses are in compliance with the this Code.

4. The Planning Board shall take final action on an application for approval of a Major Development Proposal within ninety (90) days of the submittal of the completed application to the Planning Board.

5. Final action shall consist of:
   a. approval of the Major Development Proposal as submitted; or
   b. approval of the Major Development Proposal subject to such conditions, modifications, limitations, and safeguards as the Planning Board deems necessary to ensure substantial compliance of the Major Development Proposal with the requirements of this Code or to mitigate any extraordinary adverse impacts of the Major Development Proposal on adjacent properties or public infrastructure; or
   c. denial of the application if in the opinion of the Planning Board the Major Development Proposal and specifications are not adequate to ensure substantial compliance with all the provisions of this Code. Any decision to deny approval shall specifically state the reasons for denial.

6. The Planning Board shall notify in writing the TDARG, Town Engineer, Police and Fire Departments, [Inspector of Buildings/Building Commissioner], Water and Sewer Commission, Department of Public Works, Board of Health and Conservation Commission of its decision.

7. The Planning Board’s approval of a Major Development Proposal shall lapse after two (2) years from the grant thereof if a substantial use thereof has not sooner commenced except for good cause. Such approval may, for good cause, be extended in writing by the Planning Board upon the written request of the applicant. The term “substantial use” is defined for purposes of this Section 707.B.7 as “commencement of operations, in cases dealing with establishment or change of use, and commencement of construction, in cases involving the
construction of new or modified structures, including site preparation and/or infrastructure construction.”

8. Any person aggrieved by a decision of the Planning Board regarding a Major Development Proposal may appeal pursuant to a civil action in the nature of certiorari pursuant to G.L. c. 249, § 4.

9. The time periods set forth herein may be extended upon written consent of the applicant.

708. Site-Specific Regulating Plan Review
Application Requirements and Process

A. Application requirements.
An application for approval under Site-Specific Regulating Plan Review shall be submitted to the Planning Board or its designated agent and shall include the following information:

1. Illustrative Plan
   a. An illustrative plan drawn at a scale of 1:100 (or 1:200 with prior Planning Board approval) and with the same extent as the proposed regulating plan.
   b. The purpose is to illustrate the likely built results of the regulating plan by showing buildings on each lot and preliminary designs for streets and civic spaces in compliance with this Code and the proposed regulating plan.

2. Site-Specific Regulating Plan
   Specific requirements for the preparation of a Site-Specific Regulating Plan are listed in Part 2, Regulating Plans.
   a. The Site-Specific Regulating Plan shall be provided in a digital format acceptable to the Planning Board.
   b. A Site-Specific Regulating Plan shall be produced at a scale of 1:100 (or 1:200 with prior Planning Board approval) and with the same extent as the proposed illustrative plan.
   c. The Site-Specific Regulating Plan shall show:
      (i) The entire land area (including water bodies) of the development parcel that is the subject of the planning area and shall also show the immediately adjoining roads, water bodies, canals, and other rights-of-way or easements.
      (ii) The boundaries of the Character District, where relevant.
      (iii) The location of all streets, with street type specification of each street.
      (iv) All frontage designations (building form standards).
      (v) The location of all public spaces.
      (vi) The required building lines, parking setback lines, and any lot building limits.
   d. The Site-Specific Regulating Plan may show:
      (i) Site-specific requirements for development (related to unique context or urban design)
      (ii) Site-specific opportunities for development.

3. Project Report
   A project report shall be prepared that includes the following:
   a. Summary of any public input or involvement, if applicable (list of issues, participants, comments on the illustrative plan and regulating plan, etc.);
b. A completed Tri-Town Regulating Plan Review Checklist, the form of which shall be developed, maintained, and made available by the TDARG, demonstrating compliance with the provisions of the relevant “Rules for New Site Specific Regulating Plans” from Part 2.Regulating Plans;

c. General development program for any development proposal/entire Site-Specific Regulating Plan area; and

d. Any illustrations of development proposals to be submitted pursuant to the Site-Specific Regulating Plan.

4. Traffic Impact Report
A Traffic Impact Report shall be prepared in accordance with the Planning Board’s policies and standards and shall, at a minimum, include the following

a. Forecasted vehicular traffic volumes entering or departing the site per average day and peak hour;

b. Forecasted vehicular traffic volumes on streets adjacent to the site per average day and peak hour;

c. Forecasted impact of mixing of uses and connectivity of the street and pedestrian network on the site and to adjacent streets and pedestrian networks on the vehicular traffic volumes described in a and b, above; and

d. Forecasted impact of transportation demand management measures, to which the applicant agrees to commit as a condition to approval.

Such data shall be sufficient to enable the Planning Board to evaluate the extent to which contributions to off-site street and intersection improvements or construction of off-site street and intersection improvements shall be required pursuant to the approval criterion set forth below in Section 708.B(6)(b)(ii)

a. existing traffic on streets adjacent to or approaching the site;
   (i) traffic generated or resulting from the site, and
   (ii) the impact of such additional traffic on all ways providing access to the site.

Actual study results, a description of the study methodology, and the name, address, and telephone number of the person responsible for implementing the study, shall be included in the Traffic Impact Report.

5. Market Analysis
A study of the supply and demand conditions related to the proposed uses and types of structures permitted by the Site-Specific Regulating Plan prepared by a professional consultant with experience in real estate, economics, and/ or marketing, which shall include an analysis of the projected impact of development permitted by the Site-Specific Regulating Plan, including commercial office, industrial, and retail uses, on existing commercial office, industrial, and retail uses in Andover, Tewksbury, and Wilmington.

6. Phasing
Where development of the site covered by a proposed Site-Specific Regulating Plan will be phased over more than two (2) years, indicate the following:

a. The methods to be used during construction to control erosion and sedimentation through use of sediment basins, mulching, matting, temporary vegetation, or covering of soil stockpiles.

b. The approximate size and location of portion of the parcel to be cleared at any given time and length of time of exposure.

c. The phased construction, if any, of any required public improvements, and how such improvements are to be integrated into site development.
B. Review process; lapse; appeal

An application for Site-Specific Regulating Plan Review in conformity with the requirements of Section 708.A shall be treated as an application for a Special Permit under G.L. c. 40A, § 9, and according to the following process:

1. Within ten (10) business days after receipt of application materials, the Planning Board shall refer the application to the TDARG, the Town Engineer, Fire and Police Departments, [Inspector of Buildings/Building Commissioner], Board of Water and Sewer Commissioners, Department of Public Works, Board of Health, the Conservation Commission, and each of the Planning Boards in the towns of [Andover, Wilmington, Tewksbury] for their written recommendations and no decision shall be made by the Planning Board until such recommendations are returned to the Planning Board or forty-five (45) days have elapsed following such referral without receipt of those recommendations.

2. The Planning Board shall hold a public hearing on any complete application for Site-Specific Regulating Plan Review within ninety (90) days of its submission. Public notice of said hearing shall be given in accordance with the requirements of G.L. c. 40A, § 11.

3. In considering an application for Site-Specific Regulating Plan Review, the Planning Board shall give particular weight to the recommendations of the TDARG and due consideration to the public hearing comments and the Town Engineer, Police and Fire Departments, [Inspector of Buildings/Building Commissioner], Board of Water and Sewer Commissioners, Department of Public Works, Board of Health, the Conservation Commission, and each of the Planning Boards in the towns of [Andover, Wilmington, Tewksbury], as to whether the Site-Specific Regulating Plan’s proposed uses, structures, and design are in compliance with this Code.

4. The Planning Board may grant approval to the application if it finds that the Site-Specific Regulating Plan is in harmony with the general purpose and intent of this Code.

5. The Planning Board shall take final action and file its written decision with the Town Clerk on an application for approval of a Site-Specific Regulating Plan within one hundred eighty (180) days of the submittal of the completed application to the Planning Board.

6. Final action shall consist of:
   a. approval of the Site-Specific Regulating Plan as submitted; or
   b. approval of the Site-Specific Regulating Plan subject to such conditions, modifications, limitations, and safeguards as the Planning Board deems necessary to:
      (i) ensure substantial compliance of the Site-Specific Regulating Plan with the requirements of this Code;
      (ii) provide for reasonable contributions to or construction of off-site street and intersection improvements to offset impacts on the capacity and safety of adjacent streets and intersections, and the capacity of the water, sewer, and drainage systems affected by the Site-Specific Regulating Plan;
      (iii) mitigate the impact of development under the Site-Specific Regulating Plan on the Town’s existing commercial office, industrial, and retail areas;
(iv) minimize impacts on environmental quality; or

c. denial of the application if in the opinion of the Planning Board the
Site-Specific Regulating Plan and specifications are not adequate to ensure
substantial compliance with all the provisions of this Code. Any decision
to deny approval shall specifically state the reasons for denial.

7. In addition to filing notice of its decision with the Town Clerk as required by
G.L. c. 40A, § 9, the Planning Board shall also notify in writing the TDARG,
Town Engineer, Police and Fire Departments, [Inspector of Buildings/Building
Commissioner], Water and Sewer Commission, Department of Public Works,
Board of Health and Conservation Commission of its decision.

8. The Planning Board’s approval of a Site-Specific REGULATING PLAN shall lapse
after the earlier of two (2) years from the grant thereof and the date set forth
under Section 708.A(6)(d) for the start of development of the first phase of the
development proposal, if a substantial use thereof has not sooner commenced
except for good cause. Such approval may, for good cause, be extended in
writing by the Planning Board upon the written request of the applicant.
The term “substantial use” is defined for purposes of this Section 708.B.8 as
“commencement of operations, in cases dealing with establishment or change
of use, and commencement of construction, in cases involving the construction
of new or modified structures, including site preparation and/or infrastructure
construction.”

9. Any person aggrieved by a decision of the Planning Board regarding a Site-
Specific REGULATING PLAN may appeal that decision pursuant to G.L. c. 40A,
§ 17.

10. The time periods set forth herein may be extended upon written consent by the
applicant.

709. Administrative Allowances and Variances

A. Administrative Allowances

The Planning Board is authorized to approve Administrative Allowances, as
defined in Section ____, to certain provisions of this Code, where, owing to special
conditions, strict enforcement would be physically impractical. This optional
process occurs only where the applicant requests an administration deviation to
a standard as specified in this Section 709.A. An applicant seeking approval of a
Minor DEVELOPMENT PROPOSAL may seek Planning Board approval of one or
more Administrative Allowances by including such request in its application for a
Certificate of Consistency. An applicant seeking approval of a Major DEVELOPMENT
PROPOSAL or a Site-Specific Regulating Plan may seek Planning Board approval of
one or more Administrative Allowances by including such request in its application
for Major Development Review or Site-Specific Regulating Plan Review.

The Planning Board shall review the Administrative Allowance request in light of
the intent of the applicable standards of this Code, and is authorized to approve an
Administrative Allowance for the following standards:

1. Height-Minimum and maximum story heights. Up to ten percent (10%) for
any one (1) story, with a cumulative limit of five percent (5%) for the total
increase or decrease any increases or decreases in building height.

2. Street wall. Up to ten percent (10%).

3. Finished floor elevation. Up to five percent (5%).

4. Mezzanine floor area. Up to ten percent (10%) additional area.

5. Build-to line. Building facade variation of up to a total variation of 24 inches
from the required build-to line (an 18-inch variation is permitted by right).
6. Required street facade (minimum percentage built-to). Reduction of up to five percent (5%) of required length.

7. Fenestration (minimum and maximum). Up to five percent (5%).

8. Building projections (minimum and maximum). Up to five percent (5%).

9. Doors/Entries (maximum spacing). Up to five percent (5%) increase.

10. Maximum building floor-plate. Up to 50% increase.

11. Street center lines. May be shifted up to 50 feet in either direction.

12. Street type specification dimensions. Up to five percent 5%.

B. Variances

Any person seeking one or more variances from the provisions of this Code with respect to a development proposal shall submit an application to the Board of Appeals pursuant to the provisions of Section ______ of the Zoning By-Laws and G.L. c. 40A, § 10, and shall file a copy of the application with the TDARG concurrently with its submittal to the Board of Appeals. The TDARG shall meet and make a recommendation regarding the variance application to the Board of Appeals within thirty (30) days of the date of filing. The Board of Appeals shall not hold a hearing or render any decision on an appeal for variance(s) until the TDARG's recommendation has been received and considered, provided that if no such recommendation is received within this thirty (30)-day period, the Board of Appeals may hold a hearing and render its decision without such recommendation.

710. Administration and Enforcement

The [Inspector of Buildings/Building Commissioner] shall administer and enforce the provisions of this Code in accordance with the provisions hereof and Section _____ of the Zoning By-Laws, provided that prior to taking any action to enforce compliance with the provisions of this Code, the [Inspector of Buildings/Building Commissioner] shall notify the TDARG regarding such intended action not less than seven (7) days prior thereto and consider any recommendation regarding enforcement made by the TDARG prior to the taking of such action.

711. Application Process Flow Charts

See the following pages.
MINOR DEVELOPMENT REVIEW

By-Right/Administrative

1. Proponent submits Building Permit Application to Building Inspector with completed Tri-Town Development Area Code Definitive Review Checklist

2. Building Inspector refers application to TDARG

3. 10 days

4. Building Inspector conducts State Building Code review

5. 10 days

6. Building Inspector issues or denies Building Permit

7. 10 days

8. TDARG meets and issues Certificate of Consistency or recommends denial for lack of consistency

9. 30 days total

* Any appeal of denial or issuance goes to 2.B.A. under G.L.c.40A; §8 and town By-Law provisions
MINORITY DEVELOPMENT REVIEW
By-Right/similar to Site Plan Review

Proponent submits application* with required plans and completed Tri-Town Development Area Code Definitive Review Checklist to Planning Board

10 days

Planning Board refers application to TDARG and other Boards/Depts

35 days

TDARG and other Boards/Depts indicate recommendations on application

15 days

Planning Board holds Public Hearing on application with recommendations considered (particular weight to TDARG)

__ days (depending on when hearing is closed)

Planning Board approves or denies application and notifies TDARG and Boards/Depts

* Any appeal of approval or denial goes to directly to court under G.L.c.249; §4
SITE-SPECIFIC REGULATING PLAN REVIEW

Planning Board holds Public Hearing on application with recommendations considered (particular weight to TDARG)

Planning Board approves or denies application and notifies TDARG and Boards/Depts

* Any appeal of approval or denial goes to directly to court under G.L.c.40A: §17 and town By-Law provision.

Proponent submits application* with required plans and completed Tri-Town Development Area Code Definitive Review Checklist to Planning Board

Planning Board refers application to TDARG and other 2 towns Planning Boards

TDARG, town Boards/Depts, and other 2 towns Planning Boards indicate recommendations on application

Planning Board holds Public Hearing on application with recommendations considered (particular weight to TDARG)

10 days

45 days

35 days

(180 days maximum unless extended by consent of applicant)

(90 days maximum unless extended by consent of applicant)

* Any appeal of approval or denial goes to directly to court under G.L.c.40A: §17 and town By-Law provision.

SITE-SPECIFIC REGULATING PLAN REVIEW
Special Permit

Proponent submits application* with required plans and completed Tri-Town Development Area Code Definitive Review Checklist to Planning Board

Planning Board refers application to TDARG and other 2 towns Planning Boards

TDARG, town Boards/Depts, and other 2 towns Planning Boards indicate recommendations on application

Planning Board holds Public Hearing on application with recommendations considered (particular weight to TDARG)

Planning Board approves or denies application and notifies TDARG and Boards/Depts

(180 days maximum unless extended by consent of applicant)

(90 days maximum unless extended by consent of applicant)

10 days

45 days

35 days

(180 days maximum unless extended by consent of applicant)

(90 days maximum unless extended by consent of applicant)

* Any appeal of approval or denial goes to directly to court under G.L.c.40A: §17 and town By-Law provision.

SITE-SPECIFIC REGULATING PLAN REVIEW
Special Permit

Proponent submits application* with required plans and completed Tri-Town Development Area Code Definitive Review Checklist to Planning Board

Planning Board refers application to TDARG and other 2 towns Planning Boards

TDARG, town Boards/Depts, and other 2 towns Planning Boards indicate recommendations on application

Planning Board holds Public Hearing on application with recommendations considered (particular weight to TDARG)

Planning Board approves or denies application and notifies TDARG and Boards/Depts

(180 days maximum unless extended by consent of applicant)

(90 days maximum unless extended by consent of applicant)

10 days

45 days

35 days

(180 days maximum unless extended by consent of applicant)

(90 days maximum unless extended by consent of applicant)

* Any appeal of approval or denial goes to directly to court under G.L.c.40A: §17 and town By-Law provision.

SITE-SPECIFIC REGULATING PLAN REVIEW
Special Permit

Proponent submits application* with required plans and completed Tri-Town Development Area Code Definitive Review Checklist to Planning Board

Planning Board refers application to TDARG and other 2 towns Planning Boards

TDARG, town Boards/Depts, and other 2 towns Planning Boards indicate recommendations on application

Planning Board holds Public Hearing on application with recommendations considered (particular weight to TDARG)

Planning Board approves or denies application and notifies TDARG and Boards/Depts

(180 days maximum unless extended by consent of applicant)

(90 days maximum unless extended by consent of applicant)

10 days

45 days

35 days

(180 days maximum unless extended by consent of applicant)

(90 days maximum unless extended by consent of applicant)

* Any appeal of approval or denial goes to directly to court under G.L.c.40A: §17 and town By-Law provision.

SITE-SPECIFIC REGULATING PLAN REVIEW
Special Permit

Proponent submits application* with required plans and completed Tri-Town Development Area Code Definitive Review Checklist to Planning Board

Planning Board refers application to TDARG and other 2 towns Planning Boards

TDARG, town Boards/Depts, and other 2 towns Planning Boards indicate recommendations on application

Planning Board holds Public Hearing on application with recommendations considered (particular weight to TDARG)

Planning Board approves or denies application and notifies TDARG and Boards/Depts

(180 days maximum unless extended by consent of applicant)

(90 days maximum unless extended by consent of applicant)

10 days

45 days

35 days

(180 days maximum unless extended by consent of applicant)

(90 days maximum unless extended by consent of applicant)

* Any appeal of approval or denial goes to directly to court under G.L.c.40A: §17 and town By-Law provision.
Part 8. Definitions

801. Defined Terms

The definitions of terms set forth in Section ______ of the Zoning By-Law shall apply within the Tri-Town Development Area. Where a term is defined below in this Section 801, the definition below shall apply throughout this Code. Additional definitions below shall apply only within this Code.

Accessory Unit. A building or addition for living purposes (maximum footprint of 650 square feet—or the footprint of the main structure for English basement type accessory units) that is not the primary structure or principal dwelling unit on a lot, that can be used as additional residential or home occupation space.


Alley/Alley Access Easement. The public right-of-way or easement for vehicles and pedestrians within a BLOCK that provides access to the rear or side of properties, vehicle parking (e.g., garages), utility meters, recycling containers, and garbage bins.

Attic Story. Habitable space situated within the structure of a pitched roof and above the uppermost story. They are permitted for all BFS sites and do not count against the maximum story height or ultimate height limits of their BFS. Attic stories may have only dormers as windows on the RBL side of the roof-pitch.

Awning. A cantilevered, projected or suspended cover over the sidewalk portion of the street-space. Also a roof-like covering, usually of canvas or metal, and often adjustable, placed over the sidewalk, windows, or doors to provide protection from sun and rain.

Balcony. An exterior platform attached to the upper floors of the building FACADE (forward of the REQUIRED BUILDING LINE).

Bay Window. Generally, a U-shaped enclosure extending the interior space of the building outward of the exterior building wall/REQUIRED BUILDING LINE (along its STREET-SPACE side). The minimum interior clear width at the main wall shall be four feet. Bay windows shall not project more than 36 inches beyond the REQUIRED BUILDING LINE; and walls and windows shall be between 90 degrees (perpendicular) and 0 degrees (parallel) relative to the primary building wall from which they project.

Block. An increment of land comprised of lots, ALLEYS and tracts circumscribed and not traversed by streets (PEDESTRIAN PATHWAYS excepted). Blocks shall be measured at the frontage lot lines (in most cases this is the REQUIRED BUILDING LINE).

Block Corner. The outside corner of a BLOCK at the intersection of any two streets. Inside corners, where the resulting angle formed by the BLOCK face is less than 180 degrees (concave) are not considered BLOCK CORNERS for the purposes of this Code.

Buildable Area. The area of the lot that building(s) may occupy, which includes the area of the lot behind the REQUIRED BUILDING LINE as designated by the BUILDING FORM STANDARD. The BUILDABLE AREA sets the limits of the building footprint now and in the future—any additions shall be within the specified BUILDABLE AREA.

Building Corner. The outside corner of a building where the primary building mass is within an angle less than 180 degrees. Inside corners, where the exterior space of the building mass forms an angle of more than 180 degrees are not considered BUILDING CORNERS for the purposes of this Code.

Building Face. See FACADE.
Building Form Standards (BFS). The part of this Code that establishes basic parameters regulating building form, including the envelope (in three dimensions), placement and certain permitted/required building elements, such as store fronts, balconies, and street walls. The building form standards establish both the boundaries within which things may be done and specific things that must be done. The applicable building form standard for a site is determined by its street frontage as per the regulating plan. This produces a coherent street-space and allows the building owner greater latitude behind its facade.}

Campus Frontage Building. Building form and functions resulting from/as determined by the building form standards indicated on the regulating plan.

Civic Green or Square. A public open space designated on the regulating plan. The term square is generally used to describe spaces that have more paved surface area. The term civic green is generally used to describe a formally configured small public lawn or park that is primarily unpaved. Civic greens and squares do not include active recreation structures such as ball fields and courts. See the Public Realm standards for the specific controls on squares and civic greens.

Civic Use. See Use, Civic.

Civic Use Buildings. Those buildings that house strictly civic uses located on sites designated on the regulating plan. Civic use buildings and publicly-owned public art are not subject to the building form standard prescriptions of this Code. See also Use, Civic.

Clear Walkway. An area within the sidewalk that must allow public passage and remain clear of obstructions. The clear walkway width is designated in the street type specifications.

Commerce. See Use, Commerce.

Common Lot Line. A lot line shared by adjacent private lots.

Comparative Pedestrian Crossing. The measured distance, shown on the street type specifications, that a pedestrian would be within an automobile travel lane (or turning movement) while crossing a street. A crossing time is calculated based on a pedestrian speed of 3.7 feet per second (a generally accepted average). This distance/time is calculated in order to provide a relative gauge of the pedestrian crossing comfort level.

Corner Lot. A lot in which one side lot line is adjacent to a street or street-space. Special building placement, fencing and landscape requirements may apply.

Development Parcel. A site or lot within the Tri-Town Development Area upon which a development proposal may be proposed and developed in compliance with this Code.

Development Proposal. The erection, extension, or modification of any building or part thereof, or the change in use of any building or land, for which the applicant is required to obtain a building permit, except as follows: modification to the interior of a structure; change of use from one allowed use to another allowed use without modification to the exterior of the building or the lot or site; fit-out of interior retail space without modification to the location, type or form of fenestration; and maintenance and/or repair activities that do not modify the building, including but not limited to replacement of roofs and repair of windows.
**Dooryard.** The area within the street-space between the façade of the building (generally the required building line) and the clear walkway area of the sidewalk. Stoops, balconies, bay windows and, for appropriate commerce uses, temporary displays or café seating, and other encroachments as specified by the Planning Board may be placed within the dooryard area. The dooryard area is designated in the street type specifications.

**Dormer.** A roofed ancillary structure with windows providing light and air to habitable space within the roof. Dormers are permitted and do not constitute a story (for height measurement purposes) so long as: they do not break the primary eave line, are individually less than 15 feet wide, and are collectively not more than 60 percent of their required building line façade length.

**English Basement.** A habitable floor level below the first floor that is partially above and below grade. The ceiling of an ENGLISH BASEMENT is at least 3 feet above sidewalk grade with windows and an entry with direct street-space access. ENGLISH BASEMENT units do not count against the story height limit but do count against the ultimate height measurement.

**Equivalent or Better.** A building material, technology, or construction technique that has been determined, by the Planning Board or [Inspector of Buildings/Building Commissioner], to be at least equal to, in appearance, durability, etc., or surpassing those expressly permitted herein.

**Façade (Building Face).** The building elevation facing the street-space or required building line. Building walls facing private interior courts, common lot lines, and alleys are not façades.

**Fenestration.** Openings in the building wall, including windows and doors, allowing light and views between interior (private realm) and exterior (public realm). Fenestration is measured as glass area (excluding mullions and similar window frame elements with a dimension greater than one inch) and/or as open area.

**First Floor.** See Ground Story.

**Front Porch.** The ground floor platform attached to the front or required building line side of the main building. Required FRONT PORCHES, where specified in the building form standards, must be roofed and enclosed by balustrades (railings) and posts that extend up to the roof and shall not be otherwise enclosed, above a height of 42 inches, except with insect screening. A FRONT PORCH may have a single ground floor platform or two to three platforms stacked at the ground and upper story levels.

**Garden Wall.** A masonry wall defining a property line or delineating a private area. Shall be set back (or forward) not more than eight inches from the specified required building line in the regulating plan or building form standards. (For height and gate specifications, see the building form standards.) A GARDEN WALL may serve as a FRONT YARD FENCE.

**Ground Story.** The first habitable level of a building at or above grade. For commerce uses, at least two-thirds of the finished floor elevation within 30 feet of the required building line shall be within 18 inches of the adjacent fronting sidewalk level. When a residential use occupies the ground story, the finished floor elevation shall be at least three feet above the fronting sidewalk elevation, unless otherwise specified in the building form standards. The next story above the ground story is the second floor or second story.

**Industrial.** See Use, INDUSTRIAL.
Lot Building Limit. A line delineating the outer edge of the buildable area, generally to the rear of a lot away from the required building line. Where designated on the regulating plan, this shall supercede the building form standards minimum setbacks.

Net Lot Area. The area within the boundaries of a site-specific regulating plan—exclusive of streets, sidewalks, other public spaces, or easements—that is available for (private) development.

Open Area. See Private Open Area.

Parapet Height. Where used to limit building height in this Code, parapet height shall be measured at the top of the parapet, including any coping. An additional three feet in height by 12 feet in width or 15 percent of the façade, whichever is greater, is permitted for a section of the parapet to emphasize the building’s primary street entry or a block corner.

Parking Setback Line. A line or plane indicated on the regulating plan which extends vertically (unless otherwise noted) and is generally parallel to the required building line. The parking setback is typically 30 feet behind the required building line unless otherwise designated on the regulating plan. All parking shall be set-back behind this line, excepting where it is below grade. The parking setback line is a permissive minimum distance from the required building line and parking may be placed anywhere within the lot behind this line, except where otherwise specified in this Code.

Pedestrian Pathway. An interconnecting paved way that providing pedestrian and bicycle passage through blocks running from a street-space to another street-space, an alley or an interior block parking area. The area within a pedestrian pathway shall be a public access easement or public right-of-way. The easement width for these pathways shall not be less than 20 feet with a paved walkway not less than 10 feet wide, except where otherwise specified on the regulating plan, and shall provide an unobstructed view straight through their entire length.

Privacy Fence. An opaque fence made of wood or masonry (not chain link or any other type of rolled fence) along alleys and common lot lines (where more than ten feet behind the required building line). See the building form standards for height specifications.

Private Open Area. An area within the buildable area and behind the parking setback line, accessible only to occupants of the particular building or site, and (primarily) open to the sky. Additional specifications for the private open area may be included in each building form standard. Private open area shall not be built-upon, used to satisfy minimum stormwater BMP area, parked or driven upon (except for emergency access).

Quadrangle (Quad). A courtyard or green, typically four-sided, spatially defined by buildings.

Regulating Plan. The implementing plans for the development of the district under this Code. Regulating plans allocate the building form standards and street types and provide specific information for the disposition of each building site. The regulating plan also shows how each site relates to adjacent street-spaces, the overall district, and the surrounding neighborhoods.
Required Building Line (rbl). A line or plane indicated on the regulating plan, defining the street frontage which extends vertically and generally parallel to the street, at which the building shall be placed. The façade shall occur on the required building line—this is a requirement, not a permissive minimum. The minimum length and height of frontage that is required at the rbl is shown on the appropriate building form standard.

Residential. See Use, Residential.

Retail. See Use, Retail.

Square. See civic green.

Stoop. An entry platform on the façade of a building. Stoops may be roofed, but they shall not be enclosed. (See the individual building form standards for specifications.)

Storefront (Shopfront). Ground story façade fenestration configured for retail and commerce uses. For regulating plan designated General and Storefront General frontages the storefront may encroach up to two (2) feet into the dooryard area.

Story (Story Height). That space within a building and above grade that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. Story height parameters are as specified by the appropriate building form standard.

Street Frontage. That portion of the lot or building that is coincident with the required building line as required by this Code.

Street Light. A luminaire installed on both sides of the street-space, along the street tree alignment line, unless otherwise designated on the regulating plan. Street lights shall be between 9 and 16 feet above ground in height. Lighting standards for street-spaces and alleys should be developed to meet the minimum standards of the Illumination Engineering Society of North America (IESNA), with the design criteria giving equal weight to the lighting of the pedestrian areas and the automobile areas.

Street-Space. All space between fronting required building lines (streets, squares, plazas, pedestrian pathways, civic greens, sidewalks, quadrangles, parks)—including any transit service operator passenger platform—but not garage entries or alleys.

Street Tree. A tree required per this code and listed in the Street Tree List located in Public Realm standards that is of a proven hardy and drought tolerant species and large enough to form a canopy with sufficient clear trunk to allow traffic to pass under unimpeded.

Street Tree Alignment Line. A line along which street trees shall be planted and street lights and other such infrastructure are to be placed. It is generally parallel with the street-space and, unless otherwise specified in the regulating plan, is:
- the street tree alignment line for center medians is their centerline.

Street Wall. A masonry wall set back not more than eight inches from the required building line which assists in the definition of the street-space in the absence of a building. See the building form standard for height and gate specifications.

Town Frontage Building. Building form and functions resulting from/as determined by the building form standards indicated on the regulating plan.
**Tree Lawn.** A continuous strip of soil area—typically covered with grass, other vegetation, bridging pavement, or sometimes porous pavers—located between the back of curb and the sidewalk, and used for planting street trees and configured to foster healthy street tree root systems. Tree lawn dimensions are specified in the Street Type Specification.

**Use, Civic.** Community uses including: meeting halls; libraries; schools; police and fire stations; post offices (retail operations only, no primary distribution facilities); places of worship; museums; cultural, visual and performing art centers; transit centers; government functions open to the public; and, other similar uses.

**Use, Commerce.** See Section 602. Use Table.

**Use, Industrial.** See Section 602. Use Table.

**Use, Residential.** See Section 602. Use Table.

**Use, Retail.** See Section 602. Use Table.

**Use, Workshop.** See Section 602. Use Table.

**Workshop.** See Use, WORKSHOP.