Design Standards

Smart Growth Overlay Districts
Town of Fairhaven, MA

Draft: May 20, 2024

Fairhaven
Massachusetts

DODSON & FLINKER
Landscape Architecture and Planning

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Table of Contents

1. Introduction 1
2. Purpose 1
3. Applicability 1
4. Definition of Terms 2
5. Guiding Principles 4
   - 5.1. Reflecting Fairhaven's Planning Goals and Objectives 4
   - 5.2. Enhancing Fairhaven's Visual Character and Quality of Life 7
   - 5.3. Organized Around the Shared Space of the Public Realm 7
   - 5.4. Supporting Environmental, Economic, and Social Sustainability 8
6. Design Standards for Neighborhoods, Blocks, and Streetscape 10
   - 6.1. Neighborhood, Block, and Streetscape Design Principles 10
   - 6.2. Blocks 10
   - 6.3. Building Placement and Orientation 11
   - 6.4. Street Enclosure 12
   - 6.5. Design & Materials for Sidewalks and Pedestrian Areas 13
   - 6.6. On-Street Parking 15
   - 6.7. Accessibility Standards 16
   - 6.8. Street Furnishings 17
   - 6.9. Walls, Fences, and Hedges Along Lot Frontage 18
   - 6.10. Street Design 19
7. Vehicular Access and Parking Standards 22
   - 7.1. Vehicular Access and Parking Design Principles 22
   - 7.2. Alleys and Access Driveways 22
   - 7.3. Connections Between Parking Areas 22
   - 7.4. Location, entrances, and access to surface parking and garages 22
   - 7.5. Loading Facilities 23
   - 7.6. Parking Materials 23
   - 7.7. Low Impact Development 23
   - 7.8. Structured Parking 23
   - 7.9. Shared Parking 26
   - 7.10. Off-site Parking 26
   - 7.11. Street-side Parking on Private Property 27
   - 7.12. Accessible Parking 27
   - 7.13. Bicycle Parking 28

7.14. Parking Lot Lighting and Landscaping 28
8. Architectural Standards 29
8.1. Architectural Design Principles 29
8.2. Siting of Structures 29
8.3. Overall Building Shape, Massing, and Proportions 29
8.4. Building Facades 30
8.5. Building Height and Scale 34
8.6. Roofs 34
8.7. Design and Orientation of Entrances 36
8.8. Windows and Doors 36
8.9. Materials & Surface Appearance 37
8.10. Porches, Awnings and Canopies 38
8.11. Secondary Elements: Towers, Cupolas, Chimneys 38
8.12. Service Areas, Mechanical Systems, HVAC Equipment, Utilities 38
9. Open Space and Landscape Standards 40
9.1. Landscape Design Principles 40
9.2. Plant materials 40
9.3. Significant Tree Protection and Protection. 41
9.4. Soil 42
9.5. Parking Lot Landscaping 42
9.6. Streetscape Landscaping 43
9.7. Site Landscaping 43
9.8. Buffer and Screening Plantings 44
9.9. District Transitional Buffer 44
10. Lighting Standards 45
10.1. Lighting Design Principles 45
10.2. Light Source, Light Intensity and Control of Glare 45
10.3. Height of Fixtures 45
10.4. Hours of Operation 46
10.5. Additional Requirements by Location 46
11. Signage Standards 47
11.1. Signage Design Principles 47
11.2. Size 47
11.3. Materials 47
11.4. Sign Lighting 47

11.5. Wall Signs 47
11.6. Window Signs 47
11.7. Projecting Signs 48
11.8. Awnings, Canopies and Marquees 48
12. Stormwater Management. 50
Appendix 1: Street Types 1
Waterfront Area Street Types 1
Plazas Area Street Types 4

Fairhaven 40R District Design Standards
Draft: May 20, 2024

1. **Introduction**

These Design Standards and Guiding Principles are adopted pursuant to the authority of Mass. General Laws Chapter 40R "Smart Growth Zoning." They complement Sections XX and XX of the Fairhaven Zoning Bylaw and establish the design requirements for development within the Fairhaven Smart Growth Overlay District.

This document is organized according to the subject areas to be addressed during the design review process, including streetscape, access & parking, architecture, landscaping, lighting and signage. It begins with an overview of Guiding Principles that summarize the Town's goals and aspirations for the Fairhaven 40R District as described in the Fairhaven Master Plan (2018) and explored through the visioning process overseen by the Fairhaven 40R Working Group (2022-2024). Diagrams, photographs, and associated captions illustrate the intent of the standards and clarify the design standards included in the body of the document.

2. **Purpose**

The Design Standards are intended to provide applicants and the Plan Approval Authority with a shared understanding of appropriate design for Fairhaven's Smart Growth Overlay District (SGOD). Project proponents bring their own programmatic goals for their projects and are faced with numerous choices, often amongst competing design priorities. The Design Standards explain the key aspects of design for the SGOD so that incremental development projects will add up to the intended cohesive vision for each area within the SGOD.

The purpose of the Design Standards is further described in the Guiding Principles section below.

3. **Applicability**

These Design Standards are adopted by the Planning Board of the Town of Fairhaven pursuant to the authority of Massachusetts General Laws Chapter 40R "Smart Growth Zoning" and 760 CMR 59.00, and Section XX of the Fairhaven Zoning Bylaw. The Design Standard shall be in effect upon adoption of Section XX of the Fairhaven Zoning Bylaw. The Planning Board may revise or augment these Design Standards by majority vote subject to the approval of the Massachusetts Executive Office of Housing and Livable Communities (EOHLC).

These Design Standards apply to all proposed development within the Fairhaven Smart Growth Overlay Districts that are subject to Plan Approval under the provisions of Sections XX and XX of the Fairhaven Zoning Bylaw.

The Design Standards shall be used by the Plan Approval Authority in their review and consideration of development proposals as described in Section XX of the Fairhaven Zoning Bylaw. The Plan Approval Authority shall approve a development project upon a finding that it complies with the Fairhaven Smart Growth Overlay District Bylaw and these Design Standards.

In the case of an inconsistency between the Bylaw and the Design Standards, the Bylaw shall govern. In the case of inconsistency between applicable state or federal laws – including, without limitation, state building codes or life safety codes – and these Design Standards, the applicable state and federal laws, rules and regulations shall govern.

This document includes both binding design standards and non-binding guiding principles, design principles and guidelines. Design standards generally include the words "shall" and "must" with regard to a specific standard. Compliance with design standards is mandatory for all projects. Guiding principles describe the overall intent of the Design Standards. Design principles describe the intent of the various topical areas of the Design Standards. Design guidelines are indicated by the words "should" and "may." Compliance with design guidelines is recommended, but not required.

The Plan Approval Authority, at its discretion, can approve reasonable and justifiable minor deviations from the Design Standards if, in its opinion, such deviations contribute to meeting the purposes of the Fairhaven Zoning Bylaw and its Section XX, and the Guiding Principles and Design Principles set forth below. Applicants should clarify how any proposed deviations from the Design Standards further these goals, guiding principles, and design principles.

These Design Standards do not exempt applicants from obtaining all required permits and complying with applicable building codes, laws, and regulations.

4. **Definition of Terms**

The definitions in Section XXX of the Fairhaven Zoning Bylaw apply to these Design Standards. In addition the following terms apply to these Design Standards:

Block: An area of land enclosed by streets whose interior is occupied or intended to be occupied by buildings, open spaces, and associated accessory uses such as off off-street parking areas.

Block Face: One side of a street along a single block. The block face includes the area between the street centerline and the front portions of properties including front setbacks (if present) and building facades.

Infeasible: Not technologically possible, or not economically practicable and achievable in light of best industry practices.

Street: A public or private way or easement intended for use by vehicular, pedestrian, and bicycle traffic that provides access between lots or between buildings where there is more than one building per lot.

Street Enclosure: The ratio of the height of a building height to the width of an adjacent street. For the purposes of measuring this ratio, height shall be measured from the mean grade along the front façade of the building to the highest point of the roof along the front façade of the building or story. Width shall be measured horizontally from the front façade of a building or story to the opposite street line

Streetline: The edge of the public right-of-way adjacent to private property.

Structured Parking: Structured parking includes parking decks (one story above the ground), parking garages (two levels or more), pedestal parking (integrated into the primary building on the lower floors), and underground parking (located below grade under a building or the development site. Structured parking can be a stand-alone structure or integrated or attached to a building.

5. Guiding Principles

5.1. Reflecting Fairhaven's Planning Goals and Objectives

Development projects within the Fairhaven 40R Overlay District should support and help to implement the goals and objectives of the Fairhaven Master Plan. Goal 3 of the Economic Development element states: "Encourage mixed-use projects on key redevelopment parcels to promote a live, work, play environment." This is supported by several recommendations, including "3. Promote mixed-use development through land use, zoning and development incentives; 4. Develop a detailed revitalization plan to guide redevelopment of commercial nodes in town; and 5. Consider creating a Route 6 mixed-use overlay zoning district to stimulate mixed-use commercial and residential development. Making provisions for mid- to high-density residential will be important." (Fairhaven Master Plan, p. 68).

Projects should also support implementation of the Fairhaven 40R District concept plans as developed in consultation with the 40R Working Group. The Vision established a general plan for redevelopment of potential Fairhaven 40R districts showing the general location of uses and layout of roads and pedestrian circulation which inform the final 40R District Zoning Map. It also described a framework for redevelopment of each area, with a mix of commercial and residential uses organized around attractive, walkable streets and other public spaces. Each parcel or consolidated site, even if built by a separate developer, should be tied into the overall framework with a coherent network of streets, greenways, and pedestrian paths.

Figure 1. Concept Plan for the Plazas Area SGOD

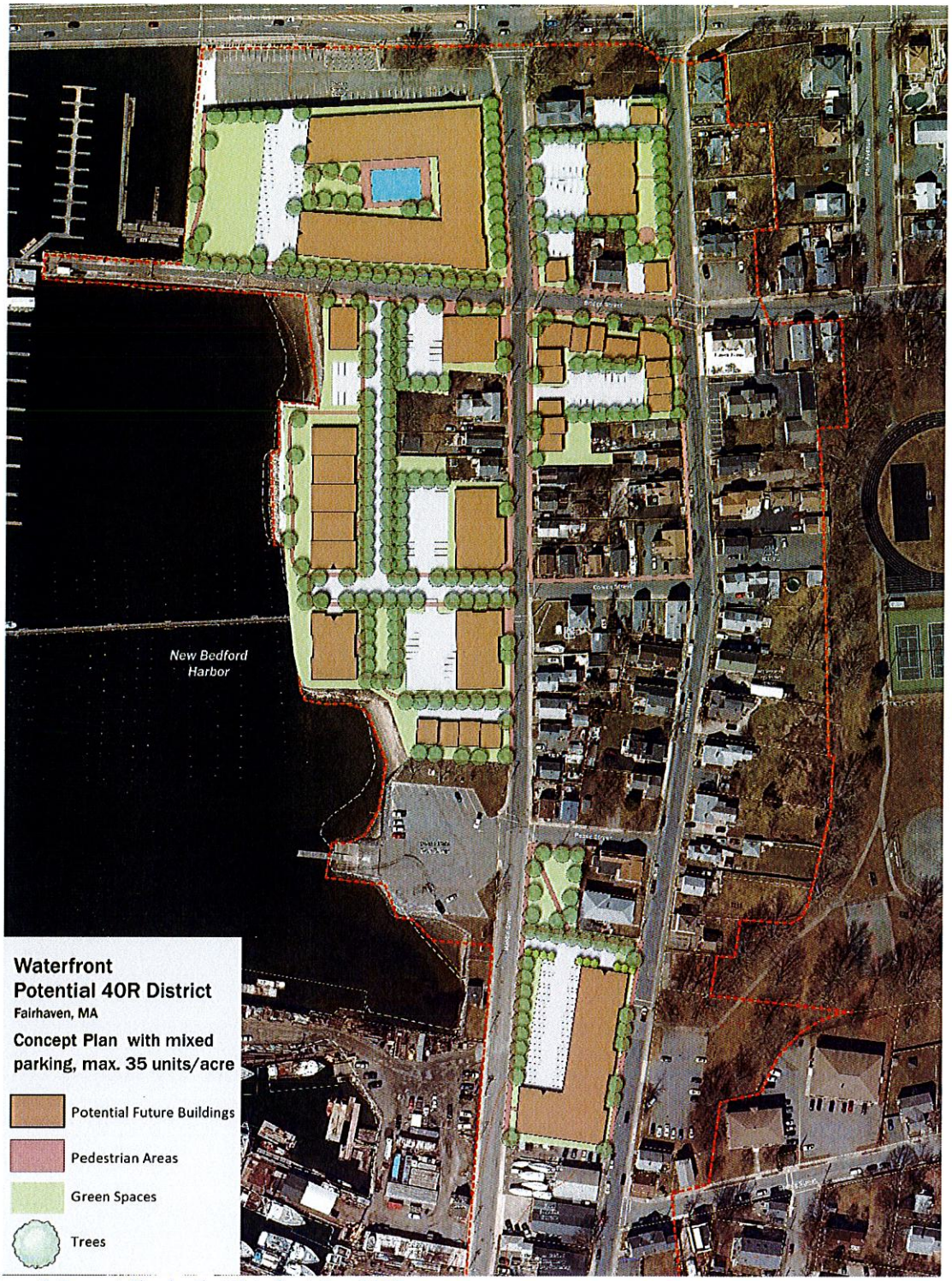


Figure 2. Concept Plan for the Waterfront Area SGOD

5.2. Enhancing Fairhaven's Visual Character and Quality of Life

The design of buildings, roads, parking, landscaping and other elements should complement local traditions in architecture and landscape design. In addition to preserving any important architectural or site features within the development zone, the project should feature buildings that are compatible in form, scale and proportions to those shown in the Vision Plan for the Smart Growth Overlay District, and provide for design of streets, trails and other features that reflect local traditions in form and materials.

The visual character of development projects should be enhanced by careful design that keeps parking lots, service areas, dumpsters and utilities to the side or rear of buildings and screens them with fences or vegetation. Electric and cable services and other utilities should be buried. Switch boxes, transformers and other above-ground elements should be located away from the primary façade of buildings and shall be concealed.

Development projects should support Fairhaven's quality of life by providing amenities for both neighborhood residents and visitors from greater Fairhaven and beyond. Amenities should include improvements to multi-modal access to existing businesses; new shops, restaurants, and other goods and services; and publicly-accessible parks, trails and open spaces that are connected to the surrounding neighborhoods.

5.3. Organized Around the Shared Space of the Public Realm

While development projects may be made up of different types of commercial, residential, and mixed-use buildings—and may in fact have different developers, designers and builders—the 40R District should form a coherent whole. Key to making this work is provision of a unified network of walkable streets, greenways and public spaces that together make up "the public realm." With a consistent approach to streetscape design and landscaping to provide the setting, building design and uses can vary without making the district feel like a hodgepodge of unrelated development areas. This in turn will encourage walking and simplify the process of navigation and wayfinding.

Projects should also provide convenient pedestrian and vehicular connections to the surrounding neighborhoods, to the extent possible, by connecting existing and proposed streets into a unified grid. Special attention should be paid to providing safe and convenient connections to the Phoenix Bike Trail. Secondary sidewalks and paths should connect to each part of the development project to encourage walking and biking and reduce conflicts between pedestrians and vehicles.

There should be a clear hierarchy of street types to organize vehicular circulation and provide for the best fit between the size of the street and projected traffic demand. Dead-end streets should be avoided in favor of a loose grid of connected streets that distribute traffic to multiple intersections and allow alternatives for emergency access should a blockage occur at any point. Through-traffic can be discouraged by keeping streets relatively narrow and providing for on-street parking, if appropriate. Traffic on residential streets can be calmed further though the use

of neck-downs, raised crosswalks, plantings, and signage. Continuous sidewalks should be provided on every street. Likewise every street should be designed to accommodate bicyclists of all ages and abilities, with increasing separation from motor vehicle traffic where speeds and volumes are higher and where streets make important connections in the broader transportation network.

Each development project should contribute to the success of the public realm with buildings and landscaping that relate to and reinforce the streetscape. To the extent possible, streets and pedestrian areas should be lined with a continuous enclosure of buildings and trees rather than parking lots. This provides a clear spatial structure to the district, making for a comfortable pedestrian environment and fostering participation in shared activities.

Project design should reinforce natural centers of activity at intersections, at the junction of roads and pedestrian paths, and at the end of long vistas down streets. These key locations shall be considered for public parks and squares, and high activity uses such as cafes, shops or public services, as well prominent building elements, such as highly visible entrances, towers, or a higher level of architectural detailing. Visual access and convenient pedestrian connections will reinforce their place in the overall design of the district.

5.4. Supporting Environmental, Economic, and Social Sustainability

In accordance with the goals of the Fairhaven Master Plan and the Working Group's Vision, projects should protect and enhance the natural environment. This includes employing best practices for wetland protection, management of trees and other vegetation, and best practices for grading, drainage, and the use of materials. It is also achieved by providing for a compact, walkable center that reduces per capita energy demand and other environmental impacts. Low Impact Development (LID) techniques should be used to reduce the concentration of stormwater runoff and maintain existing stormwater flows. Where feasible, bioswales, rain gardens and other bioretention techniques should be employed. Green roofs and rain storage systems are encouraged to reduce and reuse roof drainage. Pervious paving materials should be used where feasible to reduce runoff from hardscaped areas. They should be integrated into the design of the project.

The town will favor design and planning approaches that adhere to recognized principles of sustainability and offer measurable long-term benefits. This should include investment in highly efficient heating and cooling systems, improved thermal envelope performance, and other techniques that offer long-term reduction in energy use. Applicants are encouraged to quantify these benefits though certification under a green building rating systems, including the Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ and the LEED for Neighborhoods Development Rating System, the Living Building Challenge, Sustainable Sites Initiative, or WELL Building Challenge.

While market forces and property owners' interests will, to large extent, determine the mix of uses that will be built in the areas in coming years, the town prefers a mix of residential housing

types and price points supported by appropriate commercial development. In support of both economic and environmental sustainability, buildings should be designed with flexible floor plans that can adapt to different uses over time as market demands change. The active use of parks, plazas and other shared community spaces should be supported, to the extent possible, by filling ground floor spaces in adjacent buildings with active retail, service, and community uses.

Social sustainability is encouraged through the provision of diverse housing types that accommodate households of a broad range of ages, sizes, incomes, and physical abilities. Families and seniors should be supported with provision of playgrounds, small parks, benches, publicly accessible restrooms, and places to walk, run, or exercise. Gathering places for casual meetings and community events should be provided for each residential cluster within the overall development project. The 40R district should accommodate residents at every stage of life and should embody a level of design quality and functionality such that any citizen of Fairhaven would be proud to call it home.

6. Design Standards for Neighborhoods, Blocks, and Streetscape

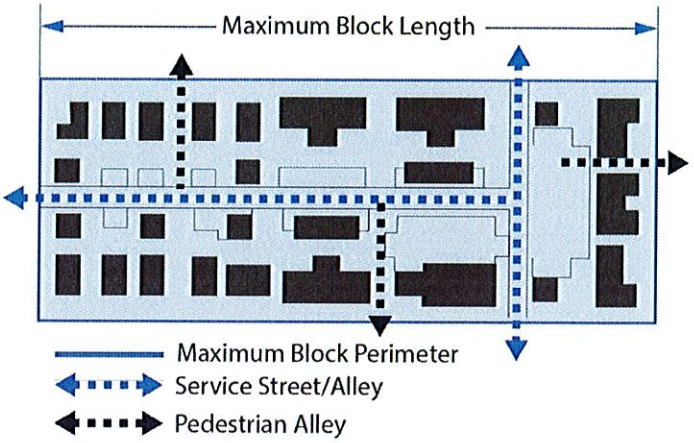
6.1. Neighborhood, Block, and Streetscape Design Principles

A. Every new project should be designed as an integrated system of building facades, pedestrian and vehicular circulation, streetscape elements, signage, lighting, planting, and drainage structures. The focus should be on pedestrian comfort, livability for residents, and encouragement of community life. The design of the public realm should come first, with private uses subordinated to a larger system organized around public spaces.

B. The width of the paved roadway, right-of-way, pedestrian walkways, and building setbacks should be coordinated with the size of proposed buildings to produce a comfortable sense of enclosure along the street. Wherever public access between buildings is appropriate, it should be designed as public space with appropriate surfacing and amenities to support pedestrians.

6.2. Blocks.

Diagram and Table: Block Standards



District	Max. Block Face Length	Max. Block Perimeter Length
Plazas Area	500 Feet	2,000 Feet
Waterfront	450 Feet	1,400 Feet

A. Development proposed under the 40R District shall design sites to produce a coherent system of pedestrian-scale blocks.

B. Blocks shall be laid out to enable efficient circulation for all modes of transportation. Blocks shall be integrated with the existing transportation system of Fairhaven and prepared for interconnection with adjacent properties, unless infeasible.

C. Each block shall be sized and shaped to accommodate buildings, adequate off-street parking, adequate utility and service areas, and adequate public and private open space for anticipated future uses of the block. The maximum length of a block face and length of a block perimeter shall be determined as set forth in the Block Standards Table. The Plan Approval Authority may grant a waiver for a longer block face or block perimeter when: it finds that the block provides a high level of pedestrian interest, efficiency, and comfort through the use of pedestrian alleys, high visibility mid-block crossings, and/or other streetscape enhancements; and/or the PAA finds that a longer block is desirable to manage traffic on higher volume streets.

D. The exterior edges of a block shall be used for the front facades of buildings and their primary entrances, public open spaces, and transitional spaces to these. The interior of a block shall be used for utility and service areas, off-street parking, private open spaces, and access to these.

E. Blocks may be either rectilinear or curvilinear and shall be designed so that streets conform to the natural terrain and avoid sensitive natural features to the extent possible.

F. Service alleys that connect from one side of a block to another are strongly encouraged because they provide efficient access to off-street parking and service areas in the block interior while minimizing curb cuts along streets.

G. A pedestrian alley shall be provided to directly connect any publicly accessible space in the interior of a block (e.g. a parking area or outdoor amenity space) to a sidewalk at the exterior of the block.

H. Where establishing blocks is infeasible, streets shall be arranged into loops. Dead end streets with cul-de-sacs may only be used when all other options are infeasible.

6.3. Building Placement and Orientation

A. Each building shall be oriented with its principal façade and primary entrance facing a street or a public space. The front façade of a building shall be aligned generally parallel to the front lot line. Where a lot sits at the corner of two streets, a building shall be placed with facades aligned to both streets, and front entrances facing both streets or a single prominent corner entrance (preferably a recessed entrance). Both street-facing facades shall be giving equal design attention. The building façade may be retracted at the corner to create space for a publicly accessible open space, and/or to allow for safe sight distances.

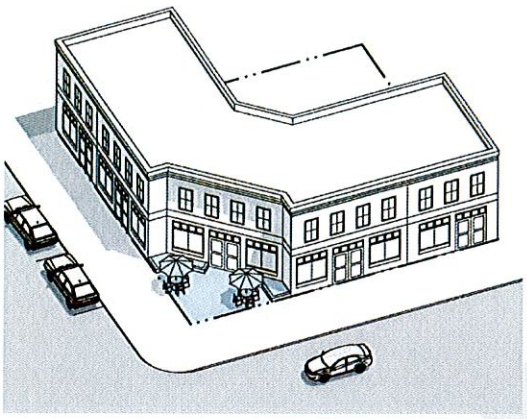


Figure 3 Street corners can be enlivened with public plazas.

B. New buildings shall have relatively short front setbacks that provide direct and convenient access to front entrances. The front façades of buildings along a block face shall be generally aligned and set back a consistent distance from the street. A front setback may vary from its context when it fulfills a specific urban design function, including providing space for a forecourt or plaza, creating a niche for public seating or landscaping, allowing for a recessed entrance, or accentuating the prominence of a civic building. These kinds of functional front setback variations can add interest to the pedestrian experience and are therefore encouraged.

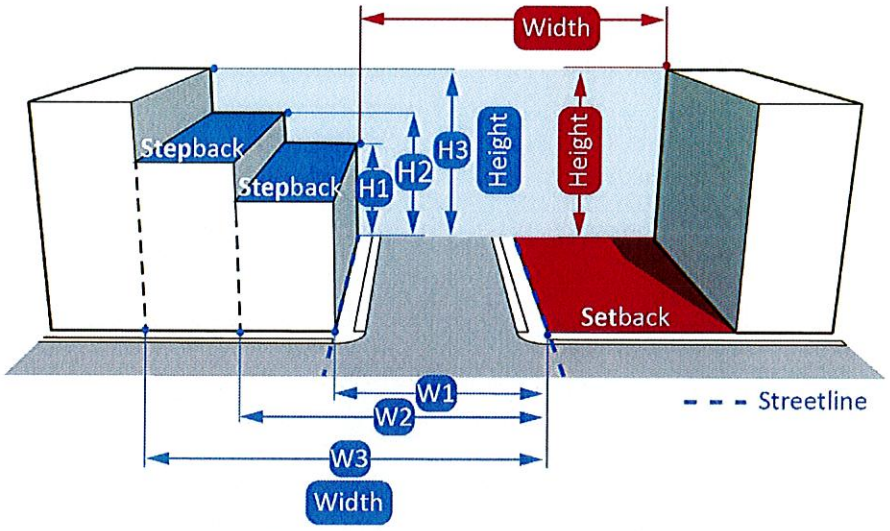
C. Where possible, buildings should be clustered into groups that shape useable outdoor spaces.

D. Where possible, a building should be sited at the end of a prominent view down a street or across an open space.

6.4. **Street Enclosure**

A. To produce a pleasing sense of enclosure along streets and control excessive shadowing, building height shall be scaled in proportion to the width of adjacent streets and public spaces. A maximum street enclosure ratio is set by Street Type (See Appendix 1). To meet the maximum street enclosure standards, a building can be set back from the street line and/or upper stories may be stepped back from lower stories.[1]

[1] The ground floor of a building must still comply with the maximum front setback. Upper stories may exceed the maximum front setback in order to comply with a street enclosure standard.



MAXIMUM STREET ENCLOSURE (HEIGHT:WIDTH)

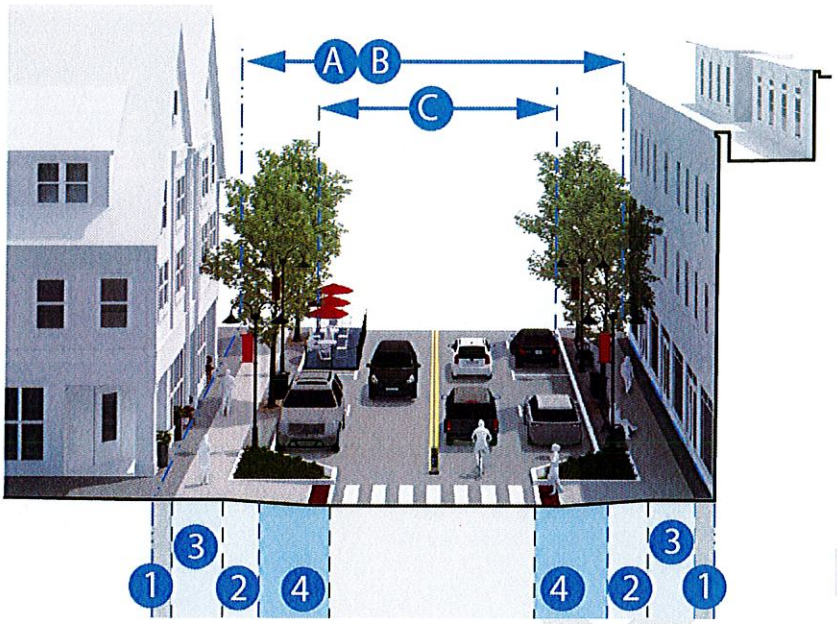
Figure 4. Figure 5. In the diagram above, street enclosure is reduced through the use of upper story stepbacks on the left side of the street and a larger front setback on the right side of the street. The diagram shows that street enclosure would be measured at three locations on the left side of the street corresponding to the locations of the stepbacks ((H1:W1, H2:W2, H3:W3).

B. The project proponent shall submit plan and cross-section drawings that illustrate the building height, setback, stepbacks, shape, and scale of proposed buildings in relation to the street and buildings on the opposite side of the street. These plans and cross sections shall include pedestrian areas, parking, lighting, landscaping, and neighboring buildings.

6.5. **Design & Materials for Sidewalks and Pedestrian Areas**

A. Pedestrian Connections. The project shall be served by a continuous network of sidewalks and pathways that provides direct connections between and amongst existing public sidewalks, building entrances, bicycle storage and parking, vehicle parking, and any open spaces intended for use. Sidewalks shall provide access to onsite trails with due consideration given to nearby offsite trail systems.

B. Sidewalks:
Diagram and Table, Parts of the Sidewalk:



Key	Feature
1	Frontage Zone
3	Pedestrian Throughway
2	Furnishing & Utility Zone
4	Street Transition Zone
A	Distance between building facades
B	Width of Right-of-Way or Easement
C	Vehicle Travel Lanes

1. All sidewalks shall have a clear, level, and accessible "Pedestrian Throughway". The minimum size of the pedestrian throughway is set by Street Type (See Appendix 1). Limited segments of the pedestrian throughway may be four feet wide on existing narrow streets where absolutely necessary, so long as five-foot by five-foot wheelchair passing areas are provided every two hundred feet.

2. On new streets, and on existing streets with adequate right-of-way, a distinct "furnishing and utility zone" shall be provided. The required width is set by Street Type (See Appendix 1). The furnishing and utility zone may be paved or planted depending on the context and the Plan Approval Authority's intent for the area. In general, the design of the furnishing and utility zone should be consistent along the block face. Required light posts, street trees, and street furnishings (waste receptacles, benches, bicycle racks, etc.) shall be located within the furnishing and utility zone. If a furnishing and utility zone is not provided, required light posts, street trees, and street furnishings shall be located on the private property side of the sidewalk (in the Frontage Zone).

3. The frontage zone provides a transition between the pedestrian throughway and the interior of a lot. Where required, the frontage zone may be located on public property or private property, depending on the availability of space within the right-of-way. The width, materials, and design of the frontage zone shall be consistent with the context, anticipated ground floor uses, and the Plan Approval Authority's intent for the area. In areas intended for ground floor commercial use, the frontage zone should be suitable for use for access to building entrances, outdoor display areas, outdoor dining, public art, and/or high-quality landscaping and is typically paved. In areas intended for residential use only, the frontage zone should signal the transition between the public space of the sidewalk and private residential space and may provide useable outdoor space or beautify the public realm. It may be paved or landscaped. When space in the right-of-way is limited, the frontage zone may be used to expand the pedestrian throughway, including to enable a shared use path.

4. Sidewalk Materials: Asphalt paving is not acceptable in any part of the sidewalk. The pedestrian throughway shall, at a minimum, be poured-in-place concrete. Pedestrian pavement shall be a minimum of 4" of reinforced concrete on an appropriate subbase, with a minimum of 6" for any areas that will bear vehicular traffic. Any hard surfacing of the furnishing and utility zone and frontage zone shall match the pedestrian throughway or be masonry pavers or bricks, including porous pavers, at the discretion of the Plan Approval Authority. Where tree pits will narrow the pedestrian throughway to less than 5', they shall be covered with an accessible surface that enables water and air to reach tree roots, preferably porous rubber surfacing.

C. Curbs: All curbs shall be vertical granite.

D. Crosswalks: Crosswalks shall be provided at all street intersections. Crosswalks shall use a ladder or continental pattern. Curb extensions shall be provided adjacent to on-street parking and wherever there are more than two travel lanes. Any mid-block crosswalk should use high-visibility techniques, for example curb-extensions, raised crosswalks, and/or rapid flash beacons or HAWK signals. An ADA compliant curb ramp with a tactile warning pad is required at the transition between every sidewalk and crosswalk.

6.6. **On-Street Parking**

A. On-street parking is required for some Streets Types (See Appendix 1) and is encouraged elsewhere in order to slow traffic and provide for convenient visitor parking. On-street parking may be included in calculations of required parking spaces to reduce the size of off-street parking areas.

B. The location and design of on-street parking spaces shall be coordinated with the overall design of the streetscape, including elements such as trees and benches, to ensure there is adequate space to open car doors and for people to enter and exit vehicles without obstructing pedestrian or bicycle traffic. Parking spaces shall be located an appropriate distance from crosswalks and street corners to ensure adequate visibility for cars, pedestrians, and bicyclists. Curb extensions shall be provided at the ends of banks of on-street parking spaces.

6.7. Accessibility Standards

A. All streets, sidewalks, crosswalks, curb ramps, paved pathways, and all other relevant aspects of the proposed improvements shall be designed and constructed in strict conformity with the requirements of the Massachusetts Architectural Access Board (AAB) and the Federal Americans with Disabilities Act (ADA). Unpaved pathways in natural areas must comply with the standards of the U.S. Forest Service Trail Accessibility Guidelines, unless infeasible.

B. Grading and building design decisions should be coordinated to maximize public accessibility and reduce the need for lifts that can break down or access ramps and railings that take up otherwise usable space along the street frontage.

C. Accessibility considerations should not be limited to physical mobility. For example, sites should be designed to be accessible for people with visual impairments and people with cognitive impairments.

D. When designing for people with disabilities, applicants should actively seek input and advice of the people impacted, in keeping with the philosophy "nothing about us, without us." This effort should be documented in plan submission materials.

E. Projects should follow principles of Universal Design, including:

1. Equitable Use - The design is useful and marketable to people with diverse abilities.
2. Flexibility in Use - The design accommodates a wide range of individual preferences and abilities.
3. Simple and Intuitive Use - Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills or current concentration level.
4. Perceptible Information - The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
5. Tolerance for Error - The design minimizes hazards and the adverse consequences of accidental or unintended actions.
6. Low Physical Effort - The design can be used efficiently and comfortably and with a minimum of fatigue.

7. Size and Space for Approach and Use - Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

F. Site designs shall include areas planned for snow removal and storage to minimize disruptions to pedestrian movement. Construction shall be planned to ensure that pedestrian movement remains safe and convenient. These topics shall be documented in plan submission materials.

6.8. **Street Furnishings**

A. The design and placement of street furnishings shall respond to patterns of pedestrian flows, access to storefront and building entrances, logical gathering places, micro-climates, and access from on street parking.

B. All street furnishings shall be durable and easy to maintain.

C. When located in the furnishing and utility zone, the selection of street furnishings shall be consistent with specifications established by the Town of Fairhaven. Where the Town of Fairhaven does not have a specification, project proponents are encouraged to provide one in consultation with the Public Works Department and the Plan Approval Authority. When street furnishings are located on private property, their materials, color, and shape, may be selected to fit the design theme of the project, but they must be as durable and provide the same functional characteristics as the town specification.

Figure 6. Convenient access to street furnishings, such as these bike racks, bench, and waste container, can increase their use. (Source unknown)

Figure 7. U-style bike racks (as seen in top image) or ring style bike racks (above) are encouraged. (Dodson & Flinker)

6.9. Walls, Fences, and Hedges Along Lot Frontage

A. Design Principles. Walls, fences, or hedges should be used sparingly along the front of a lot because they can reduce visual interest for pedestrians and make a place feel unwelcoming. They should only be proposed when they fulfill a clear design function, such as providing a logical and clear separation between public and private spaces, or screening an objectionable element that cannot be feasibly located away from the streetscape. When necessary, they should be designed to enhance the streetscape character by using high-quality materials, and maintaining an appropriate level of enclosure along a sidewalk.

B. Retaining walls and terraces along a lot's frontage may be used to create functional outdoor spaces, prevent soil erosion on slopes, or to provide a transition to a building that is elevated to mitigate risk of flooding. In all cases, new walls shall be kept as low as possible, especially when adjacent to areas intended for pedestrian circulation or use. In general, retaining walls adjacent to sidewalks should not be greater than 3 feet tall, with 18 inches preferred.

Figure 8. When a retaining wall is unavoidable, attention should be paid to how it relates to both the sidewalk and the building. Here, the retaining wall creates space for a front terrace with seating. A small planting area that is integrated into the design of the protruding steps softens the edge of the retaining wall. (Dodson & Flinker)

C. Retaining walls shall be constructed out of materials that are consistent with historic precedents in Fairhaven including stone and brick. Stones and bricks should be full sized, not thin veneers. Concrete blocks, manufactured segmental wall blocks (e.g. Versa-Lok), timber, gabions, and synthetic stone are not appropriate materials.

D. A fence at the front of a property shall not exceed 4 feet in height. The fence must be at least 50% transparent to provide a view of the sidewalk for property owners and allow pedestrians to look over or through them.

E. Behind the front façade of a building or along a side or rear lot line, a fence may be up to 6 feet tall and may be completely opaque.

F. Where a fence is located on top of a retaining wall, the height of the retaining wall will be counted toward the allowed height of the fence.

G. Traditional fencing materials like wood or cast or wrought iron, are preferred. Chain link, plastic, and vinyl should be avoided. The use of Azek or similar high-quality composites that match the look of wood may be considered. Fences or screens made from powder-coated steel or aluminum matching the look of traditional ironwork are also acceptable.

H. Concrete, metal mesh, post and cable, and stockade fences should be avoided along the front of a lot.

6.10. Street Design

A. General. All streets within the Smart Growth Overlay District shall be constructed with the sidewalks, street trees, medians, amenities, on-street parking, and other elements indicated for their corresponding street type on the Zoning Map and in these Design Standards.

B. Applicability: Streets shall be brought into conformance with street types on the Zoning Map and these Design Standards when: a street will be substantially rebuilt or substantially disturbed, as determined by the Plan Approval Authority; a new street or the functional equivalent thereof is proposed; subdivision is required; a new building is proposed on a lot with frontage on an existing street; or a building addition of 3,000 square feet or more is proposed on a lot with frontage on an existing street

C. Streets shall provide adequate capacity for the expected demand of homes and businesses, with a hierarchy of width appropriate to each area of the district. All streets shall provide suitable access for emergency vehicles, to be determined in consultation with Fairhaven public safety officials.

D. Extent of Required Streetscape Improvements.

1. When a new street is proposed or an existing accessway will serve as the functional equivalent of a street by providing access to new development, the full length of the street on the subject property shall be brought into conformance with the standards.

2. On existing streets, streetscape improvements should extend along the entire width of the property frontage providing a continuous pedestrian sidewalk link from one side of the property to another.

3. In cases where the width of the property frontage may be substantially larger than the area to be redeveloped, the Planning Board may limit the extent of the required streetscape improvements, as reasonably determined by the Planning Board in consideration of the relative cost of streetscape improvements compared to the cost of the overall project. In this case, the Plan Approval Authority may nonetheless require that a basic sidewalk or multi-use path connection be made to the adjacent property lines to help complete long-term pedestrian connections.

4. As part of the required streetscape improvements, applicants may be required to make offsite improvements to mitigate traffic and safety impacts from the proposed project.

E. Interpretation of Street Types Shown on the Zoning Map. The existing and future streets indicated on the Zoning Map are intended as a guide to the desired future street connections and characteristics within the Smart Growth Overlay District. The dimensions and elements of the street types described in these Design Standards are intended to communicate the desired functional and spatial aspects of future streets. To provide for programmatic and design creativity and flexibility, variations in street location and design may be allowed. The actual configuration of any new public or private streets shall be subject to approval by the Plan Approval Authority, with due consideration for input from the Public Works Department.

1. New Streets. New streets shown on the zoning map and in these design standards are intended to illustrate vehicular and pedestrian connections which are desired by the town to increase connectivity, concentrate commercial activity along pedestrian friendly streets, and provide multi-modal travel options which will reduce traffic congestion.

    a. The placement of new streets does not have to conform with their exact locations shown on the map, however new streets should provide the general linkage from one area or road to another, as shown on the Zoning Map. Alternative linkages may be approved by the Plan Approval Authority provided the applicant can demonstrate equal or greater benefit to the overall transportation system.

    b. New future streets, where indicated on private land, may be held in private ownership or transferred to public ownership as agreed to by the developer and the town.

2. Existing Streets. Where new development is proposed adjacent to an existing street, the street shall be brought into conformity with the standards of its associated street type shown on the Zoning Map. To account for varying ROW widths of existing streets, dimensional flexibility may be permitted by the Plan Approval Authority (PAA). The PAA shall prioritize the elements to be included in the street design with due consideration to the input of the Public Works Department. At a minimum, the pedestrian throughway and required street trees shall be brought into conformity with the street type.

F. Whether or not the project is a subdivision, all streets and shared accesses, whether public or private, shall be designed and constructed in compliance with Parts 7 and 8 of the *Rules and Regulations Governing the Subdivision of Land, Town of Fairhaven, Massachusetts*, as amended. The Planning Board, in consultation with the Public Works Department, may waive or modify applicable requirements of said Rules and Regulations. The information contained within the Street Types below supersedes similar provisions in Table A and Appendix C of the Rules and Regulations; all other provisions of the Rules and Regulations and those Appendices remain in effect.

G. Complete Streets. All streets and shared accesses shall be designed to be consistent with the *Town of Fairhaven Complete Streets Policy*.

7. Vehicular Access and Parking Standards

7.1. Vehicular Access and Parking Design Principles.

A. Vehicle parking and access to a site should be designed to minimize negative impacts on pedestrians and the public realm while providing convenient and efficient parking. The number and width of driveways should be minimized to reduce traffic movements into and out of streets and to maintain the integrity of sidewalks. Surface parking areas and parking structures should be located and designed to maintain the visual and functional continuity of sidewalks for pedestrians, minimize visibility of parked cars, provide safe access for vehicles and pedestrians, and accommodate flexible uses. Shared parking should be provided, where feasible, to reduce redundant and underutilized parking spaces and enable people to "park once" when visiting multiple nearby destinations. On-street parking is encouraged (see 6.6).

7.2. Alleys and Access Driveways

A. Alleys, driveways, and their access points shall provide adequate capacity for the demand of homes and businesses, with a hierarchy of width appropriate to each area of the district. All alleys and access driveways shall provide suitable access for emergency vehicles, to be determined in consultation with Fairhaven public safety officials.

1. Alleys, access driveways, and parking areas shall be organized to minimize the amount of impervious surface.

2. Curb cuts shall be minimized and shared driveways and alleys serving multiple uses shall be used whenever possible to simplify vehicular circulation patterns and reduce conflicts between cars and pedestrians. More than one curb cut per building shall only be permitted when necessary to minimize traffic and safety impacts.

3. The design of any sidewalk (i.e. width, grade, cross-slope, materials) shall be maintained across any driveway to indicate that, although a vehicle may cross, the area traversed by a vehicle remains part of the sidewalk. The depth of the sidewalk materials must be capable of supporting the weight of vehicles likely to use the driveway.

7.3. Connections Between Parking Areas

A. Interior streets, driveways or alleys shall be provided to connect parking lots and allow continuous access from one parking area to the next, within properties and across property boundaries. This will limit the number of curb cuts needed along the principal streets, while providing convenient rear access to each building.

7.4. Location, entrances, and access to surface parking and garages

A. All parking areas and entrances to garages shall be located to the side or rear of structures, which if unclear shall be considered the area least visible from the public way.

B. Surface parking spaces shall be no closer to any street line than 10 feet in the Plazas Area and 6 feet in the Waterfront Area. The Plan Approval Authority may waive this requirement due to unusual site conditions, or when the parking lot contributes to the overall area by providing shared publicly-accessible parking.

C. To encourage pedestrian activity along the street, direct, lighted pathways shall connect rear parking areas to streetside sidewalks and building front entrances.

7.5. **Loading Facilities**

A. Outdoor loading facilities—including all docks and areas used for storage and staging of goods or materials or pickup of trash and recyclables—that are visible from a public street, public space, or abutting properties in a residential or mixed-use district must be screened from view. These facilities must be located at the rear of the property and as far away from neighboring residential properties as is feasible.

B. Interior loading areas must be screened from view by solid, non-transparent doors which must remain closed when the loading dock is not in use.

7.6. **Parking Materials**

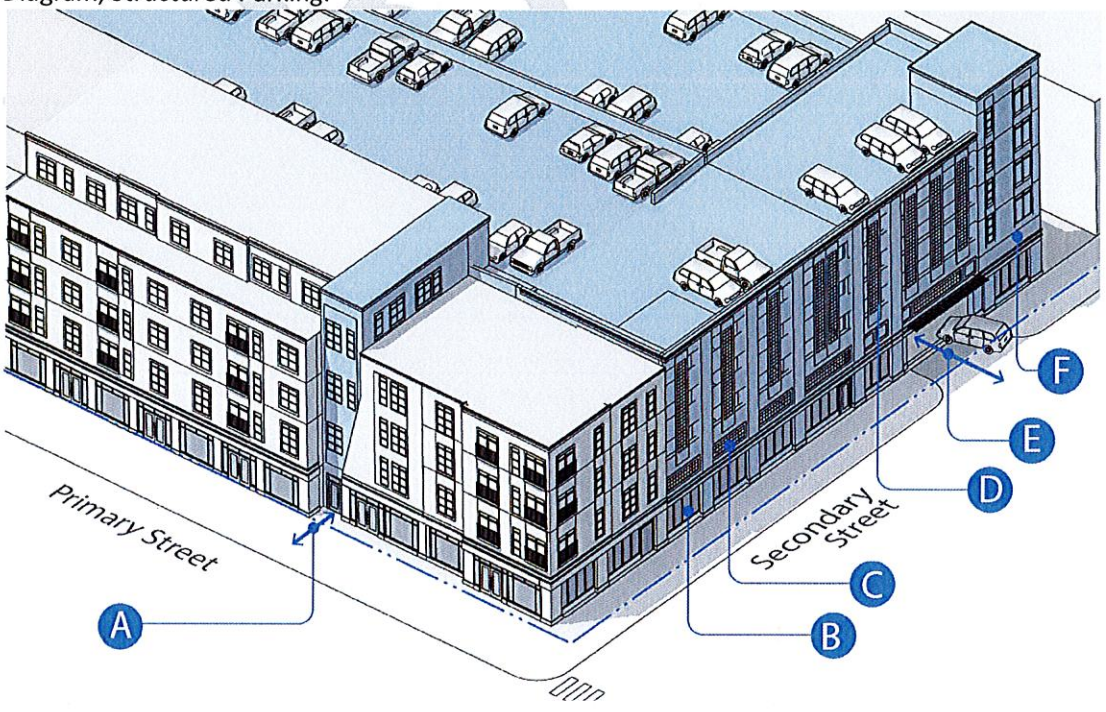
A. Parking surface shall be bituminous or cement concrete material, bricks or other durable unit pavers, or pervious pavement or pavers.

7.7. **Low Impact Development**

A. Low Impact Development (LID) techniques that capture, treat, and infiltrate runoff from parking area shall be used for parking lot design and construction, unless site and soil conditions make LID infeasible as determined by the Public Works Department. LID techniques for parking lot design include, but are not limited to pervious surfacing, infiltration strips, bioretention areas, and swales. Pervious surfacing may be used for all or a portion of the lot depending on the use, soil conditions, and associated vehicular traffic.

7.8. **Structured Parking**

Diagram, Structured Parking:



A. Place structured parking behind other buildings; B. Active ground floor uses are required; C. Provide natural ventilation and design façade to reflect context; D. Integrate security grills into the design of the façade; E. Minimize width of vehicular access; F. Vertically and horizontally align opening

A. Place structured parking behind another building and accessed off an alley or driveway. Where structured parking cannot feasibly be placed behind a building its entrance should be located on a secondary street. In either case, direct pedestrian access should be provided between the structured parking and a street

B. When structured parking fronts on a street, it must comply with ground floor occupancy standards and street fronting spaces must be designed to accommodate residential, commercial, or civic uses with appropriate fenestration, story heights, sidewalk entrances, and mechanical systems. The Plan Approval Authority may waive this requirement when the benefit of structured parking outweighs the loss of active ground floor spaces. In this case, substantial landscaping shall screen and soften the appearance of the structured parking and one or more publicly accessible outdoor spaces may be required along the street frontage.

C. Visible façades of a parking structure must be naturally ventilated and designed to reflect fenestration and building detailing in the area.

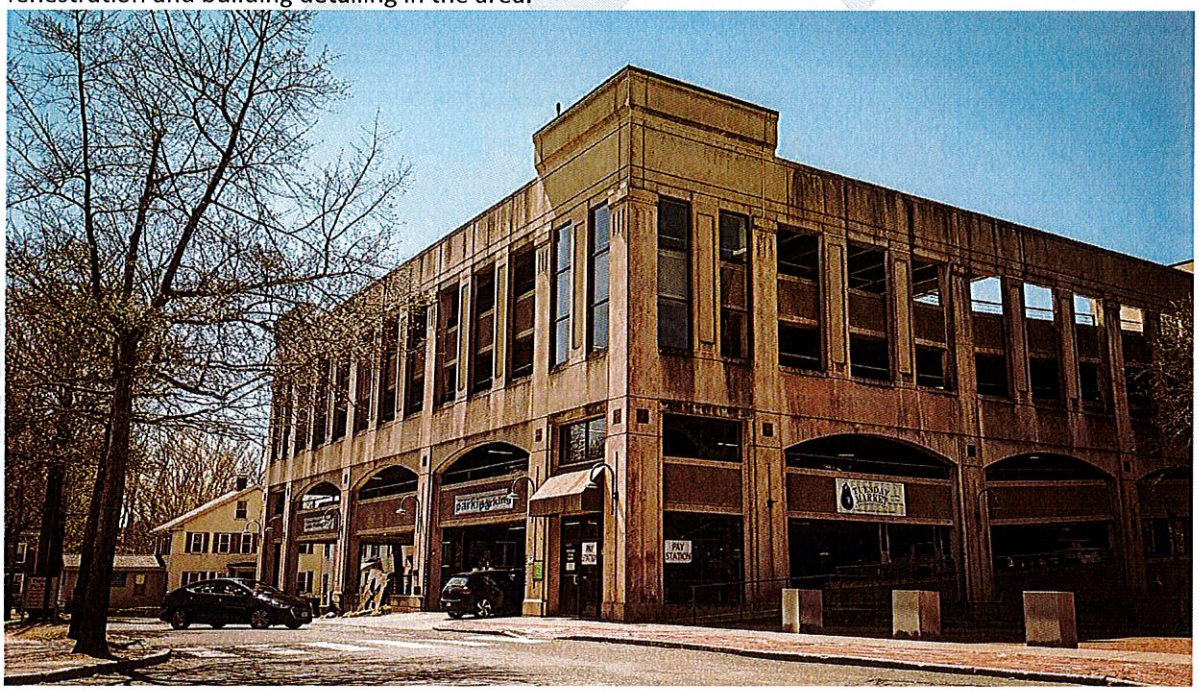


Figure 9. The design of a parking structure in Northampton MA reflects buildings in its area. The first and second parking levels are integrated into a set of what appear to be tall arched opening. Upper stories have well-proportioned openings. Concrete detailing on the building reflects elements of brick storefronts in the area.

D. Security grills, when provided, must be designed as in integral portion of the façade.

Figure 10. Security grills on a parking garage in Portsmouth NH are designed to provide an additional level of visual interest to the façade. The lower story of this garage incorporates storefront windows featuring local art. In the SMGOD, ground floor spaces adjacent to streets must be occupiable so this approach would not be acceptable.

E. Vehicle Access. Vehicle entrances must be as narrow as practical and designed to ensure adequate visibility for pedestrians when entering or exiting. Vehicle entrances must be placed as far from street intersections as is practical.

F. Door and window openings should be vertically and horizontally aligned. Openings should imply floor heights similar to those of other buildings in the area and should conceal sloping floors or ramps where present. All structured parking and garage entrances shall have doors. The doors should be designed as an integral feature of the building's façade with materials that are similar or better quality as the rest of the façade. Garage door shall occupy no more than one-third (1/3) of the front façade of a building.

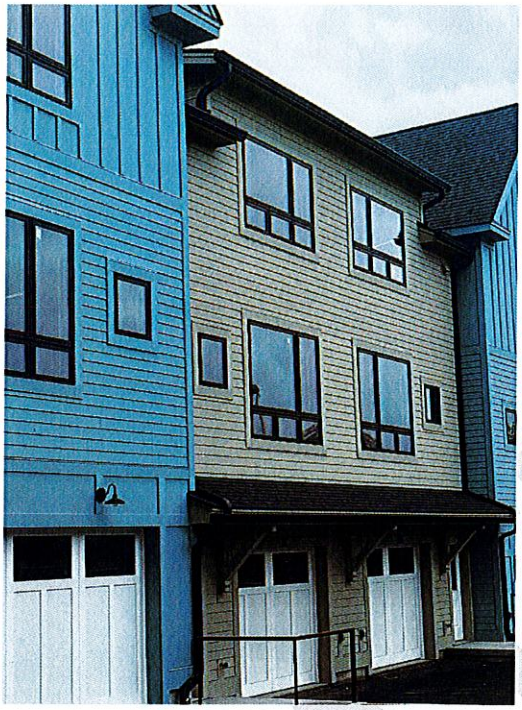


Figure 11. These townhouses in Northampton, MA have side-facing garage entrances accessed off a narrow driveway. The detailing of the garage doors and their surroundings is consistent with the rest of the building. (Dodson & Flinker)

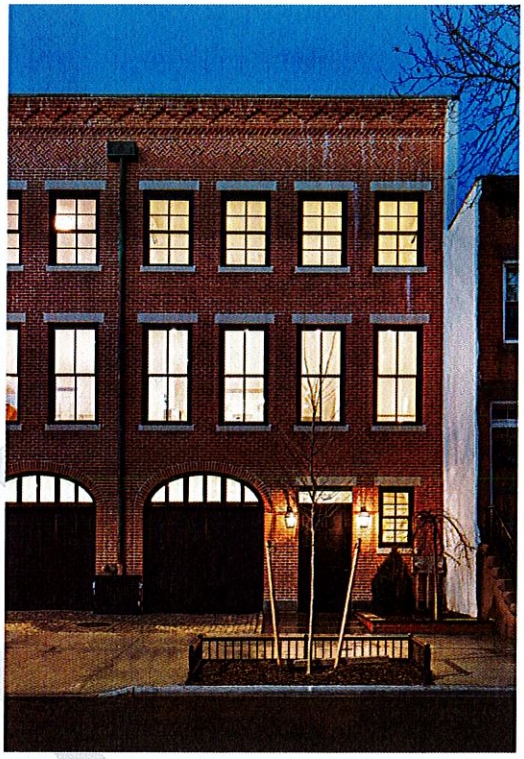


Figure 12. Garage entrances for these townhouses in Brooklyn are compatible with the building's other windows and doors in their placement, scale, and materials. (Compass)

7.9. **Shared Parking**

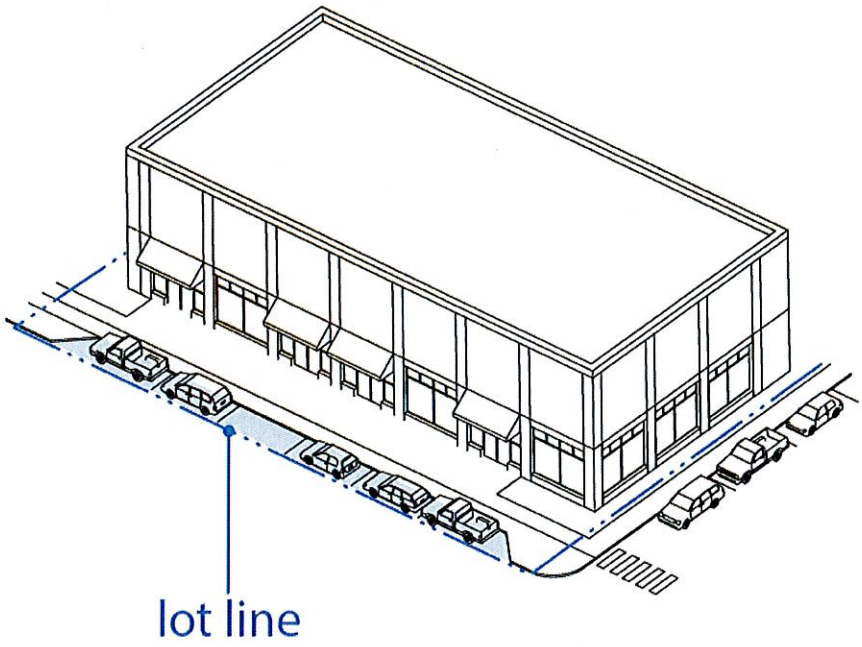
A. Shared parking for mixed use areas, such as lots which are used by commercial customers and employees during the day and by residents at night, is encouraged as a way of reducing the overall area of pavement. The required number of parking spaces for a mix of uses on a development site shall be based on an evaluation, prepared by the applicant, of shared parking demand following the procedures of the Urban Land Institute (ULI) Shared Parking Manual (latest edition), the Institute of Transportation Engineers (ITE) Shared Parking Guidelines (latest addition), or other approved procedures determined by the Plan Approval Authority. A formal shared parking evaluation may be waived by the Plan Approval Authority during Plan Review where there is established experience with the land use mix and its impact is expected to be minimal. The Plan Approval Authority may allow parking lots to be built in phases, as needed to meet demand.

7.10. **Off-site Parking**

A. The Plan Approval Authority may, by waiver, allow required parking to be provided off-site, if it meets the following criteria: the offsite parking area is located within a comfortable walking distance of the principal building entrance; pedestrian access between the use and the off-site parking area is via a sidewalk or path that meets the requirements of these Design Standards; a lease, recorded covenant, or other comparable legal instrument, executed and filed with the Town of Fairhaven, guarantees long term use of the off-site parking area; required accessible parking spaces are provided on-site.

7.11. **Street-side Parking on Private Property**

A. Diagram of street-side parking:



B. The Plan Approval Authority may allow parallel or angled parking on a privately-owned lot directly adjacent to the public street right-of-way under the following conditions:

1. The pedestrian amenities for the required street type are provided on private property, including, but not limited to, any required planting strip, street trees, and sidewalk.

2. The parking spaces are privately owned but accessible to the public, effectively functioning as on-street parking. Maintenance and plowing of the parking spaces shall be the responsibility of the applicant.

3. On a public street, an access easement will be provided to the Town of Fairhaven allowing for public access to the privately-owned parking and the sidewalk.

7.12. **Accessible Parking**

A. All parking areas shall be designed and constructed in strict conformity with the requirements of the Massachusetts Architectural Access Board and the Federal Americans with Disabilities Act.

7.13. **Bicycle Parking**

A. Bicycle Parking, Residential Uses. A minimum of three-quarters (3/4) bicycle parking spaces shall be provided for each residential dwelling unit that is not provided with an indoor bicycle storage area or a dedicated garage parking space. A minimum of one-third (1/3) of the required bicycle parking spaces must be covered. Bicycle parking spaces shall be located no further from the building entrance than the average distance to off-street vehicle parking spaces intended for use by the building's occupants. The Plan Approval Authority may waive some or all of the requirements in this paragraph where the applicant provides evidence using a generally accepted methodology that an alternative requirement will meet the needs of the residents.

B. Bicycle Parking, Commercial Uses. A minimum of one (1) bicycle parking space shall be provided per 1,000 square feet of commercial use. Bicycle parking spaces shall be located no further from the principal entrance to the commercial use than the closest vehicle parking space.

C. The Plan Approval Authority may reduce bicycle parking requirements based on evidence provide by the applicant showing a lesser amount will be adequate.

7.14. **Parking Lot Lighting and Landscaping**

A. See 9.4 and 10.4

8. Architectural Standards

8.1. Architectural Design Principles

A. Each building should be designed to support the overall composition of the area, contributing to a unique sense of place without unduly calling attention to itself. Where buildings are visible from public streets and gathering places, proposed structures should not be visually obtrusive or out of place with their neighbors. While a consistent design theme for each building is desirable, variations on that theme among buildings is encouraged to enhance the overall character and interest of the area and avoid visual monotony.

B. Architecture in the district need not attempt to reproduce historic Fairhaven buildings, but it should reflect the character of the town and the surrounding region. For example, larger buildings should be composed of masses that are typical of historic buildings in the region, or can use similar roof forms, or materials.

C. The use of materials should be honest and coherent. Buildings should express a sense of permanence and belonging.

D. The overall design of a building and its component parts should be cohesive. Scale, proportions, and materials, should be related throughout all levels of building design, from detailing to overall massing. Buildings should have a human-scale and should be visually rich. Visual richness can be achieved by adding human-scale details, such as trim, decorative bays or entrances, balconies, storefront windows, window boxes, porches, awnings, or canopies.

8.2. Siting of Structures

A. Structures shall be sited and positioned to define the edges of public spaces, such as streets, squares, or parks. New and renovated buildings shall consider the use and privacy needs of existing residential properties within or adjacent to the 40R district and minimize detrimental impacts.

8.3. Overall Building Shape, Massing, and Proportions

A. Building shape, massing and proportions should be compatible with Fairhaven's architectural traditions, even if buildings are taller or larger than those built in the past.

1. Large buildings shall be broken down into smaller masses whose proportions reflect historic precedents in Fairhaven and its region.

2. Simple forms that are clearly discernable are favored over unnecessary complexity.

3. Massing of each building shall relate to its context, not just programmatic goals, and work with neighboring buildings and public spaces to create a unified composition.

4. Decorative elements, such as dormers that do not provide habitable space, shall be used sparingly to lend scale, visual interest, and detail; too many "add-ons" can be awkward and diminish the overall sense of order.

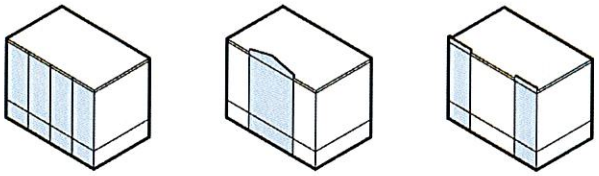
5. Building forms should be used to define usable outdoor spaces for daily activities. Unusable residual spaces should be avoided.

8.4. **Building Facades**

A. The design of building facades should be human-scaled and shall be designed to provide both a high level of visual interest and a sense of cohesiveness to the area.

B. Façade Proportions, Design Guidelines. A building façade shall be primarily composed of vertical proportions, whether in part or whole. Vertical proportions shall be used in bays, window and door openings, and elements that convey vertical structural support. Horizontal proportions, though secondary, should balance vertical proportions. Horizontal proportions should be used to demarcate transitions between stories of the building, and in elements that convey horizontal structural support.

1. Façade bays shall have an easily recognizable pattern of scale and repetition. An equal, central, or end articulated façade composition is recommended.



Equal Central Ends

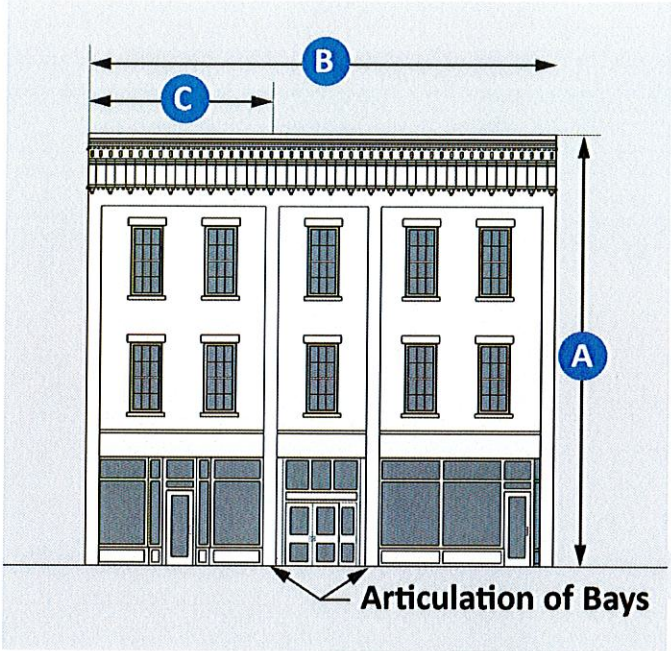
2. The width of architectural bays shall be derived from the building's structural bay system or historic precedents in the area.

3. Pilasters, columns, trim, or other features defining each architectural bay shall either extend all the way to the ground or terminate at a horizontal articulation element defining the base of the building.

4. Columns, posts, pilasters, and other traditional structural support elements shall be situated where they could logically carry structural support, even if they are merely decorative. For example, ground floor columns should be located between upper story window openings, not directly below a window opening.

C. Articulation of Bays for Horizontally Proportioned Buildings. A building that is more than twice as long (Ⓑ) as it is tall (Ⓐ) must further articulate architectural bays (Ⓒ).

1. Diagram:



2. Articulation may be achieved through one or more of the following methods:

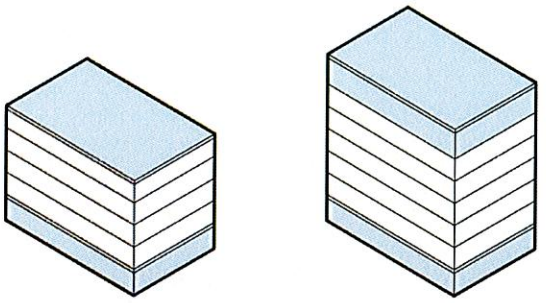
   a. Vertical surface relief such as a pilaster, pier, column, or a set of balconies that substantially demarcates horizontal bays of the building. Such surface relief must be deep enough to produce a shadow line.

   b. Or a combination of changes in material or color, patterns of fenestration, and detailing that make the façade appear to be two or more buildings. Such a change should be carried through from the ground floor to the roof.

D. Facades More Than 100 Feet Long. When a street-facing building façade is longer than one hundred feet, one (1) or more architectural bays must recess or project from the average plane of the facade by at least two (2) feet. The projected or recessed bays must be between six (6) feet and fifty (50) feet in width. The change in plane must extend the full height of the façade.

E. Horizontal Articulation: Every building shall have a clearly defined base, middle, and top.

   1. Diagram:



2. Example:

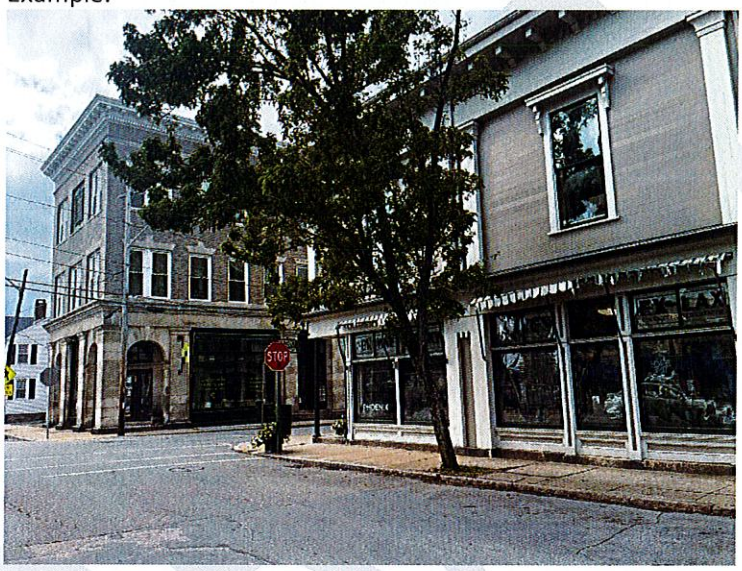


Figure 13. These buildings at the corner of Main Street and Center Street in Fairhaven both have a clearly articulated base, middle, and top.

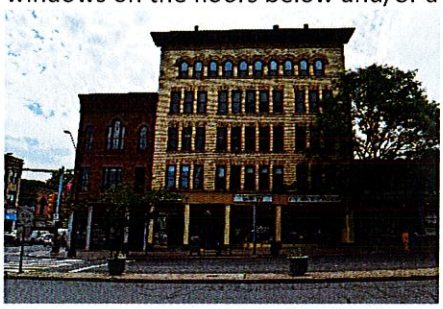
3. The bottom story of a facade, or the bottom two stories if the building is five stories or more, should visually support assumed vertical building loads. The base shall be visually differentiated from the stories above by a change of wall plane, belt course, horizontal expression line, or cornice and may include a change in color, building material, or pattern of fenestration.

4. The central portion of each façade shall be visually integrated as an expression of the building's middle. The middle shall be visually differentiated from the base and top by a belt course, horizontal expression line, or cornice and include a change in color, building material, or pattern of fenestration.

5. The top of a building shall visually terminate the building and protect it from the elements through the use of a cornice, overhanging roof, or change in massing.

6. Materials appearing heavier in weight should be used for the building's base, with materials appearing similar or lighter in weight used above.

7. When a building is five stories or more, the top story shall be articulated by a belt course, horizontal expression line, or a change in color, building material, or pattern of fenestration. The expression line typically occurs at or below the bottom sill of the top floor windows. In many traditional buildings, the top row of windows is shorter than windows on the floors below and/or a different shape.

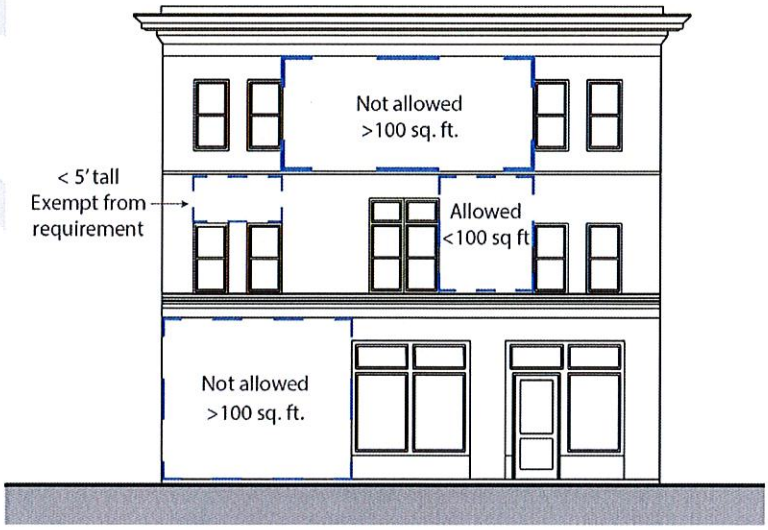


F. Blank Walls. No building façade facing a street or civic space may have more than 100 sq ft of contiguous blank wall area, except as required by the building code.

   a. Blank wall area is any portion of a façade that does not include fenestration or surface relief through the use of columns, cornices, moldings, piers, pilasters, sills, sign bands, murals, or other equivalent architectural features that either recess or project from the average plane of the façade. Any wall areas that are less than five (5) feet tall or less than five (5) feet wide are exempt from blank wall area limitations.

   b. Blank wall area is measured separately for each floor.

   c. Diagram:



G. Side and rear facades may be less detailed than the primary façade but shall be generally consistent with the primary façade's design elements and overall composition.

H. Exposed foundation walls shall be minimized.

I. When employed, historic architectural styles should be used with an understanding of underlying historic design principles and use of materials.

8.5. **Building Height and Scale**

A. The height of buildings must comply with the dimensions defined for the relevant subdistrict by the SGOD bylaw and additional limitations imposed by stepback and street enclosure standards. As an area is redeveloped, the height of new structures or proposed alteration should be compatible with the surrounding new buildings. Human-scale shall be the basis for determining the overall scale of new structures as well as their component features. In general:

1. Overall building scale should relate to individual elements.

2. Building heights should not be elongated or exaggerated to cover up functional elements. Floor-to-floor height should reflect the scale of adjacent structures.

3. Excessive uniformity of building height along the streetscape should be avoided. Consider how the part relates to the whole.

4. Buildings over three stories should employ techniques to reduce the perception of the building's mass, such as stepping back upper stories, incorporating top floor units into the roof structure, providing a higher level of detail and visual interest on lower levels of a building, and articulating a clear base, middle, and top for the building.

5. To mark their prominent position, it is encouraged that buildings at corners or terminating key views include taller elements such as an occupiable tower or turret.

8.6. **Roofs**

A. Roof design is critical to the overall character of a building. The roof should be integrated into the design of the building as part of the overall expression and character of the structure. Creativity in the design of roofs is encouraged, supported by authenticity in the expression of form and use of materials.

B. Pitched roofs are not mandatory, but where used shall have a minimum pitch of at least 6:12 and incorporate traditional forms.

C. A building with a flat roof must include an architectural feature that visually expresses the top of the building, distinguishes the roof from the building's uppermost story, and creates a shadow line. The use of an articulated parapet or a projecting overhang is encouraged.

D. A mansard roof should reflect historic precedents. A mansard roof shall only be used above the second story of a building. Other than a small kick to meet the eave at its bottom, a mansard roof shall not project beyond the face of the wall below. The eave should have a high level of detail. The roof shall be surfaced with slate or a material with similar appearance. The roof shall include dormers that contain occupiable space. Dormers should be appropriately scaled and designed based on historic precedents.

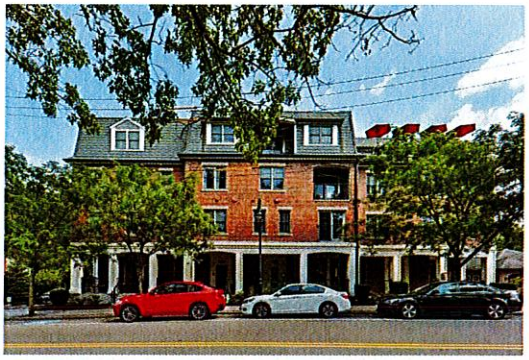


Figure 14. An appropriately designed mansard roof on a recent building in Milton, MA

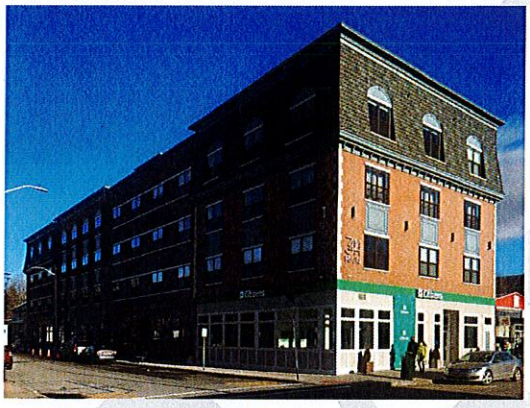
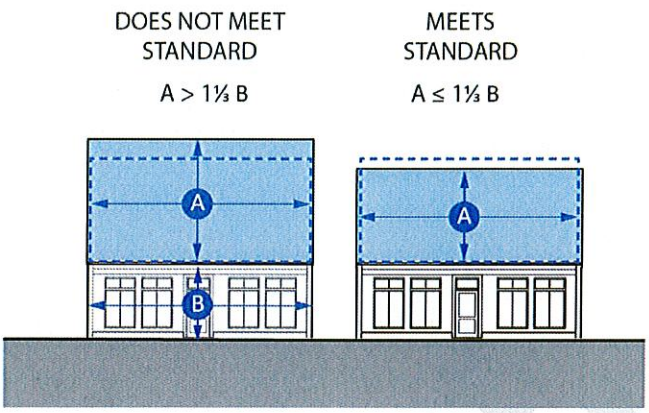


Figure 15. Inappropriate mansard roof design in Beacon, NY. The roof is too tall relative to the floors below. The dormers are inset into the roof instead of projecting from it. The roof projects beyond the wall below. (Gaither Pratt)

E. A roof visible from a public way or public open space that is longer than fifty feet (measured parallel to the street frontage) must incorporate one or more of the following roof variations: a change of roof height of at least 1', a change of roof pitch of at least 2:12, or change of the direction of roof pitch, or a dormer.

F. A roof visible from a public way or public park, must comprise less than 1 and 1/3 of the visible area of the walls below it. Diagram:



G. Visible roofs shall incorporate traditional materials, including architectural asphalt shingles, wood shingles, standing-seam metal, slate, synthetic slate, or metal shingles. Roofing materials shall not call unnecessary attention to the building through the use of bright or multiple colors. However, light colored or white roofing is acceptable to reduce solar gain.

H. Rooftop mechanical equipment, gutters, rooftop solar arrays, terraces and green roofs shall be integrated into the overall design of the building with similar materials and a level of detail, or screened from view.

I. Roofs shall be designed to minimize the risk of large amounts of snow or ice falling on pedestrians or occupants of outdoor spaces.

8.7. **Design and Orientation of Entrances**

A. Each building must have at least one pedestrian entrance. It must be located on the front facade of a building, provide both ingress and egress, and be operable during normal hours of operation.

B. An additional pedestrian entrance should be provided for every hundred feet of length of building façade. All pedestrian entrances shall be logically and conveniently located. The principal entrance of a building shall be clearly visible, set apart by its location and detailing to mark it as the front door.

C. To enliven the street, it is recommended that a separate front-facing ground floor pedestrian entrance be provided for each ground floor commercial space that has frontage in a building.

D. Entrances to ground floor commercial spaces should be recessed.

E. A minimum of 50% of a required entrance must be glazed.

F. Building entrances should be shielded from the elements through the use of an awning, canopy, porch, recessed entrance, or another element.

8.8. **Windows and Doors**

A. The proportions, detailing and distribution of windows are especially prominent elements of the building's character and vocabulary. The composition of windows across a building's façades shall be deliberate and pleasing.

B. Facades should express an overall ordering scheme that organizes multiple windows according to clear vertical and horizontal lines coordinated with the design of the entire building.

C. Window shall be predominantly taller than they are wide. If the overall building design is "traditional," windows should be divided by mullions into multiple panes of glass. Storefront windows may be horizontally-proportioned overall, but should be composed of vertically-oriented components.

D. Windows on lower stories should generally be taller than those on upper stories.

E. The view into the building shall not be obscured by tinted glass or reflective surface treatments.

   1. Ground story glazing must have a minimum sixty percent (60%) Visible Light Transmittance (VLT) and no more than fifteen percent (15%) Visible Light Reflectance (VLR).

   2. Upper story fenestration, glazing must have a minimum of forty percent (40%) VLT and no more than fifteen percent (15%) VLR.

F. A ground floor commercial or other non-residential space that fronts on a street or public spaces shall have a minimum transparency of 50% measured between 2 feet and 8 feet above the ground.

G. Ground floor residential spaces and upper stories should have between 20% and 50% transparency.

H. Glazing should be inset from the plane of exterior wall surfaces.

I. Storefront windows shall not be backlit or covered with signage.

J. Interior window coverings should complement the architecture of the building.

K. Windows shall be operable, if appropriate to the use and location, unless building thermal management necessitates fixed windows.

8.9. **Materials & Surface Appearance**

A. Materials shall be durable and have a long-track record of proven performance. Exterior materials shall express their inherent material qualities, and not seek to express the qualities of other materials. Materials with smaller unit sizes like those of brick or clapboards are preferred because they provide greater visual texture and reinforce the human scale of a building. The following materials are permitted for building cladding: brick, wood, cementitious fiber board, stone, masonry, terra cotta.

B. Bright and contrasting colors shall not be used. Plastic and vinyl products are not permitted, with the exception of Azek trim or other cellular PVC materials. Highly reflective materials that direct glare onto adjacent areas shall not be used. Materials that result in large undifferentiated planes shall be avoided.

C. Variations in materials may be used to emphasize architectural details and to create texture and shadow lines. Variations in materials may also be used to communicate the construction techniques and functions of exterior building elements.

D. Trim and detailing should fit the architectural style of the building and be integrated with other elements. Trim details based on traditional architectural features such as eaves, porches, window bays, and balconies, shall not be simulated with flat trim on an otherwise flat façade or flush eave line.

8.10. Porches, Awnings and Canopies

A. Porches, awnings, and canopies shelter building entrances, reduce the scale of buildings at street level, and add interest to the streetscape and are therefore encouraged. They should be designed along with the façade of the building, with authentic materials and sturdy construction.

B. Awnings and Canopies should be designed with simple shapes, integrated with the façade of the building, and consistent in character across storefronts within the same building. Fixed or retractable awnings or canopies shall be no lower than 8 feet above the sidewalk. Round or bullnose shapes are not acceptable.

C. Awnings shall be made of fire resistant, water repellant marine fabric (i.e., canvas) or may be constructed of metal or glass. Vinyl or vinyl-coated awning fabric is not permitted. Continuous awnings that span multiple storefronts are not permitted; awnings should delineate separate storefronts and fit within each individual bay. The use of traditional stripes or other patterns and graphics is encouraged. Backlit awnings are not allowed.

D. The width of an entry canopy must be equal to or greater than the width of the doorway it is mounted over. A canopy should be mounted between columns, or pilasters; above doorway and window openings; below the sign fascia band; and above or below transom windows, if these elements are present.

E. Porches shall be large enough to be functionally useful, with a minimum size of six feet by eight feet. The front of a porch shall be open to the elements and preferably the sides too.

8.11. Secondary Elements: Towers, Cupolas, Chimneys

A. Decorative elements should be appropriate to the architecture of the building and the overall character of the district. They should be used sparingly to highlight important buildings and serve as landmarks and focal points within the district. They should have a clear purpose that is evident in their design and location, rather than just decorative appliqué. Historically-based elements should be scaled and detailed appropriately to the building.

8.12. Service Areas, Mechanical Systems, HVAC Equipment, Utilities

A. All service areas, equipment, and utilities, including generators, exterior HVAC equipment, electrical transformers, and dumpsters, shall be shown on building and site plans.

B. These elements shall be carefully placed to minimize noise impacts and objectional views. They shall be screened with building walls, fences, free-standing walls, or landscaping that complements the architecture of the building.

C. Mechanical and utility equipment at ground level, including water meters, electric meters, gas meters, external heating or cooling units, or electrical transformers, shall be set back behind the front façade of the buildings they serve and shall be screened by fencing and/or plantings.

D. Rooftop mechanical equipment shall be setback from the edge of the roof such that it is not visible, or shall be screened with materials and design elements that are consistent with the building façade below.

E. Where possible, dumpsters or other trash and recycling collection points shall be located within buildings or behind them.

F. Utilities. All electric, gas, telephone, and water distribution lines shall be placed underground, except upon a demonstration of except where site conditions make this infeasible.

9. Open Space and Landscape Standards

9.1. Landscape Design Principles

A. Landscape materials and design application should reflect the character, history and ecology of the region and focus on the use of native species adapted to local conditions. The following are important overall goals:

1. *Spatial definition:* Trees and other landscape plantings shall be used to reinforce the pattern of private and public spaces—not just for decoration. The landscape shall enhance the sense of place, creating a human-scale and pedestrian-oriented environment.

2. *Screening and framing:* Plantings and site features shall promote and increase design compatibility between different land uses, while ensuring attractive views from streets and adjacent properties. These site features should shield adjacent properties and public spaces from potentially adverse impacts of development.

3. *High quality materials* are encouraged, providing an expression of concern for the quality of the pedestrian experience and the perception of timelessness. Planted areas shall include a variety of plant types and species. Plantings shall be designed for year-round visual interest in foliage, bark, branching and bloom.

4. *Stormwater plantings* shall be designed to support and complement the function of vegetated swales, raingardens, and other Low Impact Development techniques. These areas should be seamlessly integrated into the overall landscape design and planting plan.

9.2. Plant materials

A. The reliance on one species is discouraged to reduce the risks and prevent spread of blights and pests -- although massed plantings of the same variety may be allowed for design purposes. The majority of new plants shall be native and/or naturalized species that minimize the need for irrigation, fertilizer, and pesticides. Plants shall be appropriate for the site conditions, including soil, moisture, pollution, light. Except where intended for active play and gathering, lawn areas shall be minimized, in favor of the use of hardy ground covers, massed perennials and native grasses. Selection of plant materials shall be coordinated with plans for snow removal and storage.

B. Projects shall minimize the clearing of existing vegetation, and work to protect existing trees. No invasive species will be permitted to be planted. Plans shall include mitigation of existing invasive species. Where planting is proposed in in areas intended for natural functions, plants shall provide food, cover, or breeding habitat to support wildlife. Where reasonable, dead trees shall be allowed to remain in undisturbed areas to provide roosting and nesting sites.

C. All plants shall be A-Grade or No. 1 Grade and free of defects. All plants shall be normal health, height, leaf density, and spread as defined by the American Standard for Nursery Stock, ANSI Z60.1 (latest available edition), or the American Association of Nurserymen. Plants shall have full, even, well-developed branching and a dense, fibrous, and vigorous root system.

D. Plantings must fulfill one or more of the following functions: supporting green stormwater management, providing habitat for wildlife or pollinators, providing food for residents, providing shade, and/or defining outdoor spaces. The overall composition of plantings must provide visual interest through harmony and variation of the size, shape, color and/or texture of plants and/or their leaves, flowers, seed heads, fruits, stems, and bark.

E. Tree Planting. New trees shall meet the following standards:

1. Each tree shall be surrounded by fifty (50) contiguous square feet of soil surface area that is free of impervious surfaces and capable of infiltrating stormwater. The soil surface area shall not be less than three feet wide at any point. Trees shall be provided adequate soil volume to enable healthy growth to maturity. The following minimum soil volumes are required: 600 cubic feet for a small tree, 800 cubic feet for a medium tree, 1,000 cubic feet for a large tree. Where possible, adjacent tree planting areas shall be connected to provide larger connected soil volumes for tree roots. Modular suspended pavement systems may be used to achieve recommended soil volumes. Structural soil may be used if other methods prove infeasible.

2. The soil area around street trees must be protected from compaction due to foot traffic.

9.3. **Significant Tree Protection and Protection.**

A. A Significant Tree is any tree that is: eighteen (18) inches in diameter or larger, measured at four-and-a-half (4.5) feet above grade (DBH); or any tree located within a group of five or more trees whose crowns touch each other and whose combined diameter is thirty (30) inches measured at four-and-a-half (4.5) feet above grade.

B. Any significant tree on a site that is intended to be retained shall be protected and preserved during construction. The entire area that is within the drip line and critical root zone of a significant tree and that is not covered by an impervious surface shall be retained in an undisturbed state, unless infeasible.

C. Replacement. Any significant tree that is proposed to be cleared or that dies within one year of the completion of construction shall be replaced. Replacement trees shall have 1/2" of caliper for every 1" of DBH of significant tree(s) lost. At the time of planting, each replacement tree shall have a minimum caliper of one inch. Each replacement tree must meet American Association of Nurserymen Standards for the type and size of species that is provided. In lieu of planting replacement trees on site, an applicant may plant replacement trees elsewhere in the Town of Fairhaven upon approval of the Plan Approval Authority and the Tree Warden. Such trees shall be planted in locations deemed appropriate by the Tree Warden.

D. The site plan shall include a Tree Protection and Preservation Plan. The Tree Protection and Preservation Plan shall be a to-scale survey or site plan, along with accompanying documentation. It shall be prepared, stamped, dated, and signed by an individual(s) appropriately licensed and authorized by the State of Massachusetts to attest to and certify such information, including, as appropriate, a surveyor, certified arborist, landscape architect, or engineer. The Plan shall document:

1. The location of each "Significant Tree." For each significant tree, the site plan shall indicate tree species, diameter measured at four-and-a-half (4.5) feet above grade, the extent of the critical root zone, and the extent of the drip line. Any significant tree that was removed in the twenty-four months preceding submission of an application under the SGOD Bylaw is also subject to this Bylaw and shall be shown on the Plan. Any significant tree on an adjacent property whose critical root zone or drip line extends into the project site shall also be shown on the Plan and protected.

2. Specifications for the methods to be used to protect and maintain the health of significant trees during construction shall conform to ANSI A300 standards.

3. Specifications for maintenance of tree health during construction, including but not limited to pruning, soil aeration, root pruning, watering, mulching, etc. Such measures shall conform to ANSI A300 Standards.

4. When activity within the critical root zone or drip line of a significant tree is proposed, the Plan must include a certification from a Certified Arborist attesting that the activity will not compromise the long-term health and longevity of the significant tree.

5. Documentation of all Significant Trees to be removed and plans for their replacement, including species, size at planting, planting location, and planting methods.

9.4. **Soil**

A. All planting beds should have uncompacted loam that is at least six inches deep. Where space for planting beds is not sufficient, pots and planters are encouraged.

9.5. **Parking Lot Landscaping**

A. Parking lots shall be planted with large shade trees and landscaped to provide shade and visual relief, minimize the amount of glare, noise, and heat, block wind, and support safe patterns of circulation.

B. Minimum placement: At least 5% of the interior of any parking lot shall be maintained with landscaping (trees and shrubs) in islands and/or medians at least ten feet wide. All parking spaces shall be located within 60 feet of the trunk of a canopy tree, or 30 ft. of an ornamental tree.

C. Where plans for covered parking, solar canopies or other features won't allow for interior planting, the required number of trees and minimum area of other landscaping shall be used to supplement plantings in adjacent areas.

D. Minimum size: Canopy trees shall be at least 3 inches in caliper when installed, measured at 12-18" from the ground. Shrubs shall be at least 24" in height and minimum three-gallon container size at the time of installation.

E. Screening: A surface parking area with more than ten (10) parking spaces that is located within view of a public sidewalk, path, trail or public or shared open space shall be screened up to a height of at least four (4) feet by a landscaped buffer of sufficient width to allow the healthy establishment of trees, shrubs, and perennials, but no less than six (6) feet in width. The buffer may include a fence or wall of no more than four (4) feet in height. Shrubs, plantings, hedges, or walls shall provide an opaque screen at least three feet tall within three years of planting. The buffer shall include shade trees planted every 30 feet or less along the length of the buffer except at site driveways where the spacing may need to be larger to accommodate safe site distance. Trees and shrubs shall be set back at street and driveway entrances, exits or intersections to allow adequate sight distance and ensure vehicular and pedestrian safety while entering or exiting the site. These site triangle areas shall nevertheless be planted with grasses, forbs, and/or low shrubs. The Plan Approval Authority may modify these requirements by waiver to account for differences in elevation between the parking and adjacent areas.

F. Parking areas and driveways shall be designed and landscaped so that adjacent dwelling units are reasonably screened from motor vehicle headlights.

9.6. **Streetscape Landscaping**

A. The planting of trees along public streets or the retention of existing natural vegetation shall enhance the appearance of the district, shall enclose and define the streetscape, and reinforce the pattern of public spaces. Special plantings may highlight significant sites, gateways and entrances. The streetscape shall be designed to minimize conflict between trees, roadways, sidewalks, sight distance, and streetlights.

B. Street trees should be planted in sufficient numbers and close enough together to form a continuous canopy at maturity.

1. Where there is adequate space to plant trees between the sidewalk and the street, trees shall be spaced as follows:

a. Large street trees: 30'-40' on center

b. Small and medium street trees: 20'-30' on center

2. Where there is not adequate space to plant trees between the sidewalk and the street, street trees shall be provided on the private property side of the street line.

C. Street Trees must be planted at least five (5) feet from fire hydrants, six (6) feet from street signs, seven (7) feet from curb cuts, and thirty (30) feet from stop signs. The edges of tree planting beds must be at least two (2) feet from gas, electric, water, and sewer lines, and at least four (4) feet from oil fill pipes.

9.7. **Site Landscaping**

A. Landscape plantings should be used to bring a human-scale to larger buildings while enhancing the character of each site. Whether placed against the building wall in a traditional manner, or between the building wall and the vehicular use area, vegetation should be used to soften and make more human-scaled spaces.

B. Site plantings shall visually break up the mass of buildings and the extent of parking areas. They shall give spatial definition to sidewalks and outdoor spaces.

1. Minimum planting strip width: 4'-0".

2. Where there will be a bumper overhang at parking spaces, expand the minimum width of planting strip to 6'-0".

3. The total length of plantings along a building façade, except for the front façade, should be at least 50% of the length of that side of the building.

4. Where sidewalks extend from the street to the building façade, planter boxes may be used in lieu of foundation plantings.

9.8. **Buffer and Screening Plantings**

A. Retaining existing vegetation is preferred over new planting if it achieves the same purpose.

B. Fences are not considered to be an adequate screen unless combined with plantings.

9.9. **District Transitional Buffer**

A. Where a District Transitional Buffer is required, parking, dumpsters, other visually objectionable features, and the ground floor of new development shall be substantially screened in all seasons. Where existing vegetation is not sufficient to provide an adequate screen, new plantings shall be established that are not less than three (3) feet in width and six (6) feet in height at the time of occupancy of such lot. Plantings shall thereafter be maintained by the owner or occupant so as to maintain a dense screen year-round. In lieu of continuous planting, a solid brick or stone wall, or fence may be established and maintained. At least 20% of such a fence or wall must be screened by vegetation planted on the side of the fence facing the district boundary.

B. Existing healthy non-invasive vegetation in the District Transitional Buffer shall not be disturbed, destroyed, or removed, except for normal maintenance of structures, trails and/or pedestrian accommodations, and landscapes approved as part of the project.

10. Lighting Standards

10.1. Lighting Design Principles

Outdoor lighting should be designed to ensure safety, functionality and convenience through illumination of streets, sidewalks, pedestrian paths and building entrances. Light levels should be even throughout the area intended to be illuminated. Glare and light trespass should be minimized. A larger number of lower intensity fixtures is preferred over a smaller number of higher intensity fixtures. Lighting should be designed to conserve energy and limit the visibility of lighting outside of the district and illumination of night skies – including the reflected glow from pavement and building walls. Light fixtures should be chosen for size, style, and performance characteristics appropriate to the design of buildings, sites, and the entire district. Lighting for sidewalks, paths and gathering areas should be scaled to the pedestrian and designed to create an attractive nighttime environment. Indirect lighting of facades, vegetation and signage is encouraged.

10.2. Light Source, Light Intensity and Control of Glare

A. Lighting shall be provided at minimal levels that will allow for reasonable comfort and security, with an average illumination of 1-2 foot-candles (FC) and a maximum of 5 FC to reduce "hot spots."

B. All lighting shall employ full cut-off fixtures to minimize glare, reduce light trespass and avoid polluting the night sky. The reflectivity of building surfaces and pavement shall be considered when designing lighting in order to reduce reflection of light into the night sky.

C. No outdoor light fixtures using high pressure sodium vapor or mercury vapor lamps shall be allowed. The use of LED lighting is encouraged.

D. The color temperature (CCT) of outdoor lighting should be between 2200 K and 2700 K and shall not exceed 3000 K.

E. The color rendering index of all light fixtures must be sixty-five (65) or higher.

F. All lighting shall wherever possible incorporate timers or other devices to turn off lights when not needed.

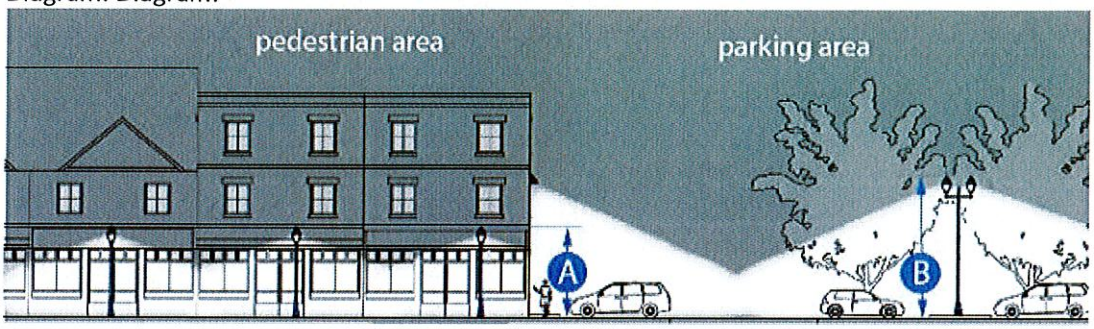
G. Flood or area lighting is not acceptable.

H. Transformers, conduit, and other electrical components of lighting should be concealed from view.

10.3. Height of Fixtures

A. Fixtures should be mounted at a height appropriate to the scale of the buildings and to support a pedestrian-scale streetscape. Wall Mounted fixtures shall be mounted no higher than 12-15 feet above grade, depending on the size of the building. Pole mounted fixtures shall be no higher than 15 feet above grade.

1. Diagram: Diagram:



Even Light Distribution

Figure 16. Illustration showing the use of multiple low powered light fixtures to produce pedestrian scale lighting with even distribution.

(A) = maximum height of wall mounted fixtures: 12-15 feet (B) = maximum height of pole mounted fixtures: 15 feet

10.4. **Hours of Operation**

A. Except as needed for site safety or security, all external lighting associated with non-residential uses, including lighting accessory to authorized signs, shall be extinguished one half hour after the facility is closed for the business day. Such lighting may be timed to resume one half hour prior to the arrival of the first employee on the premises.

10.5. **Additional Requirements by Location**

A. Street Lights. A larger number of medium-wattage streetlights is preferable to generalized illumination by bright lamps located high above street level. Cobra head light fixtures are not permitted. Street lighting should ensure that pedestrians are easily visible at crosswalks.

B. Parking Lot Lighting. Lighting shall be provided at minimal levels that will allow for reasonable comfort and security, and shall, wherever possible, incorporate timers or other devices to turn off lights when not needed.

C. Building Lighting. Indirect lighting of facades and decorative elements is encouraged. Lighting of entrances, sidewalks, and parking areas may be accomplished with recessed fixtures under eaves and porches to minimize glare. Light levels on porches and storefront entrances shall not exceed 10 maintained foot-candles at the horizontal ground surface. Window displays shall be illuminated with shielded accent lights. Interior lights shall not create glare that shines out windows and doors. Transformers, if required, shall be remote and screened from view.

11. Signage Standards

11.1. Signage Design Principles

A. Signs should make a positive contribution to the general appearance of the district and should be compatible with the building and its neighbors. They should not compete with each other for attention but focus attention on each business or other use in turn, allowing visitors to easily find their desired destination. Generally, light letters on a dark background are preferred. Lettering should incorporate legible font types designed for signage and meant to be clearly-legible from a distance, not fonts designed for contemporary print or digital media.

B. The number of signs on a façade should be kept to the minimum necessary to effectively communicate the messages being conveyed. "Less is More": too many signs not only compete with each other, they also detract from the appearance of the district and can cause customers to block out the messages entirely. Where multiple signs are needed to list multiple tenants or uses in a building, they should be consolidated within a single area with a clear, understandable hierarchy. Signage above the sills of second story windows should be confined to painted letters on window glass, provided that these signs advertise the organizations therein and are compatible with the architecture of the building.

11.2. Size

A. Signs should only be big enough to serve the needed purpose and scaled appropriate to the building façade and/or use they describe – generally lettering from 8" – 14" is large enough to be seen from across the street. The total sign area for the primary tenant of a commercial or mixed-use building shall not contain more than one square foot of sign area for each linear foot of storefront, and in any case shall not exceed 100 s.f.

11.3. Materials

A. All signs shall be made of durable, high quality architectural materials, with forms and colors that are compatible with the associated structure. Traditional wood, metal, or glass signs are preferred, while composites that look like wood and can be carved are also acceptable. Color should be compatible with the color of the building and its neighbors. Signage should focus on advertising local businesses, not national product brand names or logos. Text should be kept as short as possible and organized hierarchically.

11.4. Sign Lighting

A. Signs shall not be internally illuminated, backlit, or use channel lettering. There shall be no neon signs. Illumination shall be projected onto signs, preferably from above, and directed away from pedestrians or vehicles. There shall be no flashing or moving lights, including search lights. Electrical services to signs shall be concealed; no conduits, transformers, wires, or boxes should be visible.

11.5. Wall Signs

A. Signs shall not dominate the façade of any building or compromise architectural details such as arches, moldings, cornices, or window. The use of a signband above storefront windows is encouraged.

11.6. Window Signs

A. Window signs, meant to be seen by pedestrians from a few feet away, should complement and not obscure window displays. Signs painted on the glass are acceptable if they do not significantly reduce visibility through the window.

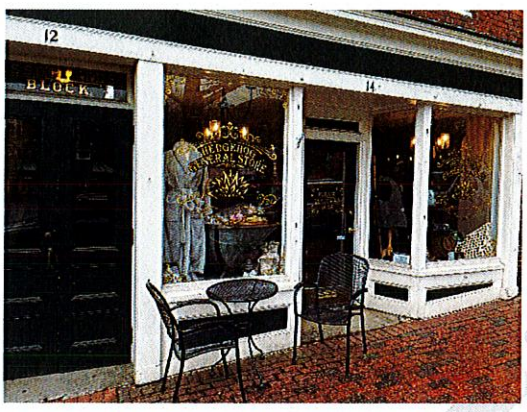


Figure 17. An effective use of signage painted on windows (Dodson & Flinker)

11.7. **Projecting Signs**

A. One projecting sign or "blade sign" shall be allowed for each commercial tenant along each side of the building that has an entrance to that business. A projecting sign should be attached in such a way as to leave a minimum of eight feet clear below the lowest part of the sign. A projecting sign should be centered on a vertical pier or column, not centered on a wall opening such as a door, window or storefront.

Figure 18. Blade signs should use a limited color palette, appropriate attachments, and sufficient clearance. (Dodson & Flinker)

11.8. **Awnings, Canopies and Marquees**

A. A tenant name or logo may be screen-printed on the valence of the awning. Signs should not be used under awnings or canopies unless there is at least 8 feet of clearance for the sign from the sidewalk. Awning signs should not be internally illuminated or backlit.

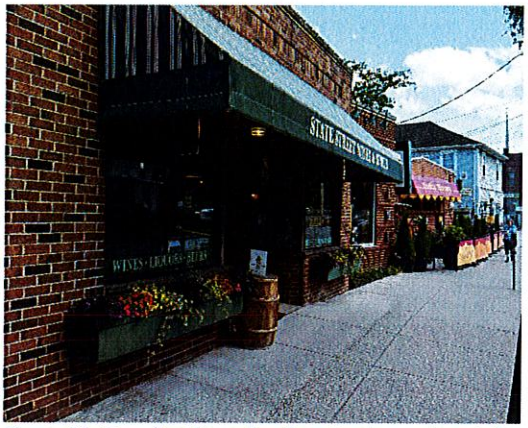


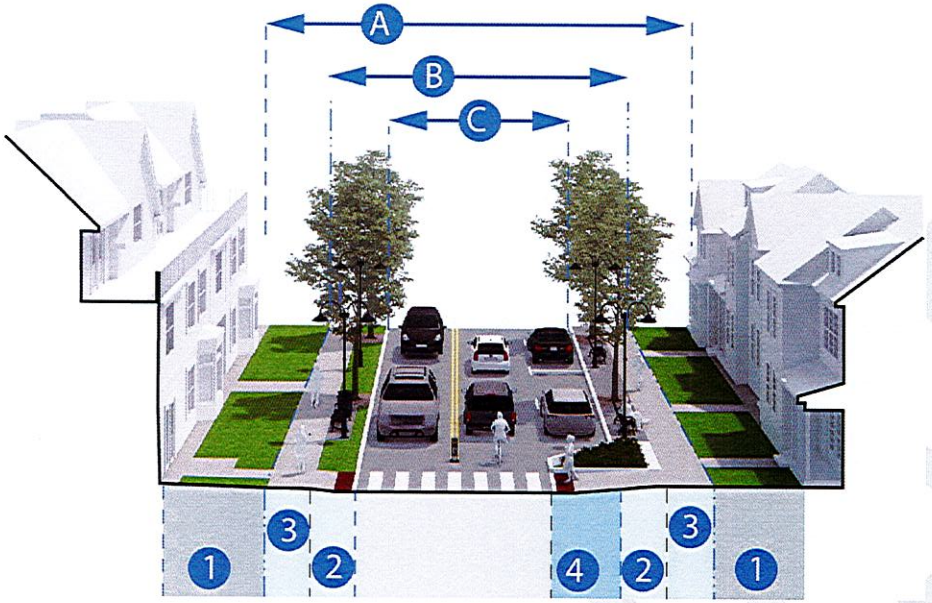
Figure 19. Coordinating colors is a simple way to reinforce the identify of a business. In the example above, the awning sign, window sign, and flower boxes share a color. (Dodson & Flinker)

12. **Stormwater Management.**
    A. Projects shall comply with the most current versions of the Massachusetts Department of Environmental Protection Stormwater Management Standards, the Massachusetts Stormwater Handbook, Massachusetts Erosion Sediment and Control Guidelines, and Chapter 194 of the Town of Fairhaven General Bylaws – Stormwater Management.

    B. Stormwater management facilities may be located on a separate lot from the development site, if the lots are under common ownership or the Plan Approval Authority is provided with acceptable evidence of a legal arrangement allowing stormwater management facilities on the separate lot. The separate lot may be located outside of the 40RSGOD.

Appendix 1: Street Types

Waterfront Area Street Types



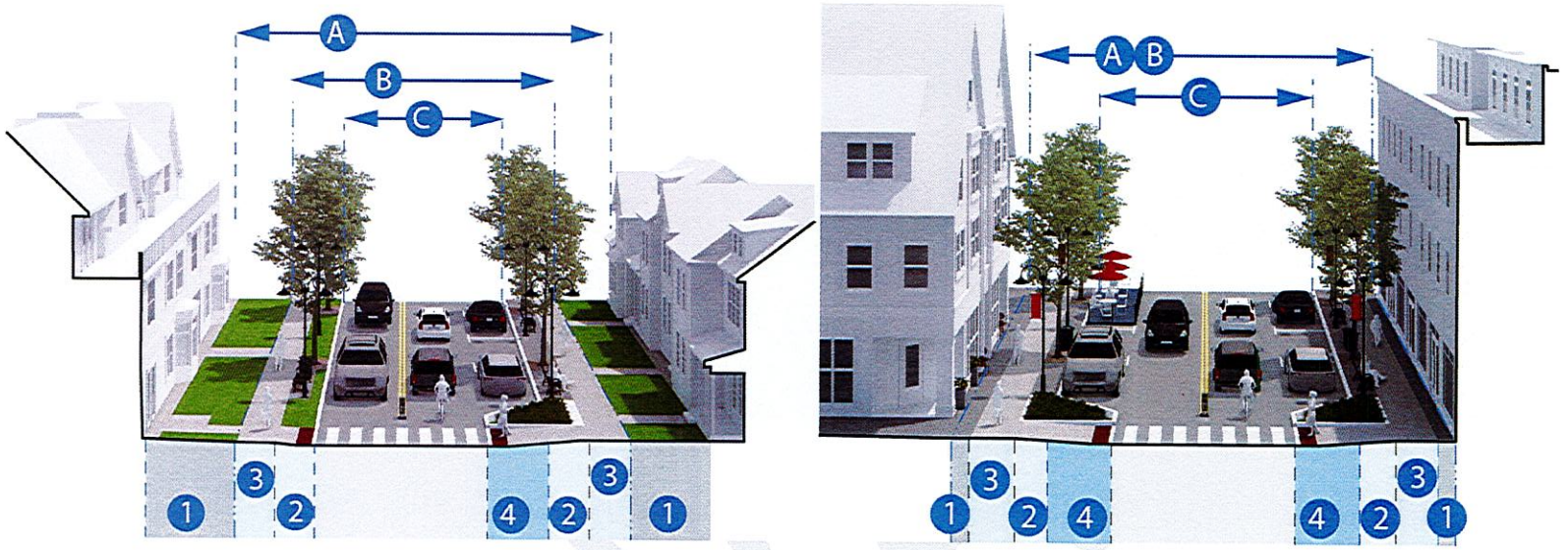
Key	Feature	Standards for new streets	Standards for Main St, Middle Street, Pease Street, Bridge Street,
1	Front setback/Frontage Zone	5' wide minimum. 15' maximum	5' wide minimum. 15' maximum.
	Materials	Planted with durable ground covers, herbaceous perennials, grasses, and/or low shrubs. Or paved in a material that is visually distinct from the sidewalk.	Planted with durable ground covers, herbaceous perennials, grasses, and/or low shrubs. Or paved in a material that is visually distinct from the sidewalk.
	Street Trees	N/A	Two public shade trees per new building is required. If buildings occupy more than fifty feet of lot frontage, one additional new public shade tree is required for every 50 feet of frontage (number of trees shall be rounded up). To create space for tree planting, the relevant portion of the

Key	Feature	Standards for new streets	Standards for Main St, Middle Street, Pease Street, Bridge Street,
			building can be set back more than the maximum front setback.
	Furnishings	N/A	Regularly spaced pedestrian-scale lighting and sidewalk furniture is required when a building has more than 50 units. Otherwise, recommended.
3	Sidewalk	5' wide minimum	5' wide minimum
2	Furnishing & Utility Zone	Required, 6' wide minimum	Not required. Where provided, must be 4' wide minimum. Where a furnishing and utility zone is provided, the requirements below for materials, street trees, and furnishings shall be required, while those for the frontage zone are optional.
	Materials	Planted with durable ground covers, herbaceous perennials, grasses, and/or low shrubs. Or paved in a material that is visually distinct from the sidewalk.	Planted with durable ground covers, herbaceous perennials, grasses, and/or low shrubs. Or paved in a material that is visually distinct from the sidewalk.
	Street Trees	Per Design Standards	Per Design Standards
	Furnishings	Regularly spaced pedestrian-scale lighting and sidewalk furniture is required when a building has more than 50 units. Otherwise, recommended.	Regularly spaced pedestrian-scale lighting and sidewalk furniture is required when a building has more than 50 units. Otherwise, recommended.
4	Street Transition Zone		
	On Street-parking	Optional: one or both sides	Optional: one or both sides
	Curb extensions	Required where visibility of pedestrians may be compromised.	Required where visibility of pedestrians may be compromised.
	Bicycle Lanes	Sharrows	Sharrows

Key	Feature	Standards for new streets	Standards for Main St, Middle Street, Pease Street, Bridge Street,
C	Vehicle Travel Lanes	11' minimum	11' minimum
B	Width of Right-of-Way or Easement	50' typical minimum	30-48' typical minimum
A	Distance between building facades	65' typical minimum	45-55' typical minimum
	Street Enclosure	.85:1	.75:1

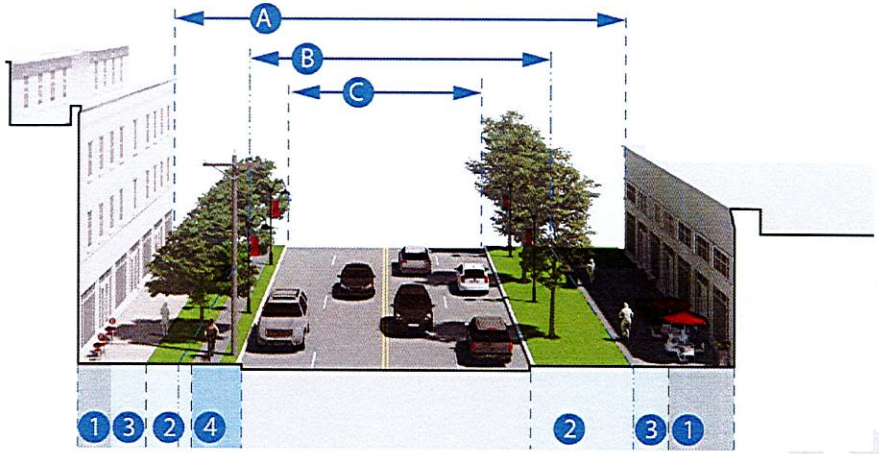
Plazas Area Street Types

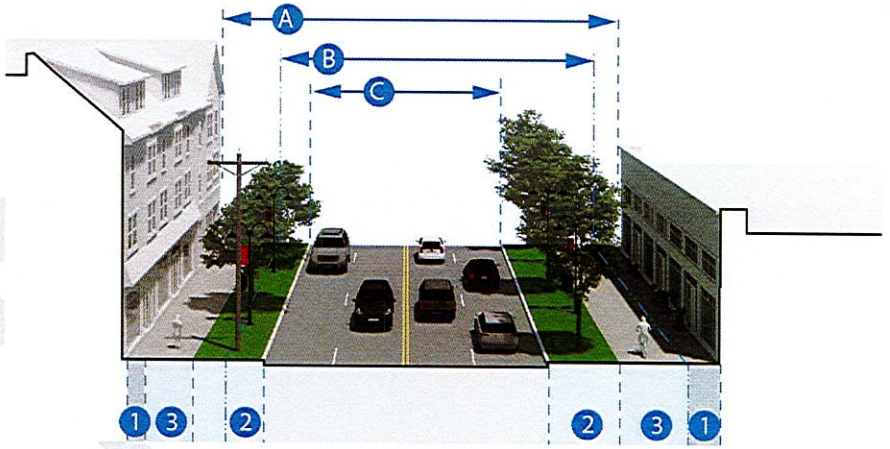
Standards for New Streets



Key	Feature	Standards for Neighborhood Street Type, Plazas	Standard for Commercial Street Type, Plazas
1	Frontage Setback/Frontage Zone	10' wide minimum	4' wide minimum
3	Sidewalk	6' wide minimum	8' wide minimum
2	Furnishing & Utility Zone	6' wide	4' wide minimum
	Materials	Planted with durable ground covers, herbaceous perennials, grasses, and/or low shrubs. Or paved in a material that is visually distinct from the sidewalk.	Paved with a material that is visually distinct from the sidewalk.

Key	Feature	Standards for Neighborhood Street Type, Plazas	Standard for Commercial Street Type, Plazas
	Street Trees	Maintain existing healthy non-invasive street trees and fill in spaces between them with large street trees to create a continuous canopy along the street at maturity. See Design Standards	Maintain existing healthy non-invasive street trees and fill in spaces between them with large street trees to create continuous canopy along street at maturity. See Design Standards.
	Furnishings	Regularly spaced pedestrian-scale lighting and sidewalk furniture required.	Regularly spaced pedestrian-scale lighting and sidewalk furniture required.
4	Street Transition Zone	Optional	Required, width varies
	On Street-parking	Optional: one or both sides	Required, both sides
	Curb extensions	Required where visibility of pedestrians may be compromised.	Required at all mid-block crossings, at crosswalks adjacent to on-street parking, or where visibility of pedestrians may otherwise be compromised.
	Bicycle Lanes	Sharrows or optional on-street bike lane. Bicycle lanes must have adequate clear space from on-street parking, if it is provided.	Sharrows or optional on-street bike lane. Bicycle lanes must have adequate clear space from on-street parking.
C	Vehicle Travel Lanes	11' minimum	11' minimum
B	Width of Right-of-Way or Easement	50' typical minimum	66' typical minimum
A	Distance between building facades	70' typical minimum	70' typical minimum
	Street Enclosure	1:1 maximum	1:1 maximum





Key	Feature	Standards for Alden Road North of Huttleston Ave (East Side)	Standards for Alden Road North of Huttleston Ave (West Side)	Standards for Alden Road South of Huttleston Ave (East Side)	Standards for Alden Road South of Huttleston Ave (West Side)
	Front setback	15' wide minimum	15' wide minimum	15' wide minimum	5' wide minimum
1	Frontage Zone	5' wide minimum.	10' wide minimum. Can be used for sidewalk, café seating, outdoor display and/or shared use path.	2' wide minimum	5' wide minimum. Can be used for wider sidewalk, café seating, outdoor display
3	Sidewalk	5' wide minimum	5' wide minimum. 10' shared use path recommended	8' wide minimum. 10' shared use path recommended.	10' wide minimum shared use path
2	Furnishing & Utility Zone	5'-10 wide between sidewalk and bicycle lane	5-15' wide between sidewalk and street	5'-10' wide as required to maintain health of existing and future trees	10' wide between street and shared use path
	Materials	Maintain existing tree belts. Planted with durable groundcovers, as needed.	Planted with groundcovers	Required width shall be planted with durable groundcovers	Planted with durable groundcovers

Key	Feature	Standards for Alden Road North of Huttleston Ave (East Side)	Standards for Alden Road North of Huttleston Ave (West Side)	Standards for Alden Road South of Huttleston Ave (East Side)	Standards for Alden Road South of Huttleston Ave (West Side)
		If additional width is added beyond the existing tree belt, can be planted with durable groundcovers or paved in material that is visually district from the sidewalk.		If additional width is added beyond existing tree belt, can be planted with durable groundcovers or paved in contrasting material from sidewalk.	
	Street Trees	Maintain existing street trees and fill in spaces between them with large street trees to create continuous canopy along street at maturity. See Design Standards.	Regularly spaced large street trees required. See Design Standards.	Maintain existing healthy non-invasive street trees and fill in spaces between them with large street trees to create continuous canopy along street at maturity. See Design Standards.	Maintain existing healthy non-invasive street trees and fill in spaces between them with large street trees to create continuous canopy along street at maturity. See Design Standards.
	Furnishings	Regularly spaced sidewalk furniture required. Regularly spaced pedestrian-scale lighting recommended.	Regularly spaced pedestrian-scale lighting and sidewalk furniture required.	Regularly spaced pedestrian-scale lighting and sidewalk furniture required.	Regularly spaced pedestrian-scale lighting and sidewalk furniture required.
4	Bicycle Lane	4' minimum width separated bicycle lane at sidewalk level.	Optional shared-use path that is combined with sidewalk	Optional shared-use path combined with sidewalk	See Sidewalk/Shared Use Path above
5	Furnishing & Utility Zone	3' minimum between bicycle lane and motor vehicle travel lanes	N/A	N/A	N/A
	Materials	Planted with durable ground covers	N/A	N/A	N/A
	Lighting	Regularly spaced pedestrian-scale lighting required	N/A	N/A	N/A
	Street Trees	Trees optional	N/A	N/A	N/A

Key	Feature	Standards for Alden Road North of Huttleston Ave (East Side)	Standards for Alden Road North of Huttleston Ave (West Side)	Standards for Alden Road South of Huttleston Ave (East Side)	Standards for Alden Road South of Huttleston Ave (West Side)
	Curb extensions	Required at mid-block crossings and intersections	Required at mid-block crossings and intersections	Required at mid-block crossings and intersections	Required at mid-block crossings and intersections
C	Vehicle Travel Lanes	11' minimum	11' minimum	10.5' minimum	10.5' minimum
B	Width of Right-of-Way or Easement	68-80'	68-80'	60' typical	60' typical
A	Distance between building facades	100' typical	100' typical	90' typical	90' typical
	Street Enclosure	.75:1 maximum	.75:1 maximum	.75:1 maximum	.75:1 maximum

Key	Feature	Standards for Bridge Street	Standards for Huttleston Ave/Route 6
	Front setback	15' wide minimum	15-25' wide
1	Frontage Zone	5' wide minimum, where feasible Planted with durable groundcovers. Maintain existing healthy non-invasive street trees and fill in spaces between them with large street trees to create continuous canopy along street at maturity. See Design Standards. Regularly spaced pedestrian-scale lighting and sidewalk furniture required.	15' wide minimum. To be used for shared use path, as needed. Remainder of frontage zone planted with durable groundcovers. Maintain existing healthy non-invasive street trees and fill in spaces between them with large street trees to create continuous canopy along street at maturity. See Design Standards. Regularly spaced pedestrian-scale lighting and sidewalk furniture required.
3	Sidewalk	5' wide minimum	10' wide minimum shared use path.
2	Furnishing & Utility Zone	8' (where not constrained by detention basins)	N/A
	Materials	Planted with durable groundcovers.	N/A
	Street Trees	Plant large street trees to create continuous canopy along street at maturity. See Design Standards.	N/A
	Furnishings	Not required.	N/A
4	Bicycle Lane	Recommended: 10' separated bicycle lane located south of detention basins.	Shared-use path combined with sidewalk. See sidewalk above.
	Curb extensions	Required at mid-block crossings and intersections, where feasible	Required at mid-block crossings and intersections

Key	Feature	Standards for Bridge Street	Standards for Huttleston Ave/Route 6
C	Vehicle Travel Lanes	11' minimum	11' minimum
B	Width of Right-of-Way or Easement	55-75' typical	90' typical
A	Distance between building facades	Variable due to detention basins	100' typical
	Street Enclosure	.75:1 maximum	.75:1 maximum