

Littleton Station Area Committee Meeting

December 3, 2020



40R Section 10

Adoption of Design Standards

“A city or town may adopt, in accordance with the regulations of the department, design standards applicable to projects undergoing review by the approving authority, to ensure that the physical character of development within the smart growth zoning district or starter home zoning district is **complementary** to adjacent buildings and structures and is **consistent** with the city or town's comprehensive housing plan or housing production plan, if any, and any applicable master plan or plans for the city or town.”

40R Section 10

Adoption of Design Standards

“Such standards may address:

- the scale and proportions of buildings,
- the alignment, the width and grade of streets and sidewalks,
- the type and location of infrastructure,
- the location of building and garage entrances,
- off-street parking,
- the protection of significant natural site features,
- the location and design of on-site open spaces,
- exterior signs and
- buffering in relation to adjacent properties.”

Preliminary Outline: Littleton Station 40R District Design Standards

1. Introduction
2. Purpose
3. Applicability
4. Definition of Terms

5. Guiding Principles

5.1. Reflects Littleton's Planning Goals and Objectives

- 5.1.1. Supports implementation of the Littleton Master Plan
- 5.1.2. Advances the Littleton Station Village Vision Plan

5.2. Connects to and enhances the train station and facilities

- 5.2.1. New Streets, multiuse paths and pedestrian ways connect to the station
- 5.2.2. Integrates station and parking into overall design

5.3. Enhances Littleton's Visual Character and Quality of Life

- 5.3.1. Compliments local traditions in architecture and landscape
- 5.3.2. Preserves important architectural and site features
- 5.3.3. Supports Littleton's quality of life

5.4. Organized around the shared space of the public realm

- 5.4.1. A unified network of walkable streets, greenways and public spaces
- 5.4.2. Connected to surrounding streets and neighborhoods
- 5.4.3. A clear, legible hierarchy of street types
- 5.4.4. Buildings relate to and reinforce the streetscape

5.5. Supports Social, Economic and Environmental Sustainability

- 5.5.1. Protects and enhances the natural environment

- 5.5.2. Mixed uses within a compact, efficient footprint
- 5.5.3. Supports diverse transportation choices
- 5.5.4. Supports diverse housing choices
- 5.5.5. Energy-efficient design and materials
- 5.5.6. Meets LEED or other environmental performance standards

6. Design Standards for the Streetscape

- 6.1. Street types: width, grade and alignment
- 6.2. Street Cross Sections and Amount of Enclosure
- 6.3. Building Location and Orientation
- 6.4. On-Street Parking
- 6.5. Design & Materials for Sidewalks and Pedestrian Areas
- 6.6. Accessibility goals
- 6.7. Street Furnishings
- 6.8. Screening Elements: Walls, Fences and Hedges
- 6.9. Utilities and Stormwater Management

7. Vehicular Access and Parking Standards

- 7.1. Access Driveways
- 7.2. Alley Connections Across Lot Lines
- 7.3. Location and entrances to surface parking and garages
- 7.4. Amount of Parking Required
- 7.5. Shared Parking Provisions
- 7.6. Parking Lot Landscaping
- 7.7. Utilities and Stormwater Management

8. Architectural Standards

- 8.1. Use of Structures
- 8.2. Siting of Structures
- 8.3. Design for Authenticity
- 8.4. Overall Building Shape, Massing and Proportions

- 8.5. Building Height and Scale
- 8.6. Roofs
- 8.7. Design and Orientation of Facades and Entrances
- 8.8. Windows and Doors
- 8.9. Materials & Surface Appearance
- 8.10. Porches, Arcades and Canopies
- 8.11. Secondary Elements: Towers, Cupolas, Chimneys
- 8.12. Service Areas, Mechanical Systems, HVAC Equipment

9. Landscape Standards

- 9.1. Plant materials
- 9.2. Parking Lots and Driveways
- 9.3. Streetscapes
- 9.4. Residential & Commercial Landscapes
- 9.5. Buffer Plantings

10. Lighting Standards

- 10.1. Street Lights
- 10.2. Height of Fixtures
- 10.3. Parking Lot Lighting
- 10.4. Building Lighting
- 10.5. Hours of Operation
- 10.6. Light Source

11. Signage Standards

- 11.1. Size
- 11.2. Materials
- 11.3. Lighting
- 11.4. Wall Signs
- 11.5. Window Signs
- 11.6. Projecting Signs
- 11.7. Freestanding Signs
- 11.8. Awnings, Canopies and Marquees
- 11.9. Number and Hierarchy
- 11.10. Content



- Mixed Use
- Apartments
- Townhouses/
Cottages
- Housing/ Services
for Older Adults
- Commercial
- Open space
- Major roads
- Secondary roads
- Potential access
- Multi-use trail
- Streams

Preliminary Outline: Littleton Station 40R District Design Standards

Guiding Principles

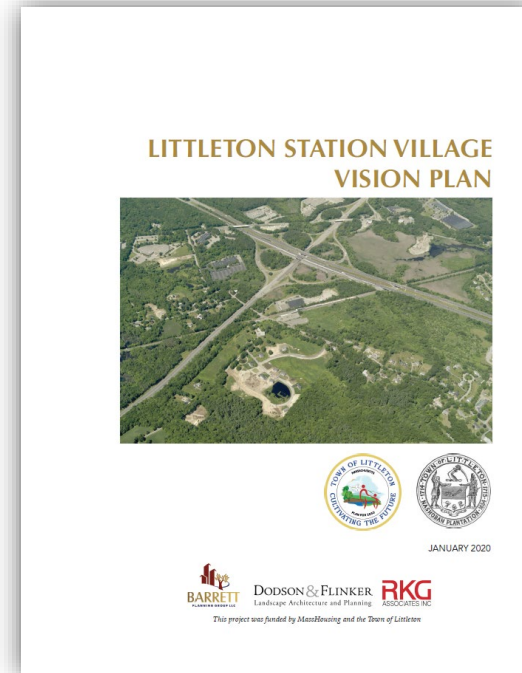
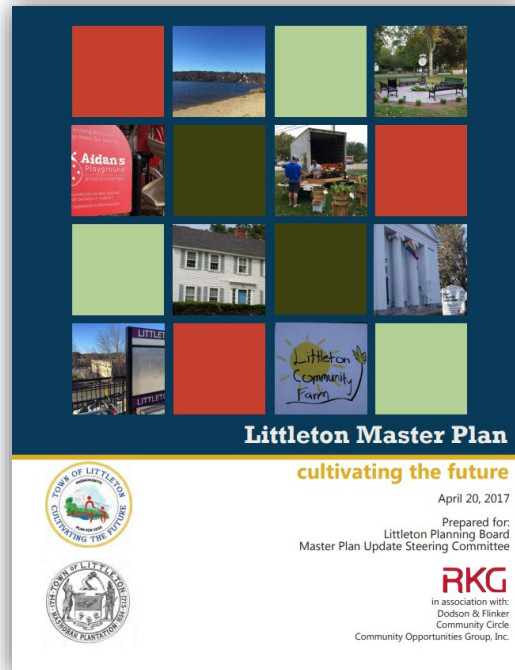
- 1. Reflects Littleton's Planning Goals and Objectives**
 - Supports implementation of the Littleton Master Plan
 - Advances the Littleton Station Village Vision Plan
- 2. Connects to and enhances the train station and facilities**
 - New Streets, multiuse paths and pedestrian ways connect to the station
 - Integrates station and parking into overall design
- 3. Enhances Littleton's Visual Character and Quality of Life**
 - Compliments local traditions in architecture and landscape
 - Preserves important architectural and site features
 - Supports Littleton's quality of life
- 4. Organized around the shared space of the public realm**
 - A unified network of walkable streets, greenways and public spaces
 - Connected to surrounding streets and neighborhoods
 - A clear, legible hierarchy of street types
 - Buildings relate to and reinforce the streetscape
- 5. Supports Social, Economic and Environmental Sustainability**
 - Protects and enhances the natural environment
 - Mixed uses within a compact, efficient footprint
 - Supports diverse transportation choices
 - Supports diverse housing choices
 - Energy-efficient design and materials
 - Meets LEED or other environmental performance standards

Preliminary Outline: Littleton Station 40R District Design Standards

Guiding Principles

1. Reflects Littleton's Planning Goals and Objectives

- Supports implementation of the Littleton Master Plan
- Advances the Littleton Station Village Vision Plan



Preliminary Outline: Littleton Station 40R District Design Standards

Guiding Principles

3. Enhances Littleton's Visual Character and Quality of Life

- Compliments local traditions in architecture and landscape
- Preserves important architectural and site features
- Supports Littleton's quality of life



Preliminary Outline: Littleton Station 40R District Design Standards

Guiding Principles

4. Organized around the shared space of the public realm

- A unified network of walkable streets, greenways and public spaces
- Connected to surrounding streets and neighborhoods
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Guiding Principles

5. Supports Social, Economic and Environmental Sustainability

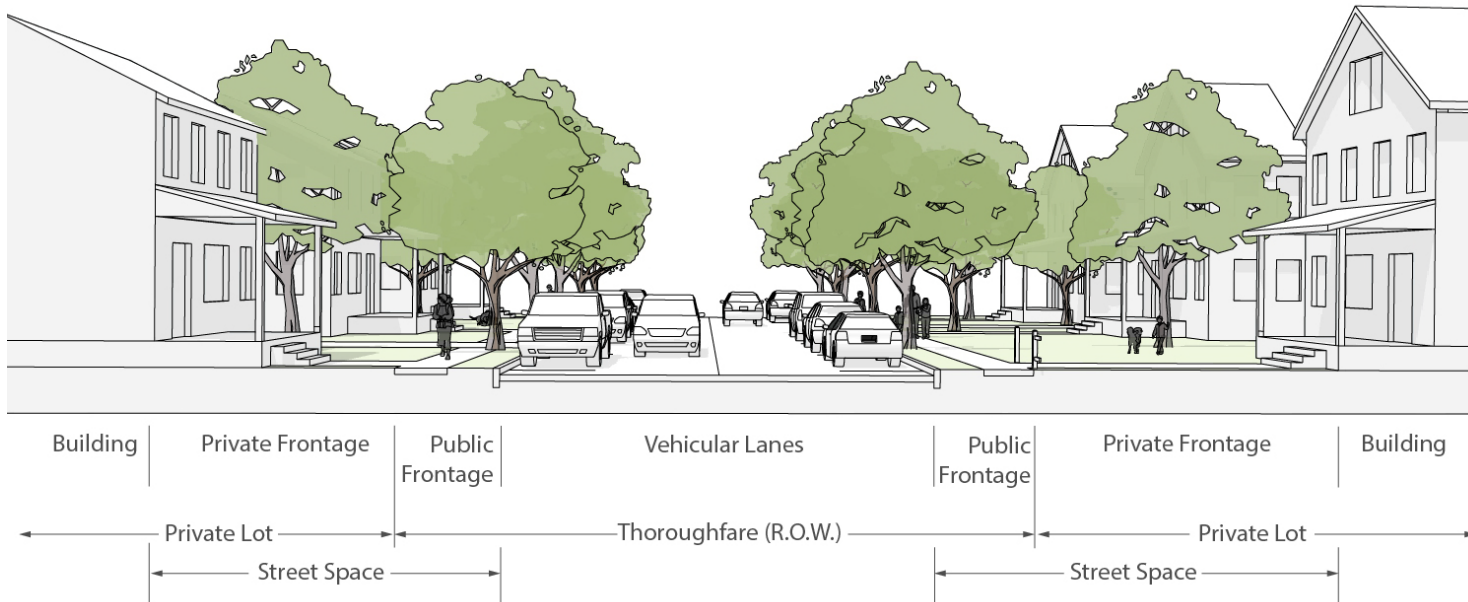
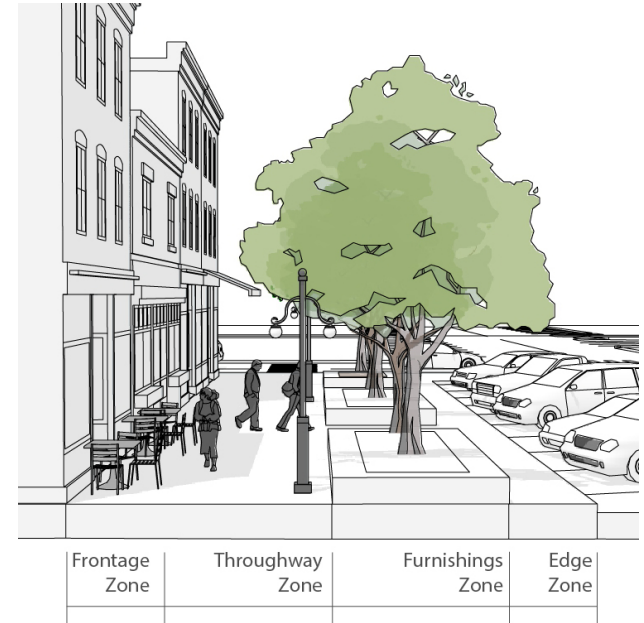
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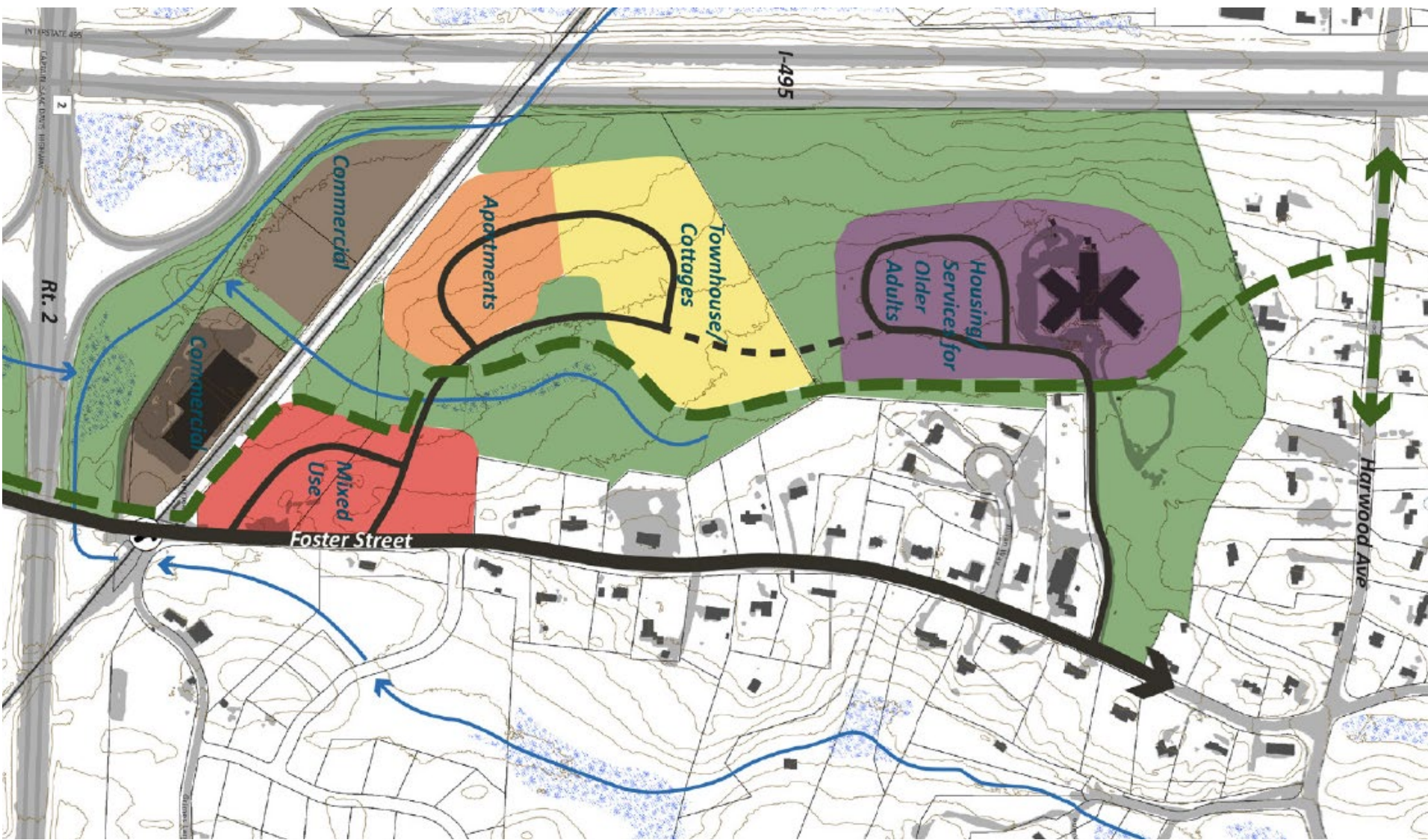


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I-495

INTERSTATE 495
2

Commercial

Apartments

Townhouse/
Cottages

Housing
Services for
Older
Adults

Mixed
Use

Foster Street

Hartwood Ave

7. Vehicular Access and Parking Standards

- Access Driveways
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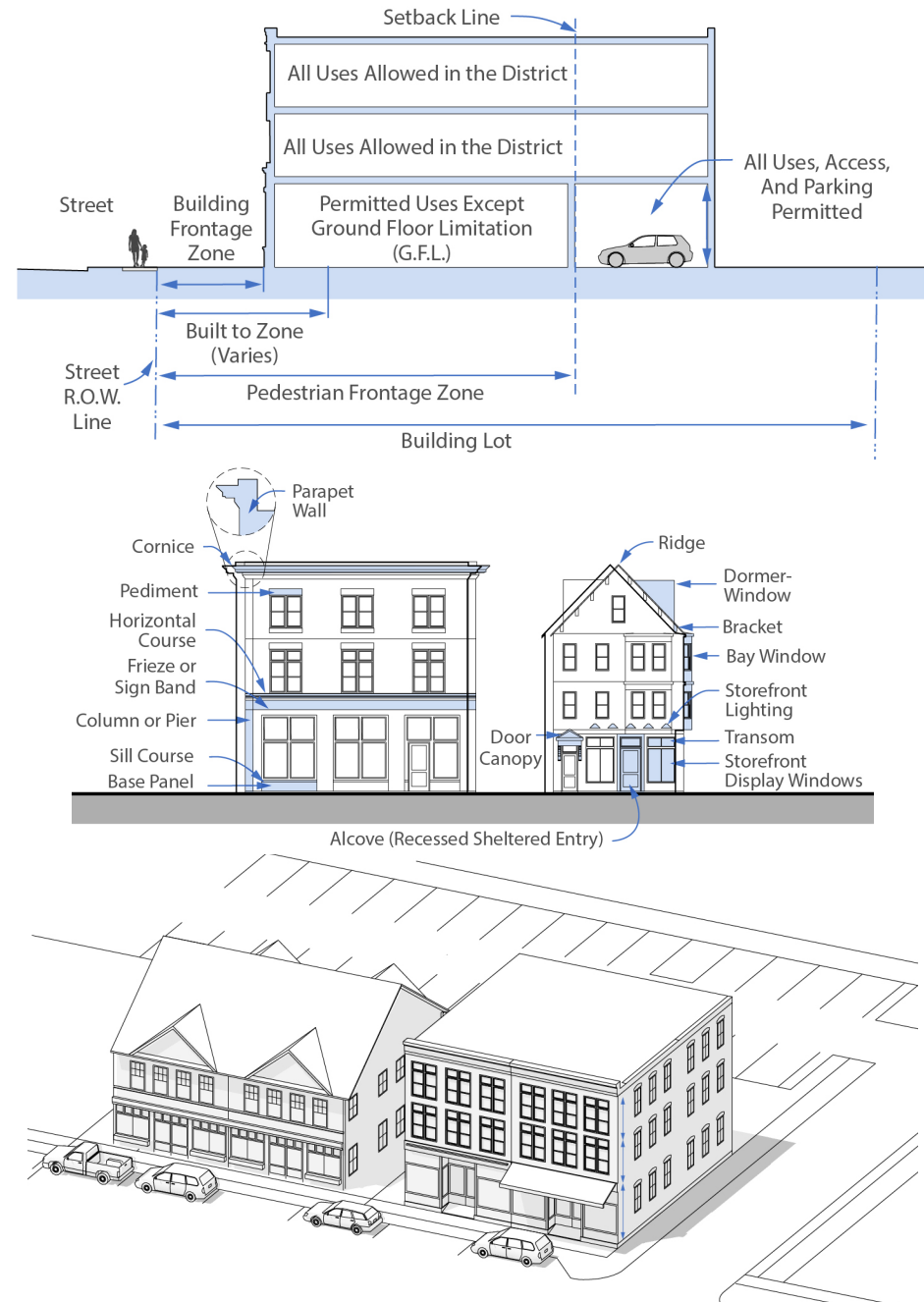
[Amended 5-8-1995 ATM, Art. 32; 5-4-1998 ATM, Art. 34; 5-8-2000 ATM, Art. 27; 11-8-2005 STM, Art. 5]

- (1)** Dwellings: **two spaces per dwelling** unit.
- (2)** Motels, hotels, lodging houses: one space per guest unit, plus one space per employee.
- (3)** Retail stores: **one space per 150 square feet of leasable floor area.**
- (4)** **Offices: one space per 250 square feet** of gross floor area, or, if the Planning Board determines that the occupancy can adequately be predicted and controlled, one space per 1.25 employees on the largest shift.
- (5)** Industrial, wholesale: one space per 1.25 employees on the largest shift.
- (6)** Restaurants: one space per four seats, plus one space per employee on the larger shift.
- (7)** Places of assembly: one space per four seats.
- (8)** Hospitals: three spaces per bed.
- (9)** Nursing homes: one space per four beds.
- (10)** Bowling alleys: four spaces per lane.
- (11)** **All others: one space per 250 square feet** of gross leasable area.
- (12)** Motor vehicle service stations: one space per pump plus one space per employee, plus three spaces per service bay.
- (13)** Motor vehicle service station with retail store: one space per pump, plus one space per employee, plus three spaces per service bay, plus one space per 50 square feet of gross floor area.
- (14)** Self-storage facilities: two spaces per 10,000 square feet of gross floor area

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Moderate Support (34%-66%)



Low Support (0-33%)



Houses

Strong Support (67%-100%)

Low Support (0-33%)



Moderate Support (34%-66%)



Medium-Sized Buildings



Strong Support (67%-100%)



Moderate Support (34%-66%)



Low Support (0-33%)



Village Center Buildings

Moderate Support (34%-66%)

Low Support (11-33%)



Large Buildings

The Common at Haynes Farm, Shrewsbury





Avalon Northboro



382 Units on 42 Acres – 9.1 Units/Acre





University Station, Westwood, MA



South County Commons, South Kingstown, RI





B. Authenticity

Proposals shall strive for authenticity in form, function and materials, but need not be based on historic precedents. Forms should flow logically from the function of a building, and the motivation of design decisions should be clear from its appearance. Buildings should be well-made, and express a sense of permanence and belonging.

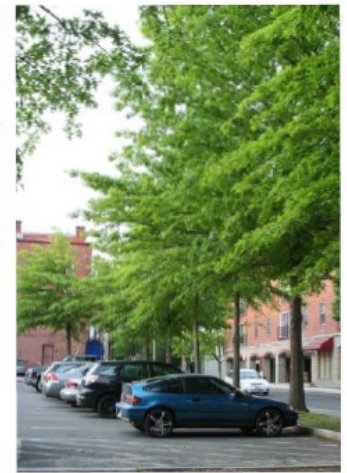




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9. Landscape Standards

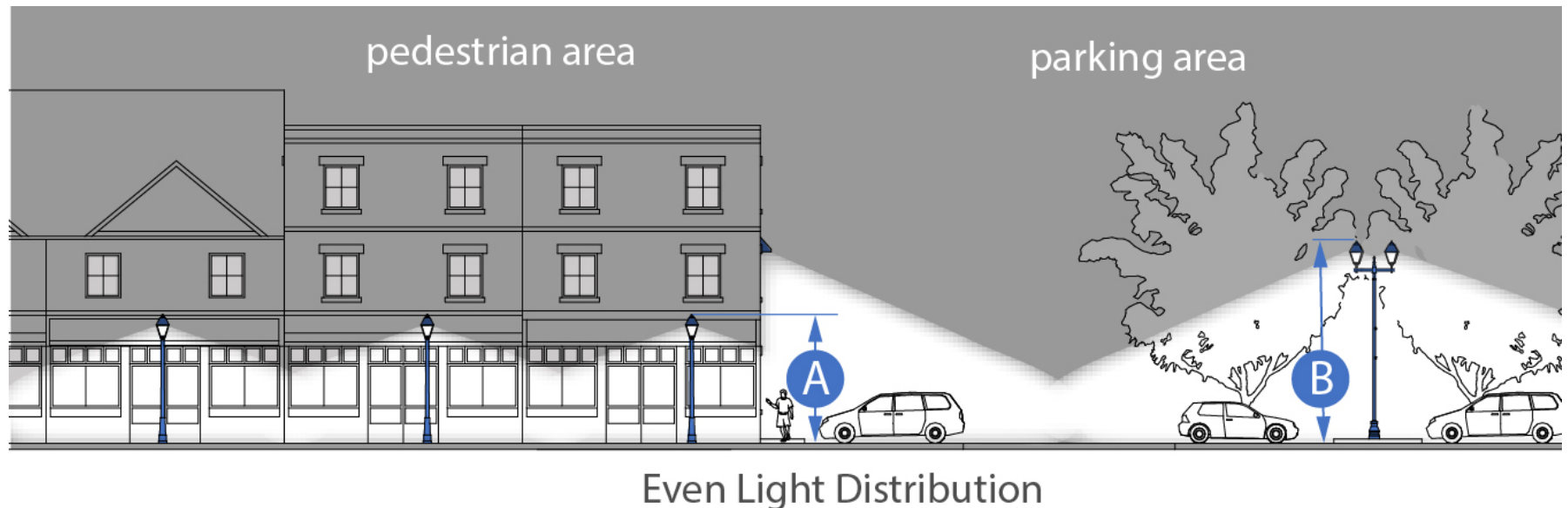
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