Lynnfield 40R Planned Village Development District Design Standards and Procedures

Adopted by vote of the Lynnfield Planning Board

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1. Introduction.

These Design Standards are adopted pursuant to the authority of Mass. Gen. Laws Ch. 40R "Smart Growth Zoning" and 760 CMR 59.00, and Section 9.5.9 of the Town of Lynnfield Zoning Bylaws (the "District Bylaw"). They complement the District Bylaw, and provide the Town of Lynnfield with a regulatory framework that will define the site design requirements for the development within the Town's Planned Village Development District.

This document is organized into subject headings based on the areas of regulation. Each section includes both non-binding Guiding Principles and binding Standards for Compliance. The Guiding Principles identify the Town's goals and aspirations for the District and provide focus to the project's planning and design. The Standards for Compliance include specific design requirements. Where it provides greater clarity regarding desired design outcomes, illustrative images have been used to complement these Design Standards. In some instances, where noted, images have been used to illustrate design features that are not permitted within the District. Captions have been added to images as necessary to clarify the intent of the illustration and to reinforce the Standards for Compliance included in the text.

2. Purpose.

These Design Standards supplement Section 9.5 Planned Village Development District ("District") of the Town of Lynnfield Zoning Bylaws ("District Bylaw") and include both non-binding Guiding Principles and binding Standards for Compliance as more fully described herein.

This document shall be used by the Planning Board of the Town of Lynnfield (the "Planning Board") in their review and consideration of Development Projects proposed pursuant to Section 9.5 of the Zoning Bylaws.

These Design Standards shall be in effect upon adoption by a majority of the Planning Board and approval of the Massachusetts Department of Housing and Community Development ("Department"). The Design Standards as authorized by Mass. Gen. Laws Ch. 40R may be amended from time to time with the approval of the Department.

A Development Project shall be approved by the Planning Board upon a finding that it complies with the District Bylaw and the Standards for Compliance included in these Design Standards. In the case of inconsistency between the District Bylaw and these Design Standards, the District Bylaw shall govern. In the case of inconsistency between applicable state or federal laws, including, without limitation, state building codes or life safety codes, and these Design Standards, the applicable state and federal laws, rules and regulations shall govern.

3. Applicability.

   The Standards for Compliance contained herein shall apply to Development Projects within the District that are subject to Site Plan Review under the District Bylaw. The Applicant shall comply with the Standards for Compliance contained herein, unless otherwise waived pursuant to the District Bylaw.

4. Definition of Terms.

   Definitions of technical or other capitalized terms used in these Design Standards can be found in Section 9.5 of the Town of Lynnfield Zoning Bylaws, as supplemented by additional definitions as follows:

   DEVELOPMENT PROJECT – A residential or commercial development undertaken under Section 9.5 of the District Bylaw.

   DISTRICT – The Lynnfield Planned Village Development District defined in Section 9.5 of the Town of Lynnfield Zoning Bylaws.

   DISTRICT BYLAW – Section 9.5 of the Town of Lynnfield Zoning Bylaws.

   DESIGN STANDARDS – Regulations adopted pursuant to Section 9.5 of the District Bylaw and approved by the Department pursuant to M.G.L. c.40R, § 10 and applicable regulations. Design Standards are applicable to all Development Projects within the District that are subject to Site Plan Review by the Planning Board under the District Bylaw.

   GATEWAY – A portion of the District which serves as a vehicular and pedestrian entrance to the District and connects off-site roadways with Traveled Ways within the District. Two Gateways shall be permitted within the District, including: (1) off Walnut Street and generally aligned with the Interstate-95/Route 128 southbound access ramp; and (2) intersecting the access road which connects to Audubon Road in the Town of Wakefield. The area of land within the Gateways begins at the District boundary and terminates at the point of intersection with the Perimeter Loop, and includes the paved vehicular access way plus twenty (20) linear feet on either side of pavement, and may include sidewalks, paths, landscaping, signage and lighting subject to the requirements of the District Bylaw and these Design Standards.

   GUIDING PRINCIPLES – A set of design and site planning principles intended to provide guidance to the Applicant in the development of a project within the District. Guiding Principles are non-binding.

   MFR SUB-DISTRICT – Land included within the Multi-Family Residential Sub-district as identified within the District Bylaw and the Zoning Map of the Town of Lynnfield.

   PEDESTRIAN WAY - A way intended for use by the general public for the movement of pedestrians which may

include provision for use by cyclists. The District is expected to include the following types of Pedestrian Ways:

PASS-THROUGH WALKWAY – Pedestrian Ways designed solely for pedestrian use and intended to provide access from parking areas to the Traditional Main Streets.

PATH – A Pedestrian Way that is not located immediately adjacent to and incorporated within the design of a Traveled Way. A Path may proceed in a meandering fashion where appropriate to site design rather than the strictly linear configuration expected of a Sidewalk.

SIDEWALK – A Pedestrian Way that is located immediately adjacent to and incorporated within the design of a Traveled Way. A Sidewalk may, but need not, immediately abut a Development Project.

RESIDENTIAL OPEN SPACES – Public and/or private open spaces or yards accessible to building residents.

SERVICE AND LOADING AREA – Exterior locations of a building including but not limited to loading docks, dumpsters or containerized trash receptacles, metering stations, a wastewater treatment facility and utilities.

STANDARDS FOR COMPLIANCE – A set of binding design and site planning requirements that are applicable to all Development Projects within the District that are subject to Site Plan Review by the Planning Board under the District Bylaw.

TNV SUB-DISTRICT – Land included within the Traditional Neighborhood Village Sub-district as identified within the District Bylaw and the Zoning Map of the Town of Lynnfield.

TRANSPORTATION NETWORK – The network of Traveled Ways and Pedestrian Ways constructed pursuant to the District Bylaw.

TRAVELED WAYS – A way intended for use by the general public for the movement of vehicles which may include provision for use by pedestrians and cyclists through the use of bicycle lanes, sidewalks, shoulders and/or dedicated travel lanes. The District is expected to include the following types of Traveled Ways:

PERIMETER LOOP – A Traveled Way located generally along the circumference of the District and continuously such that a vehicle may travel the length of the loop and arrive at its starting point, and providing access to both Gateways, uses and buildings located within the developed portions of the District, and connecting uses within the District.

RESIDENTIAL TRAVELED WAY – A Traveled Way in the MFR Sub-district, not including the driveways and parking areas.

TRADITIONAL MAIN STREETS – The primary Traveled Ways within the TNV Sub-district along which the majority of tenants are located. The Traditional Main Streets are designed with primarily two-way drive lanes, on-street parking, landscaping and other streetscape features.

VILLAGE GREEN – An area of open space in the District that may be landscaped with greenery or hardscape which shall be located within the TNV Sub-district and which shall front directly on a Traditional Main Street.

WALNUT STREET BUFFER – Within the TNV Sub-district, a Residential Buffer of two hundred (200) feet in width along the easterly boundary of the District.

5. Guiding Principles and Standards for Compliance.

5.A. Placement, alignment, width, and grade of streets and sidewalks.

Guiding Principles. Overall site design should create a safe and attractive internal transportation network that efficiently moves vehicles and pedestrians throughout the District, including appropriate locations, buffering, and restrictions for loading and service areas. The overall Transportation Network should establish a hierarchy of Traveled Ways such that visitors can easily distinguish between those that are designed and intended to provide access from one portion of the District to another, and those that serve a single use or provide access to parking or driveways. Design of Traveled Ways intended for motorized vehicles should encourage safe vehicle speeds and turning movements through the use of traffic calming design features, lighting and signage. The overall Transportation Network should take into account the safe and efficient mobility of motorized vehicles, as well as pedestrians and bicyclists, and design features should encourage non-motorized travel to and within the District by ensuring an interconnected network of safe, non-vehicular access routes to and among points of interest within the District. Design features should be applied to different portions of the Pedestrian Network such that Sidewalks on the Traditional Main Streets have a more formal appearance, while Paths may incorporate less geometric form such as meandering layouts. To the extent feasible, multiple pedestrian routes should be provided between residential and non-residential neighborhoods within the District.

Standards for Compliance.

5.A.1. Transportation network and pedestrian oriented streetscape.

5.A.1.a. The overall Transportation Network within the District shall include the following: Gateways, Traditional Main Streets, Perimeter Loop, Residential Driveways, and Pedestrian Ways including Sidewalks, Paths, and Pass-Through Walkways.

5.A.1.b. The Transportation Network shall provide adequate traffic capacity, connect pedestrian routes, limit access onto Traveled Ways designed for lower vehicular traffic volumes, and promote safe and efficient mobility and distribution throughout the District.

5.A.1.c. Emergency Vehicle Access. Adequate emergency vehicle access shall be provided to and within the District subject to the recommendation of Town of Lynnfield public safety officials.

5.A.2. Gateways. There shall be two vehicular access points to the District. One entrance into the District shall be provided from Walnut Street providing access to other points of interest within

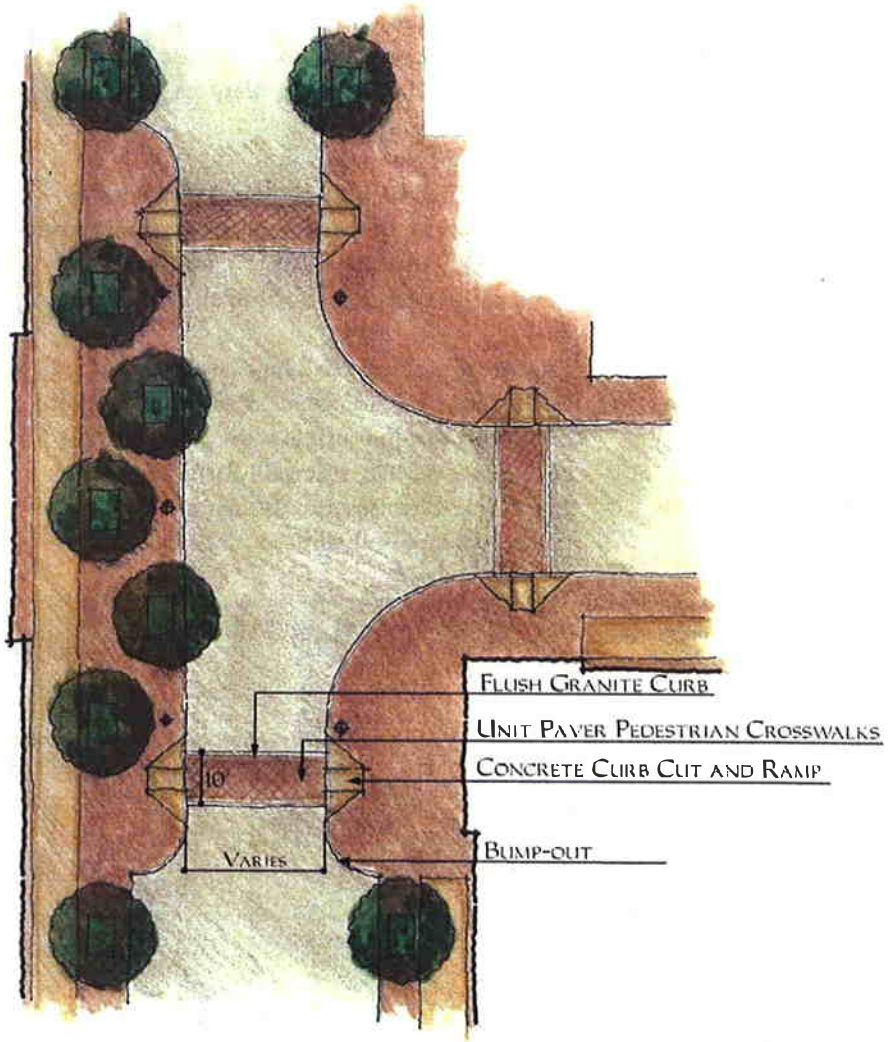
the District via both a Perimeter Loop and Traditional Main Streets. A second Gateway shall be designed at the westernmost access point to the District, adjacent to the existing fitness center.

5.A.3. Traditional Main Streets.

5.A.3.a. A Traditional Main Street is subject to the dimensional and design requirements as specified in Table X.

5.A.3.b. Overall site design shall include Traditional Main Streets including sidewalks on both sides and on-street parking.

5.A.3.c. Pedestrian crossings shall be installed on the Traditional Main Streets at intersections and intermediate locations. Different paving textures, materials or striping shall be used to distinguish the pedestrian crossings on Traditional Main Streets provided, however, that alternate paving materials such as masonry pavers, brick, cobblestone or similar natural material shall be used for crosswalks adjoining access points to the Village Green.



Traditional Main Street Plan View (typical)

5.A.3.d. Traditional Main Streets shall include on-street amenities which may include lamp posts, sidewalk furniture, planters, and paving designs.

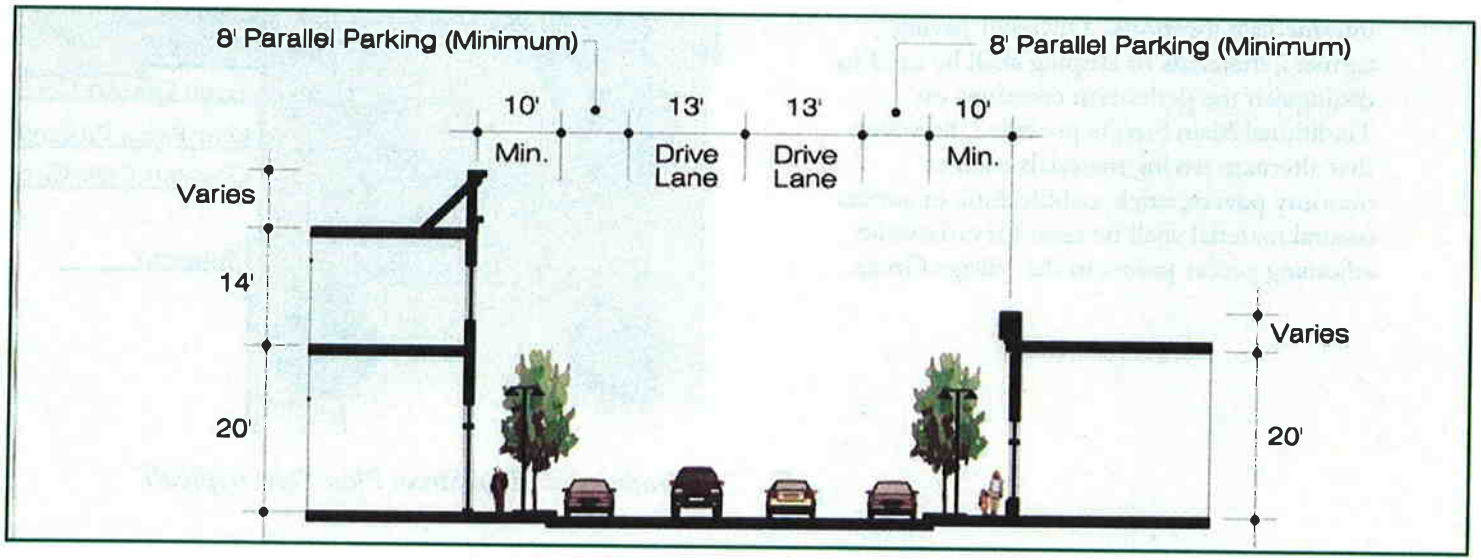
5.A.3.e. Curbing shall be vertical granite curb along Traditional Main Streets and may be a mixture of granite (vertical or sloped), concrete, and bituminous concrete curbing elsewhere.

5.A.3.f. On-street parking shall be constructed on both sides of Traditional Main Streets, where otherwise not in conflict with pedestrian or emergency access, sidewalk furniture and plantings. Pavement markings or different paving materials shall be used to define parking spaces.

5.A.4. Perimeter Loop. The District shall include a Perimeter Loop that connects the Gateways to on-site destinations, including buildings, parking and recreational uses.

5.A.4.a. The Perimeter Loop is subject to the dimensional and design requirements as specified in Table X.

5.A.4.b. The Perimeter Loop shall ensure adequate access to both the TNV Sub-district and the MFR Sub-district by emergency vehicles.



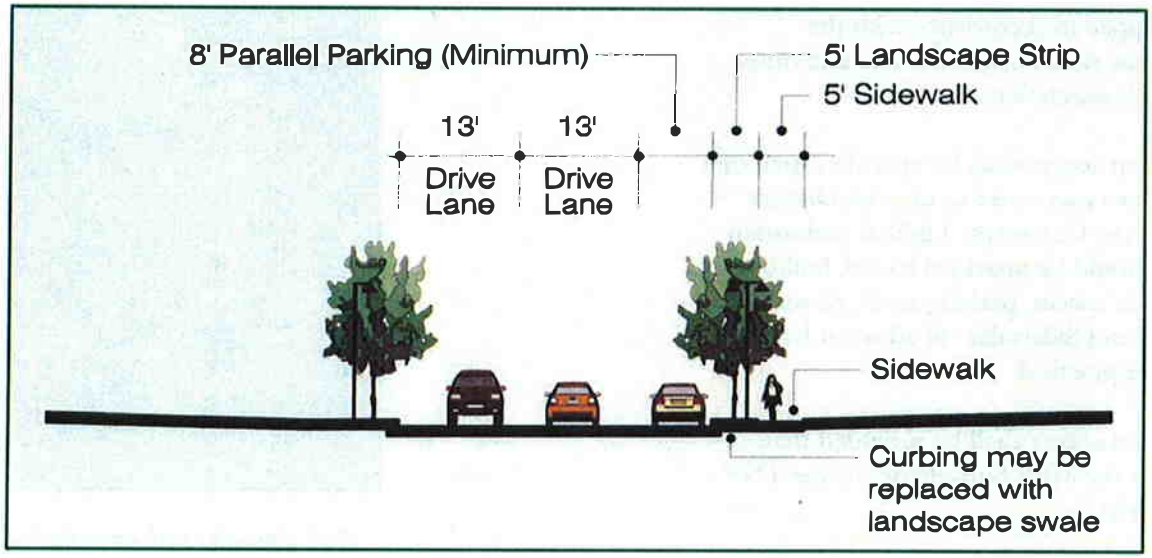
Traditional Main Street cross-section (typical)

5.A.5. Residential Traveled Ways.

5.A.5.a. Residential Traveled Ways are subject to the dimensional and design requirements as specified in Table X.

5.A.5.b. The MFR Sub-district shall be accessible from a Residential Traveled Way that intersects with the Perimeter Loop. Distinction should be made through design of Residential Traveled Ways using signage or other demarcation to identify where the residential component begins and to discourage non-residential traffic from inadvertently accessing the residential areas. The design intent of the Residential Traveled Ways is to reduce non-residential vehicular trips and to provide increased privacy to the residents.

5.A.5.c. Where they include curbing, Residential Traveled Ways may be curbed with either granite, concrete, or bituminous concrete and shall incorporate a Sidewalk on at least one side. The use of Low Impact Development strategies such as drainage swales may reduce or eliminate the need for curbing on Residential Traveled Ways.



Residential Traveled Way cross-section (typical)

5.A.5.d. Reduced widths of Traveled Ways and provision of parallel parking are encouraged as a traffic calming strategy.

5.A.6. Pedestrian Network. The District shall include a Pedestrian Network which shall include a combination of Pedestrian Ways including Sidewalks, Paths and Pass-Through Walkways as herein defined.

5.A.6.a. The Pedestrian Network shall provide access to all primary building entries.

5.A.6.b. All elements of the Pedestrian Network including Sidewalks, Paths and Pass-Through Walkways shall be accessible to the handicapped in accordance with the Americans with Disabilities Act and other applicable regulations.

5.A.6.c. Pedestrian access shall be provided such that pedestrians may enter or exit the District through the Gateways. Lighted pedestrian access should be provided to link buildings with open spaces, parking areas, recreation facilities and Sidewalks on adjacent land wherever practical.

5.A.6.d. Pedestrian access shall be provided that connects the MFR Sub-district to the TNV Sub-district.

5.A.6.e. Pedestrian access shall be provided that connects the MFR Sub-district to the adjacent Town-owned recreational land and to the adjacent Housing for the Elderly.

5.A.6.f. The Pedestrian Network should connect buildings, parking, and open spaces suitable for gathering and special events.

Wide sidewalks with street trees and regular seating areas enhance the pedestrian experience along a Traditional Main Street.

5.A.6.g. Where Pedestrian Ways cross Traveled Ways, a crosswalk shall delineate the pedestrian crossing.

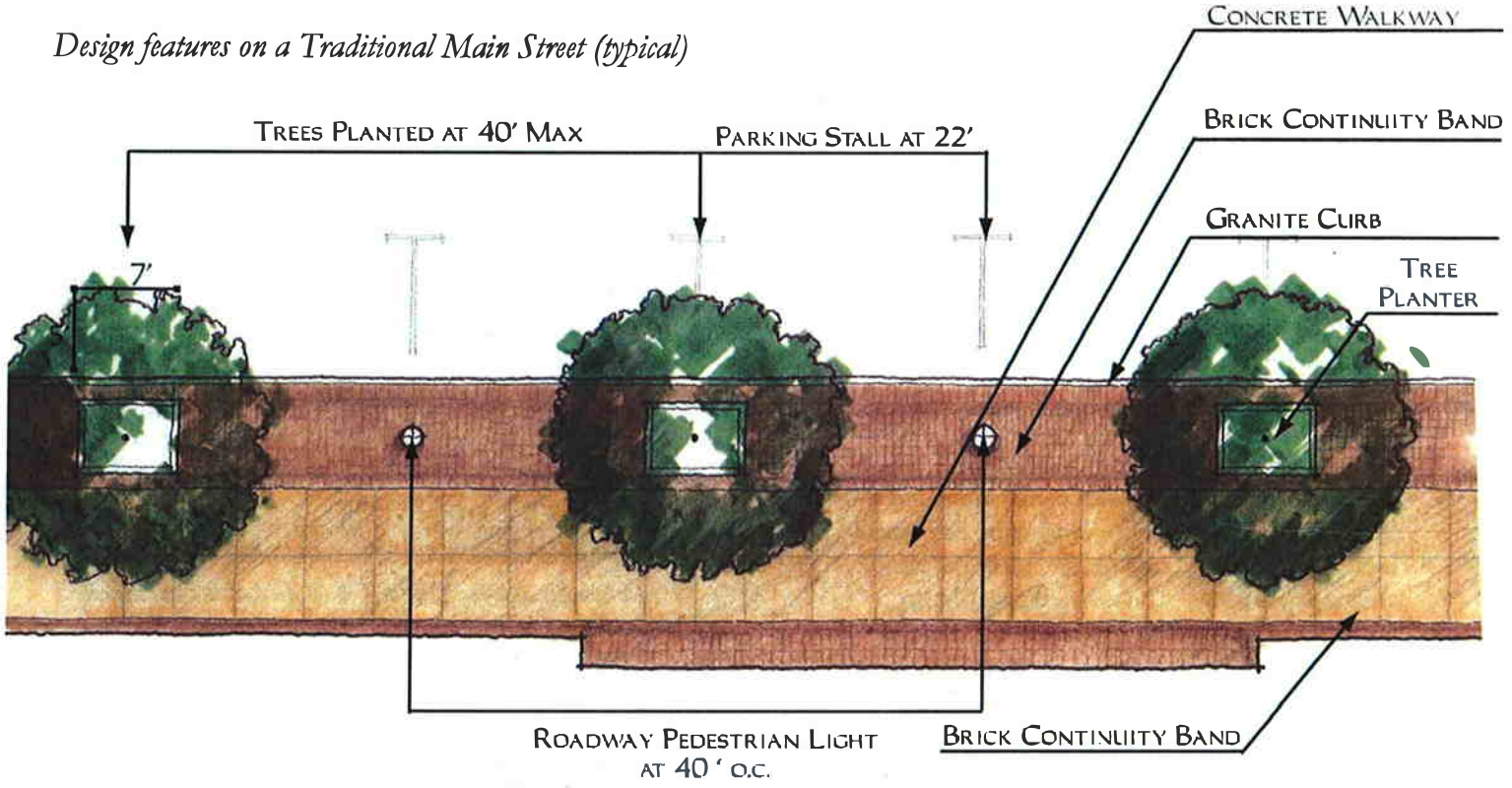
5.A.6.h. Access to Pedestrian Ways shall generally remain open and unrestricted.

5.A.6.i. Lighted walkways should be provided between the TNV Sub-district and the MFR Sub-district. Lighting fixtures shall be in accordance with the Lighting Standards for Compliance in these Design Standards.

5.A.7. Sidewalks.

5.A.7.a. Sidewalks are subject to the dimensional and design requirements as specified in Table X.

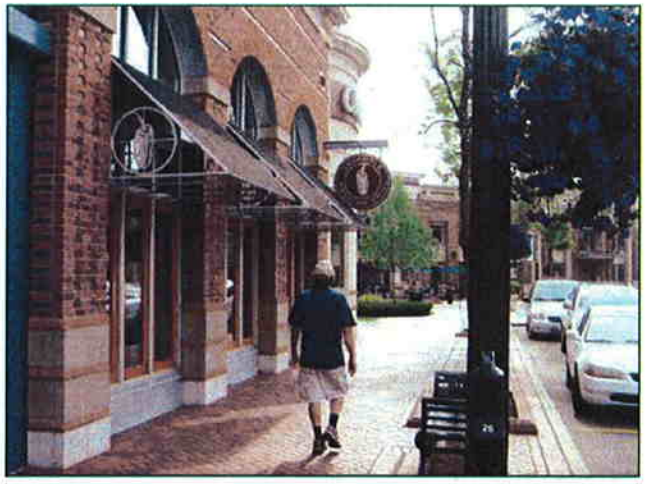
Design features on a Traditional Main Street (typical)



5.A.7.b. Dimensions. Sidewalks abutting tenanted commercial buildings along a Traditional Main Street shall be a minimum of eight (8) feet wide, measured from the curb to building foundation including pavement, curbing, sidewalk furniture, lighting, signage, utilities, landscaping, and other design elements. When fronting a two-story building along a Traditional Main Street, sidewalks shall be a minimum of ten (10) feet wide. Additional width should be provided at locations intended for use as outdoor seating areas or gathering spaces.

5.A.7.c. Materials. Sidewalk materials along Traditional Main Streets shall include a mixture of masonry pavers and poured concrete to provide visual interest and to delineate sidewalk areas that may be used for other functions such as outdoor seating areas. Other Sidewalks may be constructed of poured concrete or bituminous concrete or a combination thereof.

5.A.7.d. Landscaping. Sidewalks should, in coordination with their associated Traveled Ways, include a variety of landscape elements including trees and tree grates, planters, and seasonal plantings. On a Traditional Main Street, landscape features should be selected that enhance the pedestrian environment such as plazas, sitting areas, and outdoor cafes.



Sidewalks along a Traditional Main Street shall include a mixture of masonry pavers and poured concrete. Landscaping elements include a variety of trees and tree grates, planters and seasonal plantings.

5.A.7.e. Other. Where Sidewalks cross a Traditional Main Street, bump-outs may be used to reduce the length of pedestrian crossing, provide additional landscaping and act as a traffic calming measure.

5.A.8. Paths. Other than on Traditional Main Streets, Paths may be provided instead of Sidewalks where doing so results in construction that is more sensitive to the natural or proposed topography.

5.A.8.a. Paths are subject to the dimensional and design requirements as specified in Table X.

5.A.8.b. Materials. Paths may be constructed of poured concrete bituminous concrete, crushed stone, stone dust or similar material.

5.A.8.c. Where Paths are proposed in locations with existing vegetation, Paths should incorporate a meandering design if it results in the preservation of existing vegetation without loss of functionality as a Pedestrian Way.

5.A.9. Pass-Through Walkways. Pass-Through Walkways shall be incorporated into site design within the TNV Sub-district to provide access from Parking Areas to Traditional Main Streets. These areas shall be designed for pedestrian use and may feature storefronts, architectural or landscape elements.

5.A.9.a. Pass-Through Walkways are subject to the dimensional and design requirements as specified in Table X.

5.A.9.b. Materials. Pass-Through Walkways shall be constructed of a mixture of masonry pavers and poured concrete.

5.A.9.c. Pass-Through Walkways shall include bollards, vertical curbing or other means to prevent access by motorized vehicles.

Pass-Through Walkways offer comfortable and attractive pedestrian access from parking areas to the Traditional Main Street. They are constructed of a mixture of masonry pavers and poured concrete, and cannot be accessed by motorized vehicles.

5.B. Scale, proportions, and exterior appearance of buildings.

Guiding Principles. Overall site design should strive to create a vibrant District that is an attractive place to live, work, shop, and recreate. Design should be inspired by the advantages of a traditional New England village center which was designed and built by many different architects and builders over a period of years, and incorporates a varied streetscape with diverse materials and colors but complementary massing and setbacks. Architectural and building design within the District should emulate the architectural scale and authenticity, including attention to building style, building shapes and variety of materials. Building and site design should take into account how the scale, proportion and exterior appearance of buildings will be perceived at the pedestrian level, and should incorporate a level of architectural detail appropriate for pedestrians rather than faster moving motorized vehicles. Building and garage entrances should be sited to minimize the impact of vehicular turning movements on safe and efficient movement of vehicles, pedestrians and cyclists within Traveled Ways.

Design elements of a Village Green on a Traditional Main Street (typical)

Guiding Principles (cont'd).
Overall site design should employ a variety of site plan and design elements to create a mixture of interesting spaces and views, and include attractive focal points visible from Traveled Ways and the Village Green. Buildings located immediately adjacent to or across a Traveled Way from the Village Green should be designed to complement both the Village Green and other such buildings, such that the overall scale and proportions of buildings effectively define this open space in an attractive way that evokes traditional downtown design elements. Architectural details such as colonnades, gables, cupolas and dormers are encouraged within the District, with a particular emphasis on buildings visible from the Gateways and adjacent to the Village Green.

Building design should be complementary to Lynnfield's historic character and to the existing architectural contexts in Town, and should provide the District a sense of "belonging" in Lynnfield. Building heights ranging from one to four stories are permitted within the District Bylaw, and overall site design should establish a pattern of building layouts that result in traditional neighborhood proportions. Visitors accessing the District through the two Gateways should generally be greeted by one-story buildings, while two-story mixed-use buildings should be located proximate to the Village Green to add vitality and visual definition to that open space. Taller buildings should be located toward the northern and western portions of the District to reduce their visibility from public ways and Gateways.

5.B.1. Standards for Compliance Applicable to All Development Projects.

5.B.1.a. Scale and Proportions.

5.B.1.a.(i) Building design shall maintain the distinction between upper and lower floors for multi-story buildings.

5.B.1.a.(ii) Placing buildings oriented parallel with the front setback line is encouraged to keep a consistent "street wall," with primary entries oriented toward the Traveled Way.

5.B.1.a.(iii) Building setbacks may be varied.

5.B.1.a.(iv) Building façades more than 50 feet wide shall be broken down into a series of smaller elements or "bays." This requirement may be satisfied by incorporating at least two of the following design elements: color change, material change, or texture change, architectural projections or recesses, trellises, balconies, doorways or windows.

5.B.1.b. Building Façades.

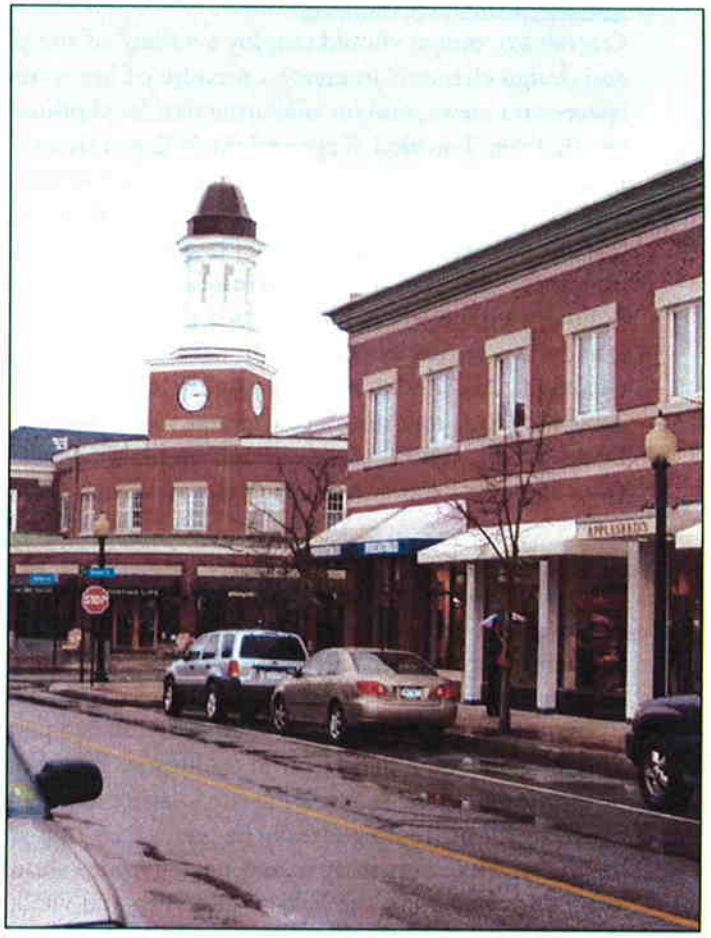
5.B.1.b.(i) Building façades should include appurtenances such as cupolas, gables, turrets, spires, widow walks, trellises, eave lines, etc.

5.B.1.b.(ii) Projecting bays, columns, recessed balconies, and roof shape variation should be utilized.

5.B.1.b.(iii) Side and rear façades may be less detailed than the primary façade but shall be generally consistent with the primary façade's architectural style.

5.B.1.b.(iv) At least one side of the building shall abut a Sidewalk or Path.

5.B.1.b.(v) Exposed foundation walls should be minimized.



Building façades should include appurtenances such as cupolas, gables, turrets, spires, widow walks, trellises, eave lines, etc. Projecting bays, columns, recessed balconies, and roof shape variation should be utilized.

The top illustration, above, would not meet the requirement of Sec. 5.B.1.c.(iii) because it was not designed to appear to be integral to the building's structure and use, and can clearly be identified as a false façade. The façade in the lower illustration would be allowed because it appears to be a genuine cornice.

5.B.1.c. Roof Profiles.

5.B.1.c.(i) Roof profiles shall employ varied vertical and horizontal planes for visual relief to the tops of buildings. As authorized by the District Bylaw, design elements such as parapets, cornices, towers and piers may also be used to break up the horizontal massing. HVAC equipment shall be screened.

5.B.1.c.(ii) Buildings shall, when considered in relation to adjacent structures, incorporate a diversity of roof heights, gable orientations, and volumes.

5.B.1.c.(iii) Building façades within the TNV Sub-district shall be designed to appear from a point five feet above street level on the side of the Traveled Way opposite the building to be integral to the building's structure and use. However, architectural details such as cupolas, towers etc. are allowable.

5.B.1.c.(iv) Mechanical equipment, including metal chimneys, at grade, attached to, or on the roof of a building, shall be screened from view or made an integral part of the overall design of the building.

The series of buildings on the blocks above include a variety of roof lines, building materials and façade elements, but exhibit general consistency of fenestration patterns and proportions.

5.B.1.d. Windows and Doorways.

5.B.1.d.(i) Fenestration patterns may vary from building to building, but overall the development should exhibit general consistency of proportions along a streetscape.

5.B.1.d.(ii) The use of dark tinted glass or reflective glass is prohibited.

5.B.1.d.(iii) Recessed doorways are preferred, in order to break up the building façade, provide a welcoming space, and provide protection from sun and rain. Where a recessed doorway is not used, an awning can have a similar effect. Adequate lighting shall be provided at night for the doorway.

5.B.1.e. Awnings. See Section on Signage for information on awning Standards for Compliance.

5.B.1.f. Materials and Color.

5.B.1.f.(i) Building façade materials including but not limited to brick, wood, cementitious fiber board, manufactured limestone, cast stone, masonry, stone, glass, terra cotta, cellular PVC trim, tile and sustainable materials are permitted within the District.

5.B.1.f.(ii) Vinyl siding is prohibited.

5.B.1.f.(iii) The use of exterior insulation finishing system (EIFS) is prohibited in the MFR Sub-district, and is prohibited below eight (8) feet above finish floor for building facades fronting on a Traditional Main Street.

5.B.1.f.(iv) A combination of materials should be used within a building.

5.B.1.g. Sustainable Design. Sustainable design principles shall be considered for all buildings to the maximum extent practical. Sustainable design elements intended to reduce energy consumption may include skylights and "day lighting," windows with low solar-gain factors, landscaping, as well as system and material selections that meet Energy Star standards.

5.B.1.h. Protection of public safety. Site design shall include adequate water supply distribution and storage for fire protection. Vehicular circulation shall meet the access needs of emergency and public safety vehicles. The adequacy of the foregoing public safety measures shall be based on the reasonable requirements of the Lynnfield Chief of Police and Fire Chief, in their respective fields.

5.B.1.i. Location of building and garage entrances. Building entrances should emphasize pedestrian ingress and egress as opposed to accommodating vehicles.

5.B.2. Additional Standards for Compliance in the TNV Sub-district.

5.B.2.a. Windows and Doorways.

5.B.2.a.(i) Windows should be divided by mullions into multiple panes of glass.

5.B.2.a.(ii) Transom windows are encouraged.

5.B.2.a.(iii) Windows on upper stories should be vertical in proportion.

5.B.2.a.(iv) Windows on upper floors should not be larger than windows on first floor.

5.B.2.b. Drive-Through service windows. Where drive-through service windows are permitted pursuant to the District Bylaw, efforts should be made through site design to maximize the distance between curb cuts providing site access and any nearby intersection

5.B.3. Additional Standards for Compliance in the MFR Sub-district.

5.B.3.a. Scale and Proportions.

5.B.3.a.(i) Building orientation should maximize open space views from residential units.

5.B.3.a.(ii) Residential buildings shall be sited to allow for access to the Transportation Network.

5.B.3.b. Building Façades. Balconies, porches and stoops. Residential balconies, porches and stoops on the Traveled Ways are encouraged where practical.

5.B.3.c. Roof Profiles.

5.B.3.c.(i) Residential buildings shall have pitched roofs. Roof pitches for primary roofs of residential buildings shall have a pitch of at least 6:12. Mansard roofs are permitted for multi-family buildings. Portions of roofs may be flat on multi-family residential buildings to accommodate mechanical equipment and roof decks. Parapets and cornices shall be designed to screen rooftop equipment and delineate the building façade.

5.B.3.c.(ii) Roof materials. Permitted materials include: architectural asphalt shingles,

weathered wood shingles, cedar shingles, copper, standing seam metal slate, synthetic slate, and metal shingles. Other period materials may be permitted upon determination by the Approving Authority that the material is appropriate to the architectural style, color, and relationship of buildings along the streetscape.

5.B.3.c.(iii) Upper stories may be set back or treated with a different material or incorporated into the roof line to diminish building mass.

5.B.3.c.(iv) Four story buildings should employ techniques to reduce the perception of the building's scale, such as including top floor living areas above the eave line, and providing direct entry to ground level homes.

5.C. Location and design of on-site open space.

Guiding Principles. Open space should serve as a central organizing element within the District to encourage public gathering of groups of people and to promote a pedestrian friendly and visually appealing environment. Within the TNV Sub-district, a Village Green should be constructed as a focal point for pedestrian and social activity. Once the location and layout of the Village Green is determined, other site and building design elements including Traveled Ways, building orientation and scale, and architectural details should be incorporated to define and enhance that space. Elsewhere in the District, a variety of public gathering spaces and open spaces incorporating both landscaping and "hardscaping," such as plazas and seating areas, should be provided in locations where they complement adjacent uses. On-site recreational opportunities should be enhanced by the provision within the District of a cultural and gathering space designed and intended for use by the Lynnfield community.

Standards for Compliance.

5.C.1. Standards for Compliance Applicable to All Development Projects.

5.C.1.a. Open spaces shall be landscaped to allow for a variety of uses. Open spaces may include sidewalk furniture and small structures to increase the options for use and enjoyment of the spaces.

5.C.1.b. Landscaping shall include a variety of ground coverings, flowers, plants, shrubs, and trees. Open spaces should also incorporate elements such as fencing, lighting, shade structures, seating areas, and decorative paving.

5.C.2. Additional Standards for Compliance within the TNV Sub-district.

5.C.2.a. The TNV Sub-district shall include a Village Green, a minimum of 15,000 square feet in area measured from curb to curb and inclusive of Sidewalks fronting on the Village Green, oriented to and directly accessible from a Traditional Main Street. The Village Green should be adjacent to a mix of complementary uses such as restaurants and cafes with outdoor seating and other businesses that operate in both daytime and evening hours. The design intention is to create a festive, welcoming, well populated attraction for pedestrians. Additional gathering spaces may be located throughout the District. These outdoor spaces may be available for recreation, special events, and civic purposes.

5.C.2.b. The Village Green shall be located at a vehicular intersection of a Traditional Main Street, and shall be pedestrian accessible from two or more sides. Where practical, buildings and uses may front on the Village Green.

Located at the intersection of a Traditional Main Street, the Village Green is accessible to pedestrians and serves as both a design and functional centerpiece of the TNV Sub-district. Buildings front on the green, often with outdoor seating areas to generate liveliness and activity.

5.C.3. Additional Standards for Compliance within the MFR Sub-district.

5.C.3.a. Residential Open Spaces. The MFR Sub-district shall include a series of smaller open spaces for use and enjoyment by residential tenants. These open spaces may include green areas, terraces, patios, pool, and outside common areas.

5.C.3.b. Residential Open Spaces shall be served by direct pedestrian access.

Residential Open Spaces offer amenities to the residents of adjacent buildings.

5.D. Landscaping.

Guiding Principles. Landscaping should be incorporated into the overall site design in order to enhance the visual appeal and pedestrian experience in the District. Landscaping shall be selected to minimize necessary water usage, and to satisfy both functional objectives such as screening and aesthetic objectives such as color and visual interest. Native plantings typically found in New England and hearty enough to thrive within the local climate are encouraged. Landscaping should be provided along Traveled Ways and within and around parking areas.

Plantings should provide seasonal interest in foliage and bloom, enhancing the pedestrian environment. Unifying themes and consistent design elements should distinguish the Traveled Ways and the open spaces. A variety of landscape qualities and characters should be employed to reflect the hierarchy of site elements and uses within the District.

Landscape elements should be used as buffering features in the forms of planted earth berm, walls and fencing, strategically placed along Traveled Ways and parking areas. Landscaped swales and vegetated rain-gardens should be incorporated into the general landscape to complement stormwater management systems and to provide low-impact site features to the greatest extent practical.

Parallel parking on a Traditional Main Street offers convenience, reinforces the traditional atmosphere, and provides a buffer between moving vehicles and the pedestrian environment.

Standards for Compliance.

5.D.1. Location of Landscaping.

5.D.1.a. Landscaping is subject to the dimensional and design requirements as specified in Table X.

5.D.1.b. The Village Green shall be landscaped with a variety of ground coverings, flowers, plants, shrubs, and trees, and shall incorporate one or more "hard" elements such as fencing, gazebo, seating areas, and decorative paving.

5.D.1.c. On a Traditional Main Street, planters for flowering plants or other small, plant materials may be used to visually enhance a building façade. Planters shall not be used to satisfy the requirement for street trees.

5.D.2. Landscaping of Traveled Ways. Landscape planting for the District's Gateways and for all Traveled Ways shall include deciduous shade trees in accordance with the requirements of Table X. These plantings may be in either linear rows or informal groupings. Regular rows shall be used in cases where the Traveled Way abuts walkways, parking lots and buildings. Informal groupings may be used where the Traveled Way abuts existing vegetation. Landscaping and informal plantings shall be planted in accordance with the requirements of Table X.

5.D.3. Parking Area Landscaping. Surface parking lots shall have landscaped islands to divide large parking areas. The following standards shall apply:

5.D.3.a. Minimum Landscape Coverage.

5.D.3.a.(i) Parking lots with 50 to 200 spaces shall have at least five (5) percent of the interior lot area landscaped.

5.D.3.a.(ii) Parking lots with more than 200 spaces shall have at least seven (7) percent of the interior lot area landscaped.

5.D.3.b. Interior Landscaping Islands. Landscaping is required in the interior of parking lots and should incorporate existing trees, berms and other landforms where possible.

5.D.3.b.(i) Interior landscape islands should be evenly distributed throughout the parking lot. Required plantings shall also be evenly distributed in the islands, except where a variation in layout provides visual interest.

5.D.3.b.(ii) Landscaped islands may be in any shape or configuration, and all landscaped islands shall be a minimum of one hundred (100) square feet.

5.D.3.c. Separation of Parking Blocks. Parking lots with more than two hundred (200) spaces shall be divided into blocks of no more than

two hundred (200) spaces. Each block shall be separated from other parking blocks by a landscaped area that is a minimum of ten (10) feet wide.

5.D.4. Plant Selections and Specifications.

5.D.4.a. Site plans shall indicate the number, sizes and types of plant materials proposed.

5.D.4.b. The selection of plant materials shall be based on the Town's climate and site conditions. Emphasis shall be placed on drought- and disease-resistant landscape selections that are native to the area and sustainable over the long term.

5.D.4.c. Open spaces adjacent to residential uses may be designed for walking pets, community vegetable gardens, courts for lawn games, outdoor fitness stations, and/ or barbeque areas etc. Open spaces that primarily serve commercial buildings may be designed for picnicking, open air cafes, or quiet sitting areas etc.

5.D.4.d. 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.

5.D.4.e. Plant species should be chosen considering the following:

5.D.4.e.(i) In areas of high pedestrian use (where salt is likely to be used during winter months) trees shall be chosen that have been observed to have some salt tolerance.

5.D.4.e.(ii) Consider the ultimate maturity of the plant species when determining the size of the plant bed or planter.

5.D.4.e.(iii) On streets with buildings located adjacent to the property line, regardless of the type of land use, when selecting the tree species to plant, consider the mature shape of the tree crown, to prevent the tree canopy from growing into the building wall and potentially requiring severe pruning over time.

5.D.4.e.(iv) When selecting trees for planting along the Traditional Main Streets, consider both the shape and density of the canopy. Smaller, more ornamental trees or trees with higher or lighter canopies are often chosen for commercial streets.

5.D.4.f. The following minimum plant sizes and specifications sizes shall be required:

5.D.4.f.(i) Canopy Shade Tree: 2.5-inch diameter breast height, balled, and burlapped, or equivalent.

5.D.4.f.(ii) Ornamental Tree: 2-inch diameter breast height, balled and burlapped or equivalent or 7 feet for a multi-stemmed tree.

5.D.4.f.(iii) Evergreen Tree: 6 feet high, balled, and burlapped or equivalent (typical) except on top of the landscaped berm along the westerly edge of the Walnut Street Buffer where at least 50% of evergreen trees shall be 10 feet high, balled and burlapped or equivalent at the time of planting.

5.D.4.f.(iv) Shrubs: 24-inch balled and burlapped or 3-gallon minimum container size.

5.D.4.f.(v) Perennials: 1-gallon minimum container size.

5.D.4.g. To give street trees the greatest chance at survival the following practices are recommended:

5.D.4.g.(i) The planting hole should be 3 times the diameter of the rootball.

5.D.4.g.(ii) The depth of the hole should only be as deep as the root ball in the center of the hole and deeper outside the rootball.

5.D.4.g.(iii) Use CU-Structural Soil where appropriate to allow tree roots to spread out under the sidewalk in order to help prevent sidewalk heaving caused by superficial rooting, and to increase the longevity of the tree.

5.D.4.g.(iv) Trees along Traditional Main Streets shall be protected by tree grates. Tree grates shall be selected to allow for the continual growth of the tree trunk.

5.D.5. Screening/ Fencing.

5.D.5.a. Fences. Fences may be used to provide continuity to a streetscape, privacy for homeowners and their guests from passers by, to help differentiate private space from public space and to add to the pedestrian scale of the streetscape.

5.D.5.b. Fences should be designed with the specific use behind the fence in mind. Primary outdoor seating areas may require more privacy than rarely used side yard spaces. Board fences with stool caps and picket fences are encouraged to be used in combination to achieve the appropriate level of privacy.

5.D.5.c. All fencing or walls utilized to screen parking and/or service areas shall meet the following specifications:

5.D.5.c.(i) Ornamental metal fencing, decorative wood fencing, or masonry walls shall be allowed. Wood picket fences, decorative

metal fences and stonewalls are encouraged.

5.D.5.c.(ii) Stockade fences, concrete walls, and chain link fences should not be used. Chain link fencing is prohibited for screening purposes. Black, vinyl-coated chain link fencing is permissible within the Walnut Street Buffer for non-screening purposes including safety, security and access restriction.

5.D.5.c.(iii) Fencing or walls shall be a minimum of three (3) feet high.

5.D.6. Sidewalk Furniture.

5.D.6.a. Sidewalk furniture should be located throughout the District and, where provided, shall be complementary to one another in color and style. Such furniture may include seating, tables, trash receptacles, bicycle racks, newspaper boxes, clocks, street signs, or structures to facilitate assembly of people.

5.D.6.b. At least one linear foot of seating shall be provided for every 500 square feet of Village Green area.

5.D.6.c. At least one linear foot of seating shall be provided for every 100 linear feet on each side of a Traditional Main Street.

5.D.7. General Utility Systems. A) All utility systems shall be installed underground to the greatest extent possible. B) Utility elements that require above grade facilities and access such as electrical transformers, generators, panels and pump systems, and wastewater treatment systems shall be screened using elements such as plantings, walls and fencing to limit visual impact.

5.E. Exterior signs.

Guiding Principles. Signage should be provided that effectively and attractively identifies residential and non-residential uses in a manner that enhances the overall design objectives within the District. Limitations should be imposed on the scale, number, colors and method of illumination associated with signage to ensure that the overall signage within the District is coordinated and complementary. A mixture of signage types should be encouraged including wall signs, projecting signs, monument signs and awnings. Sign design should allow for retail marketing and tenant uniqueness. A coordinated system of "wayfinding" signage should be provided to assist visitors to the District in reaching their intended destination. Signage may be used to discourage access to the MFR Sub-district by visitors who don't specifically intend to access that portion of the District.

Illustration of Allowable Signage Types

Standards for Compliance.

5.E.1. Allowable Signage.

5.E.1.a. TNV Sub-district.

5.E.1.a.(i) Each building in the TNV Sub-district may include a Primary Storefront Sign, a Storefront Blade Sign, a primary and secondary Address Sign, a Display Window Sign, and an Awning or some combination thereof, all terms as illustrated on the Illustration of Allowable Signage Types.

5.E.1.a.(ii) Seasonal banners not in excess of ten (10) square feet may be permitted on light posts along a Traditional Main Street.

5.E.1.b. MFR Sub-district. The MFR Sub-district may include one residential access sign not in excess of forty (40) square feet at each vehicular access point to the MFR Sub-district and one residential building sign not in excess of sixteen (16) square feet located flat against the wall of each residential building, subject to approval by Lynnfield public safety officials.

5.E.1.c. The District as a whole may include Gateway Signs and Internal Identification Signs as specified within this Section.

5.E.1.d. Non-commercial flags are permitted within the District and shall not be regulated as signs.

5.E.2. General Signage Standards.

5.E.2.a. Except where otherwise specified, allowable area of a sign shall be measured based on the Signage Dimensional Guide herein.

5.E.2.b. Signage shall be integrated into overall building design either in a sign band, with awnings, or as cantilevered signs mounted perpendicular to the building face. All signage shall be installed so as not to obscure or damage architectural features such as windows and trim elements.

5.E.2.c. In no case shall signage project above the roof line.

Primary signage is included in an externally-illuminated sign band, while a Blade Sign improves visibility to pedestrians.

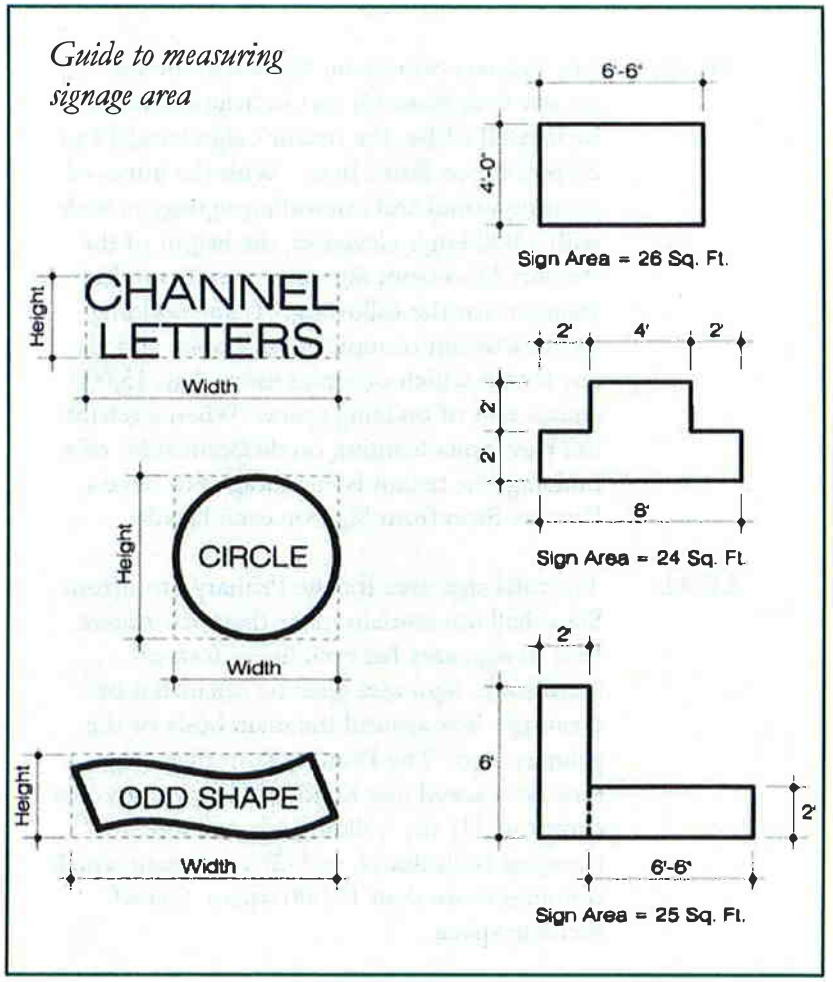
5.E.3. Appearance / Design.

5.E.3.a. The use of logos is encouraged. Type styles should be limited to no more than two per sign.

5.E.3.b. Exterior lighting that is directed onto the sign is preferred over internally lit or back lit signs. The fixtures should either be decorative (such as goose-neck lights) or camouflaged. Wiring should be concealed within building molding and lines. Lighting should be mounted at an oblique angle to eliminate glare.

5.E.3.c. No signmaker's labels or other identification, (including UL label), are permitted on the exposed surfaces of signs, except as may be required by building code.

5.E.3.d. No ornamental hardware used to attach signs to storefronts may be exposed to view except for blade or projection signs.

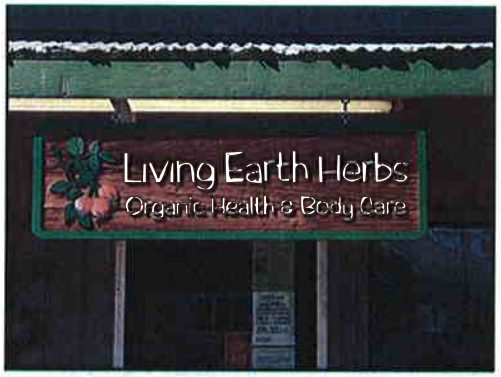


5.E.4. Primary Storefront Sign.

5.E.4.a. The Primary Storefront Signs shall be no greater than three (3) feet in height and shall be located within the tenant's sign band 12 to 20 feet above finish floor. With the intent of creating varied and interesting signage in scale with a building's elevation, the height of the Primary Storefront Sign may vary from this standard for the following: (1) any building where a tenant occupies both floors, and (2) any tenant which occupies more than 15,000 square feet of building space. When a tenant has elevations fronting on different sides of a building, the tenant is encouraged to have a Primary Storefront Sign on each façade.

5.E.4.b. The total sign area for the Primary Storefront Sign shall not contain more than one square foot of sign area for each linear foot of storefront. Sign area shall be calculated by creating a box around the main body of the primary sign. The Primary Storefront Sign may not exceed one hundred (100) square feet except in: (1) any building where a tenant occupies both floors, and (2) any tenant which occupies more than 15,000 square feet of building space.

5.E.4.c. Signage should have geometric shapes with two to three colors to complement the colors of the retail building.

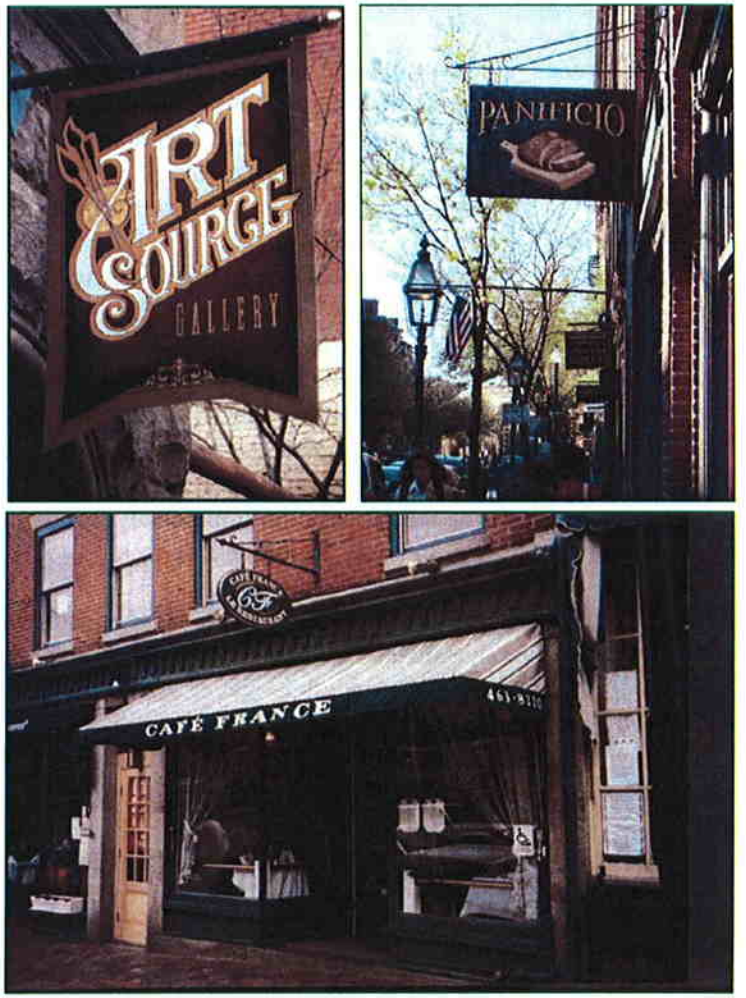


The top two images show signs that would meet the criteria of these design standards. The image at the bottom would not meet the criteria because the sign band is lower than twelve feet above finish floor.

5.E.5. Storefront Blade Sign.

5.E.5.a. Each tenant will be allowed to construct and install a Storefront Blade Sign. One Storefront Blade Sign will be allowed per tenant on each elevation of a building with a customer entrance. The Storefront Blade Sign is to be attached to Tenant's storefront at a minimum 7'6" above finish floor.

5.E.5.b. Each Storefront Blade Sign may be externally illuminated with two integrated lights (one light on each sign face or panel). The size of the Storefront Blade Sign shall not exceed 15 square feet as measured on one face of sign. The Storefront Blade Sign may be square, round, elliptical or other shape. Complex shapes and three-dimensional letters or figures are encouraged. Formed plastic, injection molded plastic, and internally illuminated panels are prohibited.



Storefront Blade Signs and Awnings add visual interest to the streetscape. External illumination of signs reinforces the traditional design elements of the block.

5.E.6. Address Signs.

5.E.6.a. Primary Address Sign. Each non-residential tenant shall display the suite number on their façade to allow for identification of the premises. The suite numerals are to be applied on the interior of the storefront glazing. Final Address Sign design is subject to the approval of the Fire Department.

5.E.6.b. Secondary Address Sign. If tenant has a non-customer door for receiving merchandise, tenant shall place only its suite number on that door. Numerals shall be mounted to the exterior face of the door. Where more than one tenant uses the same door, each suite number may be applied.

5.E.7. Display Window Sign. Signs on the inside or outside surface of display windows may be permitted provided, however, that such signage shall not cover more than 10% of the display window area and shall be lighted only by building illumination (white non-flashing).

5.E.8. Awnings. The following design requirements apply.

5.E.8.a. Awnings shall be made of fire resistant, water repellent marine fabric (i.e., canvas) or may be constructed of metal or glass. Vinyl or vinyl-coated awning fabric will not be permitted.

5.E.8.b. Patterns, graphics and stripes are encouraged. Colors should accent the building and street design.

5.E.8.c. Continuous, uninterrupted awning spans are not permitted. Fixed awnings shall not span numerous store fronts. The awnings should delineate storefronts on a multi-tenant building. The Awning shall fit within each individual bay and shall not obstruct any base building mechanical louvers located above the Tenant storefronts.

5.E.8.d. If the awnings include a valance, it shall be provided with concealed weights so as to prevent the valance from excessive movement in high winds.

5.E.8.e. Internally illuminated awnings are not permitted. However, down lighting that is intended to illuminate the Sidewalk under an awning may be provided. All lighting under a canopy shall be cutoff or recessed, with no lens dropping below the horizontal plane of the canopy.

5.E.8.f. A screenprinted tenant logo may be permitted on the awning slope. The tenant name or logo may be screenprinted on the valence of the awning. The valence on an awning may not exceed ten inches (10") in height and the

letters shall not exceed six inches (6") in height. Typeface and color of letters or logo shall be at the discretion of the tenant.

5.E.8.g. Any framing members and armatures or brackets should match the material and color of the storefront unless a different material enhances the overall design intent.

5.E.9. Wayfinding Signs. Installation of small, externally illuminated wayfinding signs is encouraged to assist visitors to locate sites of interest within the District. Wayfinding signs should not exceed seven (7) feet in height, and should be installed for the benefit of both automotive and pedestrian traffic.

5.E.10. Gateway Signs. A permanent, freestanding sign shall be permitted at the District boundary along or adjacent to each Gateway for the purpose of Project Identification provided, however, that a single wall or structure may include two sign faces as necessary to provide visibility from multiple directions. The combined area of sign face may not exceed 150 square feet in area and may not be higher than six (6) feet above grade provided, however, that the uppermost point of the wall or structure to which any sign is attached, including the sign itself, may not exceed twelve (12) feet above grade. The height of a Gateway Sign will be measured from the average grade around the base of the sign to its highest point. Signs such as those applied to stone walls or traditional fencing that are consistent with the architecture of the surrounding area are encouraged.

A Gateway Sign offers visibility to the District. External illumination and the use of traditional materials such as wood and stone reinforce the traditional design elements of the District.

5.E.11. Internal Identification Sign.

5.E.11.a. Permanent, freestanding internal identification signs shall be permitted. The sign or signs shall not be located within the Residential Buffer as defined in the District Bylaw. The sign or signs shall not be suspended or placed so as to overhang a Traveled Way or public way.

5.E.11.b. No individual sign can exceed two hundred (200) square feet in area and the combined area of all such signs shall not exceed four hundred (400) square feet in area.

5.E.11.c. An individual sign may not be higher than eight (8) feet above grade provided, however, that the uppermost point of the wall or structure to which the sign is attached, including the sign itself, may not exceed twelve (12) feet above grade. The height of an Internal Identification Sign will be measured from the average grade around the base of the sign to its highest point.

5.E.11.d. The signage should emphasize the entire District and its diverse mixed-use nature. The sign may reference both the commercial and residential components. Each tenant will be allotted for use identification on the sign an area not in excess of 48" horizontally and 24" vertically. Other ornaments may not protrude from the sign more than four (4) inches in any direction with the exception of hardware necessary to attach the sign to a post. Such a sign may be lighted indirectly, but may not be lighted by flashing or intermittent lights.

An Internal Identification Sign can be helpful in directing visitors to the various residential and non-residential uses within the District.

5.E.12. Prohibited Sign Types. The following is a list of prohibited sign types:

5.E.12.a. Exposed neon expressed in a simple single or double stroke application.

5.E.12.b. Registration "R" mark or trademark "TM" symbols, affixed either to sign or sign band.

5.E.12.c. Signs employing luminous vacuum formed plastic letters.

5.E.12.d. Signs employing unedged or uncapped plastic logos or letters with no returns and exposed fastenings.

5.E.12.e. Signs or lights that move, flash, or make noise. Such shall include commercial balloon devices, high powered search lights, and L.E.D. signage (indicators of time or temperature may move).

5.E.12.f. Box style cabinet signs or "can signs" with illuminated, translucent background and silhouette, translucent or acrylic letters.

5.E.12.g. Signs utilizing paper, cardboard, Styrofoam signs, stickers or decals hung around, on or behind storefronts applied to or located behind the storefront glazing.

5.E.12.h. No advertising placards, banners, pennants, names, insignia, trademarks, or other descriptive or commercial promotional material may be affixed or maintained on windows, glass fixtures and equipment or any other area of the storefront.

5.E.12.i. Any imitation of official traffic signs or signals or use of such words as "stop," "look," "danger," "go slow," "caution," or "warning" are prohibited.

5.E.12.j. No red or green lights or any lighting effect utilizing such colors used on any sign if, in the opinion of the Chief of Police, such light or lighting would create a hazard to the operation of motor vehicles.

5.E.12.k. Portable signs with or without replaceable letters which may be moved from one location to another.

5.F. Lighting.

Guiding Principles. Outdoor lighting should be designed to ensure safety, functionality and convenience through illumination of the Transportation Network and open spaces while conserving energy and limiting the visibility of the lighting outside the District. Development permitted within the District should not unreasonably interfere with the use and enjoyment of property within the District and surrounding areas. Design features should be incorporated into exterior luminaires in order to minimize the effect of lighting on abutting areas and the night sky to the maximum extent possible. Lighting fixtures should be chosen based on scale, style and performance to enhance the traditional design goals within the District. Lighting should be scaled appropriately to their function such that lighting fixtures serving Sidewalks and Paths are pedestrian scale, while lighting fixtures serving vehicular Traveled Ways and parking areas may be taller. Low-level lighting of landscaped areas within the District is encouraged. Every consideration should be given to decreasing pole height to less than the required maximum while balancing the light level, uniformity of light, pole height, and quantity of poles.

Standards for Compliance.

5.F.1. All outdoor lighting in the District shall comply with the following shielding provision: Direct light emitted by exterior luminaire shall not emit directly by a lamp, off a reflector, or through a refractor above a horizontal plane (90 degrees) through the fixture's lowest light-emitting part.

5.F.2. For reasons of safety and the reduction of light trespass, glare and light pollution, all outdoor lighting fixtures except those regulated by Federal, State, or municipal authorities, and with the further exception of lighting regulated by the sign regulations of these Design Standards, whether ground, pole, or wall-mounted, shall be subject to the following:

5.F.2.a. Maximum height requirements for each area within the District as defined in Table X.

5.F.2.b. The height of a light fixture shall be measured from the ground to the light emitting flat glass of the luminaire; pole height may be higher than this light-emitting height.

5.F.2.c. Spacing of streetlights should provide for uniformity of light, with the distance depending on the minimum illumination levels required.

5.F.2.d. If the sidewalk includes street trees, locate streetlights between the trees so that the tree canopy does not interfere with illumination coverage.

5.F.2.e. Street poles and lighting fixtures shall be dark in color to reduce light reflectivity.

5.F.2.f. Light fixtures may include an option for brackets (either single- or double-sided) to attach banners and other temporary graphic elements.

5.F.2.g. All light fixtures shall emit a steady and constant light and shall not emit a flashing or irregular light, unless specifically required by Federal, State, or municipal authorities.

5.F.3. Prohibited light sources.

5.F.3.a. Mercury vapor, low pressure sodium, high pressure sodium, and high wattage quartz lamps over 100 watts are prohibited.

5.F.3.b. Laser source light. The use of laser source light or any similar high-intensity light for outdoor advertising, when projected above the horizontal, is prohibited.

5.F.3.c. Neon or other edge-glowing sources, including cold cathode are prohibited.

5.F.3.d. Searchlights. The operation of searchlights is prohibited.

5.F.3.e. Cobra head light fixtures are prohibited.

5.F.4. Exterior Light Timing. Exterior lighting shall be controlled by a photo sensor or time switch that automatically reduces light levels, decreasing light levels during nighttime hours (when commercial facilities are closed) while still maintaining necessary security lighting.

5.F.5. Perimeter Loop Lighting. Reflectors shall be used in lieu of light poles along the outside edge of the Perimeter Loop, provided, however, that additional lighting for safety and wayfinding purposes may be required at intersections with key parking corridors, Gateways, and Residential Traveled Ways.

5.F.6. Holiday Lighting. Holiday lighting may be used on a seasonal or festive basis. Such lighting shall not contribute to footcandles along the boundary of the District, with the exception of the two Gateways and the southern portion of the District which borders Interstate-95/Route 128. At all locations, the potential for seasonal lighting shall be included when calculating compliance with District-wide Light Level design requirements.

5.F.7. Light Levels.

5.F.7.a. Light levels shall meet or exceed the minimum design guidelines defined by the Illuminating Engineering Society of North America (IESNA). Light levels shall be designed to meet a ratio of maximum to minimum footcandle (FC) levels, with required minimum levels at the boundaries of

the District. Specifically, light levels shall be designed to the following standards:

5.F.7.a.(i) Lighting when commercial facilities are closed:
Minimum of 0.2 FC
Maximum to minimum ratio of FC in the District of 20:1

5.F.7.a.(ii) Lighting when commercial facilities are open:
Minimum of 0.6 FC
Maximum to minimum ratio of 15:1 FC in the District

5.F.7.b. At the District boundary, the light level shall not exceed 0.20 footcandles at any time to ensure that no light is emitted outside the District. The two Gateways and the southern boundary of the District which borders Interstate-95/Route 128 are exempt from this minimum requirement but are still included when calculating compliance with District-wide Light Level design requirements.

5.G. Stormwater management.

Guiding Principles. Development within the District should provide environmentally sensitive and well engineered stormwater management infrastructure that promotes long-term water quality and sensitivity to the area's natural environment including Reedy Meadow. Provisions should be made to achieve compliance with all applicable regulations, including spill containment and facility operations and maintenance. Pre-treatment methods should be incorporated to improve the quality of stormwater runoff, and stormwater infiltration is encouraged to the maximum extent feasible. Where pre-existing drainage patterns are effective, efforts should be made to match existing flow paths and match or reduce existing discharge rates and volumes. Low Impact Development techniques such as bioretention cells, drainage swales and pervious pavers are encouraged.

Standards for Compliance.

5.G.1. Stormwater management systems shall incorporate "Best Management Practices" (BMP) as prescribed by the Massachusetts Department of Environmental Protection, in addition to employing Low Impact Development (LID) strategies. BMP/LID means and methods shall be carefully integrated within the site design approach with a goal of decentralizing stormwater management systems to the greatest extent practical and minimizing environmental impact of the new development. The specific goals of the BMP/LID measures shall be mitigation of post-development down stream impacts and achieving the highest level of water quality for all stormwater runoff.

5.G.2. Systems and the design approach for stormwater management shall include elements such as infiltration chambers, detention/retention ponds, landscaped swales, vegetated rain-gardens, infiltration trenches, dry-wells, permeable pavements and other runoff controlling features that in combination serve to achieve BMP/LID goals. The management objectives of the BMP/LID approach should include, but not be limited to, the following:

5.G.2.a. Reduce post development stormwater runoff volume and peak discharge rates.

5.G.2.b. Reduce pollutant transport.

5.G.2.c. Implement stormwater treatment and infiltration through design and use of the natural environment.

5.G.2.d. Decentralize stormwater management systems.

5.G.2.e. Limit end-of-pipe runoff treatment measures to the greatest extent possible by incorporating pre-treatment within flow paths.

5.G.2.f. Incorporate both natural and designed landscape features into the overall design of stormwater management.

5.G.2.g. Prepare a stormwater management and erosion control plan for construction activities to ensure that construction complies with EPA NPDES Phase II requirements.

5.G.3. The use of permeable paving is encouraged to reduce the amount of stormwater runoff.

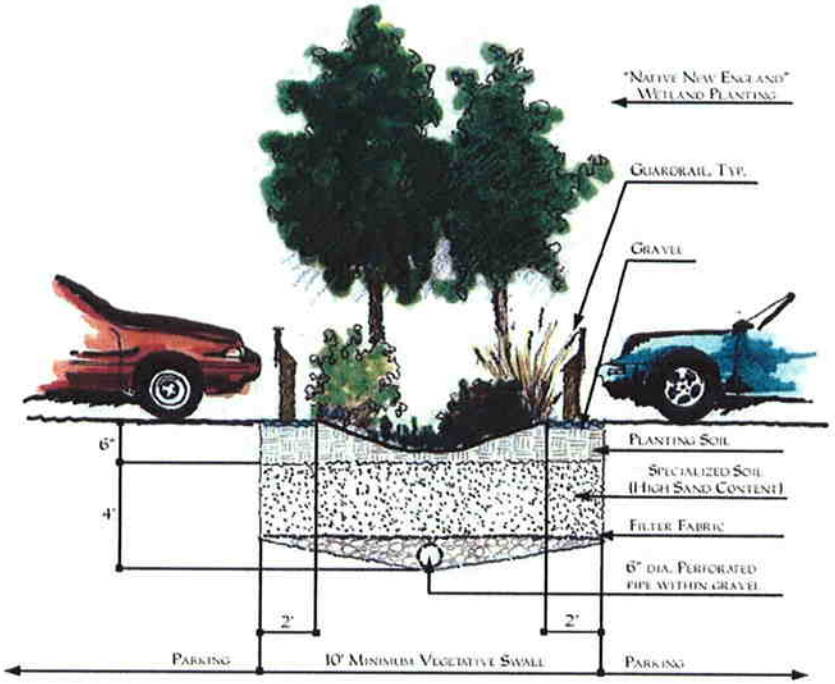
5.G.4. Bioretention areas, rain gardens, filter strips, swales, and constructed wetlands may be permitted to be located in the Walnut Street buffer.

5.G.5. Use of Low Impact Development (LID) stormwater management techniques such as bioretention cells, drainage swales and filter strips is encouraged.

5.G.6. Landscaping within parking areas should include vegetated islands with bioretention functions.

5.G.7. "Open Section" Traveled Ways with roadside swales are permitted. The use of conventional curbs for the full length of all streets in residential neighborhoods is not required. Where curbs are deemed necessary to protect the edge of the Traveled Way, the use of perforated curbs (that allow runoff to flow into swales) or curbs that are flush with the surface of the Traveled Way are allowed.

5.G.8. Where used, drainage swales should be designed to ensure adequate stormwater treatment and conveyance capacity.



The illustration above shows a bioretention basin within a parking area. The various design elements highlighted on the illustration result in treatment of stormwater runoff before it recharges into the soil, and improved water quality.

5.G.9. The discharge of uncontaminated rooftop runoff to lawn areas and buffers is allowed with a use level spreader or other velocity reduction mechanism.

5.G.10. All systems which deliver, treat, infiltrate, and/or discharge stormwater runoff to ground or surface waters shall be sufficiently monitored to achieve all applicable effluent standards of the Town of Lynnfield Board of Health, Town of Lynnfield Conservation Commission and the Massachusetts Department of Environmental Protection, as applicable.

5.G.11. Operation and Maintenance Plan. An operation and maintenance plan is required at the time of application for all Development Projects and shall be designed to ensure that compliance with the District Bylaw and the Massachusetts Surface Water Quality Standards, 314, CMR 4.00, is met in all seasons and throughout the life of the system. The Operation and Maintenance Plan shall remain on file with the Approving Authority and shall be an ongoing requirement. The Operation and Maintenance Plan shall include:

5.G.11.a. The name(s) of the owner(s) for all components of the system;

5.G.11.b. A map showing the location of the systems and facilities including catch basins, manholes/access lids, main, and stormwater devices;

5.G.11.c. Maintenance agreements that specify:

5.G.11.c.(i) The names and addresses of the person(s) responsible for operation and maintenance;

5.G.11.c.(ii) The person(s) responsible for financing maintenance and emergency repairs;

5.G.11.c.(iii) An Inspection and Maintenance Schedule for all stormwater management facilities, including routine and non-routine maintenance tasks to be performed;

5.G.11.c.(iv) A list of any easements with the purpose and location of each; and

5.G.11.c.(v) The signature(s) of the owner(s).

5.G.12. Stormwater Management Easement(s).

5.G.12.a. Evidence of stormwater management easements shall be provided by the property owner(s) for all stormwater discharge points to off-site locations owned by third parties, unless a waiver is granted by the Approving Authority, and such easements shall provide for access to the discharge points by the Town of Lynnfield or its agents for inspections.

5.G.12.b. The purpose of each easement shall be specified in the Operations and Maintenance Plan.

5.G.12.c. Easements shall be recorded with the Southern Essex District Registry of Deeds prior to issuance of a Certificate of Occupancy.

5.G.13. Changes to Operation and Maintenance Plans.

5.G.13.a. The owner(s) of the stormwater management system shall notify the Approving Authority of changes in ownership or assignment of financial responsibility.

5.G.13.b. The maintenance schedule may be amended to achieve the purposes of this Section by mutual agreement of the Approving Authority and all responsible parties. Amendments shall be in writing and signed by all responsible parties. Responsible parties shall include owner(s), persons with financial responsibility, and persons with operational responsibility.

5.H. Off-Street Parking.

Guiding Principles. Overall site design should locate buildings toward the center of the District, while the majority of parking should be provided within the perimeter portions of the District provided that the parking is adequately buffered from adjacent homes and public ways. Adequate parking should be provided to serve both residential and non-residential development, including parking areas in distinct locations to allow dedicated use of residential parking by residents and their guests. On-street parking should be provided on the Traditional Main Streets and in residential areas to both reduce the need for larger parking fields and to enhance the physical and visual buffer between sidewalks and motorized vehicle lanes. Where larger parking fields are necessary, the balance of such lots should be located in greater proportion within the western portion of the District to reduce adjacency to the existing residential neighborhood. Where feasible, the use of structured parking is encouraged to minimize the need for large paved areas. Substantial landscaping should be provided to mitigate the perception of scale of larger parking fields.

Standards for Compliance.

5.H.1. Standards for Compliance Applicable to TNV Sub-district.

5.H.1.a. The intent of these parking standards is to encourage a balance between pedestrian-oriented development and necessary car parking. Minimum parking requirements are set forth in the District Bylaw.

5.H.1.a.(i) Parking areas shall be landscaped to conceal or diminish their visibility from Traditional Main Streets and from outside the District.

5.H.1.a.(ii) Typical off-street parking spaces shall have minimum dimensions of 9 feet x 18 feet.

5.H.1.a.(iii) Parallel parking along a Traditional Main Street shall have minimum dimensions of 8 feet x 22 feet.

5.H.1.a.(iv) Compact car spaces may be provided to a maximum of 30% of all non-parallel parking spaces. The minimum stall size for compact cars is 8 feet x 16 feet and signage and pavement markings shall be installed identifying compact car spaces.

5.H.1.a.(v) Handicapped parking spaces shall be provided in compliance with applicable regulations.

5.H.1.b. Landscaping. Landscaping shall be provided in accordance with Table X.

5.H.1.c. Service and Loading Areas. Service and Loading Areas shall be screened from Traveled Ways and abutting properties to the greatest extent possible through the provision of architectural screening, landscaping, and fencing. Access to Service and Loading Areas

should be as direct a route as possible from at least one Gateway, minimizing truck maneuvering within parking areas. Service areas should be consolidated to serve multiples uses where possible. Delivery of goods and materials to retailers, including those with frontage on a Traditional Main Street, shall be permitted through the primary entrance.

5.H.1.d. Service and Loading Areas should be designed and located so as to minimize their visibility and the need for delivery routes to intersect with pedestrian routes.

5.H.2. Standards for Compliance Applicable to MFR Sub-district.

5.H.2.a. Parking Areas – MFR Sub-district. Parking may be provided within or below residential structures. Surface parking lots shall be located to the side and the rear of buildings as oriented toward a Residential Traveled Way.

5.H.2.b. Typical parking spaces in a parking lot shall have minimum dimensions of 9 feet x 18 feet.

5.H.2.c. Parallel parking shall have minimum dimensions of 8 feet x 22 feet.

5.H.2.d. Compact car spaces may be provided to a maximum of 30% of all non-parallel parking spaces. The minimum stall size for compact cars is 8 feet x 16 feet and signage and pavement markings shall be installed identifying compact car spaces

5.H.2.e. Handicapped parking spaces shall be provided in compliance with applicable regulations.

5.H.2.f. Landscaping. Landscaping shall be provided in accordance with Table X.

5.H.2.g. Service and Loading Areas. Service and Loading Areas shall be screened from view. Locations shall be designed for ease of trash service to the District. Trash areas may be located in the garage of buildings or in free-standing trash houses.

5.I. Buffering in relation to adjacent properties, and protection of significant natural site features.

Guiding Principles. Overall site design should minimize impacts to adjacent properties on Walnut Street by providing a raised buffer with year-round, vegetated screening and other site planning features. Screening should be designed to minimize both visual and audible impacts from the District. Access to the District from the east should be provided through a single point of access from Walnut Street. Pedestrian access to and from the District should be limited to clearly defined Paths, and design elements should be included that limit the possibility for cut-through pedestrian access from nearby neighborhoods. Site design should employ tiered building heights such that the tallest buildings are located furthest away from existing residential homes, with building heights stepped down to provide a transition to the Walnut Street neighborhood.

Overall site design should retain a substantial vegetated buffer of existing vegetation adjacent to Walnut Street, and said buffer should be enhanced with a raised, vegetated berm to minimize the visual and noise impacts of the District on adjacent properties. Development Projects and the District as a whole should comply with the Town of Lynnfield wetlands and stormwater regulations administered by the Conservation Commission.

Illustrative view of berm, post construction, from Walnut Street.

Standards for Compliance.

5.I.1. A raised, landscaped berm or berms of a minimum combined 1,100 linear feet shall be constructed, at a minimum height of ten feet above the adjacent parking area, but in any event of sufficient height to block the view of cars in the parking lot from as far north along Walnut Street as the end of the berm from a vantage point five feet above Walnut Street grade. The berm or berms shall be roughly parallel to Walnut Street and be located along the westerly edge of the Walnut Street Buffer required by the District Bylaw. The berm is intended to serve as a visual and noise buffer between the District and Walnut Street.

5.I.2. The berm shall be landscaped with a combination of evergreen and deciduous plantings of varying canopy heights to help provide a natural screening to the development.

5.I.3. Fencing shall be constructed along the back lot lines of each residential abutter located directly adjacent to the District in order both to restrict potential trespass concerns and to provide needed privacy; provided that an individual abutter may decline the installation of such fencing to the rear of his or her property.

5.I.4. Plans submitted to the Approving Authority shall identify trees to be preserved within the Walnut Street Buffer and other undeveloped areas in the District. Trees shall be tagged in the field and appropriately designated on project plans.

6. Table X: Design Standards summary of selected provisions

Note: In the event of any inconsistency between this Table X and the text of the Design Standards, the text of the Design Standards shall govern.

	Traditional Main Street	Perimeter Loop	Residential Traveled Way	Pass-Through Walkway	Paths	Gateway	Village Green	Walnut Street Buffer	Surface Parking
Dimensions	2 lanes, 26 Ft. maximum width plus parallel parking	2 - 5 lanes including turning lanes, 65 Ft. maximum	2 lanes, 26 Ft. maximum width plus parallel parking	8' minimum width	5' minimum width	2 - 5 lanes including turning lanes, 65 Ft. Max	15,000 sf minimum	200 feet in width, as further detailed in the District Bylaw.	Minimums: 9' x 18' typical. 8' x 22' parallel. 8' x 16' compact (20% maximum)
Curbing	Granite (vertical or sloped)	Granite, concrete, bituminous concrete, and/or landscape swale	Granite, concrete, bituminous concrete, and/or landscape swale	N/A	None required.	Granite, concrete, bituminous concrete, and/or landscape swale	Granite (vertical or sloped)	N/A	Granite, concrete, bituminous concrete, and/or landscape swale
On-Street Parallel Parking	8 x 22 Ft. minimum (Both Sides)	None.	8 x 22 Ft. minimum (Both Sides)	N/A	N/A	N/A	None required on Village Green edge	N/A	N/A
Landscaping	Deciduous Trees in Tree Wells 50 Ft. O.C. maximum. Shrub Material. Street Furniture. Seasonal plantings. At least one linear foot of seating for every 100 linear feet on each side of Traditional Main Street.	Decidious Trees, Evergreen Trees and/or Shrub Material. Seasonal Plantings.	Decidious Trees, Evergreen Trees 50 Ft. O.C. maximum. Shrub Material. Seasonal Plantings.	N/A	Decidious Trees, Evergreen Trees and/or Shrub Material. Seasonal Plantings.	Decidious Trees, Evergreen Trees and/or Shrub Material. Seasonal Plantings.	Deciduous Trees in Tree Wells 50 Ft. O.C. maximum. Shrub Material. Street Furniture. Seasonal Plantings. At least one linear foot of seating for every 500 SF of Village Green.	Raised, landscaped berm or berms of a minimum combined 1,100 linear feet, with a minimum height of ten feet above the adjacent parking area, landscaped with mix of Decidious Trees, Evergreen Trees, and Shrub Material. Evergreen trees 6 feet minimum. 50% of evergreens must be at least 10 feet.	Lots of 50-200 spaces must have 5% landscaped; 200 spaces or more must have 7% landscaped. All islands shall be minimum of 100 SF. Parking blocks must be separated by landscape area at least 10 feet wide.
Sidewalk Width, Location	8 Ft. minimum, 10 Ft. minimum in front of two-story buildings	None required.	5 Ft. Minimum (One or Two Sides)	8 Ft. Minimum between buildings	5 Ft. Minimum, meandering where appropriate	5 Ft. Minimum (One Side)	12 Ft. Minimum (Exterior) 5 Ft. Minimum (Interior)	N/A	N/A
Sidewalk Material	Masonry Pavers and/or Concrete	N/A	Masonry Pavers, Poured or Bituminous Concrete	Masonry Pavers and/or Concrete	Poured or Bituminous Concrete, Crushed Stone, Stone Dust or Similar Materials	Masonry Pavers, Poured or Bituminous Concrete	Masonry Pavers and/or Concrete	N/A	N/A
Height of Lighting Fixtures "Cut-Off" to 90 degrees or less	18 Ft. maximum	25 Ft. maximum at intersections. Reflectors elsewhere.	18 Ft. maximum	18 Ft. maximum	18 Ft. maximum	25 Ft. maximum	18 Ft. maximum	No lighting allowed (except within Gateway)	25 Ft. maximum
Signage	Primary Storefront, Blade, Primary and Secondary Address, Display Window, Awnings, Traffic, Wayfinding	Traffic, Wayfinding, Gateway, Internal Identification	Traffic, Wayfinding, Residential Access	Primary Storefront, Blade, Primary and Secondary Address, Display Window, Awnings (when applicable per signage standards)	Wayfinding	Gateway, Traffic, Wayfinding, Internal Identification	Primary Storefront, Blade, Primary and Secondary Address, Display Window, Awnings, Traffic Signs, Wayfinding Signs	No signage allowed except within Gateway, unless otherwise required by law	Traffic, Wayfinding

7. Procedures.

7.I. Application procedures.

7.I.1. Application contents. All Applications for Site Plan Approval pursuant to the District Bylaw shall be comprised of the following:

7.I.1.a. Completed application form.

7.I.1.b. Complete list of abutters signed by Assessor, including address labels.

7.I.1.c. Proposed Site Plan drawings stamped by a Massachusetts Registered Professional Engineer or other appropriate professional including one (1) original and nine (9) copies at 24" x 36" dimension; and two (2) paper copies at 11" x 17". The Site Plan drawings shall contain the following information:

7.I.1.c.(i) Project name, boundaries, north arrow, date scale.

7.I.1.c.(ii) Names and address of Applicant and project engineer.

7.I.1.c.(iii) Names of abutting property owners

7.I.1.c.(iv) Proposed names of Traveled Ways.

7.I.1.c.(v) Existing and proposed drainage facilities (including calculations).

7.I.1.c.(vi) Data to determine location, direction, width and length of every Traveled Way line, lot line, easement, zoning district and boundary line.

7.I.1.c.(vii) Indication of purpose for easements.

7.I.1.c.(viii) Existing and proposed topography at one-foot contours.

7.I.1.c.(ix) A statement demonstrating how proposed mitigation is consistent with commitments made to the Town at the time of adoption of the District Bylaw, or approved by DHCD, and as documented in Infrastructure Letters.

7.I.1.d. All waiver requests from provisions of these Design Standards shall be made in writing, and shall cite the specific provision(s) for which a waiver is requested.

7.J. Compliance and enforcement.

7.J.1. As a condition of a Site Plan Approval, the Approving Authority shall require an inspection project review fee for the purpose of retaining a professional engineer or other qualified professional to serve as the Approving Authority's designee for field inspection of project construction to assure compliance with the District Bylaw, the Design Standards and the approved Site Plans. The inspection project review fee shall be paid by the Applicant prior to any construction activity pursuant to the District Bylaw, and shall be deposited to an account established pursuant to Mass. Gen. Laws Ch. 40R. The purpose of the fee is to cover all professional inspection costs including on-site inspections,

consultations, engineering services, written reports relative to inspections, consultation and resolution of any problems arising from project construction, and technical services required for the Approving Authority's determination of compliance with the District Bylaw, the Design Standards and the approved Site Plans. The foregoing services shall be rendered to the Approving Authority in connection with any Approving Authority sign-off prior to issuance of a Certificate of Occupancy. Services shall be rendered pursuant to a scope of work and budget approved in advance by both the Approving Authority and the Applicant, which scope shall not be exceeded without the written approval of both the Approving Authority and the Applicant.

7.J.2. The Approving Authority, acting through its Chairman or designee, may approve changes to a Site Plan Approval which are considered to be of an insignificant nature. Requests for the approval of insignificant changes to a Site Plan Approval shall be submitted on forms provided by the Approving Authority. Such written request shall be accompanied by redlined plans indicating the proposed changes and a statement supporting the basis for approving such insignificant changes to a Site Plan Approval.

7.J.3. Insignificant changes may include, but are not limited to:

7.J.3.a. Changes in Building Footprint which will not increase the gross floor area of the building or buildings within the approved Site Plan.

7.J.3.b. Changes in exterior doorways, the location or placement of doorways, entrances and windows, and the design of a building façade which otherwise conforms to the District Bylaw and Design Standards.

7.J.3.c. Minor adjustments to the alignment of parking spaces necessitated by on-site conditions when such realignment would not increase the number or size of spaces or affect vehicular or pedestrian circulation.

7.J.3.d. Changes in exterior stairways and loading docks which constitute a reduction in size of these building details.

7.J.4. The Approving Authority Chairman or designee, upon consultation with professional Town staff, if needed, will issue a written decision to the Applicant whether such request properly constitutes an insignificant change to an approved Site Plan or constitutes a "Minor Change" pursuant to the District Bylaw which requires further review by the Approving Authority.