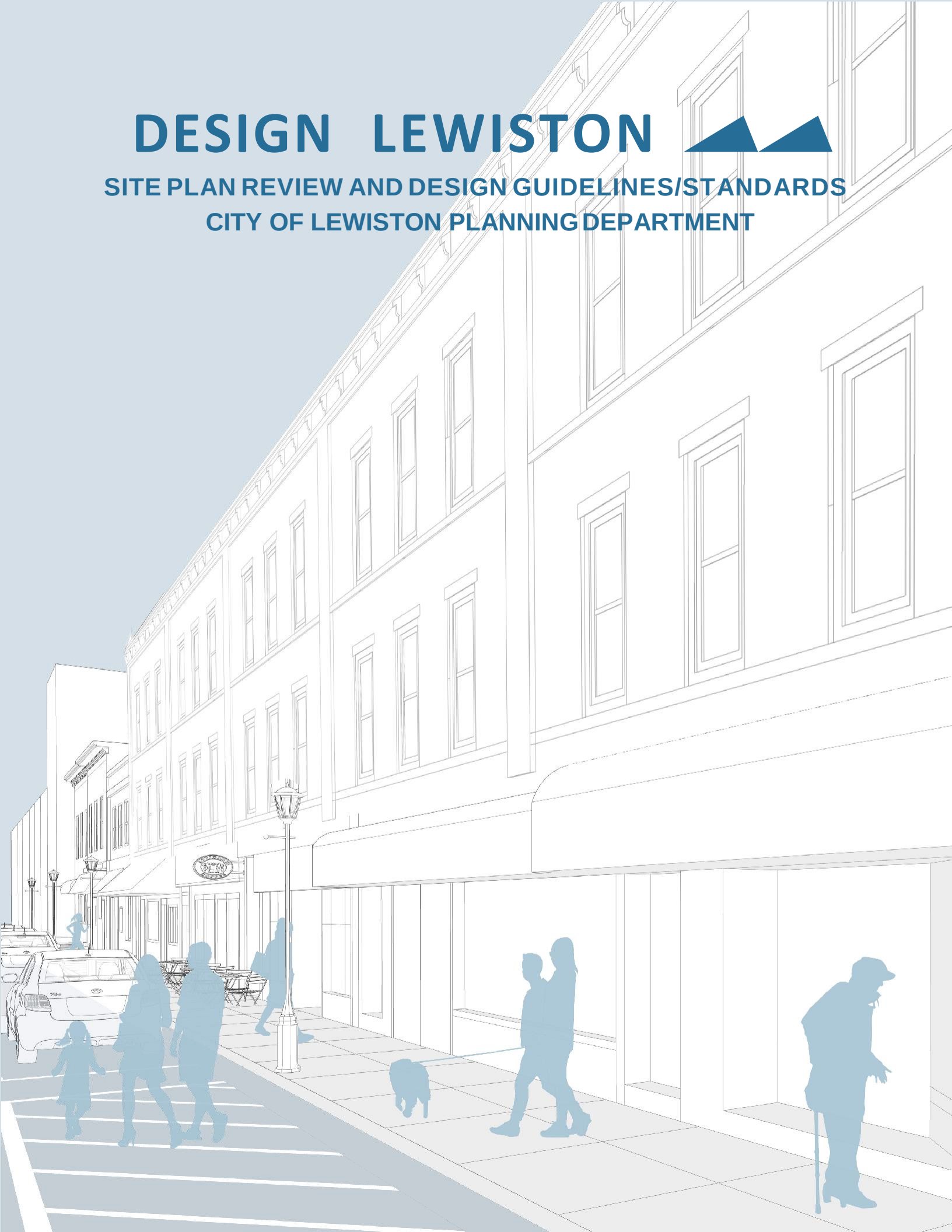
DESIGN LEWISTON

SITE PLAN REVIEW AND DESIGN GUIDELINES/STANDARDS

CITY OF LEWISTON PLANNING DEPARTMENT



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Site Plan Review and Design Guidelines/Standards
City of Lewiston Planning Department

Adopted by the City Council on

October 6, 2020

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Amended by the Planning Board on

Jan. 30, 2023; March 13, 2023

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a. About Design Lewiston

Design Lewiston was born out of the idea that straightforward and clear guidelines can contribute to great neighborhoods, preserve Lewiston's heritage, encourage infill development, and foster a safe and walkable environment. The goal of this document is to promote quality, attractive development.

This document provides information for citizens, developers, deciding bodies, and staff regarding how proposed new development applications are evaluated to ensure that Lewiston's vision for the future is achieved. Contained within are descriptions and illustrations of acceptable ways to meet the criteria needed for approval. This document is also the Planning Board's policy for reviewing development applications requiring Site Plan Approval.

This document contains a section that applies to the entire City of Lewiston and a section that applies only to the downtown core area, called the Design District Overlay.

PURPOSE OF THE SITE PLAN REVIEW AND DESIGN GUIDELINES/STANDARDS

The Site Plan Review and Design Guidelines (Guidelines for short) is a "how to manual" and establishes policies for Development Review as set forth in Article XIII Development Review Standards. The Guidelines are intended for use by applicants in preparing for Development Review, by the Staff Review Committee and the Planning Board in reviewing and approving proposed project plans, and for educating the general public on the Design Guidelines.

The Planning Board and Staff shall consider each project in light of how it will contribute to the City's Comprehensive Plan, how it will relate to and interact with adjacent developments, and what the specific conditions are of the surrounding context and the site. The result of the Development Review should not be conformity and sameness, but rather a harmony between new and old development, and between adjacent developments within each segment of the urban environment, urban corridor or neighborhood.

The diagrams included in the Guidelines are not intended to be the solution for a particular issue or objective. Rather, they are meant to illustrate graphically the intent of the guidelines and suggest a starting point for the individual site design to be prepared by the applicants. Subject to discussion and review with the City and its agencies, an applicant may suggest innovative techniques, which respond to the site characteristics, in order to achieve the City's common vision identified in the Comprehensive Plan and guiding principles for community development.

b. Development Review Process

What is Development Review in Lewiston?

- A thorough review process, managed by the Lewiston Planning & Code Enforcement staff, that enables the development of larger projects while minimizing adverse impacts to public facilities, the environment, and neighbors.
- Different procedures for **Minor** and **Major projects**, where smaller projects are approved by staff and larger projects are approved by the Planning Board
- Opportunities for community participation and feedback during review process
- Projects located in Design District must comply with Article XII. Section 22.

WHEN SITE PL AN RE VIE W IS USED

MINOR PROJECTS	MAJOR PROJEC TS
<5,000 ft² non-residential or 3–12 dwelling units Minor projects have a lower potential for adverse impacts	**>5,000ft² non-residential or > 12 dwelling units** Major projects can be more complicated and have a more in-depth review process

APPROVAL STEPS

1. Pre-Application Meeting with Staff
Conversations begin before the application is filed. Prospective developers and City staff meet to outline project intentions and conceptual design, and share information about the review process.

2. Application Submission for Staff Review
City staff will review the initial application and work with the applicant on any issues before the completed application is accepted for review by the appropriate approval authorities.

√ APPLIC ATION DEEMED COMPLETE

3. Historic Preservation Review (if needed)
Changes to designated significant buildings and new buildings or renovations in Historic Districts need a Certificate of Appropriateness before Site Plan Approval to ensure that Lewiston's heritage is preserved, protected, and enhanced by changes to buildings and areas.

√ CERTIFICATE OF APPROPRIATENESS

Public Comment Period

4. Approval Authority Review
Applications must be formally approved by either the Staff Review Committee or the Planning Board. Public Notice and letters to abutters provide an opportunity for public comment. Written conditions will record any mitigations and community benefits decided upon. Once the Developer has received approval, the project can apply for other required entitlements, such as any zoning variances needed, and then proceed to Building Permitting.

MINOR: STAFF RE VIE W COMMIT TEE | MAJOR: PL ANNING BOARD RE VIE W

√ SITE PL AN APPROVAL

5. Board of Appeals (if needed)
Projects seeking variances for dimensional and use standards require approval from the Board of Appeals.

√ VARIANCE

6. Building Permitting
The Building Department issues a building permit upon receipt of approval from relevant authorities and stamped construction documents.

√ BUILDING PERMIT

7. Under Construction
As buildings are constructed, the City monitors that developers are complying with the mitigation and community benefits outlined in the Development Review approval conditions.

8. Construction Complete
Once construction is complete, the developer receives a Certificate of Occupancy from the City.

√ CERTIFIC ATE OF OCCUPANC Y

DESIGN PHASE & DOCUMENTATION

Pre-design
At this early stage, applicants share concept development, expected program, and any conceptual designs.

Schematic Design
The completed Site Plan Review Application includes building massing, setbacks, buffers, driveways, parking, water supply, wastewater, drainage, exterior lighting, landscaping, construction schedule, topography.

The Application must meet the requirements of the Lewiston Zoning and Land Use Code, especially Article 13 Section 4. Subdivisions should refer to Article 13 Section 5.

Design Development
Plans are finalized while detailing continues on engineering, specifications, wall sections, and utilities.

Construction Documents
Final documentation and stamped drawings are prepared and submitted.

Construction Administration
As-built drawings are created (if needed).

c. Applicable Areas

DESIGN DISTRICT OVERLAY STANDARDS

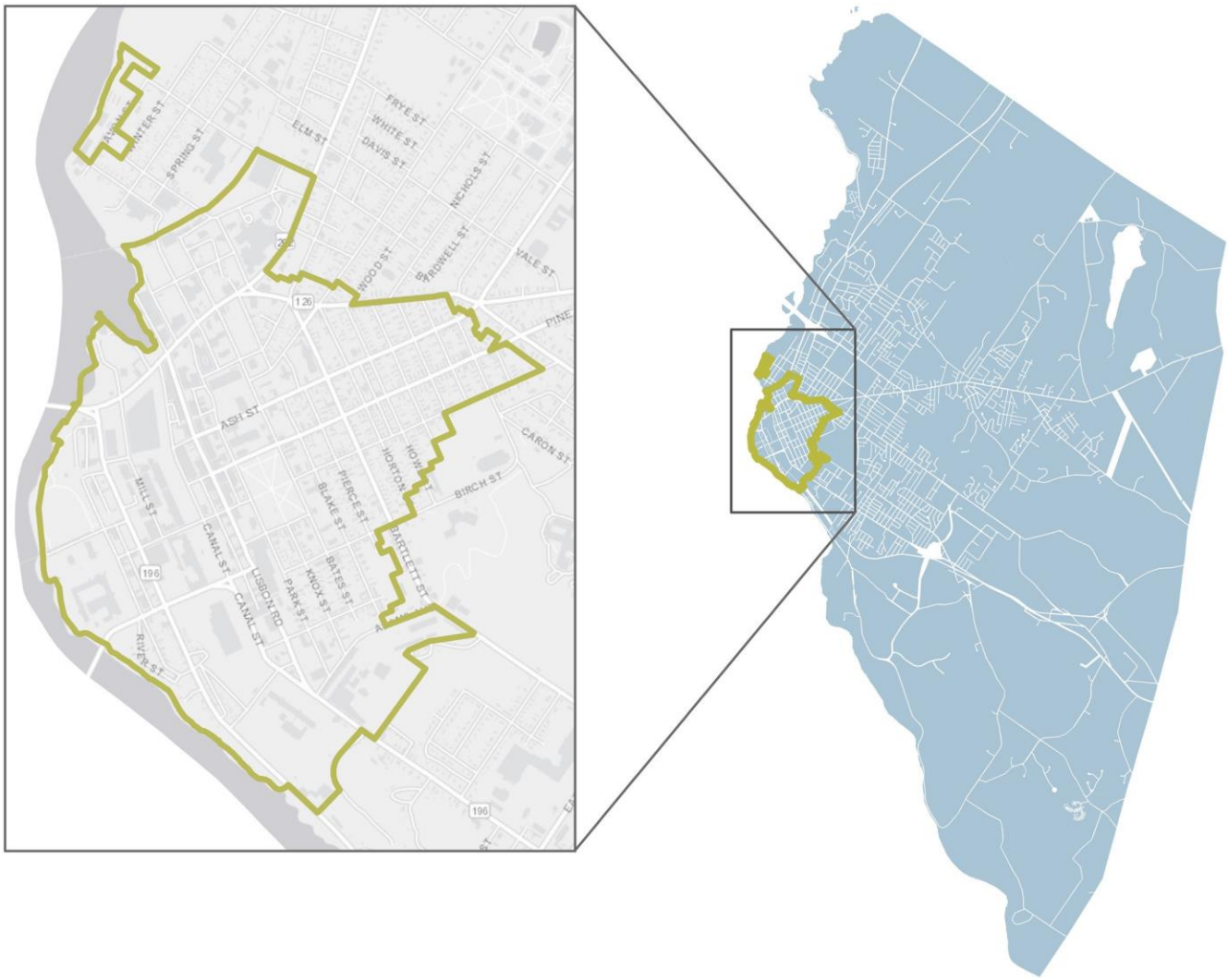
Section III

The Design Districts Overlay Standards are only applicable within the overlay area.

CITYWIDE DESIGN GUIDELINES

Section II

The Citywide Design Guidelines apply everywhere in Lewiston, including within the Design District Overlay area.



a. About the Design Guidelines

These citywide design guidelines apply to all Development Review applications in the City of Lewiston. The purpose of these guidelines is related to the Development Review and Standards, including the Approval Criteria as found in Article XIII. Section 4. As such, these guidelines as adopted by the Planning Board should be considered by applicants for development review and incorporated in the preparation of applications. The Planning Board and Staff Review Committee will consider these guidelines in evaluating appropriate design solutions to specific situations.

The general Approval Criteria used by the Staff Review Committee and the Planning Board in judging applications for development review shall serve as minimum requirements for approval of the application. As a reminder, this is a list of the Approval Criteria as found in Article XIII, Section 4.

(a) Utilization of the site
(b) Traffic movement into and out of the development area
(c) Access into the site
(d) Internal vehicular circulation
(e) Pedestrian circulation
(f) Stormwater management
(g) Erosion control
(h) Water supply
(i) Sewage disposal
(j) Utilities
(k) Natural features
(l) Groundwater protection
(m) Water and air pollution
(n) Exterior lighting
(o) Waste disposal
(p) Lot layout
(q) Landscaping
(r) Shoreland relationship
(s) Open space
(t) Technical and financial capacity
(u) Buffering
(v) Compliance with district regulations
(w) Design consistent with performance standards

The Citywide Design Guidelines focus on providing additional guidance for issues that have significant impacts on the public realm, walkability, and Lewiston's attractiveness.

Depending on the scale and complexity of the proposed project, not all approval criteria may be relevant or need to be addressed. Applicants should discuss their project with staff at the earliest stage of plan development to determine which application requirements and approval will be necessary for a complete application. Applicants are required to address all required or relevant approval criteria in a written narrative that is an important part of the development review application.

b. Site Layout

PURPOSE: Projects should generate curb appeal from Lewiston's streets for pedestrians and motorists and diminish the visual impact of parked vehicles. Landscaping along streets is highly encouraged to create a positive image for Lewiston.

BUILDING PLACEMENT

Building and parking placement should relate to natural topography and vegetation, and to the surrounding built environment. Where possible, buildings should frame streets to create a sense of enclosure. (See Article XIII. Section 4. (a))

SERVICE AREAS

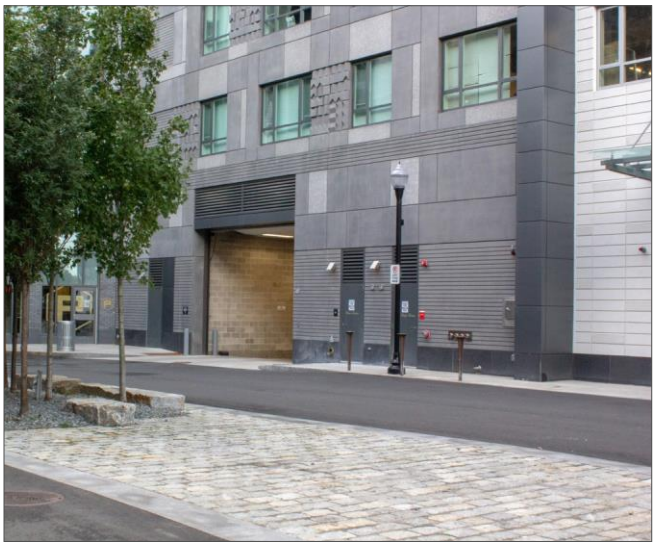
Exterior service, loading, storage, dumpsters and utility areas should be located at the side or rear of the building, and should be screened or sheltered so as to minimize visibility from sensitive viewpoints such as pedestrian paths, building entries, and abutting residential properties. (See Article XII. Section 17. (j))

PARKING LAYOUT

- Parking is not allowed within required setbacks as per the Space and Bulk standards of Article XI, Section 23.
- New parking lots for commercial uses that are adjacent to residential uses must meet the buffering requirements (see Buffering and Screening section).
- Residential uses: Vehicles may be parked on a driveway between a residential building and the right of way. Vehicles may not block the sidewalk.
- Non-residential uses: Parking is allowed between buildings and front setbacks, under the condition that the parking lot meets the buffering requirements in the Buffering and Screening section. (See Article XII. Section 17. (f))

Buildings should frame streets to create a sense of enclosure. Photo by Craig Saddlemire

Exterior service areas such as dumpsters, loading, storage and utility can be screened or sheltered to minimize their visibility.



Interior service areas are preferred. Exterior service areas should be screened and located at the side or rear of the building.

c. Buffering and Screening

PURPOSE: Buffering and screening can separate commercial from residential uses and protect residents and public areas from nuisances such as large parking lots, mechanical equipment, outdoor storage, and loading areas. This section describes the context for buffering and screening: how and when it should be applied. Note that in some situations, landscaping can take the place of screening and buffering requirements. (See Article XIII. Section 4. (u)).

REQUIRED BUFFERS

When required, a buffer must follow the requirements for a wide buffer and adhere to buffer design requirements in this section.

BUFFER LOCATIONS

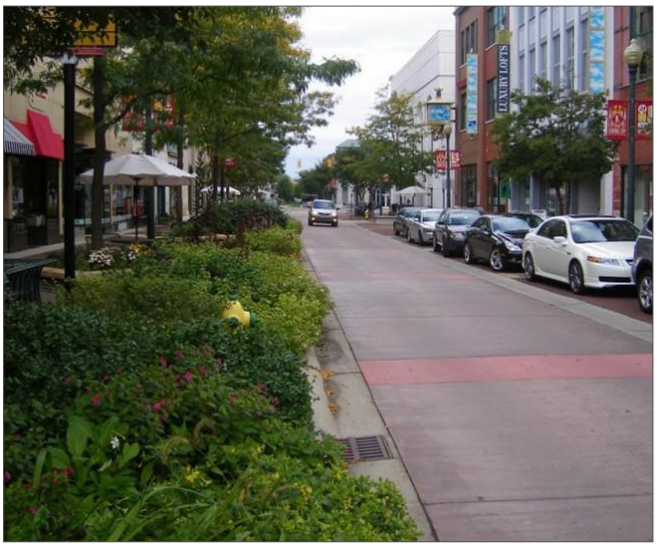
Buffers should screen noise and visual impacts from adjacent public streets and parks and from abutting property under separate ownership in the following conditions:

- Parking lots along street frontages
- Transition between residential uses and non-residential uses, including non-residential parking lots
- Mechanical equipment, service areas, storage areas, fuel pumps, refuse storage areas, and loading areas not entirely enclosed within a building

BUFFER DESIGN

At a minimum, the buffer shall consist of one or more of the following five techniques for the full length and provide screening a minimum of six feet high, and should adhere to the associated standards per option:

1. Dense evergreen plantings: Evergreen screening should be a minimum height of 6 feet at installation. Two staggered rows of plantings spaced 12 feet on center should be provided to accomplish the required buffering.
2. Deciduous trees and shrubs: Two staggered rows should be placed 6 feet on center based on their fullness, with a min. height of 6 feet at installation.
3. Earthen berm: Berms should be graded with slopes of 1:3 to 1:4. The crest of the berm should be planted with evergreens, with minimum height of berm and planting 6 feet at installation, and the side slopes planted with deciduous and/or



Buffers shall screen the noise, activity levels, and visual impact from adjacent public streets and parking lots along a frontage.

Walls should be used to screen the ground level of the automobiles in the parking lots.

A pedestrian walkway and/or bikeway may be included within buffers.

c. Buffering and Screening (cont.)

evergreen plants.

4. Grade change: Natural topographic variation and existing vegetation may be used to replace part or all required screening.
5. Fences and walls: Walls and fences should be finished with durable and high quality materials: wood, solid vinyl, concrete, masonry, or stone. Materials shall be chosen to compliment the natural surrounding and built environment. Walls and fences should be 6 to 8 feet high and opaque between incompatible uses, and incorporate planting to soften the public appearance, when feasible.

FOR WIDE BUFFERS MORE THAN 5 FEET WIDE

Screening should be achieved by dense evergreens. In some cases, the reviewing authorities may require a site wall to further screen development (such as loading docks or storage areas). This wall should be further screened with deciduous and/or evergreen landscaping on the side facing away from the site development. Evergreen hedges should be a minimum of 6 feet tall at installation and should be planted 3 feet on center and should, at maturity, be maintained at a minimum height of 6 feet. Recommended species include False Cypress (Chamaecypuris lawsoniana); Eastern Arborvitae (Thuju occidentalis); and Canadian Hemlock (Tsuga canadensis).

FOR NARROW BUFFERS LESS THAN 5 FEET WIDE

Screening should be opaque, 6 foot high fencing with the finished side facing away from the site development. In cases where additional screening height is necessary, plantings of deciduous trees may also be required if space allows. Shrubs planted in conjunction with fencing should be planted at intervals of 5 feet on center.

SUNLIGHT ACCESS

Buffers should not have undue impacts on sunlight to adjacent buildings or scenic views that exist for neighboring properties.

WALKWAYS THROUGH BUFFERS

A pedestrian walkway and/or bikeway may be included within buffers.

SPACING OF VEGETATED BUFFERS

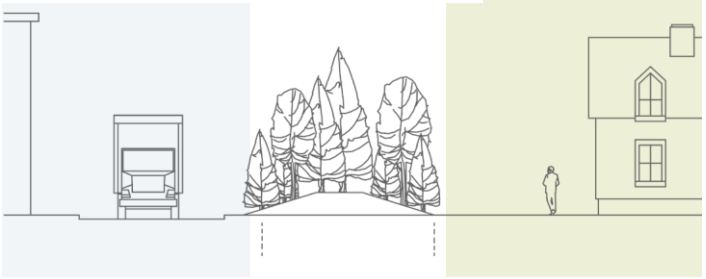
The spacing of trees and shrubs may be altered to better fit the specific conditions of the site.

BUFFERING AND SCREENING E X AMPLE DIAGR AMS

Alternative designs shown between non-residential with a 50' setback and residential with a 20' setback

Non-residential **Buffer Designs** **Residential**

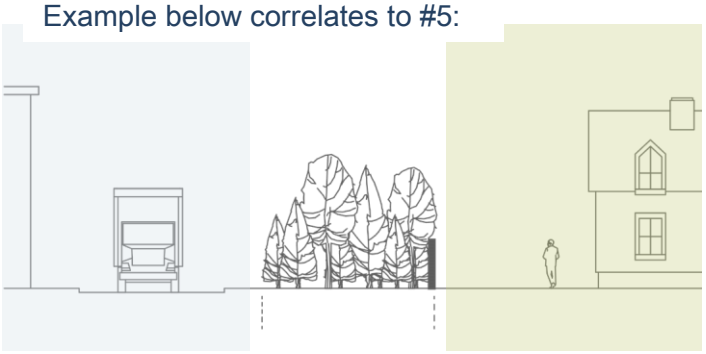
Example below correlates to #3:



Wide buffer with earthen berm -correlates #3

The buffer uses with an earthen berm with at most 1:3 graded slopes. The crest of the berm is planted with evergreens and the side slopes are planted with deciduous and evergreen plants.

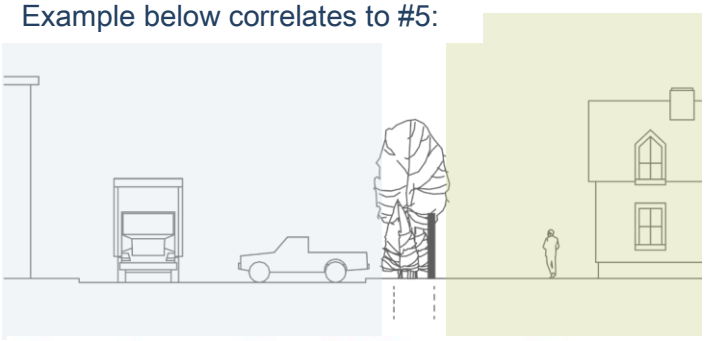
Example below correlates to #5:



Wide buffer with a 6'-high wall and dense plantings

The buffer uses evergreen screening in two staggered rows of plantings spaced 12 feet on center with a mix of deciduous trees and a 6' high fence with a finished side facing the residential use.

Example below correlates to #5:



Narrow buffer with a 6'-high fence and trees

This buffer is the least desirable and should only be used where there is no other choice available due to site constraints. The buffer uses a 6'-high fence with a finished side facing the residential use and a mix of deciduous and evergreen trees and shrubs to further buffer and screen the residential uses.

d. Landscape Design

PURPOSE: Landscaping along street edges and other areas is beneficial for the community. Landscaping should define street edges, break up parking areas, soften the appearance of the development, and protect abutting properties from adverse impacts of the development. This section describes property owners' responsibilities when it comes to planning for and maintaining landscaping. (See Article XIII. Section 4. (q))

FRONT SETBACKS

Commercial front setbacks, including areas between the principal wall plane of a building and a public street, should be landscaped for the entire length except for driveways, pedestrian access ways, and allowable encroaching building attachments (stoops, chimneys, awnings, porches). Trees are recommended if the front setback is at least 5 feet wide to provide adequate space for the tree roots. Short fences of approximately 3 feet in height are desirable in residential front setbacks where feasible.

MAINTENANCE

Property owners are responsible for maintaining the landscape plan on the property as approved during the Development Review process.

EXISTING TREES AND VEGETATION

Existing vegetation should be considered in the design of the site and retained to the extent possible, especially in buffer areas and open space areas. Special effort should be made to retain trees with a diameter greater than 6 inches.

STREET TREES

Street trees may be planted at intervals of 25 to 50 feet on center, should have a minimum of 2.5-inch caliper, and should be at least 8 feet high at the time of planting. Trees should be sited so that future root and canopy growth will not interfere with utilities above and below ground, streets, sidewalks, or adjacent buildings. Taller deciduous trees without lower branches are recommended for street planting to minimize obstructed views and provide an overhead canopy. See the Appendix for recommended species. Tree planting along frontages of private property is encouraged in areas where there is limited public right-of-way for tree planting.

Existing vegetation should be retained to the extent possible, especially in buffer areas and open space areas.

Vegetated swales may replace the curb where space permits.

Landscaping in front setbacks should create a positive appearance from the street and soften the impact of parking.

d. Landscape Design (continued)

LANDSCAPING IN PARKING LOTS

- The perimeter of parking areas should be visually broken up by the use of trees and shrubs and landscaped parking islands. The use of hedges, grade differences, and low walls should be used to further reinforce the spatial separation of parking areas while not obstructing snow storage areas.
- A minimum of one tree per 25-50 linear feet along street frontages should be provided. Trees should have a caliper of 2.5 inches at the time of planting.
- Parking islands are encouraged. Parking and traffic islands should be curbed to better direct traffic, and to protect both the pedestrians and the landscaping. The islands should be strategically located to assist the pedestrian in crossing the parking area.
- Parking islands should provide at least 4 feet of distance trees to curb. Included within the width of the parking islands may be paved walkways, lawn, shrubs, or ground cover.

SNOW REMOVAL

Surface parking lots should facilitate snow removal and should designate space for on-site snow storage that is mindful of drainage.

LANDSCAPE IN CONNECTIONS BETWEEN SITES

The use of predominantly deciduous trees between sites with compatible uses is recommended to allow partial views to and from adjacent uses and destinations. Connections should use all-weather surfaces to allow for joint use of pathways by pedestrians and bicyclists.

SPACING OF LANDSCAPED AREAS

The spacing of trees and shrubs may be altered to better fit the specific conditions of the site.

Landscaping should be used to define street edges and break up parking areas.

Parking or traffic islands shall be curbed to protect both the pedestrians and the landscaping.

Parking areas shall be visually broken up by the use of trees and landscaped parking islands.

e. Internal Vehicular Circulation

PURPOSE: Site layouts should ensure safe circulation for pedestrians and motorists while avoiding negative impacts on surrounding public streets. Curb cuts for driveways should be as narrow as possible while still accommodating the expected vehicle traffic and turning movements to protect people walking. (See Article XIII. Section 4. (d))

PARKING SURFACE

Parking areas and driveways should be surfaced with bituminous asphalt or other acceptable hard and dust-free material such as reclaimed asphalt. The reviewing authorities may allow permeable asphalt.

ACCESS

Site layout should ensure that automobiles and delivery vehicles will not back out into existing major roads. Vehicular access from local side streets is encouraged wherever feasible. Shared driveway entrances and reciprocal access between adjacent lots is encouraged to minimize curb cuts and increase efficiency. Shared circulation roads are encouraged to be located behind the buildings rather than in front. Consideration of connections with abutting future projects is recommended. (See Article XIII, Sec. 4, d.)

WALKWAY DESIGN

Large parking lots (over 40 spaces) should consider adding pedestrian way that safely separate pedestrians from vehicular traffic. Walkways should have a minimum width of 4 feet and link the development to abutting commercial or residential sites where applicable. Internal pedestrian and vehicular crossings should be clearly marked, using signage, curbs, pavement striping, or special paving materials.

CURBS

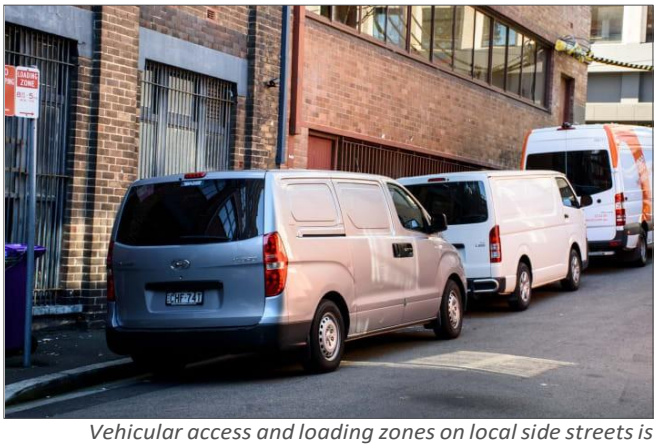
Wherever curbs are used, granite or cement concrete (extruded or precast) materials are preferred over asphalt curbs. Vegetated swales may replace the curb where space permits.

DELIVERY VEHICLES

For Major non-residential projects, the site design should delineate a clear route for delivery vehicles, with appropriate geometric design to allow turning and backing for semi-trailer truck (with a wheelbase of 40 feet) vehicles. Signage or lane markings indicating that route may be required.

Large parking lots should consider including pedestrian walkways that safely separate pedestrians from vehicles. Photo by Bob Topping/DesignABLE Environments

Pedestrian and vehicular crossings shall be clearly marked, using signage, curbs, pavement striping and/or special paving materials. Photo by MBTA



Vehicular access and loading zones on local side streets is encouraged wherever feasible.

f. Lighting

PURPOSE: Site lighting should promote safety and create an attractive environment while avoiding light pollution and light trespass onto abutting properties. Lighting should only be used where it is useful. Light should be directed downwards to where it is needed and away from adjacent property. Lights should be no brighter than necessary and should use warmer colors where possible. Light poles should be no taller than 25'. (See Article XIII. Section 4. (n))

LIGHT POLLUTION PREVENTION

No lighting should be directed into travel ways or adjacent properties under different ownership.

PEDESTRIAN LIGHTING

Pedestrian lighting for safety along internal paths is encouraged. Porch lights are recommended where there are adjacent sidewalks for safety.

FACADE ILLUMINATION

Building facades may be illuminated with soft lighting of low intensity. The light source of the building facade illumination should be concealed. The light source should face downwards and be shielded to prevent light pollution. Up-lighting may be effective when used in a way that is sensitive to the surroundings.

STREET LIGHTING

Where municipal lighting exists along the street, low-level lighting for pedestrians is optional. Any lights should be directed downward or away from adjacent residential areas.

Outdoor lighting design shall mitigate light trespass and glare to abutters and the public at large, reducing light pollution. Well-shielded streetlights reduce light pollution. Photo by Jim Richardson

Fully shielded and downard-pointing building lighting conserves energy, minimizes glare, and reduces light trespass and skyglow. Photo by the International Darksky Association

Building façades may be illuminated with soft lighting of low intensity

g. Site Amenities

PURPOSE: Site amenities should be provided to add pedestrian interest and create lively streets filled with activity. Site amenities should be contextually appropriate. Examples of recommended furnishing and amenities are benches, bicycle racks, bus shelters, waste receptacles, and waterfountains.

ENTRANCES

At building entrance areas and at drop off areas, site furnishings such as benches and sitting walls are encouraged.

RESIDENTIAL AMENITIES

Residential setbacks should provide front gardens, courtyards, porches, and stoops.

COMMERCIAL AMENITIES

Non-residential setbacks should create additional common open space and include features to enhance the space's use and enjoyment, such as tables and chairs, seating, street furniture, shade structures, and artwork. Seating is especially recommended along retail frontages.

Street furnishings and pedestrian amenities like benches and bicycle racks are encouraged.

Awnings add color and texture to the street, even when covered in snow. Street trees, bicycle racks, and pedestrian-scale lighting complete the picture.

Commercial areas should create common open space and include features such as seating, shading, and artwork. Photo by Adrian Cammaert

Outdoor café seating areas may be located within a sidewalk or public space provided a 6-foot clear walkway is maintained. Outdoor café seating should only use movable furnishings and should be made from durable materials, such as wood or metal.

This courtyard is shared public space within a block for residents and visitors. The design creates areas for parking, recreation, sitting, meeting neighbors, and green space.

A well-buffered and screened surface parking is hidden from the sidewalk behind a low iron fence and approporate plantings.

A detatched residential building with a front porch and well-defined front setback with plantings.

a. Development Review Projects in the Design District

The Design District Overlay includes Lewiston's historic core, an area with a walkable street pattern and historically and architecturally significant buildings. Its streets are well defined by trees, building facades, and pedestrian activity. Automobile travel speeds are relatively low, and pedestrian traffic is high.

The goals of the Design District are to:

1. Preserve Lewiston's heritage

- Encourage adaptive reuse and rehabilitation of historic buildings
- Reinforce the character of districts
- Facilitate historic renovations

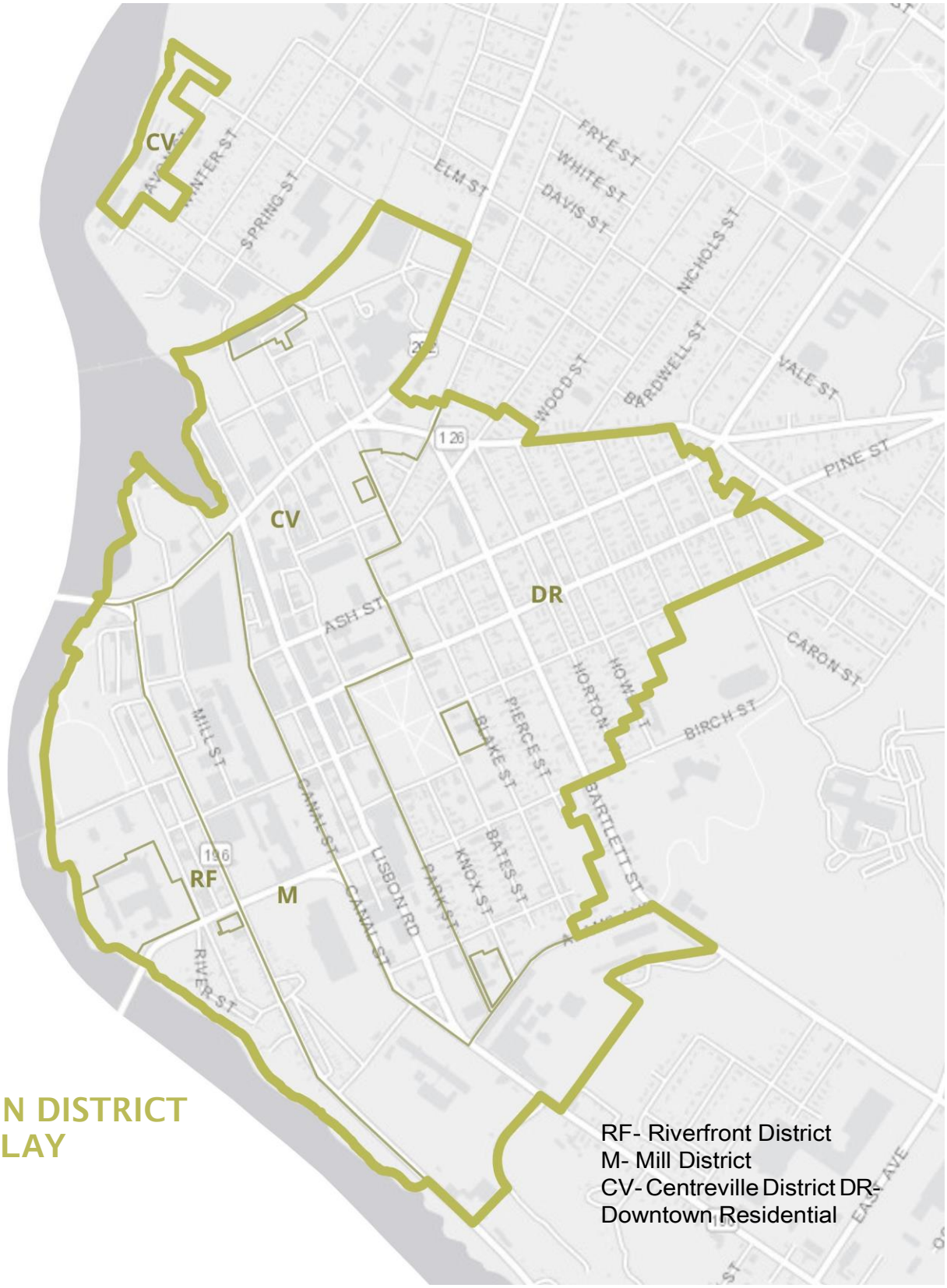
2. Encourage infill development in Lewiston's historic core

- Require that projects be compatible with the surrounding contextual space, bulk, and density
- Facilitate reinvestment by balancing costs of quality design with the community's long term economic goals
- Maintain an efficient design review process with predictable development outcomes

3. Foster a safe and pleasurable environment that encourages pedestrian activity

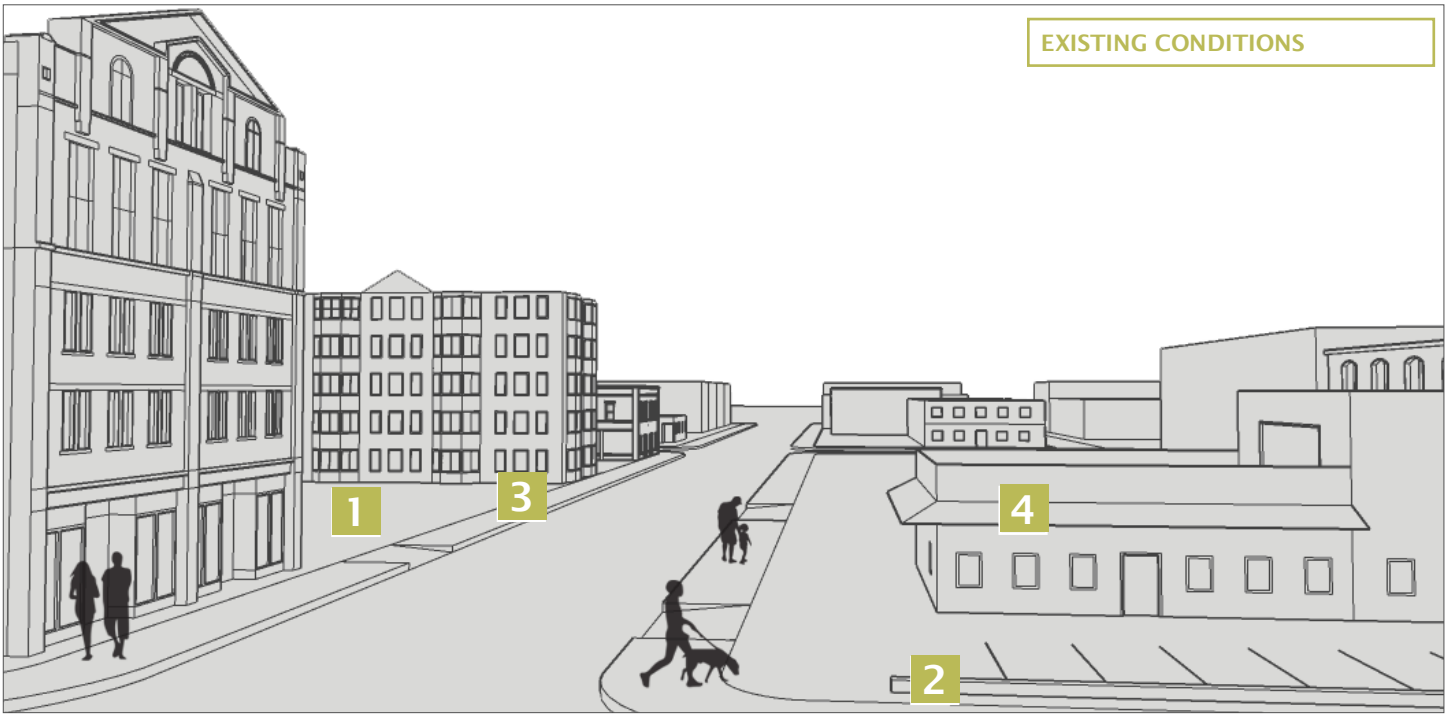
- Eliminate physical barriers to pedestrian activity with clear pathways and entrances
- Ensure that ground floors incorporate detailed design and active uses
- Place buildings close to the sidewalk
- Put car parking to the side or rear of buildings

The Design District Overlay is centered around Lewiston's historic core with the goal of enhancing the area's walkability and architectural quality. Zones it includes are Downtown Residential, Riverfront, Centreville, Mill, and any contract zones within the Design Districts Overlay area.



b. Applying Design District Overlay Standards

Projects in the Design District Overlay shall comply with the following design standards. These standards establish the desired form and character for new development and significant renovations in this area.



1. Empty lots 2. Parking in front of buildings, no landscaping 3. Entrances not clearly defined 4. One story buildings not in scale

a. Designs should encourage an active pedestrian environment. b. Surface motor vehicle parking is prohibited within front setbacks, parking areas should be reallocated to the interior of the site. c. Mid-block connections are encouraged to promote convenience and connectivity to destinations. d. New construction shall complement the massing and type of roof as the surrounding adjacent structures. e. Mid-block connection.

c. Exterior Building Standards

PURPOSE: In the Design District Overlay, ground floors are the most important part of a building. Great places have interaction between buildings and streets and are where you intuitively want to stay longer. The exterior building standards emphasize both commercial and residential first floors. (See Article XII. Section 22.)

COMMERCIAL AND MIXED-USE BUILDING STANDARDS

- Commercial First Floor Doors and Windows: A minimum of fifty percent (50%) of the first floor façade shall consist of clear glass as visible from a public street. No minimum requirement shall be imposed for theaters, places of worship, fire and police stations, municipal service facility, or transformer stations.
- Commercial First Floor Elevation: Commercial first floors shall be at street grade.
- Commercial First Floor Entrances: Commercial buildings shall have a minimum of one entrance every 75 feet of street frontage. The entrance shall be visible and accessible from a sidewalk and shall be open during normal business hours. Commercial entrances shall be recessed and between 15 and 100 square feet in size, with a surface grade that matches the sidewalk.
- Commercial Upper Floor Doors and Windows- A minimum of 25% of the upper floor façade shall consist of clear glass as visible from a public street.

Commercial ground floors facing public streets in the Design District Overlay must have at least 50% clear glass. Residential ground floor uses and all upper floors must have at least 25% clear glass.

First floor commercial clear glass example. The actively used area should have a depth of at least 20 feet, or the depth of the building if less.

Architectural details such as porches, awnings, columns, dormers, skylights and arches shall be used to create visually dynamic and interesting buildings.

c. Exterior Building Standards (cont.)

RESIDENTIAL BUILDING STANDARDS

- Residential First Floor Doors and Windows- A minimum of 25% of the first floor façade shall consist of clear glass as visible from a public street.
- Residential First Floor Elevation: A residential first floor elevation shall be 21 inches or three steps above the grade of any adjacent sidewalk and first floor window sills of dwelling units shall be a minimum of 60 inches above sidewalk grade.
- Residential First Floor Entrances: Multifamily entrances shall have covered weather protection.
- Residential Upper Floor Doors and Windows: A minimum of 25% of the upper floor façade shall consist of clear glass as visible from a public street.
- Residential Entrances shall provide weather protection and include one of the following entrance features: a stoop, porch or landing.

WINDOWS

Windows shall not be flush with exterior wall treatments and shall be recessed at least 2 ½ inches, or shall be provided with an architectural surround at the jambs, header, and sill.

BLANK WALLS

Building facades visible from a public street shall not contain blank walls longer and higher than fifteen feet.

MECHANICAL PROTRUSIONS

Vent stacks, roof vents, and other mechanical protrusions shall be screened or painted the color of the roof or the adjacent façade. Roofs and roof lines shall minimize the visual impact of mechanical systems.

Ground story dwelling units shall be elevated at least 21 inches above the grade of any adjacent sidewalk.

Building facades should be designed to create welcoming entrances and a human-scale environment.

Exhaust vents and other mechanical attachments, where present, should match thefacade.

d. Parking Design and Location

PURPOSE: Motor vehicle parking should not dominate the experience of residents and visitors in the Design District Overlay. This issue is addressed with requirements for where and how parking can be located and accessed, as well as by alternatives to personal car travel. Any new construction should add bicycle and multi-modal facilities to the greatest extent possible.

PARKING PROHIBITED IN FRONT SETBACKS

Vehicle parking is prohibited in the area between building frontage and public streets except in conjunction with single or two-family dwellings.

DRIVEWAYS

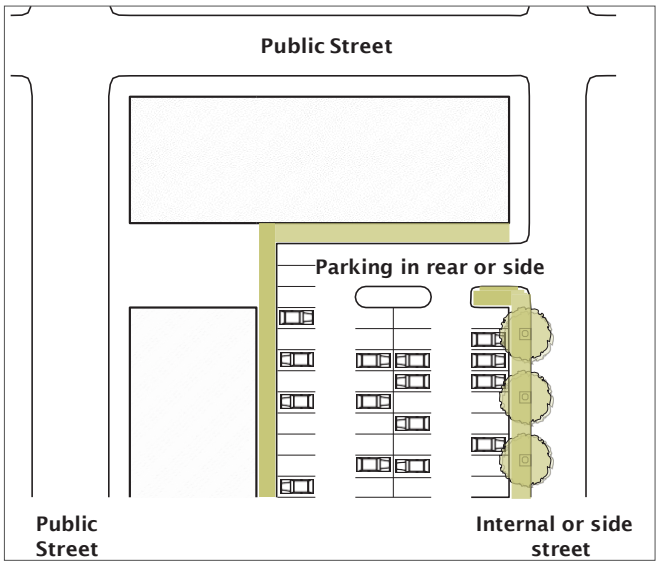
Driveways to parking areas and service facilities on the site shall be limited to a total width of 24 feet unless a wider entrance is justified for any individual driveway. The number of access drives shall be limited to one per 100 feet of lot frontage.

MAXIMUM NUMBER OF PARKING SPACES

For buildings equal to or greater than 10,000 gross square feet, no more than 140% of the required minimum number of parking spaces are permitted, except as provided in Article XII, Section 17 Off-Street Parking and Loading.

MULTI-MODAL FACILITIES

To promote bicycling, projects with 20 or more parking spaces shall provide an outdoor bicycle rack for a minimum of 4 bicycles. Required bicycle racks shall be within 100 feet walking distance of the main building entrance.



Landscaping along parking lot perimeters can soften and screen parked cars.

Parking areas shall be located within the interior of the site to minimize visibility from public streets and parks.

Required bicycle storage racks shall be within 100 feet walking distance of the project's main entrance.

e. Treatment of Front Setbacks

PURPOSE: The Design District Overlay is characterized by buildings that are close to the sidewalk. Development Review applications should demonstrate how front setbacks add to the attractiveness and walkability of the area. Furthermore, front setbacks should be designed to avoid nuisances such as illegally parked cars, inappropriate waste storage, and other eyesores.

LANDSCAPING REQUIREMENTS

The areas between the principal facade of a building and the public right of way shall be landscaped except for driveways, sidewalks, and allowable building projections (stoops, chimneys, awnings, porches).

GROUND COVER AND PLANTING

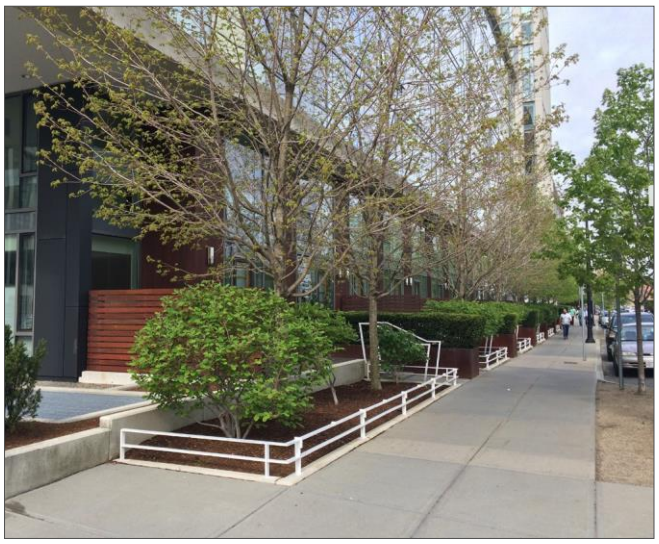
Front yard landscaping shall consist of ground covers, annual or perennial flowers, shrubs or appropriately sized trees. Plant materials shall not encroach into the sidewalk or right-of-way.

TREES

Trees are recommended if the front setback is at least 5 feet wide to provide adequate space for the tree roots.

FENCES

Short fences of approximately 3 feet in height are desirable in residential front setbacks.



Residential individual front entrances with forecourts are recommended for multifamily buildings. Forecourts may have plantings and low fences.

The front setbacks of multi-use buildings can use landscaping with a mix of green and hard surfaces to create a sense of place.

Commercial and institutional front setbacks should emphasize public entrances with expanded sidewalks. Trees and plantings are encouraged.

f. Roofs

PURPOSE: Roofs should add to the Design District character. Rooflines should create distinct features when viewed from the ground, hide mechanical systems, and prevent falling snow onto entrances. Roof forms should add accents along view corridors and above entrances, such as cornices, eaves, roof decks, green roofs, cupolas, parapets, and spires.

ROOFLINES

Roofs and roof ridgelines shall avoid unbroken expanses the length of the building through the use of dormers, chimneys, and changes in the ridgeline. Variations in design shall connect to the overall building design, such as being shaped to define building corners and entries.

SOLAR PANELS

Solar panels shall be placed flush on pitched roofs and may be raised on flat roofs.

FALLING SNOW

Roofs shall be designed to prevent falling ice and snow onto entrances and walkways.

Roof tops shall incorporate distinct features such as roof forms, cornices, eaves and parapets. Photo by Craig Saddlemire

Roofs and roof lines shall avoid long unbroken expanses through the use of dormers, chimneys and changes in ridge line.

Roofs shall be designed to prevent falling ice and snow onto entrances and walkways. Photo by Craig Saddlemire

g. Context-Sensitive Design

PURPOSE: New buildings or buildings additions greater than 50% of the existing building should be compatible with the architectural forms and the open spaces around them. Additional details of these criteria are located in zoning Article XV. Section 5. (F)(3) Significant Buildings and Districts and the Lewiston Historic Preservation Design Manual.

DOCUMENTATION OF SURROUNDING CONTEXT

Development Review applications in the Design District shall include documentation consisting of:

- A site map and a map of adjacent principal buildings or structures
- Elevation drawings of all proposed building facades visible from the public right of way including calculations of all first and upper floor window and door coverage
- Photos of the development site and adjacent principal buildings or structures,
- A narrative describing how the development proposal meets the Context-Sensitive Design Criteria, the architectural style, character and site conditions of the eight adjacent principal buildings, structures or lots (two buildings on the right, two on the left, and four across the street).

New developments in the Design District should be compatible with the surrounding architectural context. Photo by Craig Saddlemire

Applicants shall make sure that the proposed height and roofline will be of the same scale and proportion as the surrounding structures. Photo by Craig Saddlemire

Building materials and textures on new construction shall be in harmony with those of existing structures. Photo by Craig Saddlemire

g. Context-Sensitive Design (cont.)

CONTEXT-SENSITIVE DESIGN CRITERIA

An applicant shall address the following criteria in a narrative to ensure the proposed project will be compatible and in harmony with the adjacent principal buildings or structures by describing how:

- The height of proposed principal building or structure, it's bulk, and the nature of its roofline will be of similar scale and in proportion to the adjacent principal buildings, structures or lots.
- The location, size, and proportions of openings in the facade, primarily windows and doors, of new construction will be consistent in proportion and rhythm with openings in the facade of the adjacent principal buildings, structures or lots.
- The massing and type of roof (flat, gabled, hip, gambrel, mansard) of the new construction shall complement the massing and type of roof as the adjacent principal buildings, structures or lots.
- Building materials and texture shall exhibit the characteristics of texture, composition, and reflectivity of the adjacent principal buildings, structures or lots.
- The placement and orientation of the new construction/in-fill shall be in harmony with the adjacent principal buildings, structures or lots.
- Architectural consistency: The proposed project shall maintain consistency of architectural character, treatments, and details across the project's facades visible from public entrances, public streets, or public parks. Architectural features that shall remain consistent include cladding material, trim, fences and other buffers, and lighting.

Lisbon Street's ground floor shops have recessed entrances, clerestory windows, intermediate cornices, and large windows.

The Dominican Block was restored with contextually appropriate windows and masonry. Photo by Lyme Properties.

Additions at either end of the Post Office duplicated the arched window bays and continue the belt course.

h. Mid-Block Accessibility

PURPOSE: The Design District is mostly composed of short blocks that encourage people to walk between destinations. However, in some circumstances in Lewiston, longer blocks have the potential of walling people off. When this occurs, mid-block connections are encouraged to promote convenience and connectivity to destinations and, where applicable, contribute to any existing open spaces in the surrounding area.

LONG BLOCKS AND BUILDINGS

Where development applications propose buildings that are longer than 400 feet, consideration should be given to provide a direct and 24/7 publicly accessible mid-block passage connecting from the sidewalk of one street to another on the opposite side of the block.

Where lot frontages are longer than 400 feet, mid-block passages will increase accessibility and connectivity for pedestrians.

Where possible, mid-block connections should contribute to existing public open spaces. Photo by Nakano Associates

Mid-block paths or alleys will encourage people to walk between destinations.

Space and Bulk Standards

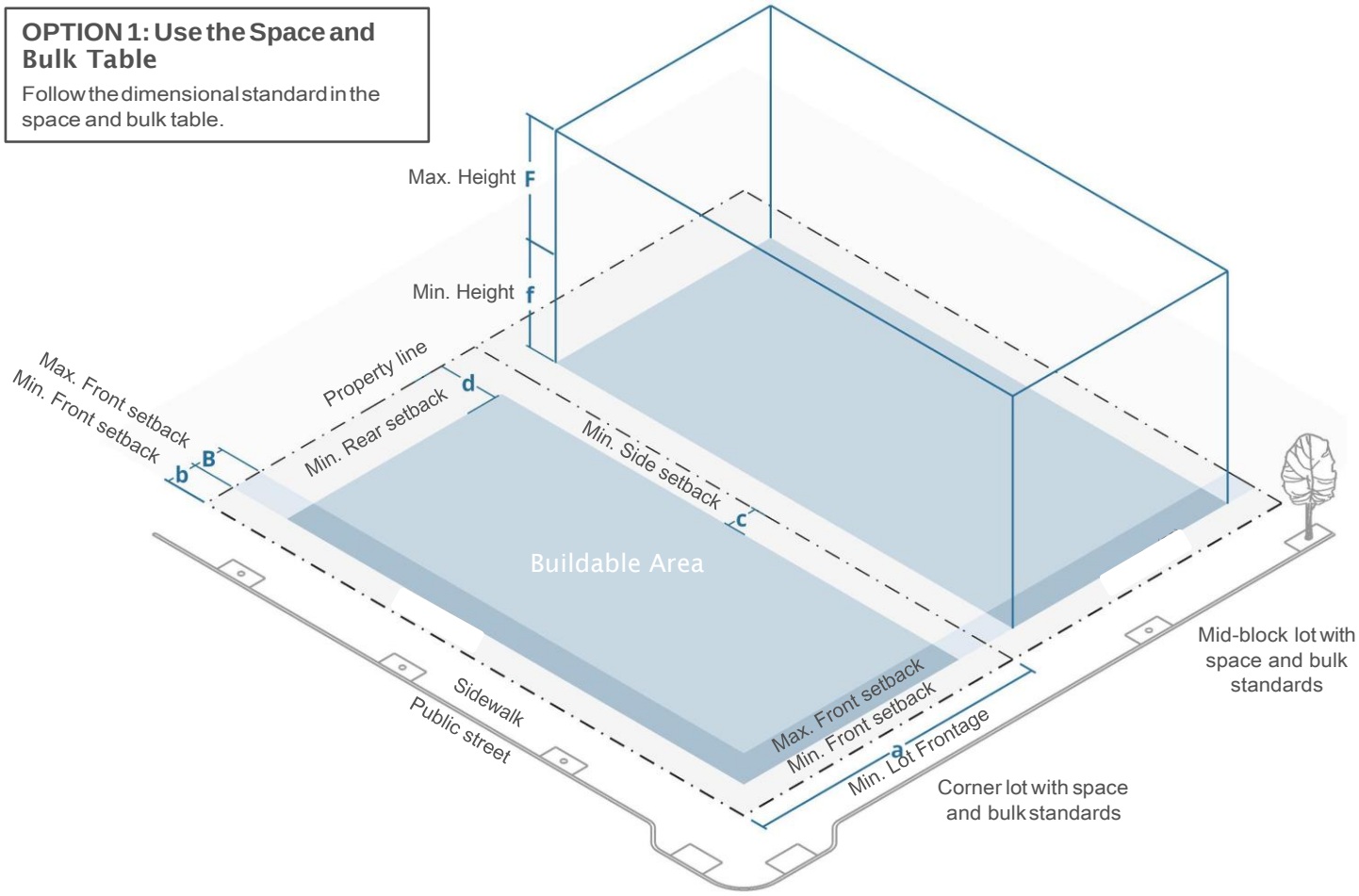
Zoning establishes each district's character by providing acceptable dimensions for building size and building setbacks, lot coverage, and other metrics. This is an introduction to how the space and bulk table works and the two compliance paths for front setbacks.

The distance from the property line to the building, is one of the most critical dimensions for defining a district's character. Building setbacks establish how close (or, in some cases, how far) a building can be to the front property line. Setbacks also establish an area for landscaping or walkways.

BUILDING SETBACKS HAVE TWO OPTIONS FOR COMPLIANCE TO PROVIDE FLEXIBILIT Y

OPTION 1: Use the Space and Bulk Table

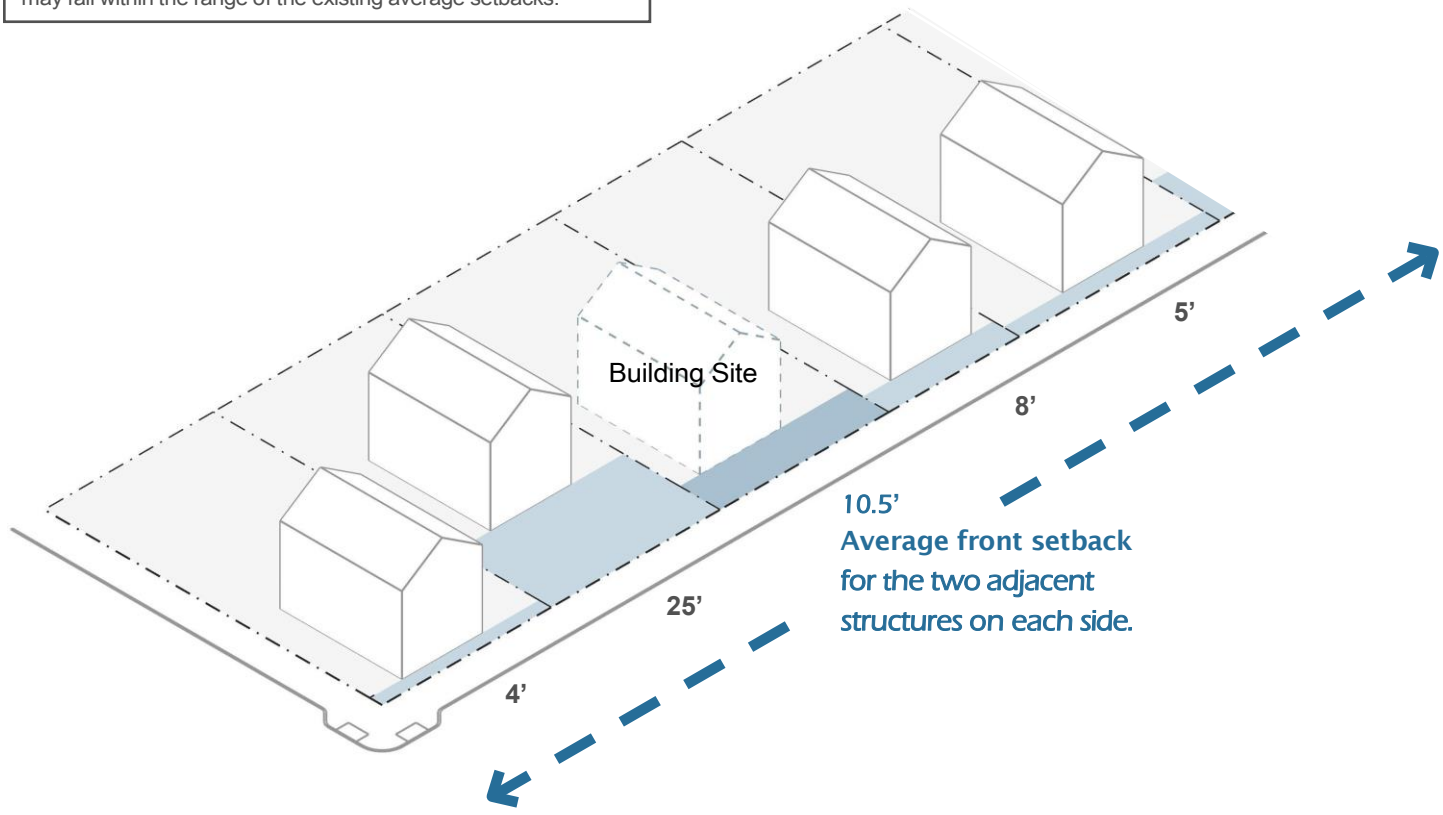
Follow the dimensional standard in the space and bulk table.



a - Min. Lot Frontage: the lot or parcel side where it adjoins a street, boulevard or access way
b - Min. Front Setback: minimum distance allowed between the front of the property line and a building or structure
B - Max. Front Setback: maximum distance allowed between the front of the property line and a building or structure
c - Min. Side Setback: minimum distance allowed between the side of the property line and a building or structure
d - Min Rear Setback: minimum distance allowed between the side of the property line and a building or structure
f - Min. Height: minimum distance from the lowest point of the finished grade to the highest point of the structure
F - Max. Height: maximum distance from the lowest point of the finished grade to the highest point of the structure

OPTION 2: Use Average Front Setback

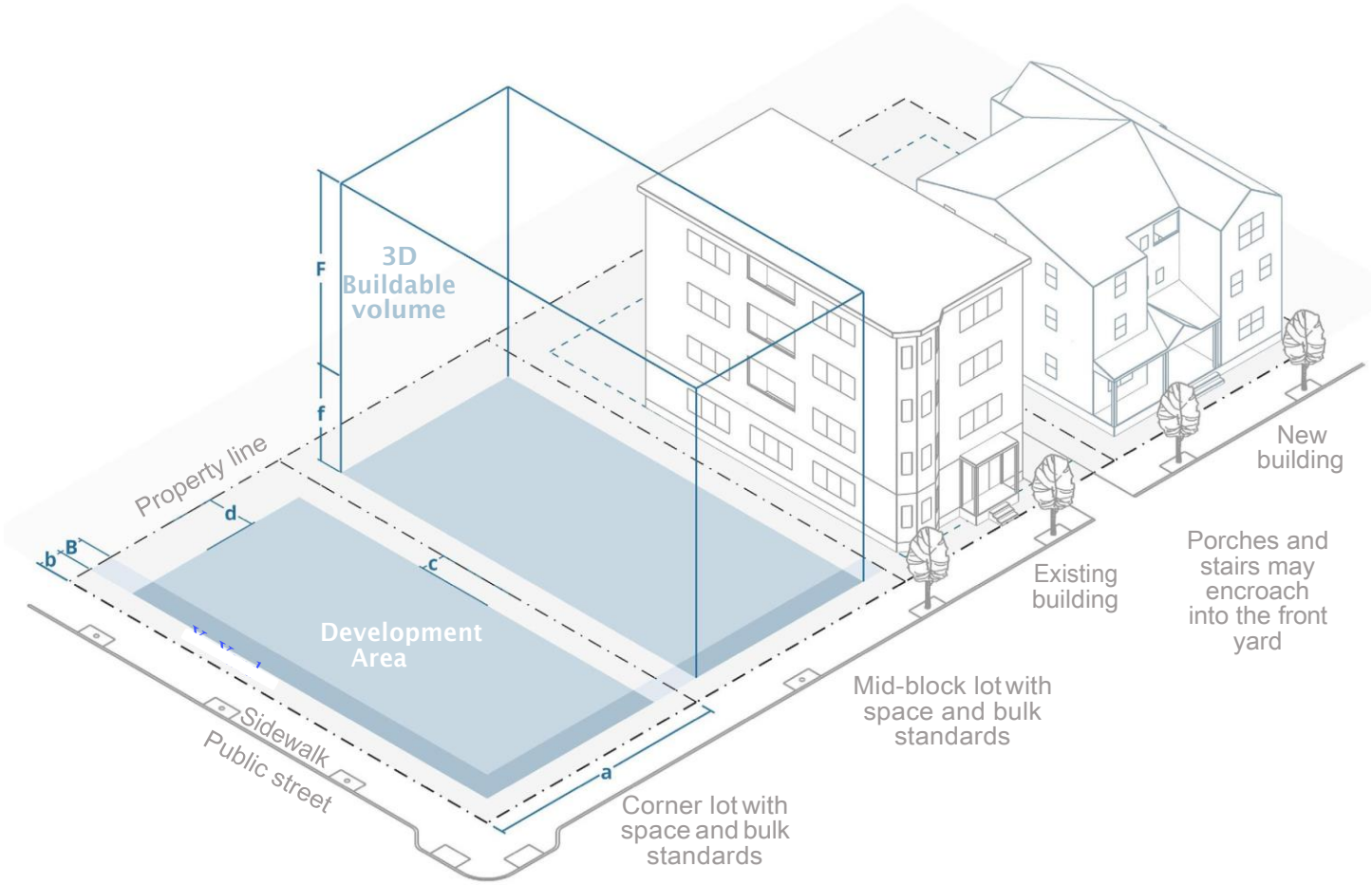
In the NCA, NCB, DR, RF, CV, M, UE, and OR districts, applicants may use the average of the two existing setbacks of structures on either side of the proposed building site. Based on measured average setbacks of nearby conditions, the proposed setback may fall within the range of the existing average setbacks. *



* See- Article XI, District Regulation, Section 23 Space and Bulk Requirements, Note 22.

DR - Downtown Residential District

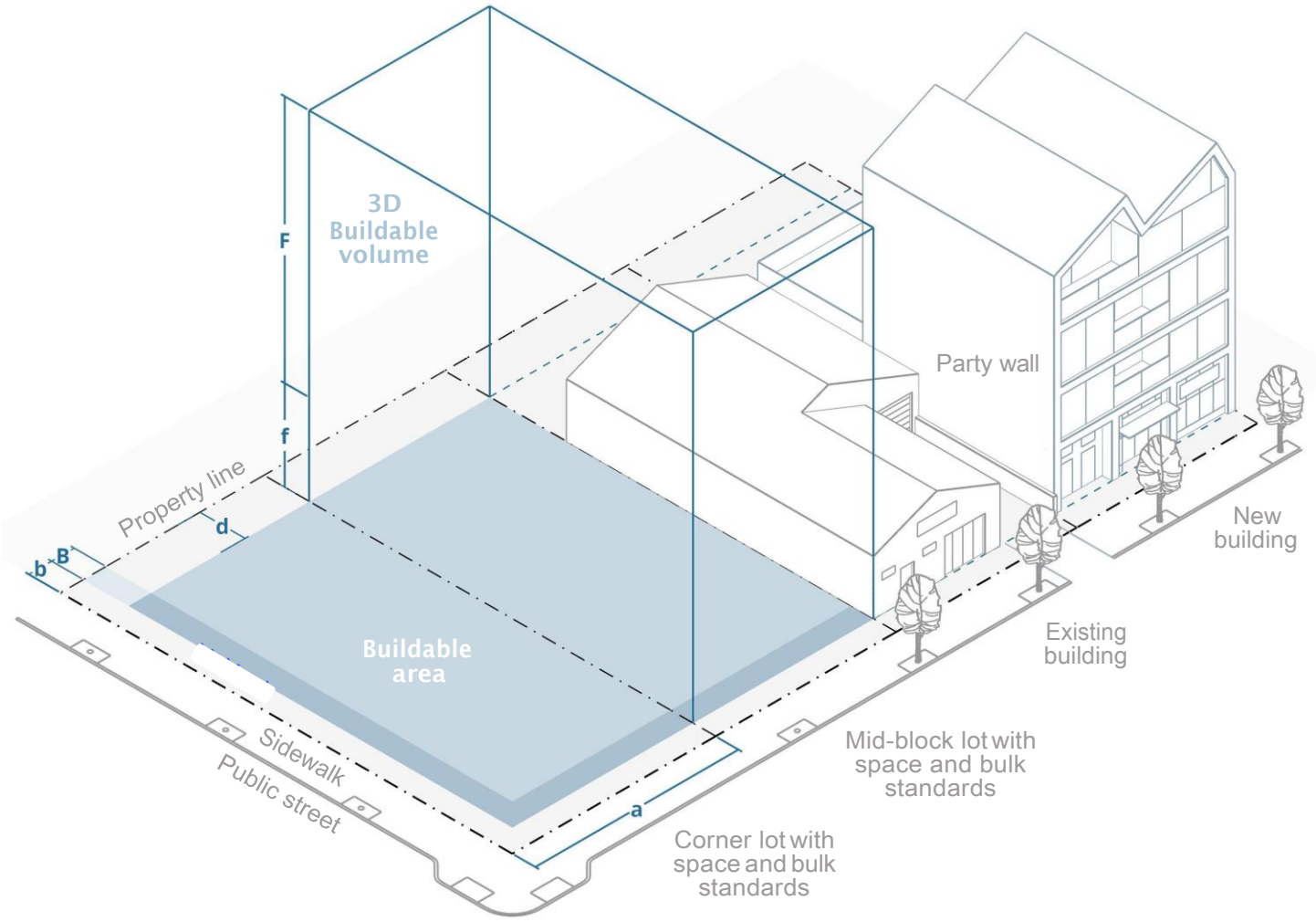
The purpose of the downtown residential district is to promote the improvement of older residential neighborhoods within the downtown by encouraging a transition to more mixed use neighborhoods, including owner-occupied, mixed-age and mixed-income housing with less density where desired and appropriate, low-intensity nonresidential uses, more open space and other neighborhood amenities, creating diverse, mixed-use neighborhoods. The standards of the district will encourage the upgrading of the existing neighborhoods by removing blight and vacancy, providing an opportunity for new residential and commercial development, and fostering a sense of community and place through neighborhood meeting, gathering and cultural places.



LOT REQUIREMENTS	BUILDING SETBACK	BUILDING REQUIREMENTS
a. Frontage 40' minimum	**b.** Front 5' minimum	**f.** Height 20' minimum
Lot area w/ sewer 4,000 sf min.	**B.** Front 10' maximum	**F.** Height 60' maximum
Net lot area per du 1,250 sf min.	**c.** Side 5' (10' on one side) min.	Impervious coverage 75% max.
	d. Rear 10' minimum	

RF - Riverfront

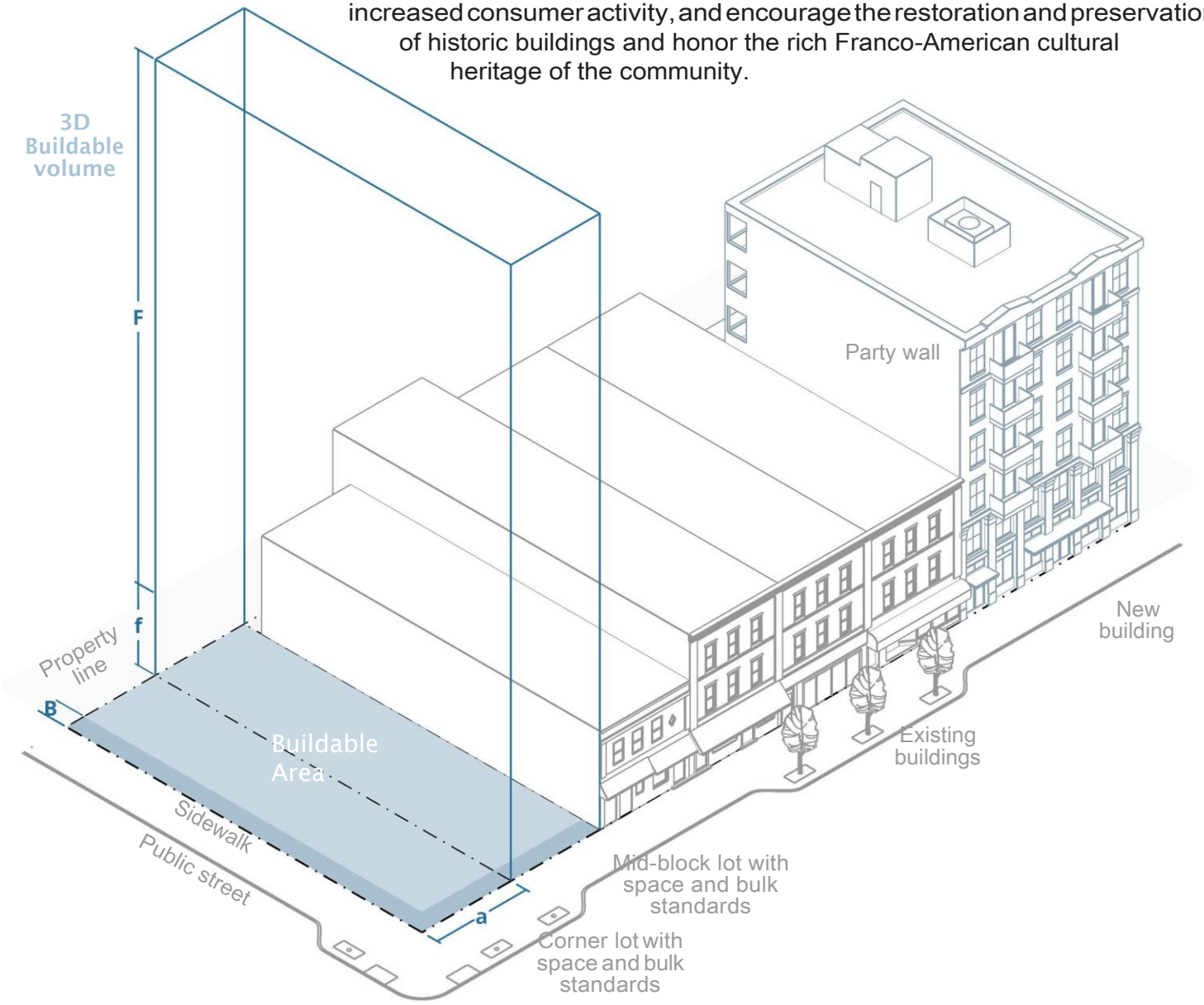
The purpose of the riverfront district is to promote redevelopment of the riverfront area for recreation, employment and mixed-age and mixed-income housing by encouraging the development of new buildings or the reuse or conversion of existing buildings and other areas that will enhance the use of the Androscoggin River as an amenity.



LOT REQUIREMENTS	BUILDING SETBACK	BUILDING REQUIREMENTS
a. Frontage 40' minimum	**b.** Front 5' minimum	**f.** Height 20' minimum
Lot area w/ sewer 4,000 sf. min.	**B.** Front 10' maximum	**F.** Height 75' maximum
Net lot area per du 1,250 sf. min.	**c.** Side 0' minimum	Impervious coverage 75% max.
	d. Rear 10' minimum	

CV - Centreville District

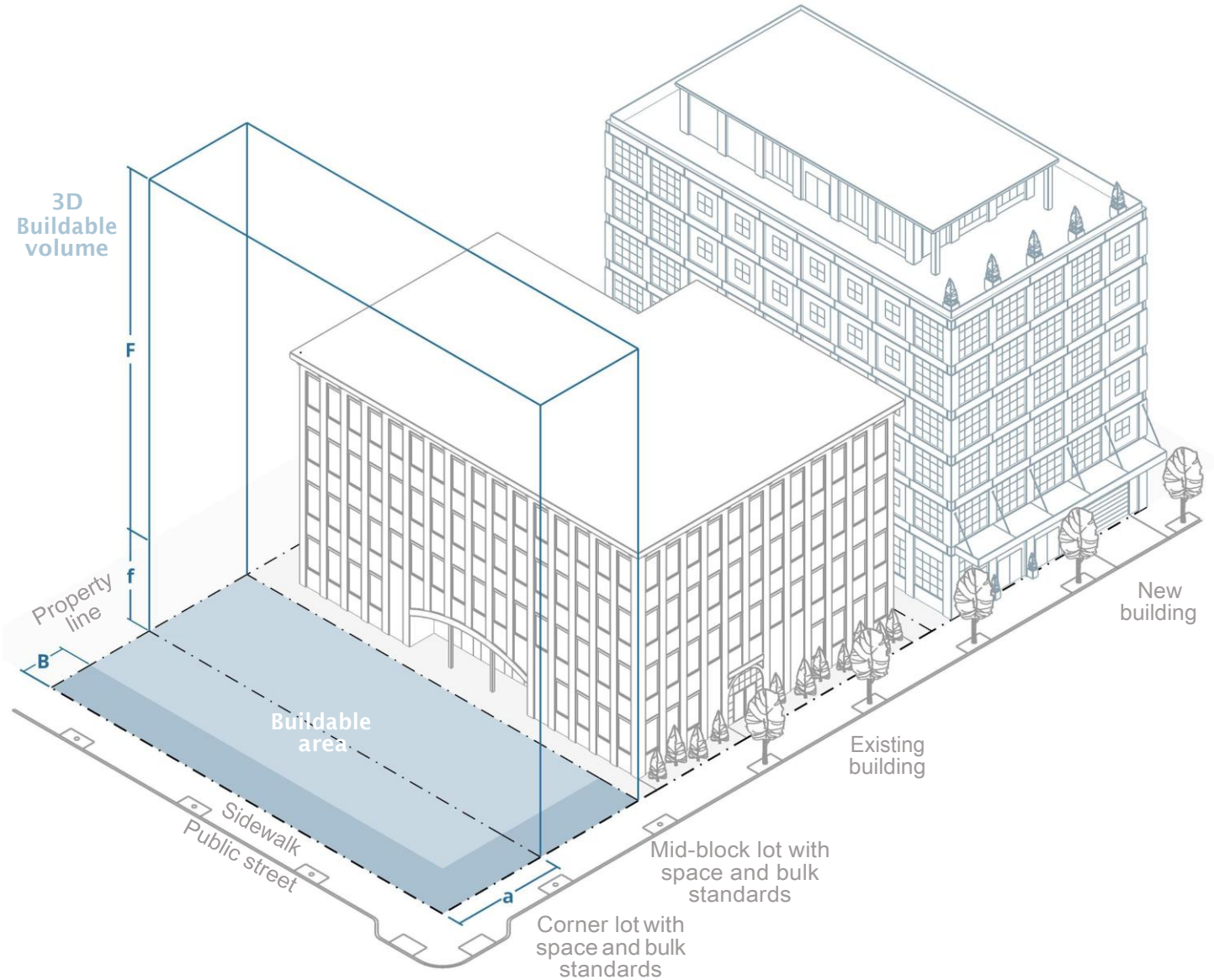
The purpose of the Centreville district is to encourage a concentration of economic enterprises in the central business district that is convenient and attractive for a wide range of retail, service, financial, government, professional, entertainment and appropriate residential uses in a setting conducive to a high volume of pedestrian traffic. The standards of the district will initiate economic revitalization through increased occupancy of downtown properties, improved real estate values, increased consumer activity, and encourage the restoration and preservation of historic buildings and honor the rich Franco-American cultural heritage of the community.



LOT REQUIREMENTS	BUILDING SETBACK	BUILDING REQUIREMENTS
a. Frontage 25' minimum	**b.** Front 0' minimum	**f.** Height 20' minimum
Lot area w/ sewer no minimum	**B.** Front 5' maximum	**F.** Height 150' maximum
Net lot area per du no minimum	**c.** Side 0' minimum	Impervious coverage 100% max.
	d. Rear 0' minimum	

M - Mill District

The purpose of the mill district is to develop a major employment center in the downtown by fostering the development of mixed use commercial enterprises and appropriate high-density residential areas while preserving and restoring historic buildings and properties. Developments located within this district should enhance the commercial, cultural, educational and residential vitality of the downtown and link the downtown to the riverfront through a series of pedestrian corridors, pocket parks and open spaces, utilizing the historic canal system, with expanded arts and recreational amenities.



LOT REQUIREMENTS
a. Frontage 25' minimum
Lot area w/ sewer no minimum
Net lot area per du no minimum

BUILDING SETBACK
b. Front 0' minimum
B. Front 10' maximum
c. Side 0' minimum
d. Rear 0' minimum

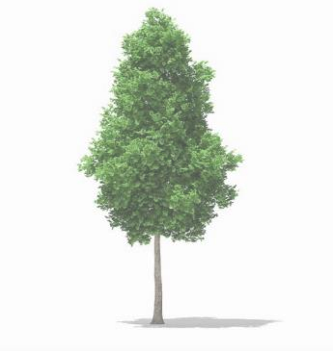
BUILDING REQUIREMENTS
f. Height 20' minimum
F. Height 100' maximum
Impervious coverage 90% max.

Recommended Street Tree Plantings

BOTANICAL NAME: Cladrastis lutea
COMMON NAME: Yellowwood
Zone 3, 30 - 50' in height with a spread of 40 to 50 feet. Tolerates high pH soils as well as acid situations. Requires well drained soils. Fragrant white flowers in spring. Bright yellow foliage in spring gradually change to bright green in summer and yellow in fall.

Cladrastis lutea
Yellowwood

BOTANICAL NAME: Ginko biloba
COMMON NAME: Ginko
Zone 4, 50 - 80' in height, variable spread 30' plus. Prefers sandy, deep, moderately moist soil but grows in almost any situation. Air pollution tolerant; a durable tree for difficult to landscape situations. Extremely free of pest.



Ginko biloba
Ginko

BOTANICAL NAME: Gleditsia triacanthos var. inermis
COMMON NAME: Thornless Honeylocust
Zone 4, 40 - 60' in height, with comparable spread. Prefers rich, moist soils of a limestone origin, however, it withstands a wide range of conditions including dry soils,' high pH and salt spray.
Cultivars: 'Fairview' - Rapid grower; strong sturdy habit of growth; wide upright. `Shade master' - tall straight trunk with graceful arching branches.

Gleditsia triacanthos
Thornless Honeylocust

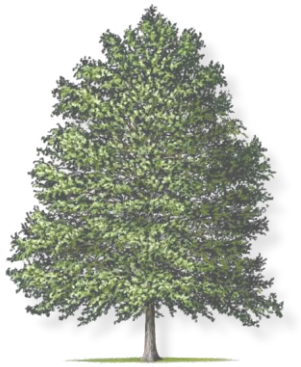
BOTANICAL NAME: Phellodendron amurense
COMMON NAME: Amur Cork Tree
Zone 3, 30 - 45' in height with equal spread. Does well on many types of soils, withstands acid or alkaline conditions.
Cultivars: `Red spire' - Compact upright form; hardiest. `Autumn Blaze' - Wider than Redspire

Phellodendron amurense
Amur Cork Tree

BOTANICAL NAME: Sophora japonica
COMMON NAME: Japanese Pagoda tree
Zone 4, 50 - 75' in height with comparable spread. Prefers loamy well-drained soil. White mildly fragrant blossoms in spring.
Cultivars: `Fastigrata' - Upright growth habit. `Regent' - Fast growth rate.

Sophora japonica
Japanese Pagoda tree

BOTANICAL NAME: Quercus palustris
COMMON NAME: Pin Oak
Zone 4 - 8, 50 - 70' in height, 40 - 60' in spread. Easily grown in average, medium to wet, acidic soils in full sun. Prefers moist loams. Tolerates poorly drained soils. Tolerates some flooding.



Quercus palustris
Pin Oak

Recommended Street Tree Plantings (continued)

BOTANICAL NAME: Crataegus viridis
COMMON NAME: Winter King Hawthorn
Zone 4 - 7, 25 - 35' in height, with comparable spread. Easily grown in average, dry to medium, well-drained soils in full sun. Tolerates light shade and drought. Moist, rich, fertile soils may encourage unwanted succulent growth. Tolerant of urban pollution.

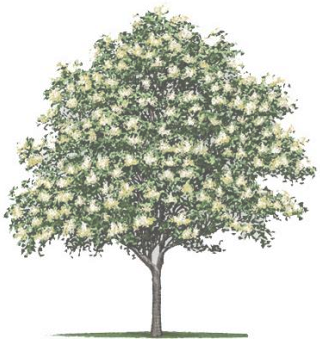
BOTANICAL NAME: Syringa reticulate (single stem only)
COMMON NAME: Japanese Tree Lilac
Zone 3 - 7, 20 - 30' in height, 15 - 20' in spread. Easily grown in average, medium moisture, well-drained soil in full sun. Tolerates light shade, but best bloom occurs in full sun. Tolerates urban conditions well.

BOTANICAL NAME: Ulmus 'Homestead'
COMMON NAME: Homestead Elm
Zone 4 - 9, 50 - 60' in height, 30 - 40' in spread. Generally, elm cultivars prefer sun. Modern cultivars have been selected to be relatively resistant to Dutch elm disease.

BOTANICAL NAME: Maackia amurensis
COMMON NAME: Amur maackia
Zone 3 - 7, 20 - 30' in height, with comparable spread. Best grown in average, medium moisture, well-drained soil in full sun to part shade. Prefers full sun. Adapts to a wide range of soil conditions.

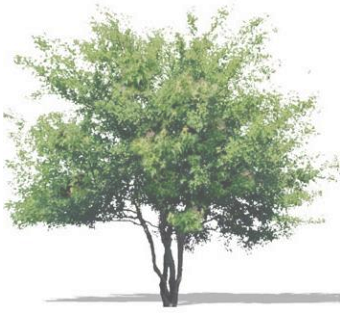
BOTANICAL NAME: Prunus 'Accolade'
COMMON NAME: Accolade Cherry
Zone 4 - 8, 25' in height with comparable spread. This versatile hybrid cherry combines early flowering and good autumn color. This plant is tolerant of most soils making it a good choice for problem areas.

Crataegus viridis
Winter King Hawthorn



Syringa reticulate
Japanese Tree Lilac

Ulmus 'Homestead'
Homestead Elm



Maackia amurensis
Amur maackia

Prunus 'Accolade'
Accolade Cherry

Design Lewiston

Site Plan Review and Design Guidelines
City of Lewiston Planning Department

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