

# Orleans Zoning Modernization

Planning Board Meeting

Tuesday, June 24, 2025

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## **1. Introduction**

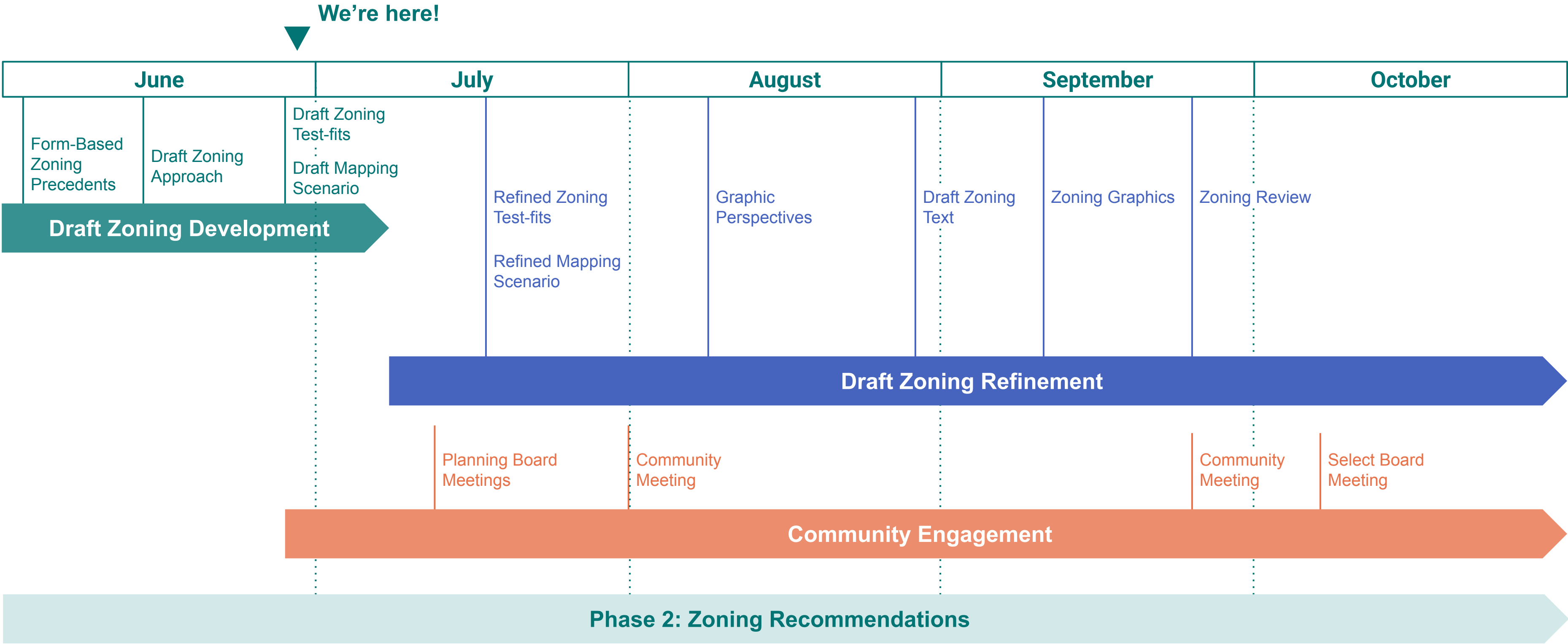
- a. Project Timeline
- b. Community Meeting Recap

## **2. Draft Form-Based Code Principles**

- a. Form-Based Code Basics
- b. Draft Zoning Approach

## **3. Next Steps**

# Orleans Zoning Modernization Timeline



# Community Meeting Recap

What we heard

### Downtown Orleans Zoning Map Exercise

#### Orleans Zoning Modernization Community Meeting

**Question 1:**  
Where should mixed-use be prioritized in Downtown Orleans?  
Draw a line on the map along portions of streets where walkable retail should go. Write additional comments below.

- Include more ped crossings
- Make large lots mixed use
- Too much parking is ugly

**Question 2:**  
Where should higher density (3 stories and up) residential development be prioritized in Downtown Orleans?  
Draw a boundary on the map around the zones where higher density residential development should go. Write additional comments below.

- Town Cove: Include requirement for waterfront access
- Have 3 stories only in the VC district
- Flat roof development is undesirable
- Emphasize pedestrian experience by designing development as 4-sided (vs front-sided)

### Considerations for New Zoning

#### Orleans Zoning Modernization Community Meeting

**Question 1:**  
What mix of uses would you like to see in Downtown Orleans (e.g. day-to-day services, retail shops, restaurants, office space, housing)?

- Allow flexibility in parking ratios (off-site)
- Restaurant, housing, retail, office space, movie theater
- Fewer auto uses; locate auto uses away from Downtown
- Outdoor seating; variety of open spaces (pocket parks)

**Question 2:**  
What form-based issues do you think the new zoning should prioritize to encourage contextual and viable development (e.g. building height, building footprint, density, facade articulation, roof form, parking standards, public realm, etc.)?

- Design for gathering spaces in front of buildings; wider sidewalks
- Facade articulation
- Place parking in the rear
- Architectural review for aesthetics-define contemporary Orleans character for new development

- Good fit for Orleans
- No preference
- Bad fit for Orleans

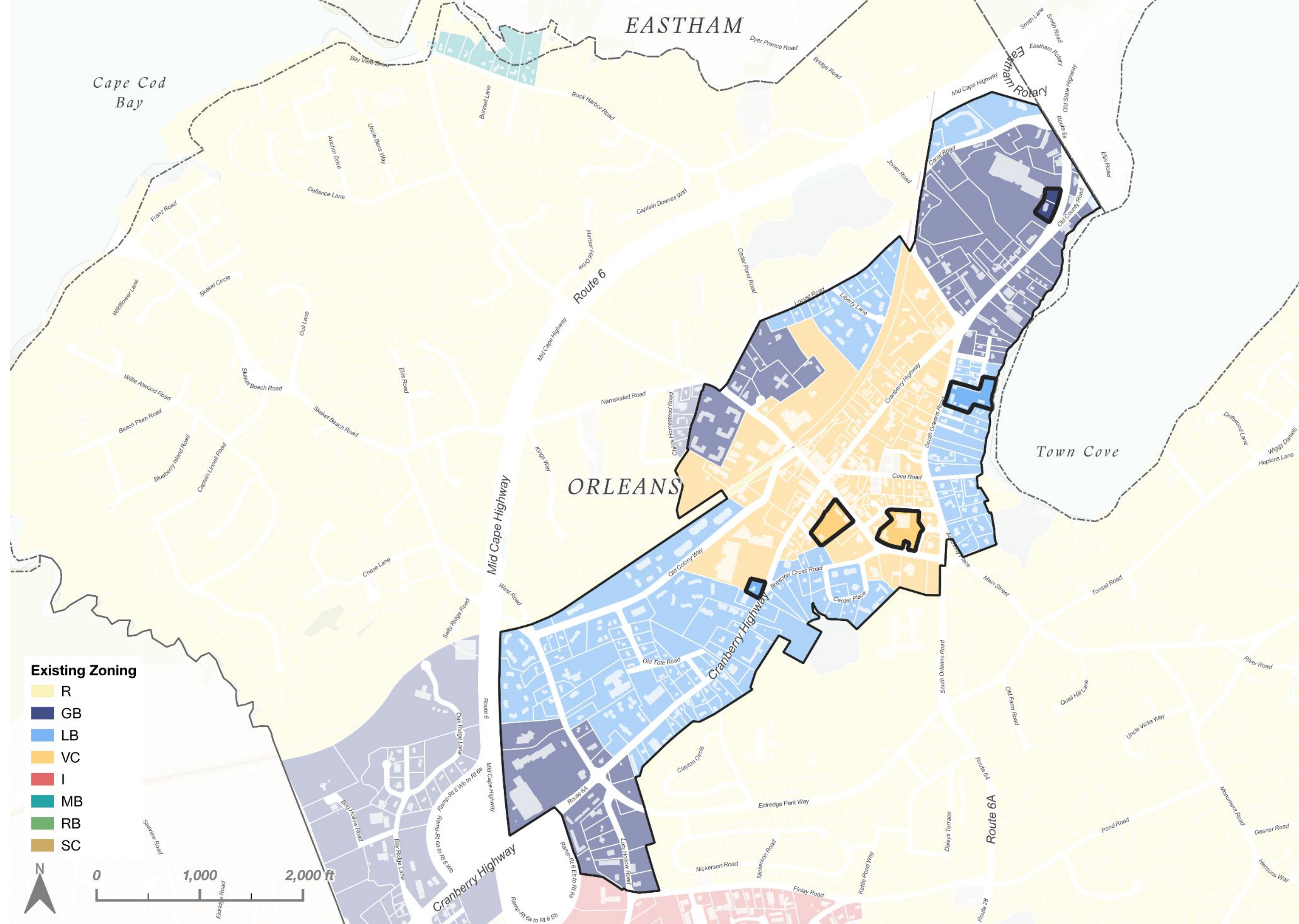
# Draft Form-Based Code Principles

Form-Based Code Basics  
Draft Zoning Approach

# Zoning

The following **uses are allowed by-right** in the General Business (GB), Limited Business (LB), and Village Center (VC) districts:

- Residential:
  - Multi-family, 3-6 units (7+ units allowed by Special Permit)
  - Detached 1 or 2-family
- Commercial uses either by-right or special permit, except for amusement parks, drive-thrus, mini golf, motor vehicle sales, or fast food restaurants



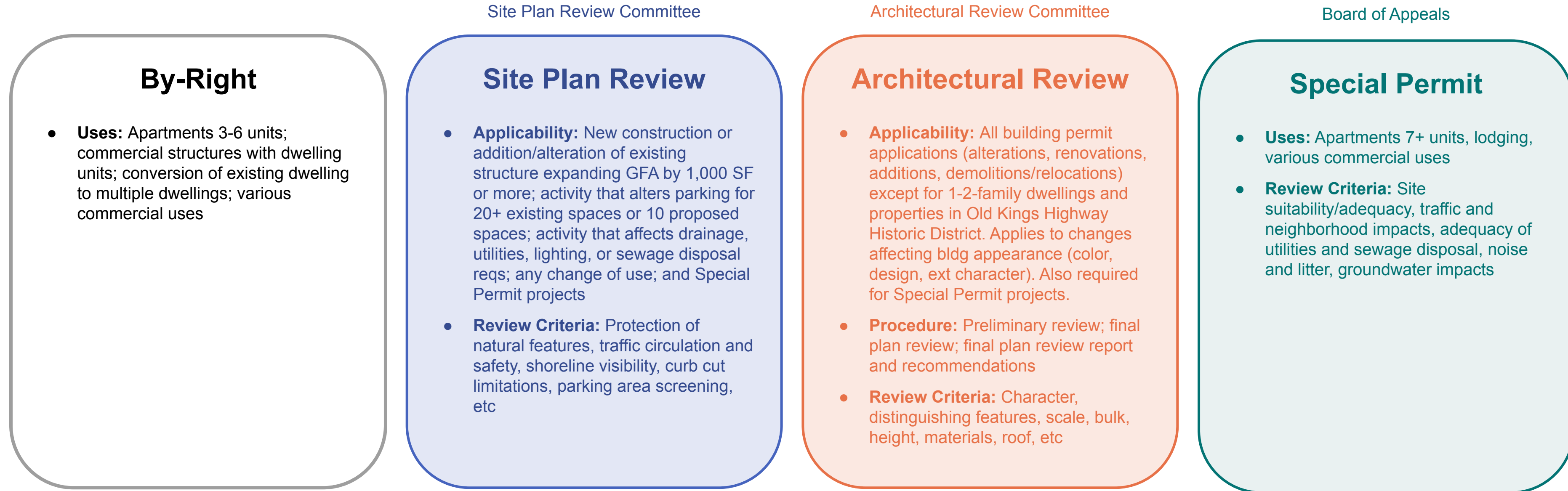
# Zoning

What is allowed by-right today

	<b>GB</b> (General Business)	<b>LB</b> (Limited Business)	<b>VC</b> (Village Center)
<b>Lot Standards</b>			
Building Separation	Same as required side yard		
<b>Limiting Factor</b> Residential Density	4 DUs/lot, max. for mixed use; 6 DUs/lot, max. for residential use		
<b>Building Setbacks</b>			
Front	25'	25'	15' or average, min., 25', max.
Side	10'	10'	10', min.
Rear	10'	10'	10', min.
Impervious Surface	75%	75%	N/A
<b>Building Standards</b>			
<b>Limiting Factor</b> Building Height (max)	42' for 3rd floor housing or accessory housing (mixed-use); 30' for commercial or residential use		
<b>Limiting Factor</b> Floor Area Ratio	40%	40%	100%
<b>Parking Requirements</b>			
Residential	1 space/ DU, min.		
<b>Limiting Factor</b> Commercial/Retail	1 space / 250 SF of GFA, min.		

# Zoning

## Review Thresholds and Process



# Architectural Review

## ARC Design Criteria and Design Guidelines

### Design Criteria:

Review urges compatibility with surrounding context across 14 points.

- Character
- Distinguishing Features
- Architectural Details
- Scale
- Massing and Bulk
- Setback
- Height
- Building Materials
- Roof
- Fenestration
- Color
- Signs
- Lighting
- Landscaping

### Design Guidelines:

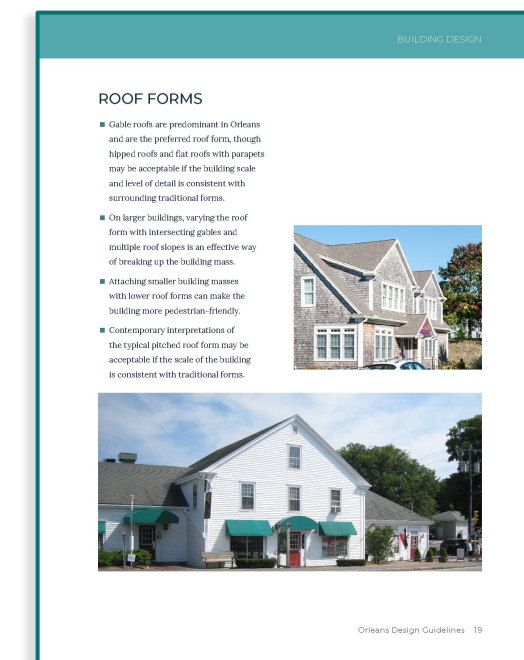
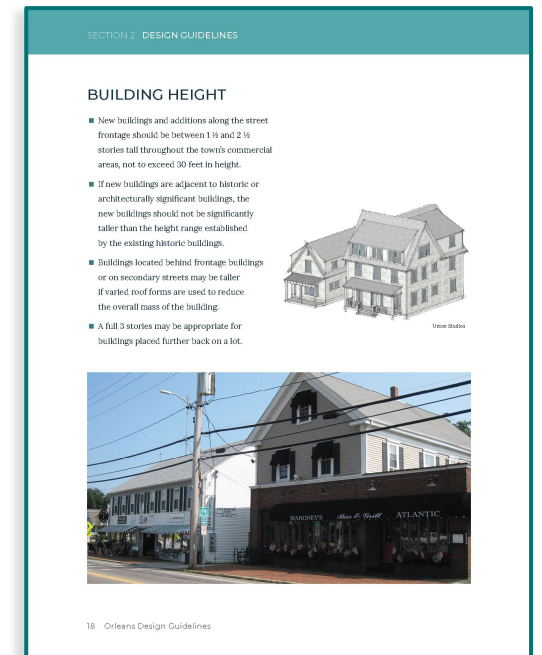
Offers specific guidance across categories of site layout, building design, and site design/sustainability.

#### Discretionary Guidance Examples:

*Break up large buildings into smaller components that approximate the scale of traditional building forms.*

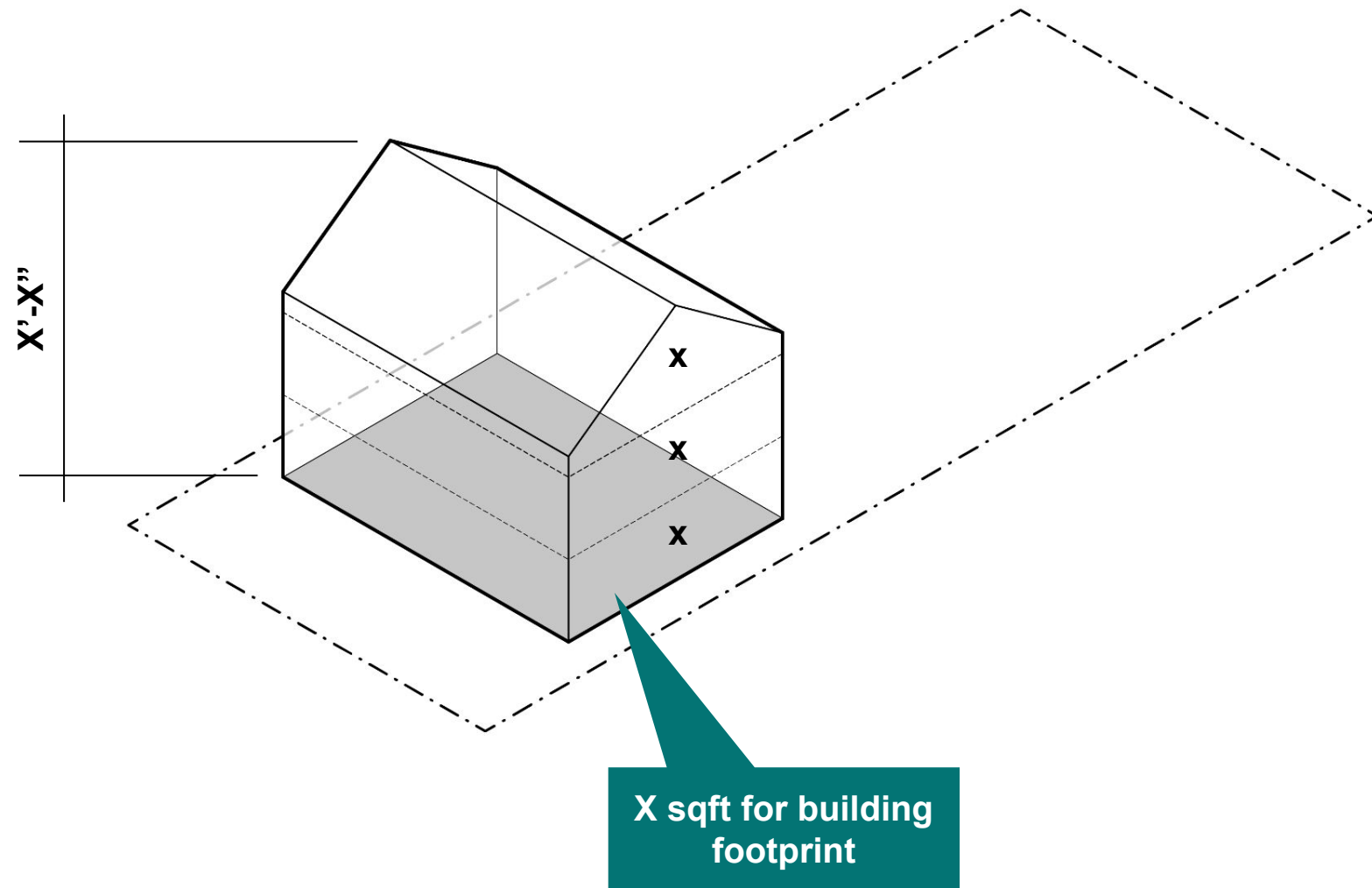
#### Non-Discretionary Guidance Examples (would require coordination with new form-based code):

*Building components facing the street should be no longer than 50 feet unless they house multiple storefronts with significant changes in the facade.*



# Form-Based Code Basics

Potential Tools to Regulate Building Form



**1 Building Footprint**  
Sets the maximum area per story

**2 Building Height**  
Sets the maximum height in stories/feet

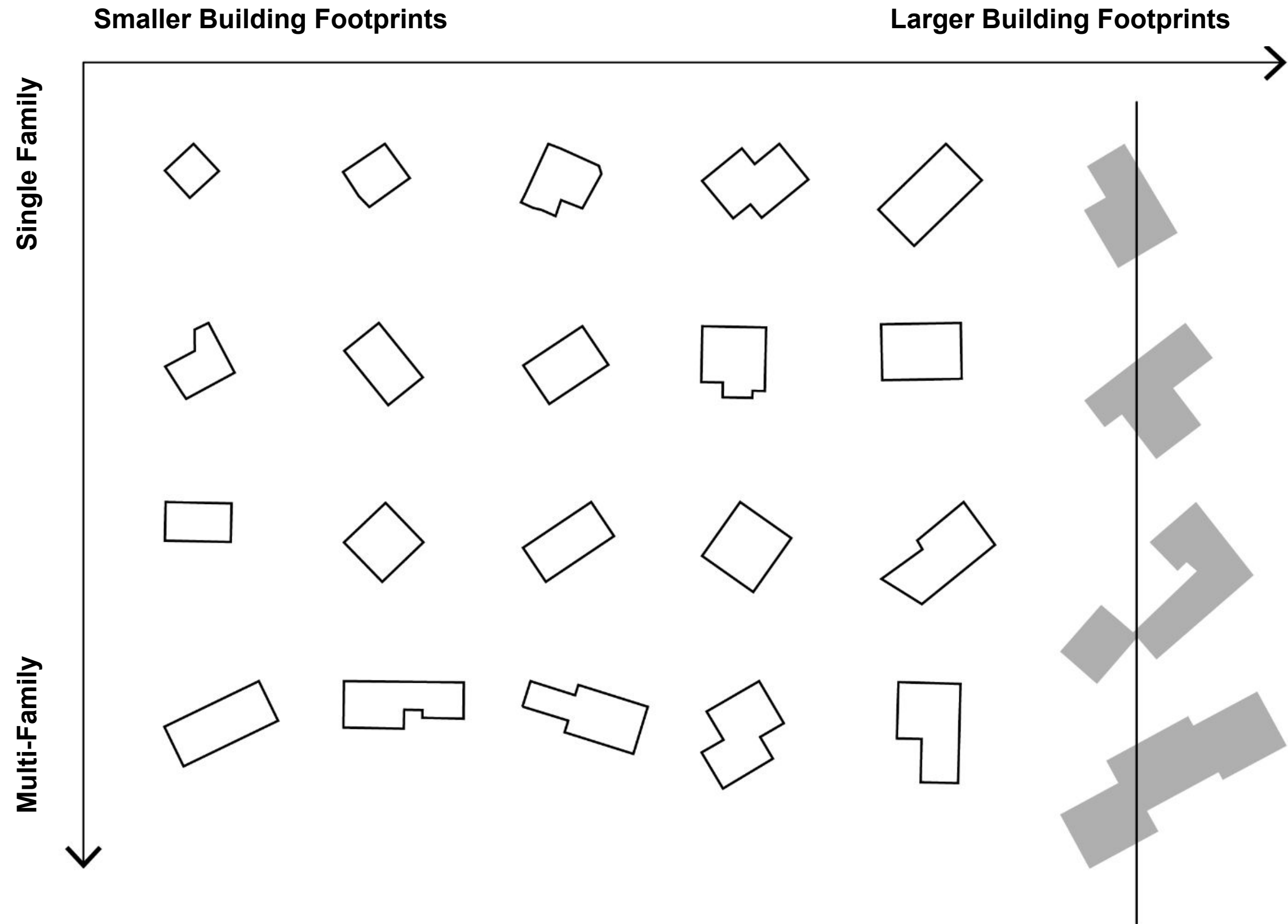
**3 Roof Form**  
Provides options for a pitched or flat roof half-story

**4 Facade Articulation**  
Provides options to break down building massing and diversify facades

# Building Footprint

Creating an easily understood/predictable standard

Example from Burlington  
Vermont Neighborhood Code

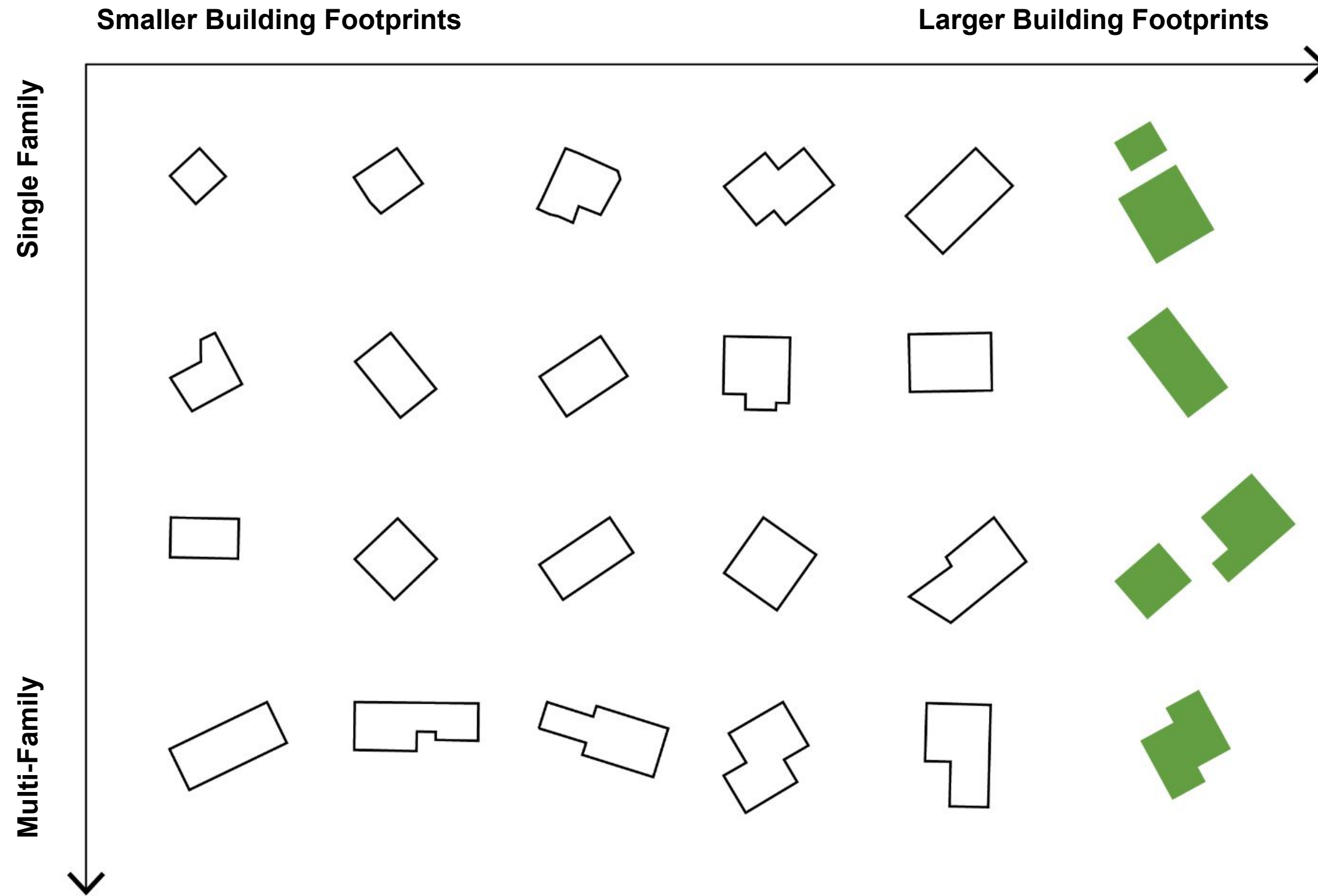


**Remove the formal outliers**  
The current density based code allows formal outliers in Burlington's neighborhoods

# Building Footprint

Creating an easily understood/predictable standard

Example from Burlington  
Vermont Neighborhood Code

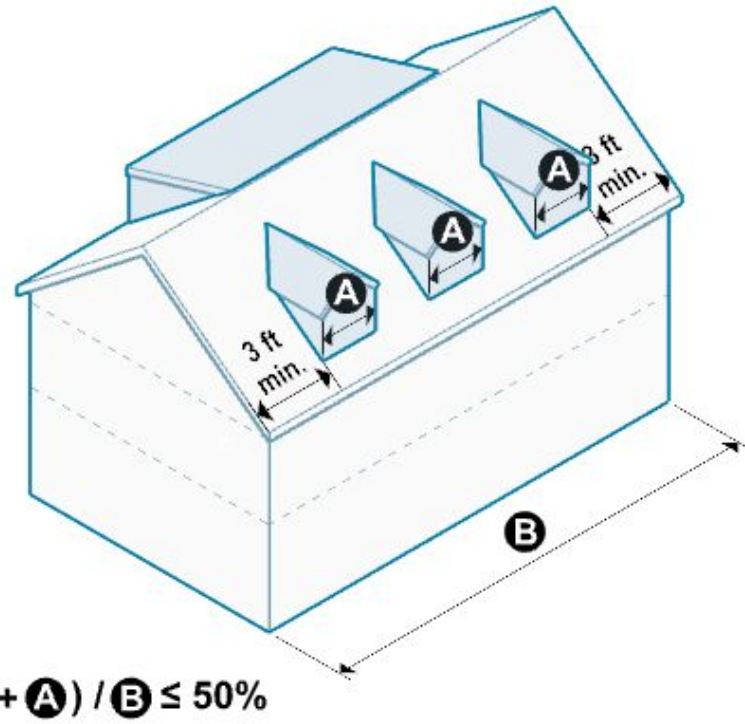


## New contextual buildings

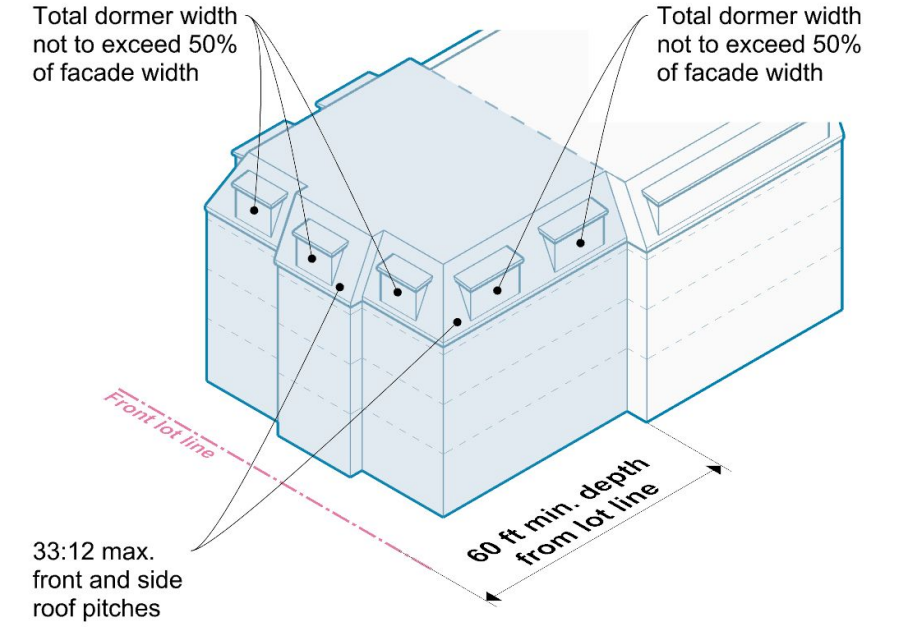
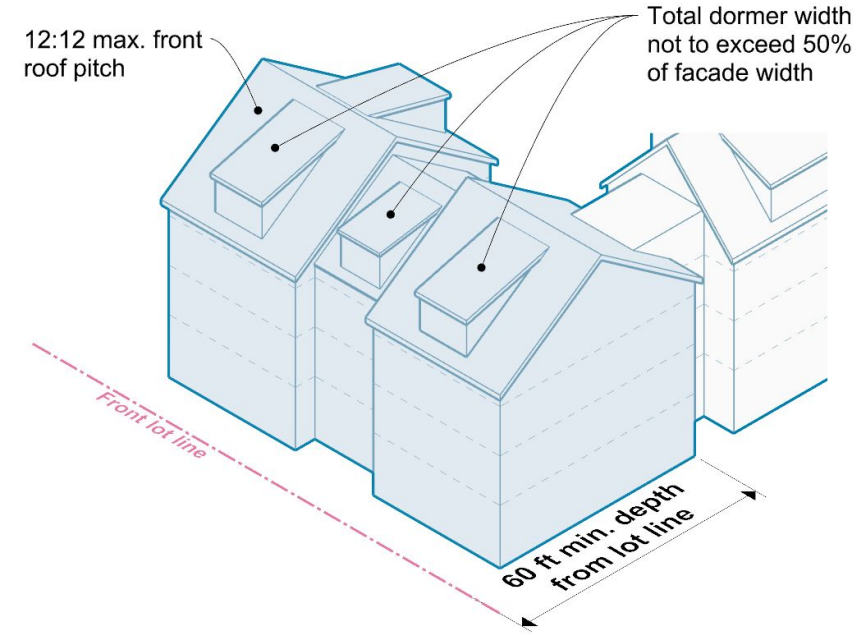
The proposed code changes allow for a diversity of building form and mass and design innovation that fits in with Burlington's diversity of neighborhoods

# Roof Form

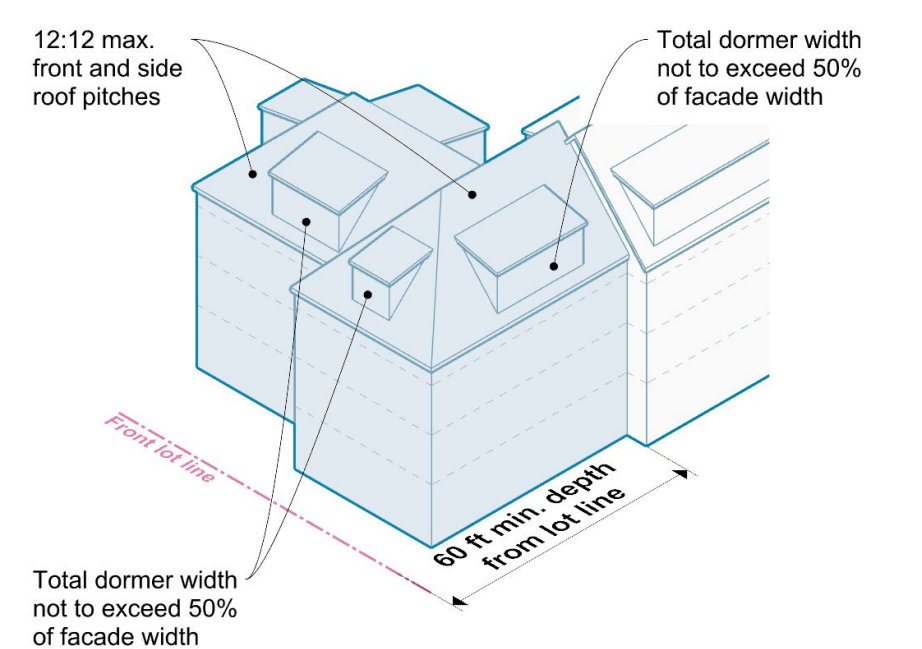
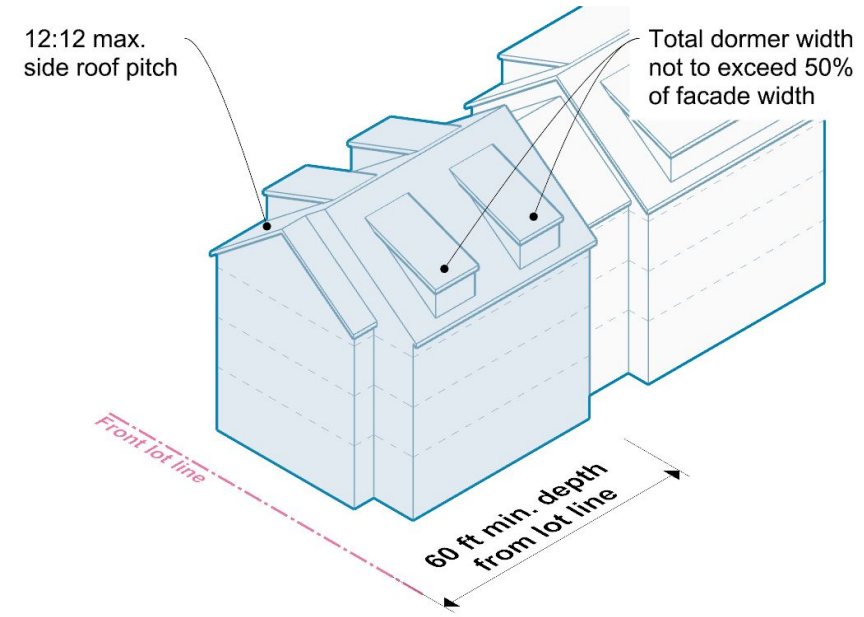
Codifying half-story appearance



Example from Provincetown  
Shank Painter Road



## Dormer rule for Half-Story Appearance for first 60 ft lot depth

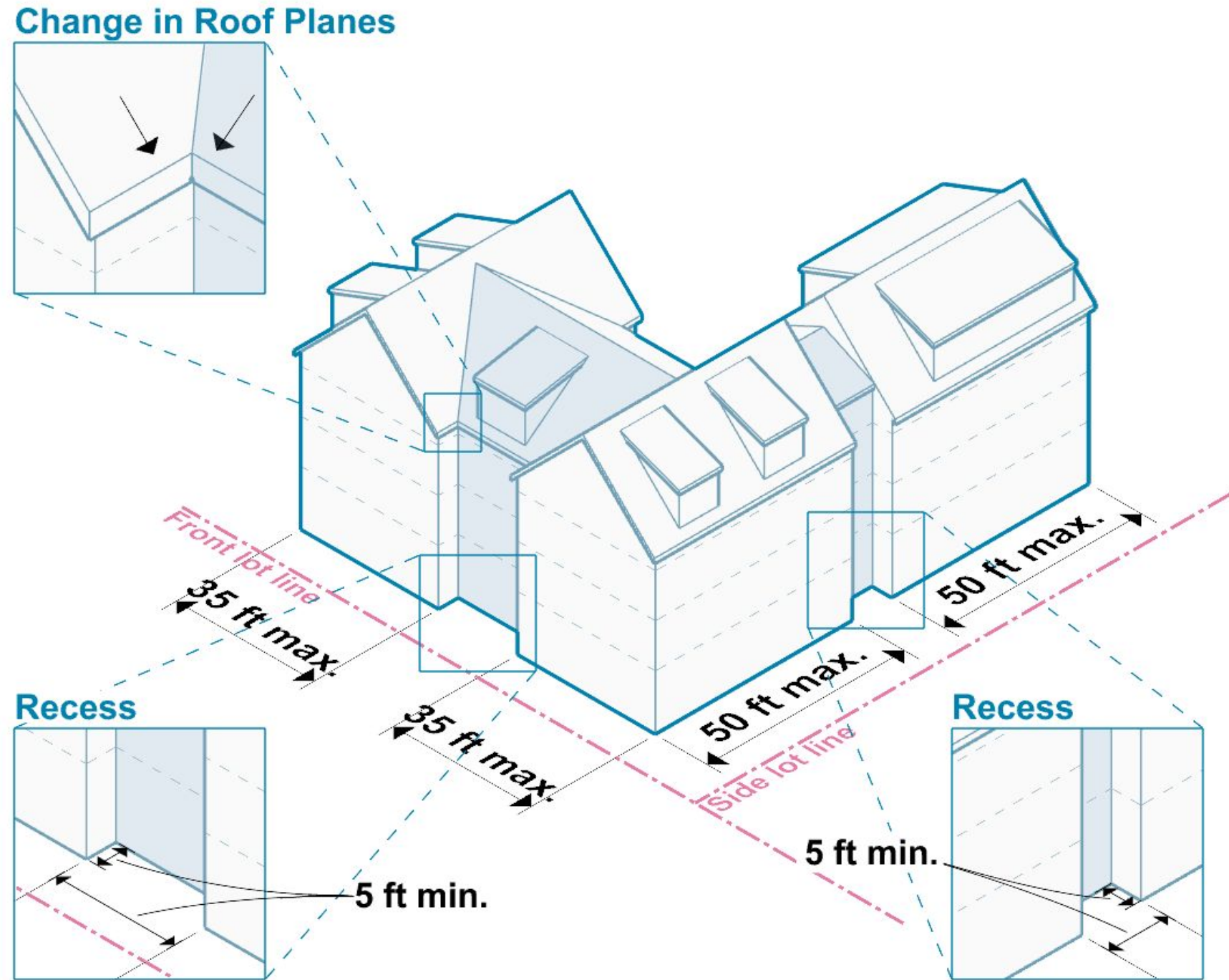
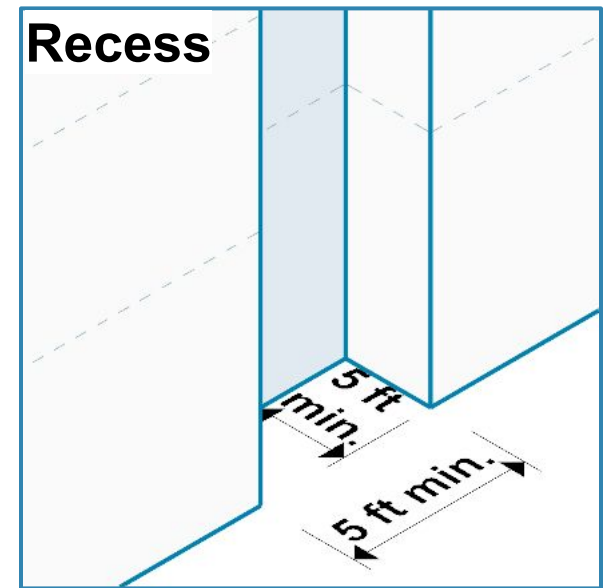
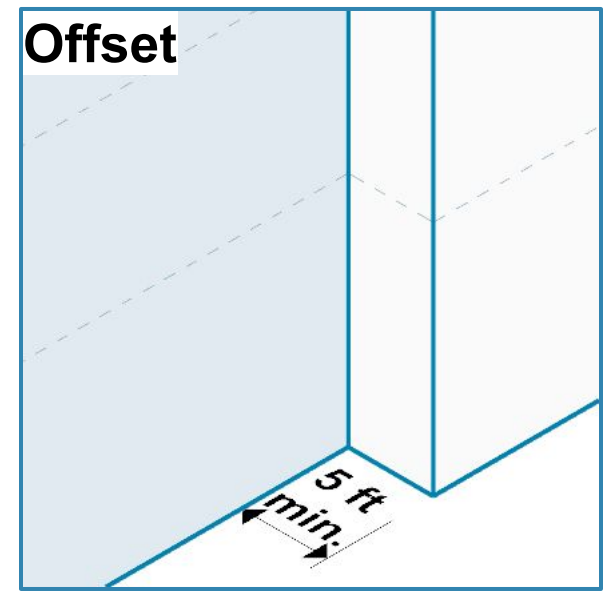


Examples of Half-Story Appearance applications

# Facade Articulation

Context-driven logic for reducing perceived massing scale

Example from Provincetown  
Shank Painter Road



Example of Facade Articulation applications

What 35 ft means:

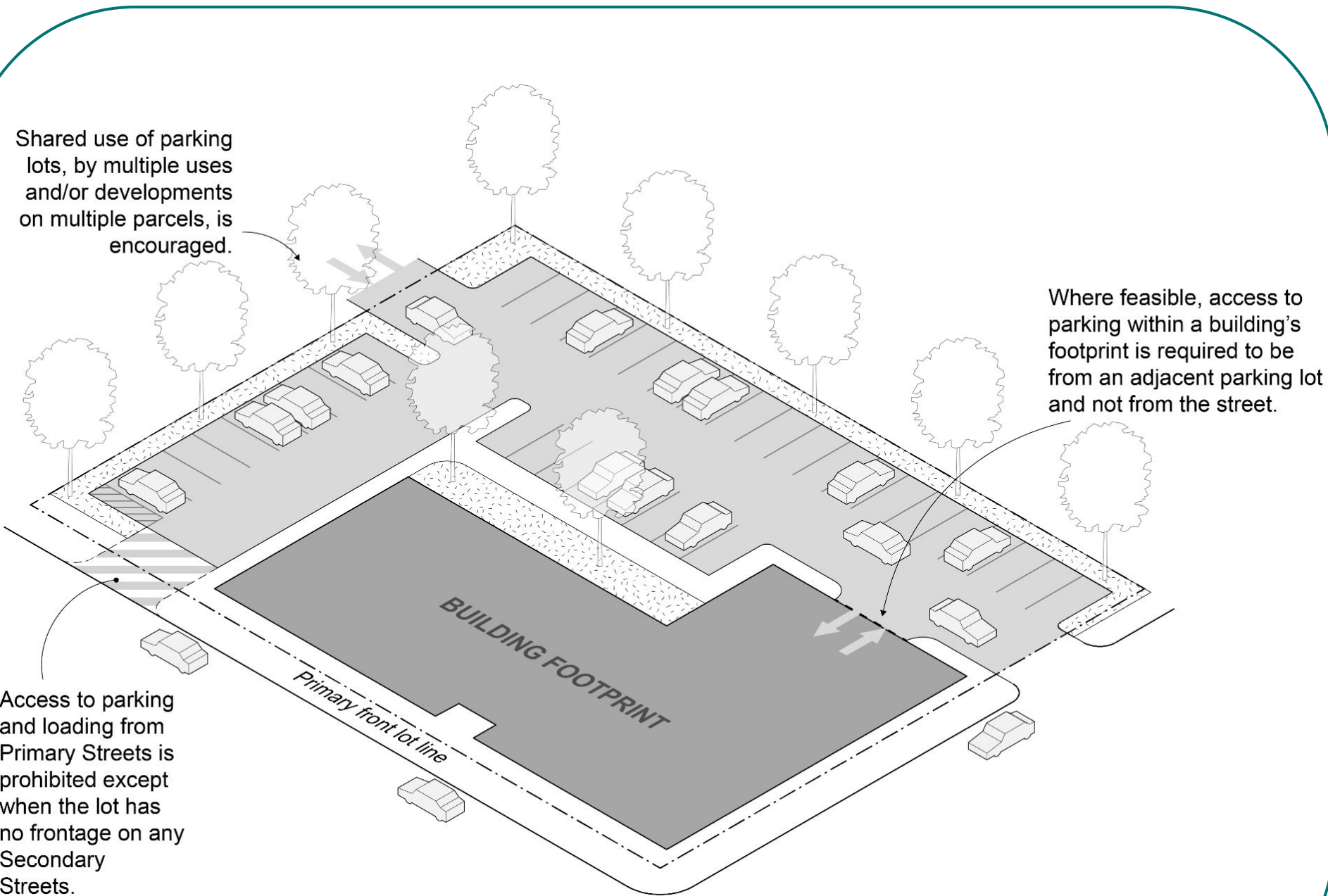


# Site Design

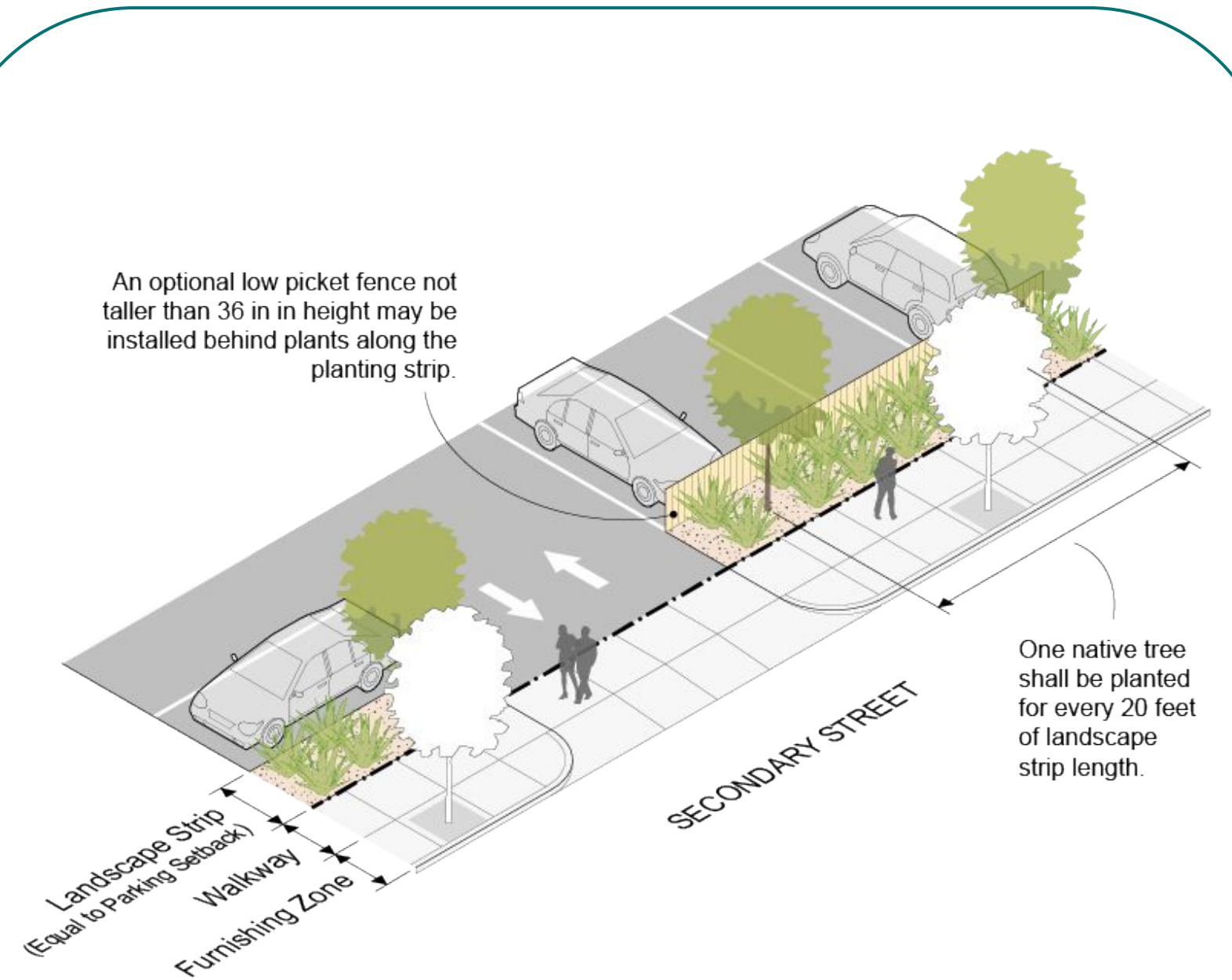
## Parking and Screening Requirements

Example from Provincetown  
Shank Painter Road

### Parking Standards



### Screening Standards



# Example Design Standards

Example from Newton Village Center Zoning

## Shaping the Building

**Building Footprint** (area in square feet)

**Building Height** (number of stories\*)

**Half-Story**

- Height, max. (in feet)
- Stepback (7', min.)

**Pitched Roof Slope** (max. pitch 14:12)

**Ground Story Height**, min./max. (in feet)

**Ground Story Active Uses**

- Front Elevation width (100%)
- Fenestration (% of Front Elevation area)
- Glazing Standards (% VLT, % VLR)

**Facade Articulation** (max. continuous facade length)

**Architectural Features**, controlled by dim. standards

- Awnings
- Canopies
- Bays
- Balconies

**Building Entrances** (number, location, and articulation)

**Roof Features** (list of allowed features)

**Mechanical Equipment**

- Roof Screening and Setbacks
- Location of wall-mounted equipment

\*max height capped in feet

## Building Placement

**Building Setbacks** (distance in feet)

**Building Separation** (distance in feet)

**Building Placement**

- Facade Build-Out Ratio, min. (% of lot width)
- Sidewalk width

## Site Standards

**Usable Open Space** (% of lot)

**Parking Placement**

- Parking Setbacks (distance in feet)
- Access (allowed location)

**Curb Cuts and Driveways**

- Access (allowed location)
- Width, max. (in feet)
- Number per street frontage
- Distance from intersection (in feet)

**Surface Parking Lot Design**

- Landscaped strip, controlled by dimensional standards
- Screening requirements

**Loading**

- Access (allowed location)
- Screening requirements

**Service Areas**

- Location
- Screening requirements

# Example Design Standards

Example from Newton Village Center Zoning



Existing Street View

## Existing Context

Uses: single-story small retail; two-story bank; three-story function hall with ground story retail



# Example Design Standards

Example from Newton Village Center Zoning

## Design Standards

- 1. Building Placement:**  
When development occurs on any lot abutting a sidewalk that is <12' in total width, inclusive of the Furnishing Zone, buildings must be set back an additional distance such that a paved area meeting City sidewalk standards of at least 12' width is provided, inclusive of the Furnishing Zone.
- 2. Building Entrances:**  
Principal entrances must either be recessed from the plane of the facade, or have a projecting Awning or Canopy, to signal building entry and provide adequate protection from the elements.
- 3. Architectural Features: Canopy**  
A wall-mounted structure that provides shade and weather protection over a storefront or building entrance.
- 4. Fenestration:**  
For ground story fenestration, glazing must have a min. 60% Visible Light Transmittance (VLT) and no more than 15% Visible Light Reflectance (VLR) as indicated by the manufacturer.
- 5. Number of Stories:**  
A pitched roof may be composed of roof planes with different slopes. The slope of any pitch must not be greater than 14:12 (49 degrees). The roof rafters must intersect the wall plate or top of wall frame of the exterior walls at a height no more than 2' above the finished floor of the half-story.
- 6. Half-Story Step-Back:**  
A required distance that certain upper stories of a building must be recessed from the plane of the facade of the stories below.
- 7. Parking Lot Access:**  
Access to parking lots and structures parallel to the Front Elevation is prohibited when access along another lot line is available.



# Example Design Standards

Example from Provincetown  
Shank Painter Road

Final design recommendations include the following principles:

## Site Design

- Site planning and building placement
- Multiple buildings within the same lot
- Access management and connectivity
- Vehicle parking in the back

## Building Design

- Continuous street wall
- Ground level active uses
- Building scale
- Facade articulation

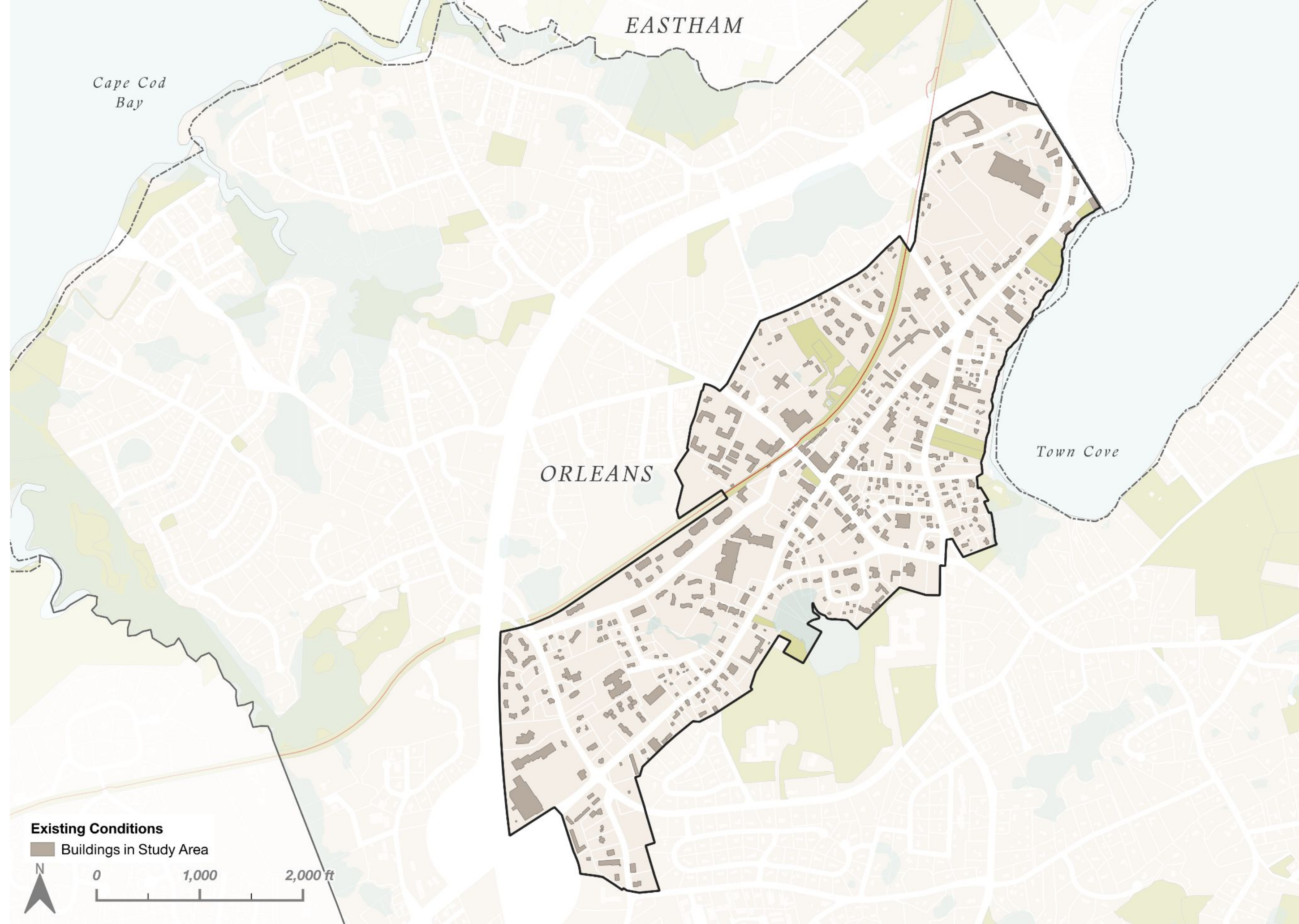
## Public Realm & Landscape Design

- Public realm features
- Landscape features



# Draft Zoning Approach

Existing Context

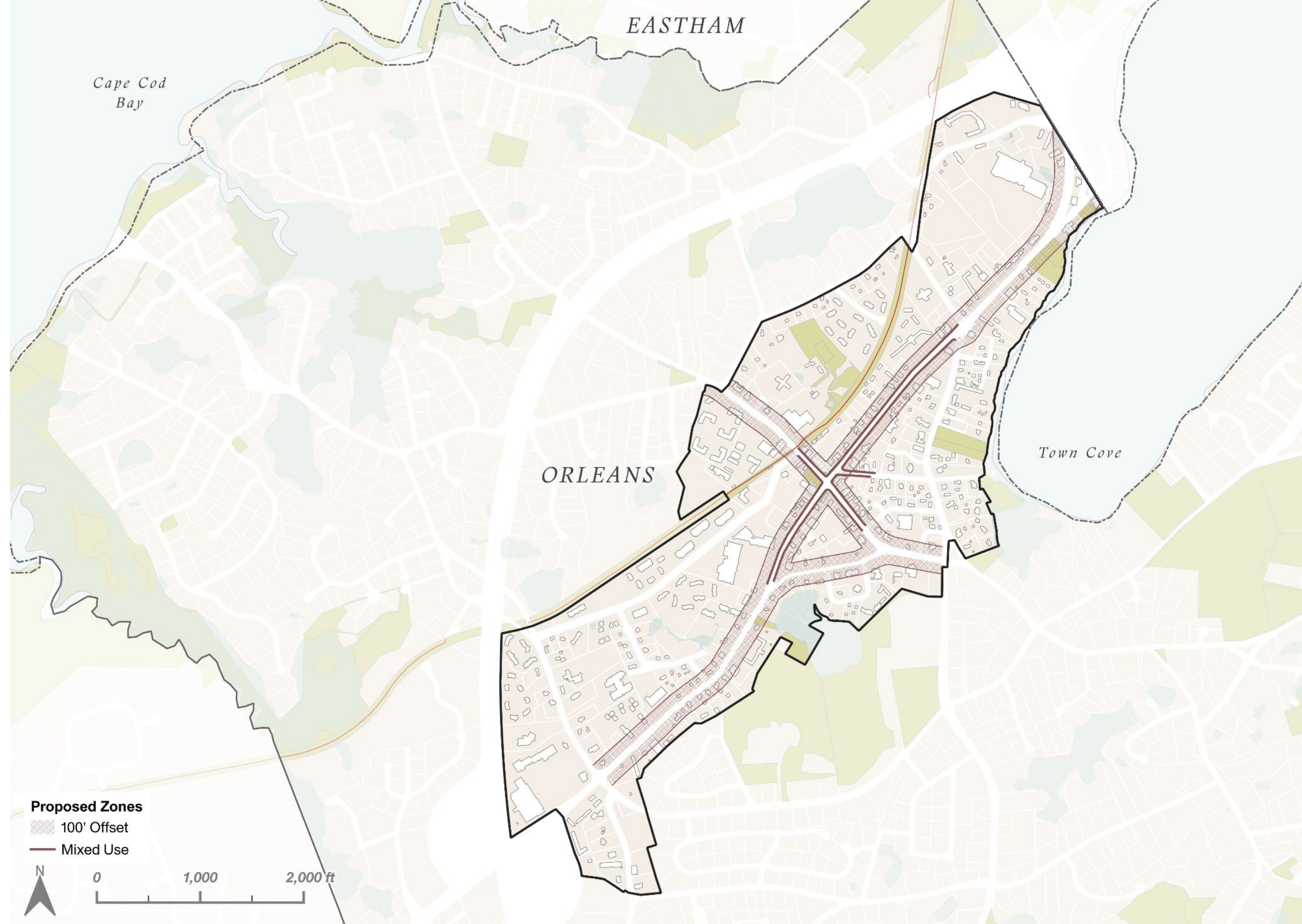


# Draft Zoning Approach

## Proposed Zones

Looking into the surrounding context of parcel sizes, building sizes, and building setbacks, we have begun testing with the implication of a building footprint buffer zone **within the first 100' of the front lot line**. This buffer zone carries all the way along Route 6A, Main Street and Brewster Cross Road aiming to preserve contextual scale currently found here.

Additionally, we will begin testing with the implication of a **required mixed use ground floor for buildings within the 100' buffer zone** along the corridor highlighted on the map.



# Draft Zoning Approach

## Proposed Footprints

As a first pass, we are currently testing that within the 100' buffer zone **buildings may not exceed 4000 square feet, multiple buildings should be separated by 20'+, and should not have a continuous facade more than 40'.** (These numbers may/can be changed).

Any building behind the 100' buffer zone, **may be over 4000 square feet but no more than 8000 square feet.** These larger buildings should also have their masses broken down by articulations.



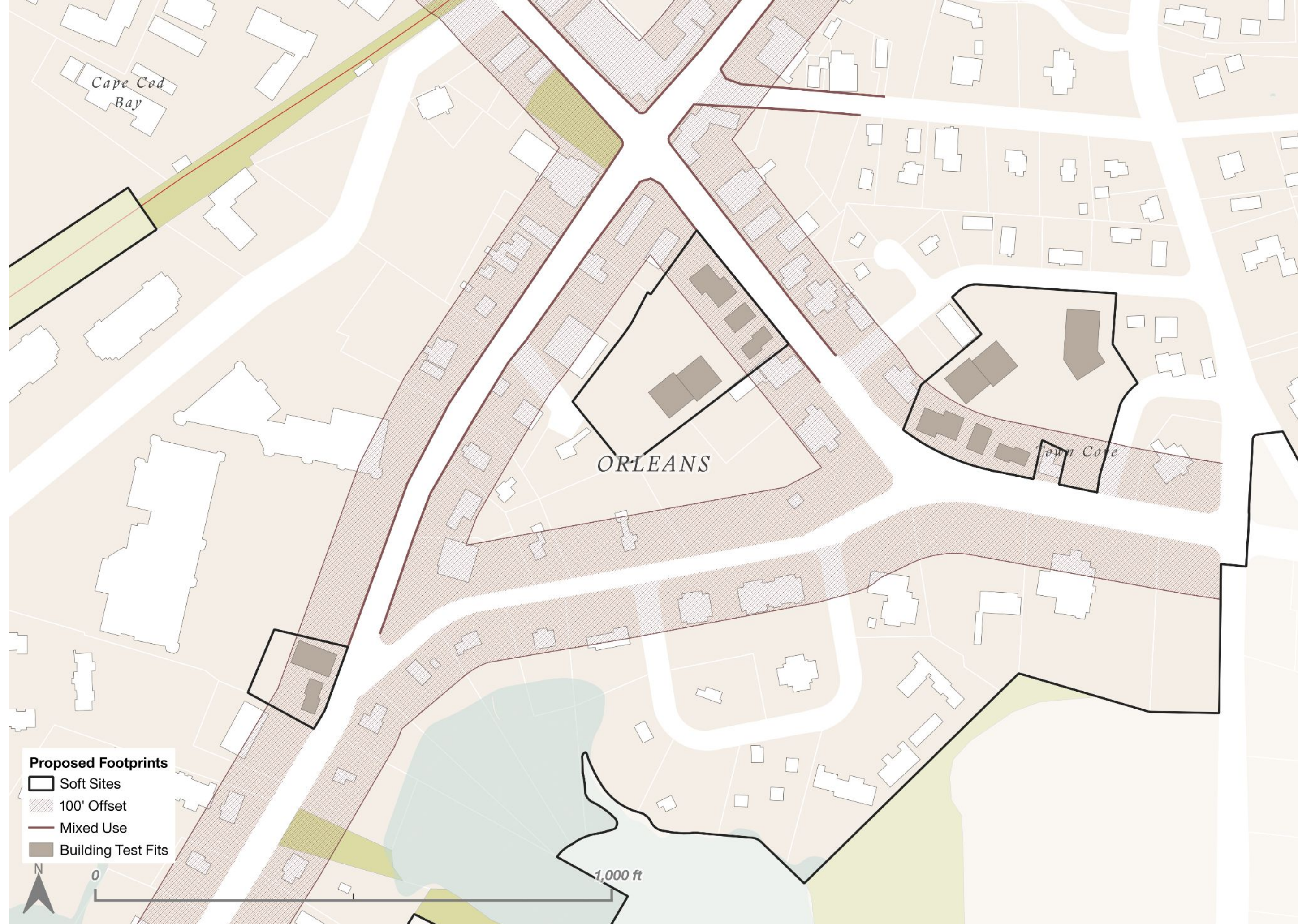
# Draft Zoning Approach

Zoom-In of Proposed Footprints

Sea Captains Row, Hyannis:  
3100 SF

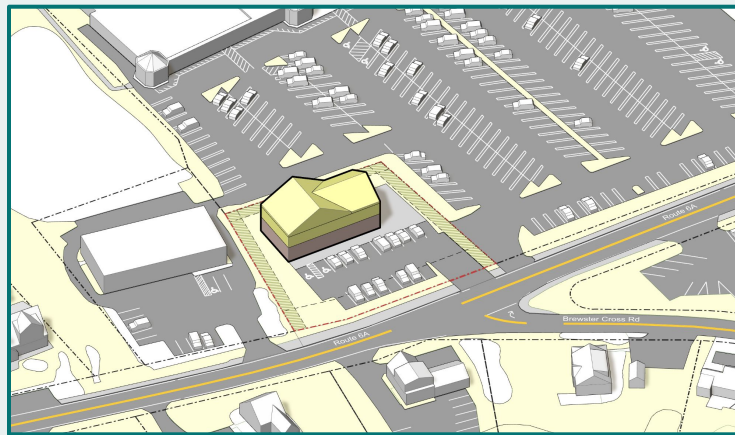


213 Harvard Street,  
Cambridge: 3,600 SF

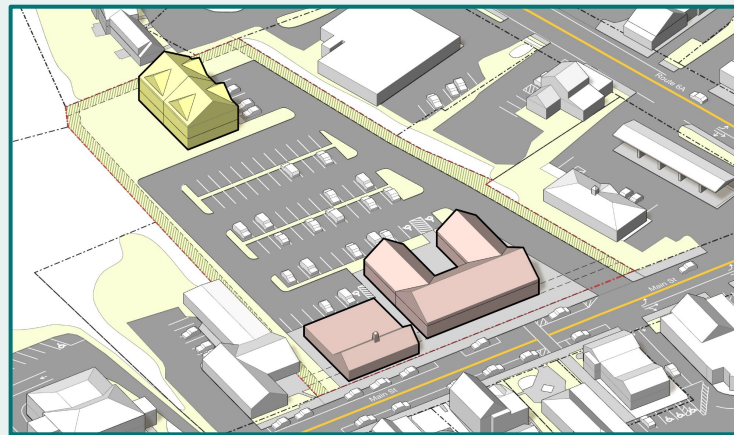


# Next Steps

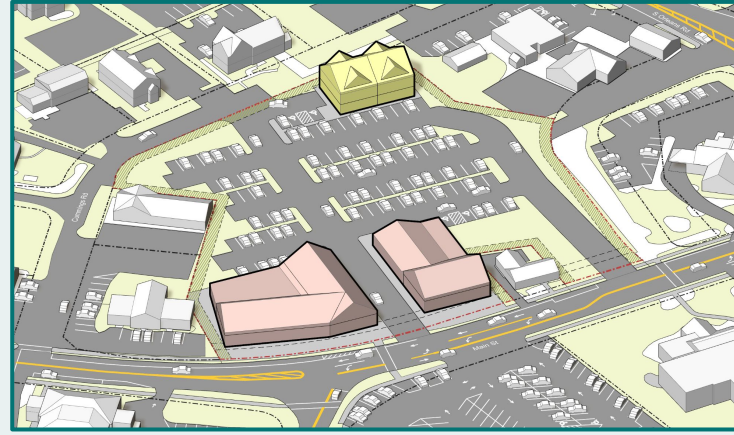
- **Draft Zoning Test-fits and Mapping Scenario:** Using the previously selected soft sites, Utile will draw through draft zoning standards and outline draft zoning districts on the map.



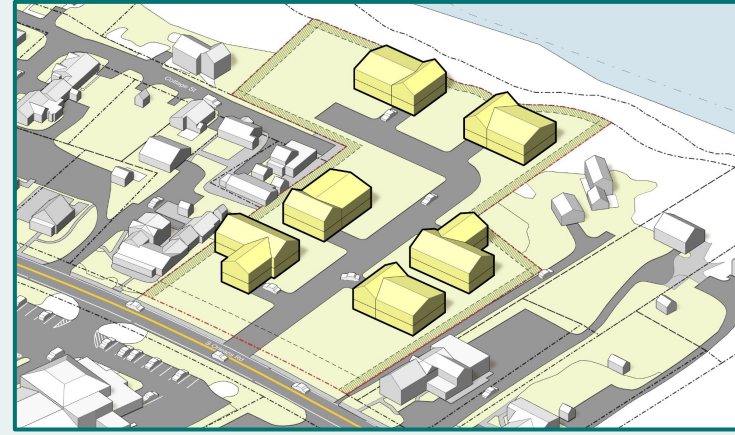
1. Tedd's Garage



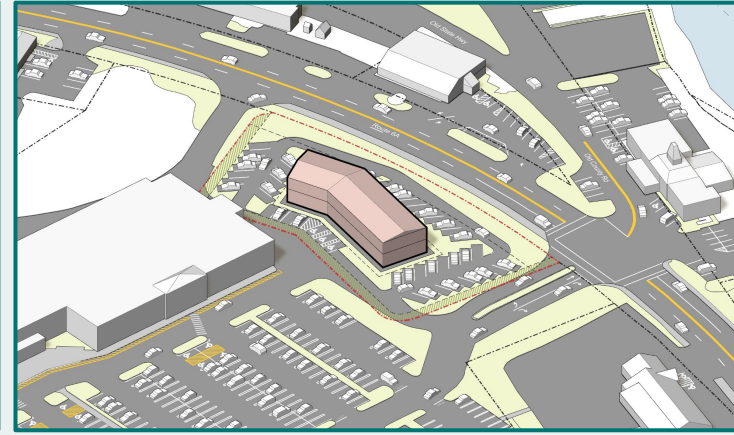
2. Orleans Shopping Center



3. Post Office Square



4. Cove Motel



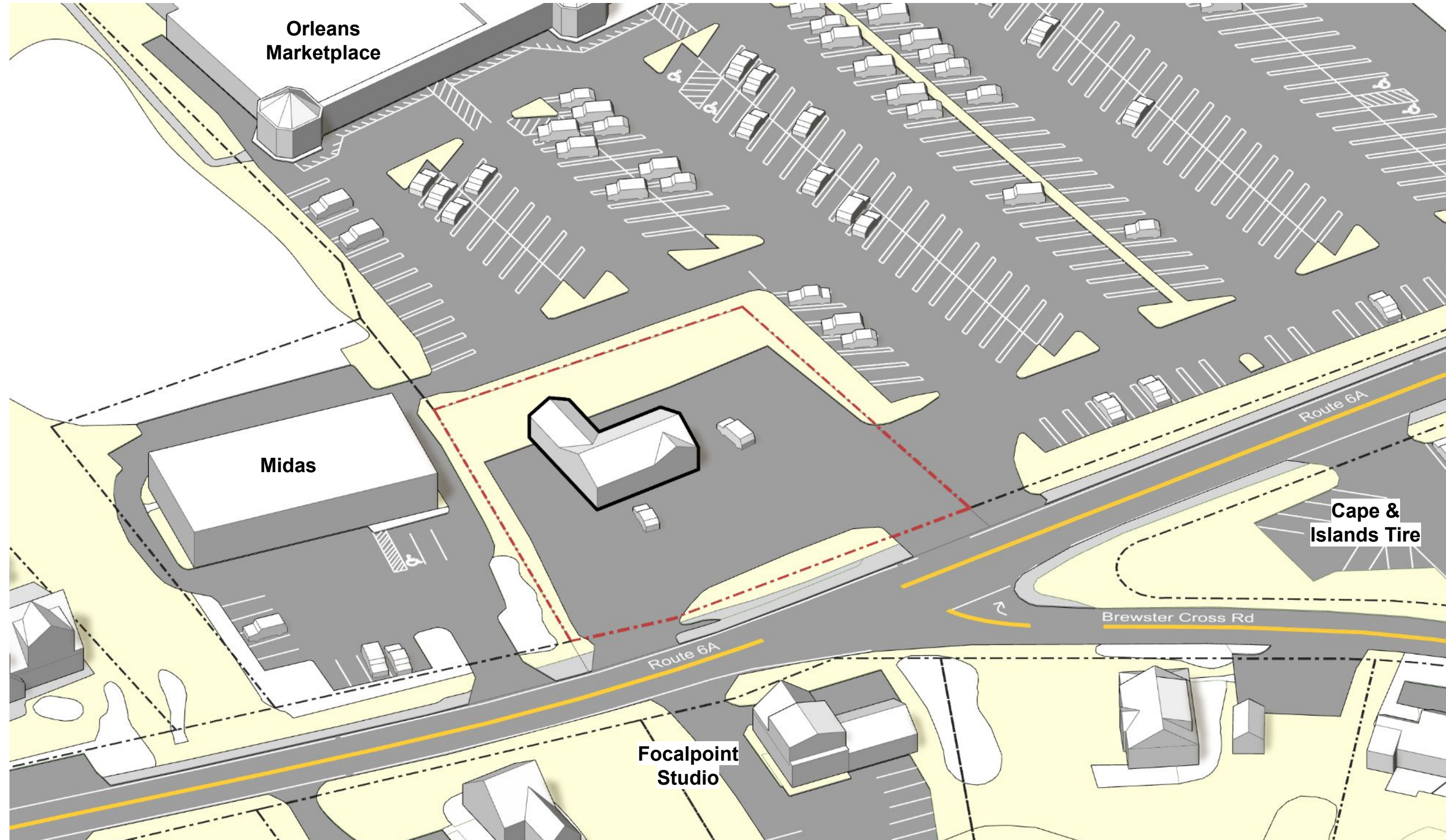
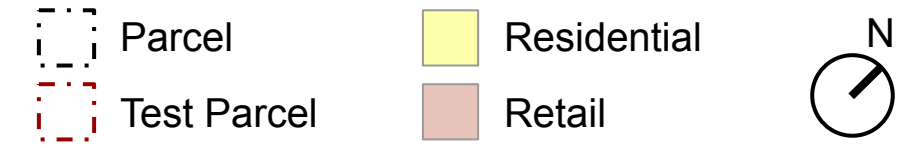
5. Papa Gino's / Vacant Lot

# Site 1: Tedd's Garage

Existing Site

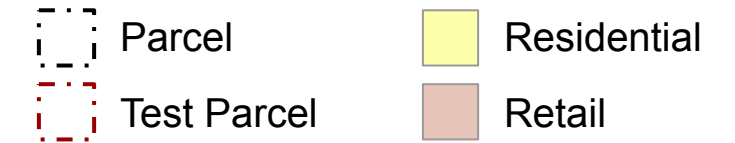


**Zoning:** Limited Business  
**Lot Size:** 0.52 AC (22,589 SF)  
**Year Built:** 1962  
**FAR:** 0.066

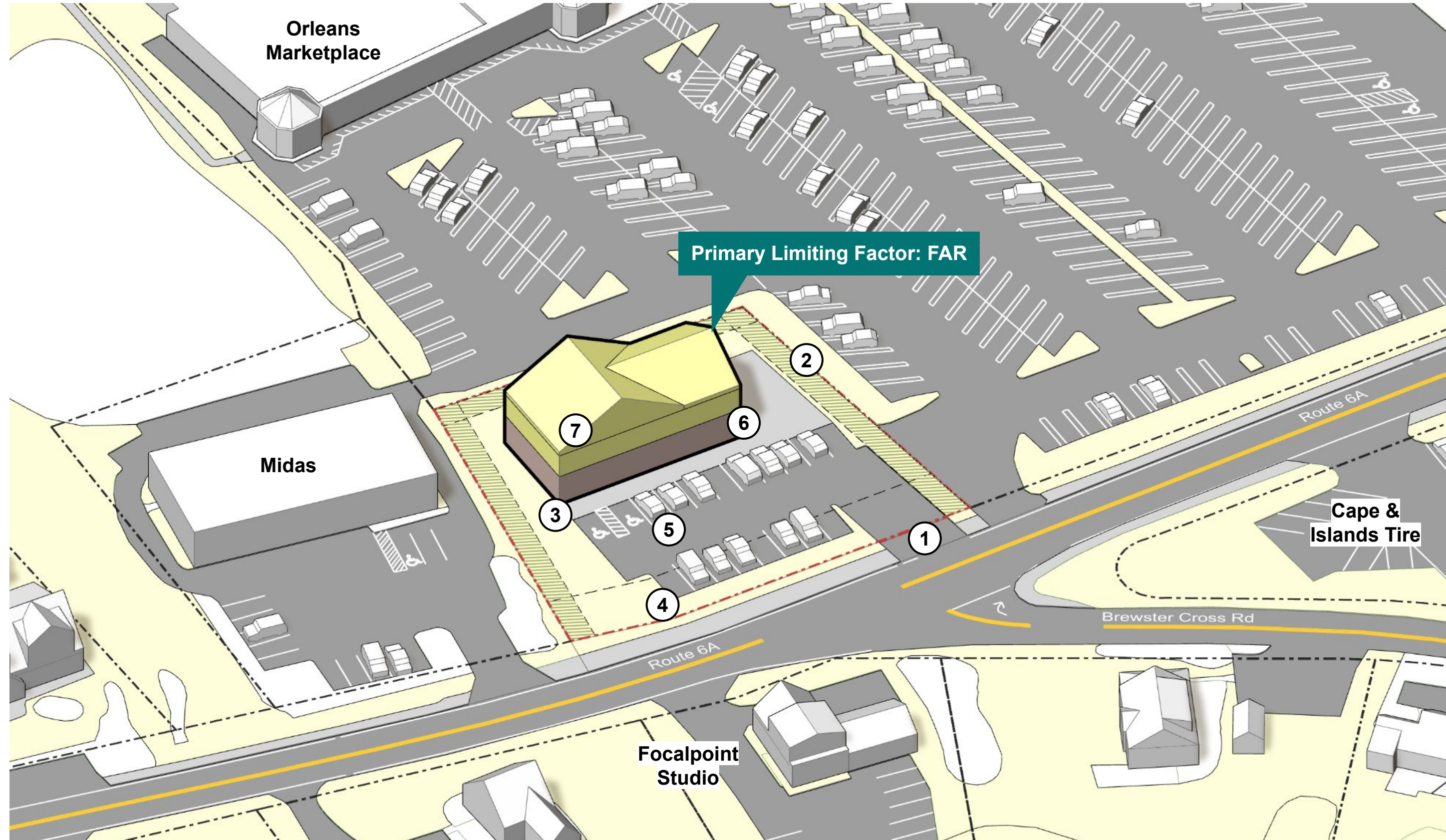


# Site 1: Tedd's Garage

By-Right Test-fit

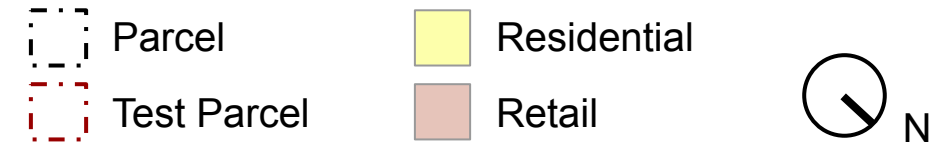


1. Wide maximum driveway width (30')
2. Parking areas must be min. 10' away from any street or lot line, with a screened green zone
3. Parking areas must be min. 10' away from building, with green area and pedestrian walkway
4. Front yard must be landscaped, 6' min depth.
5. Parking is allowed in the front of the lot
6. Commercial area must be min. 30% of floor area, and be located on the first floor fronting the street
7. Third floor housing has low-pitch roof requirements (8:12)

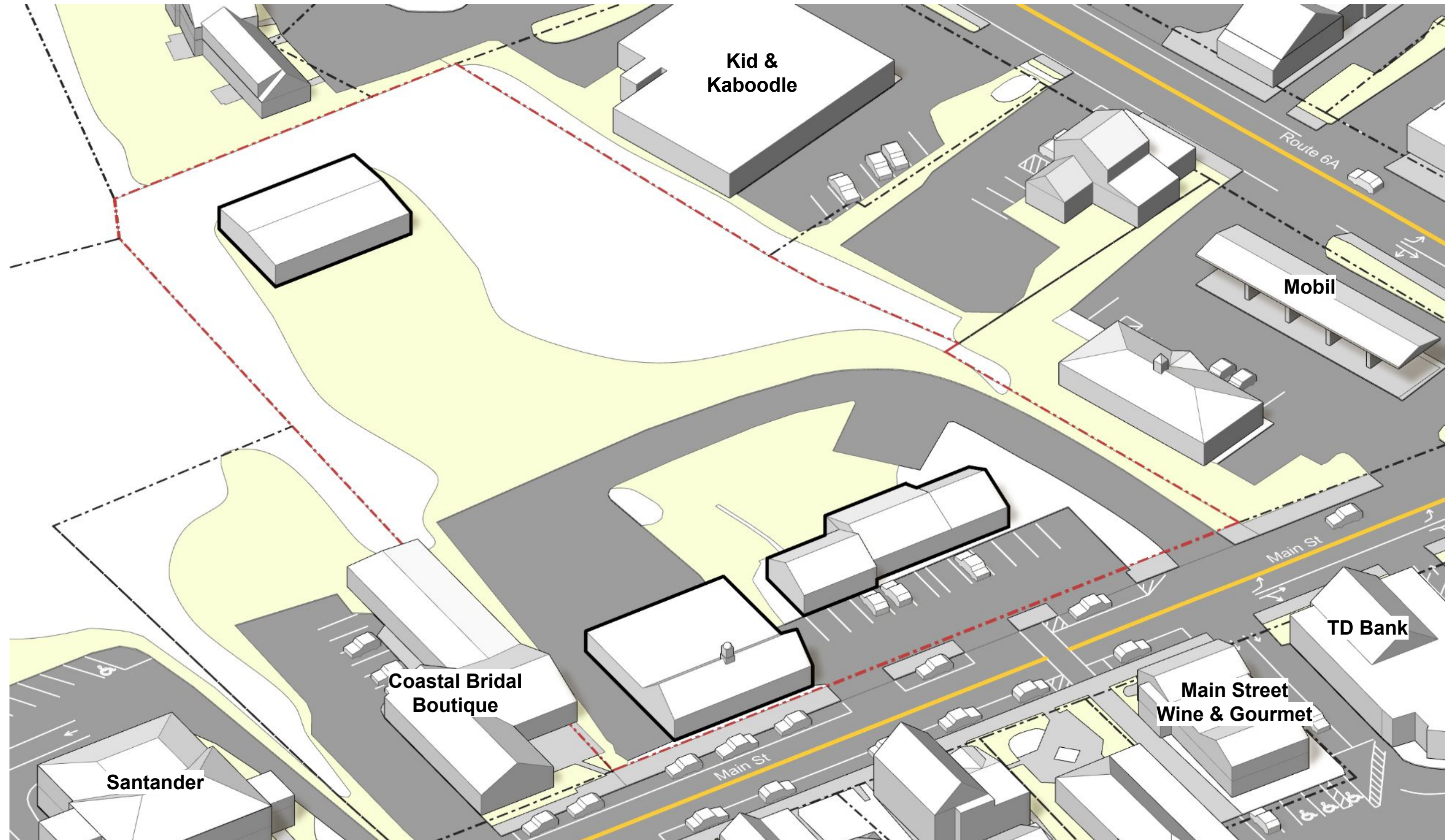


# Site 2: Orleans Shopping Center

Existing Site



**Zoning:** Village Center  
**Lot Size:** 2.03 AC (88,404 SF)  
**Year Built:** 1958, 1968  
**FAR:** 0.12

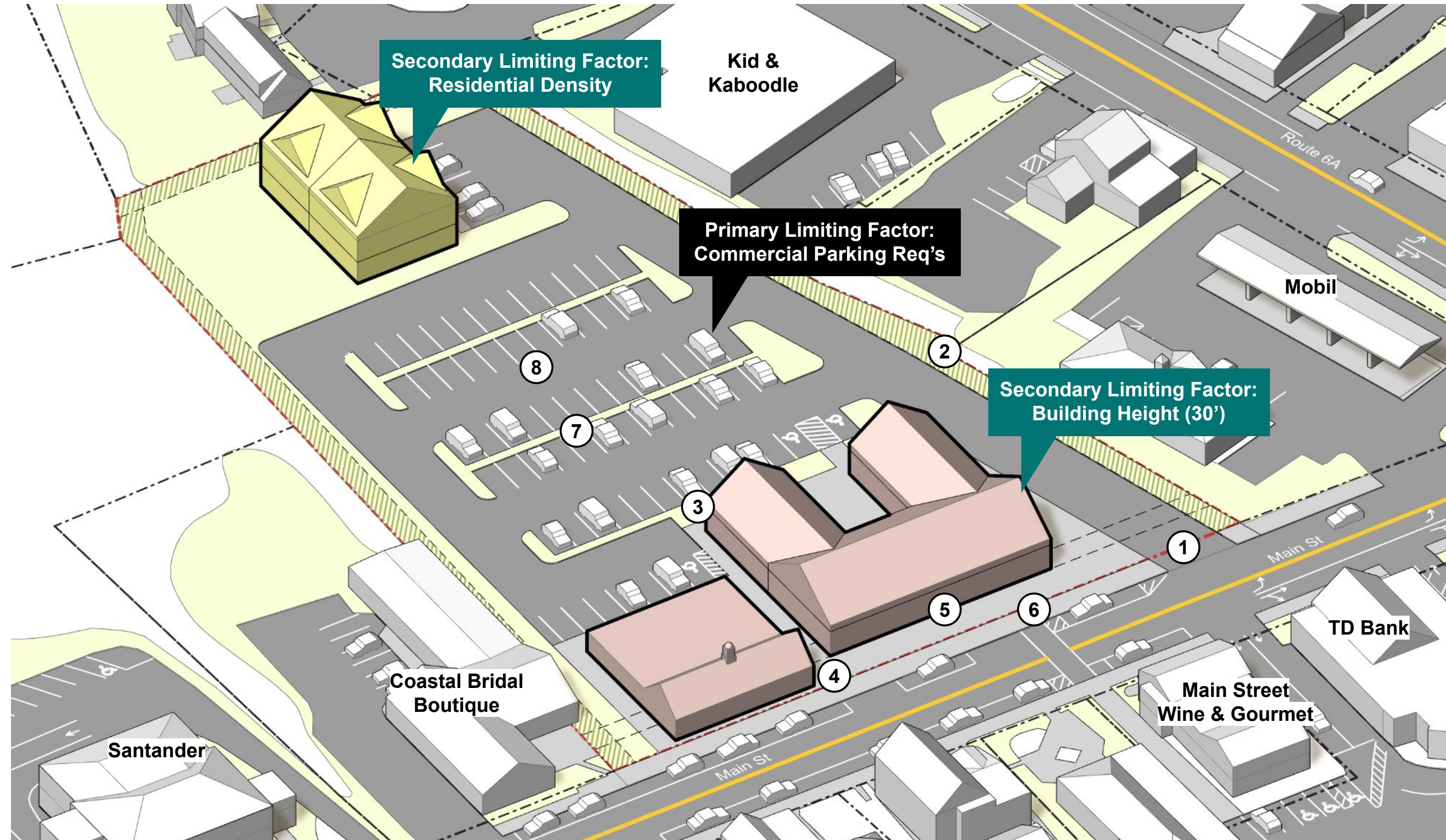


# Site 2: Orleans Shopping Center

By-Right Test-fit



1. Wide maximum driveway width (30')
2. Parking areas must be min. 10' away from any street or lot line, with a green zone
3. Parking areas can abut building
4. Proposed building maintains min. 10' distance from existing building
5. Low building transparency req. on 1st floor facing street (30%)
6. Sidewalk and planting area reqs along street frontage
7. Parking lot planting reqs, including trees
8. No limits on impervious surface

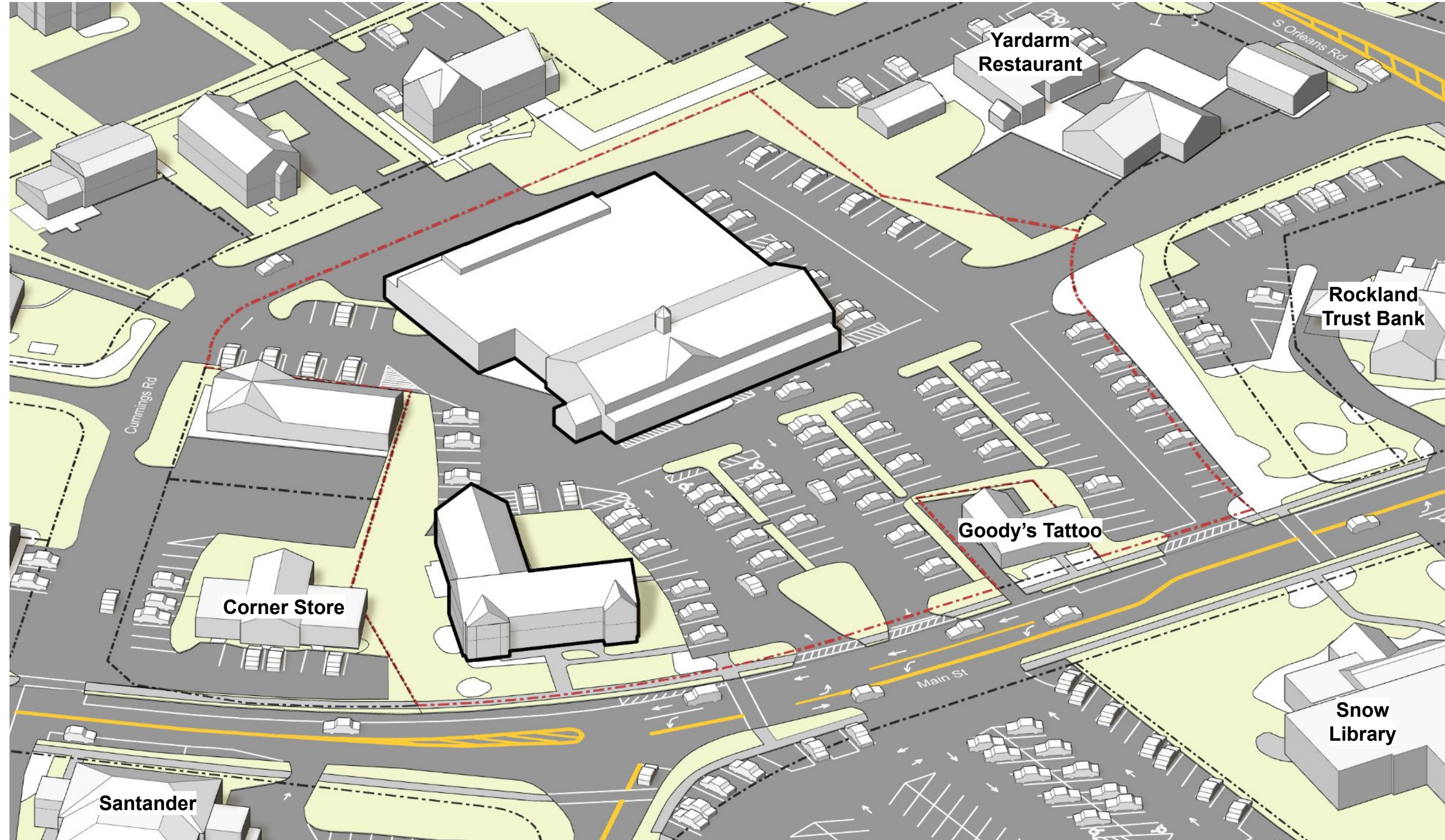
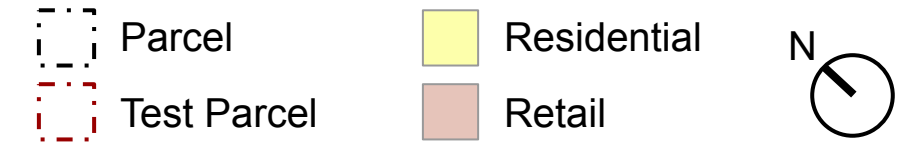


# Site 3: Post Office Square

Existing Site

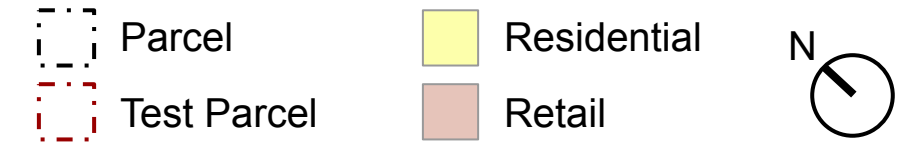


**Zoning:** Village Center  
**Lot Size:** 2.76 AC (120,050 SF)  
**Year Built:** 1987, c.1960  
**FAR:** 0.23

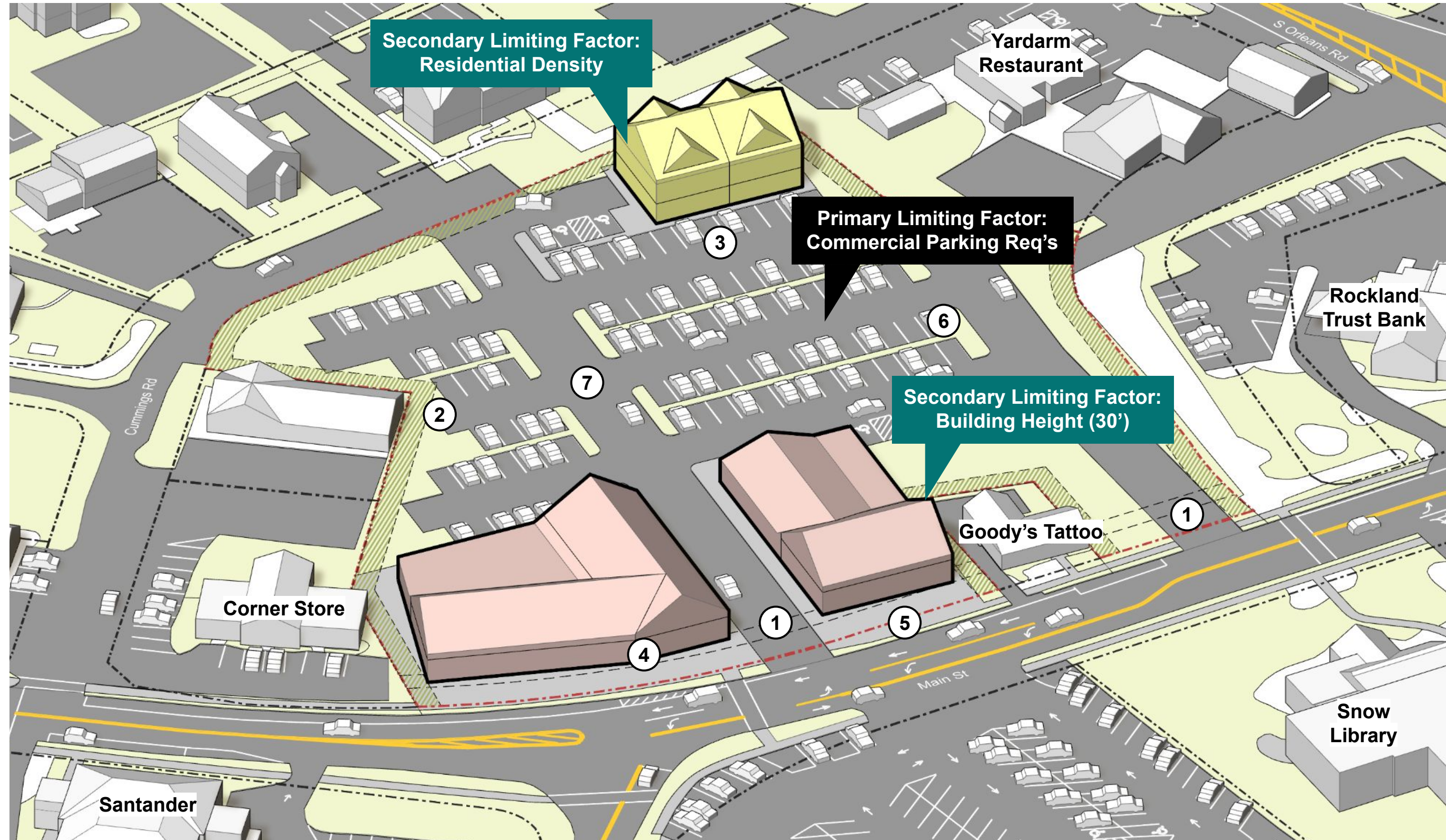


# Site 3: Post Office Square

By-Right Test-fit



1. Wide maximum driveway width (30'); maximum of 2 driveways onto street, separated by 200'
2. Parking areas must be min. 10' away from any street or lot line, with a green zone
3. Parking areas can abut building
4. Low building transparency req. on 1st floor facing street (30%)
5. Sidewalk and planting area reqs along street frontage
6. Parking lot planting reqs, including trees
7. No limits on impervious surface

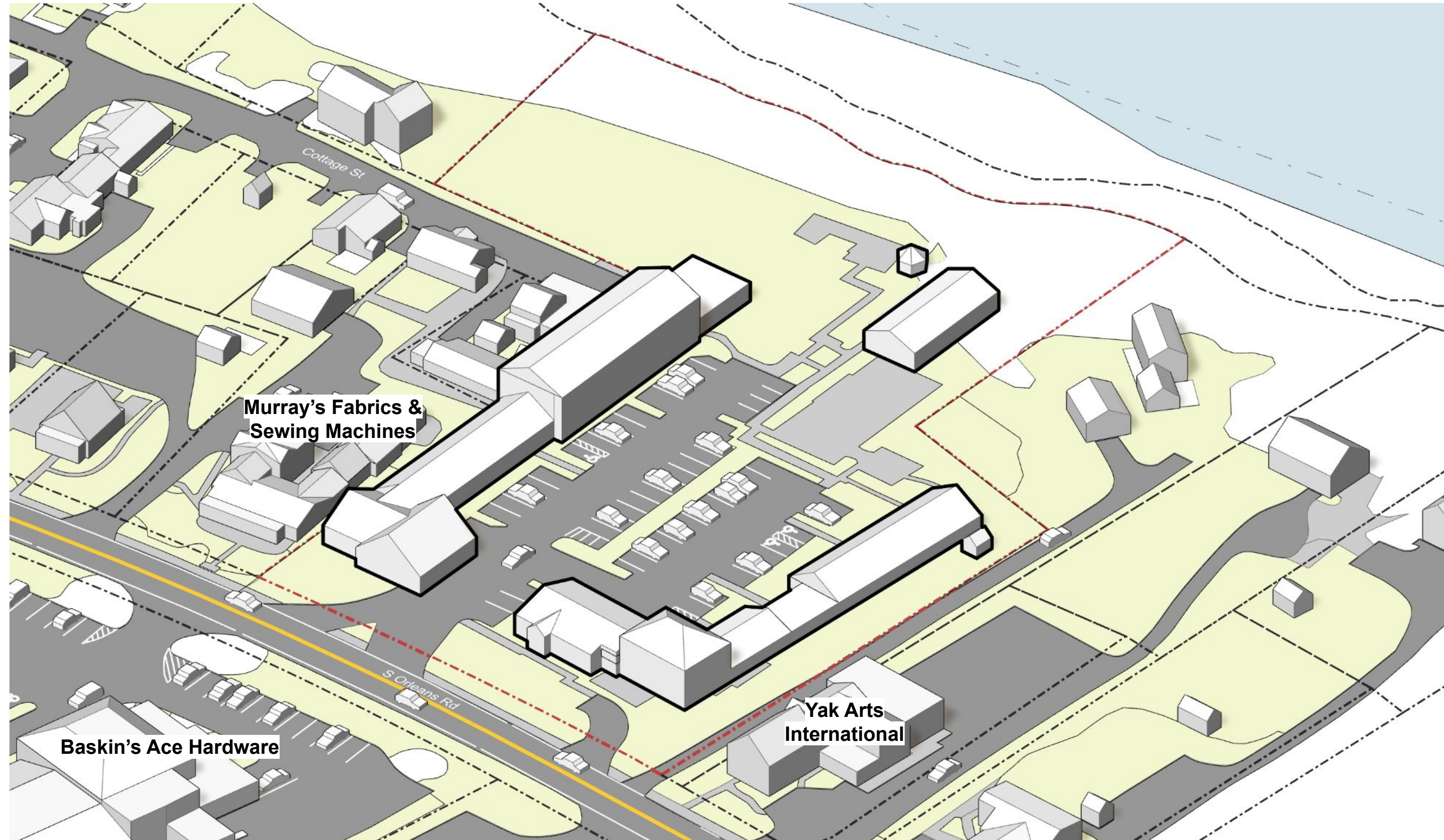


# Site 4: Cove Motel

Existing Site



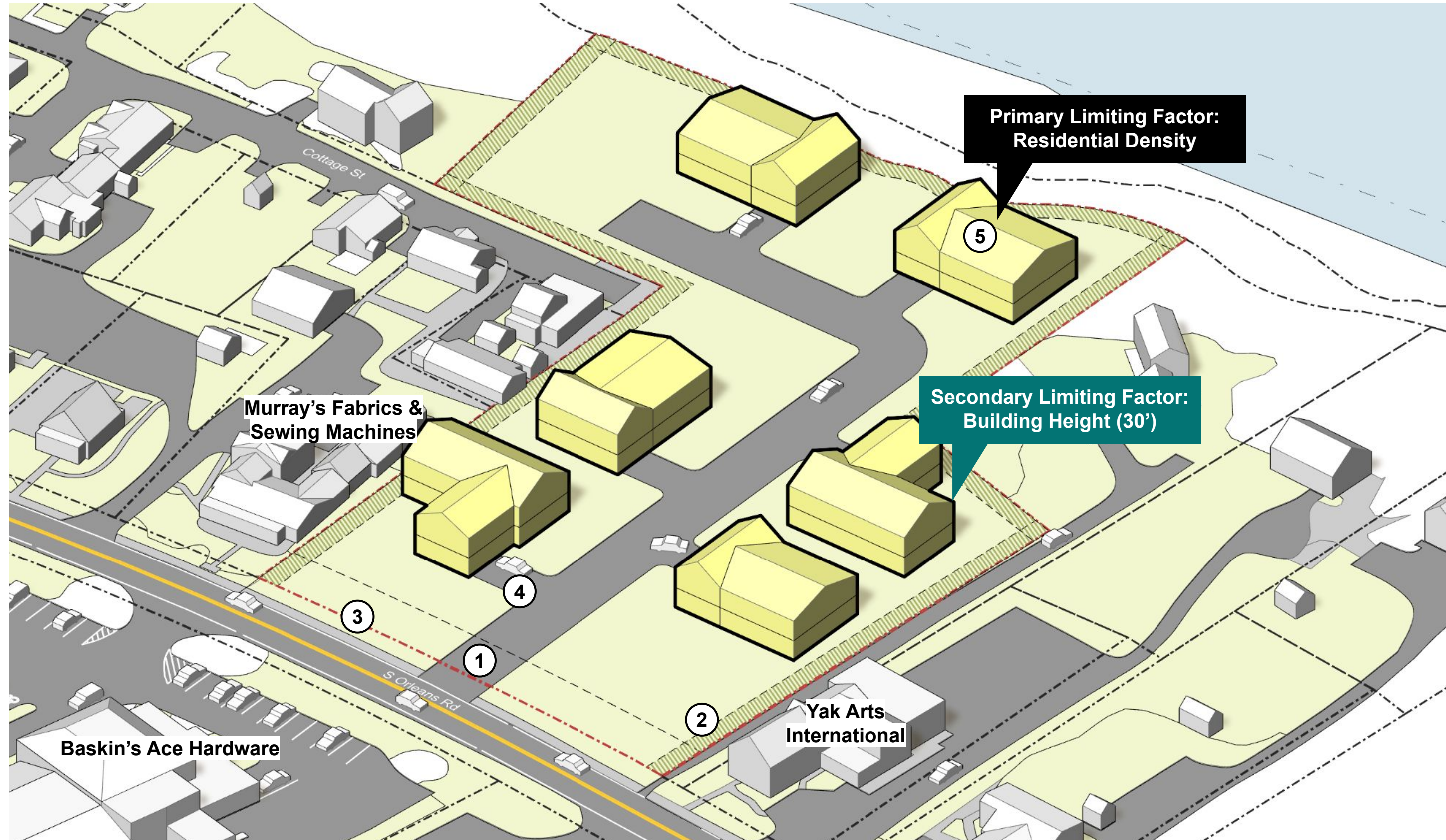
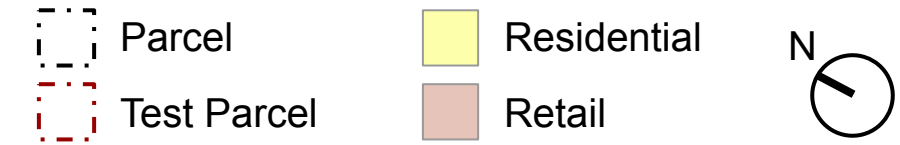
**Zoning:** Limited Business  
**Lot Size:** 2.50 AC (108,704 SF)  
**Year Built:** 1959  
**FAR:** 0.21



# Site 4: Cove Motel

By-Right Test-fit

1. Wide maximum driveway width (30')
2. Parking areas must be min. 10' away from any street or lot line, with a screened green zone
3. Front yard must be landscaped, 6' min depth.
4. Parking is allowed in the front of the lot
5. Maximum 6 DU's are permitted on single lot

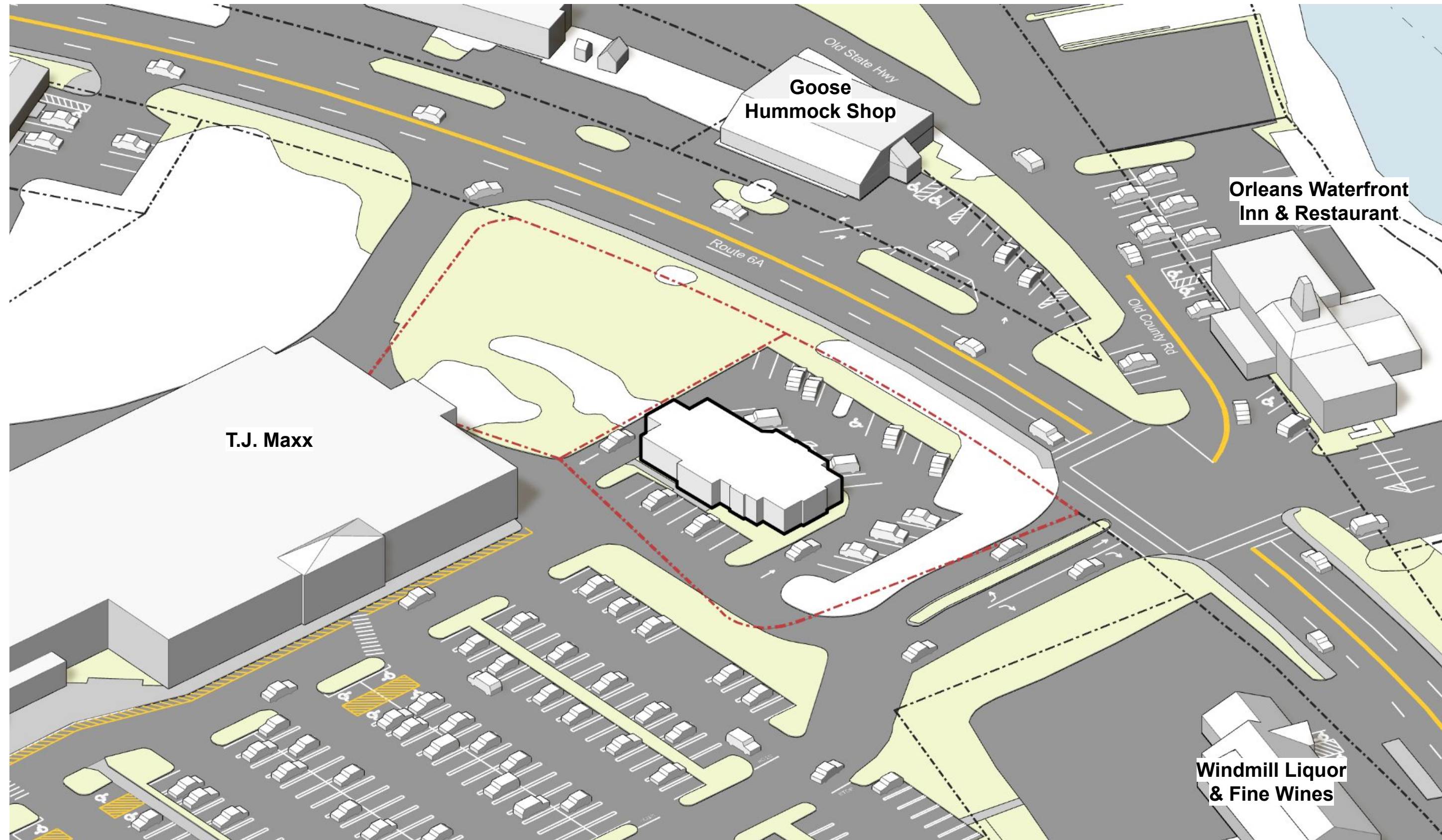
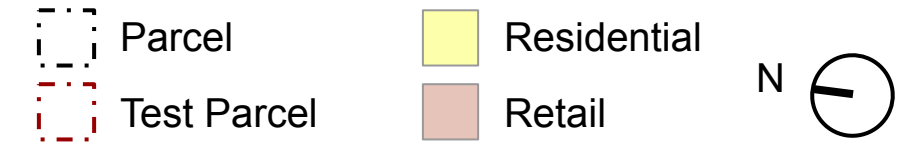


# Site 5: Papa Gino's

Existing Site



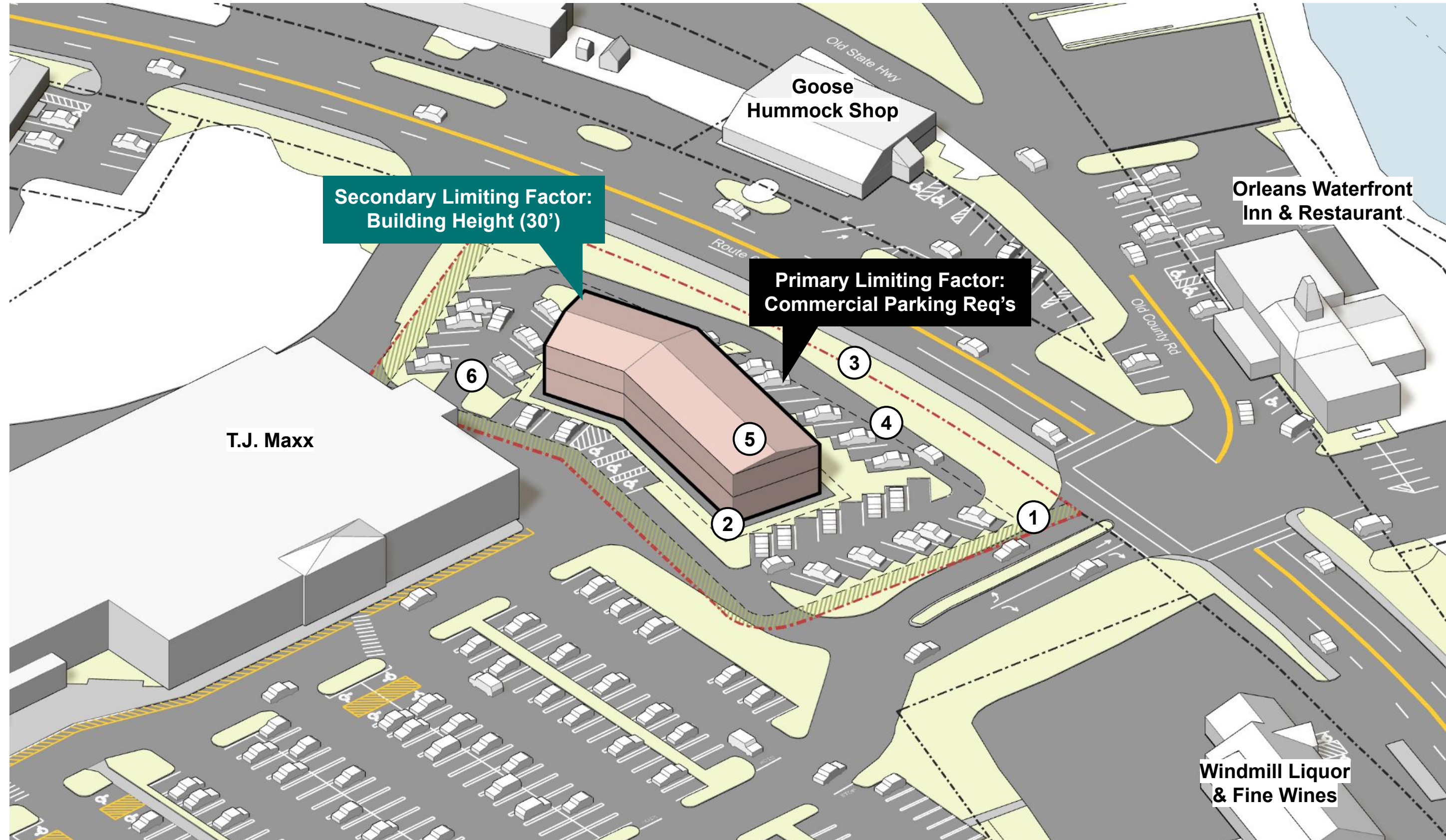
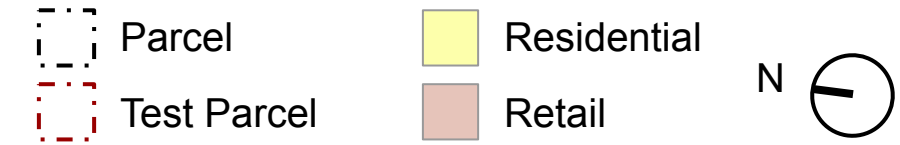
**Zoning:** General Business  
**Lot Size:** 1.06 AC (46,226 SF)  
**Year Built:** 1984, N/A  
**FAR:** 0.11, 0



# Site 5: Papa Gino's

By-Right Test-fit

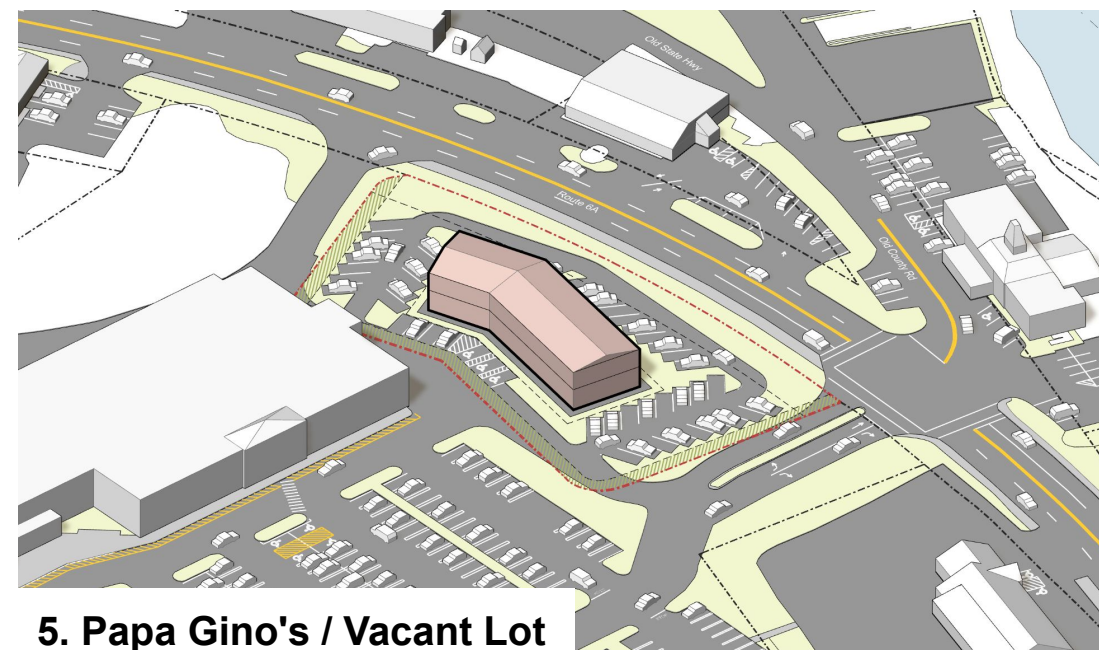
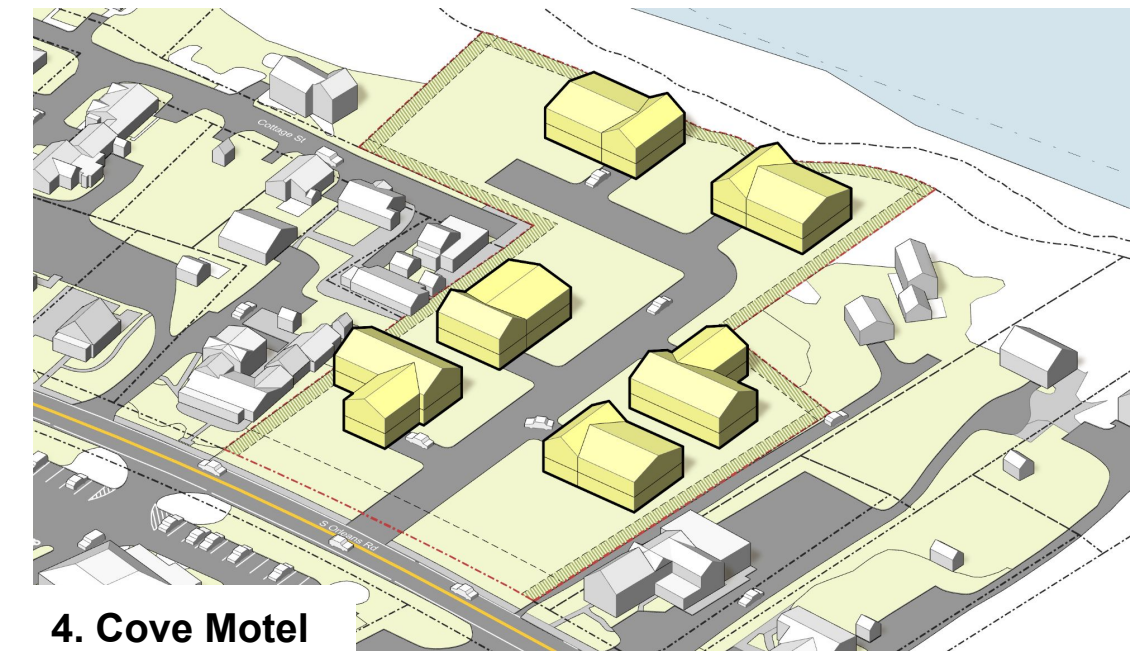
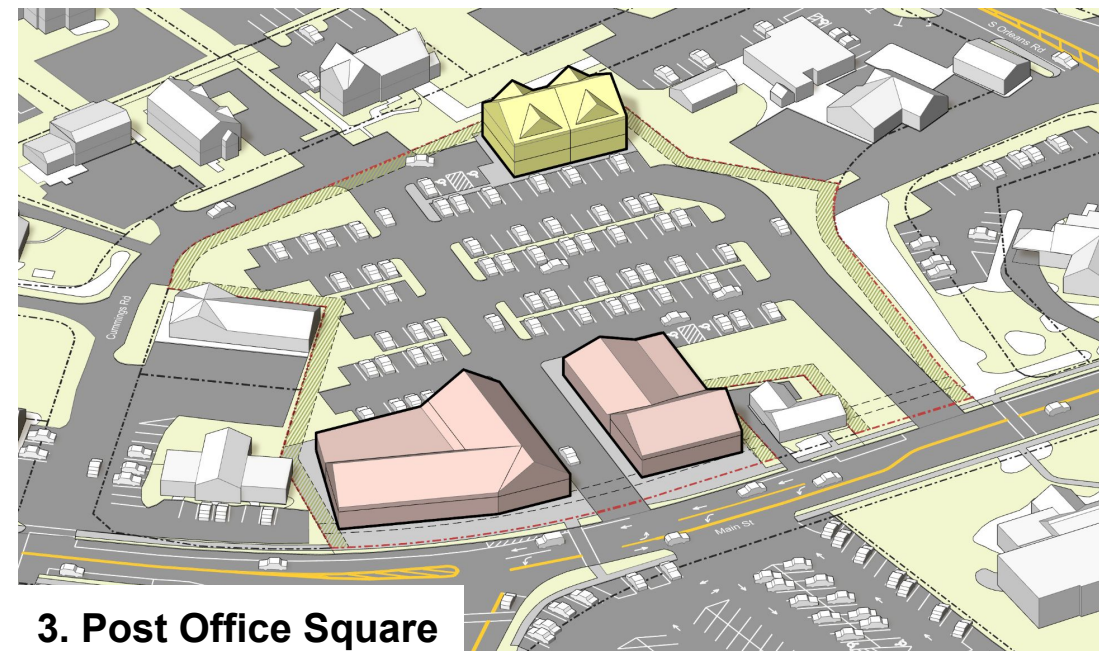
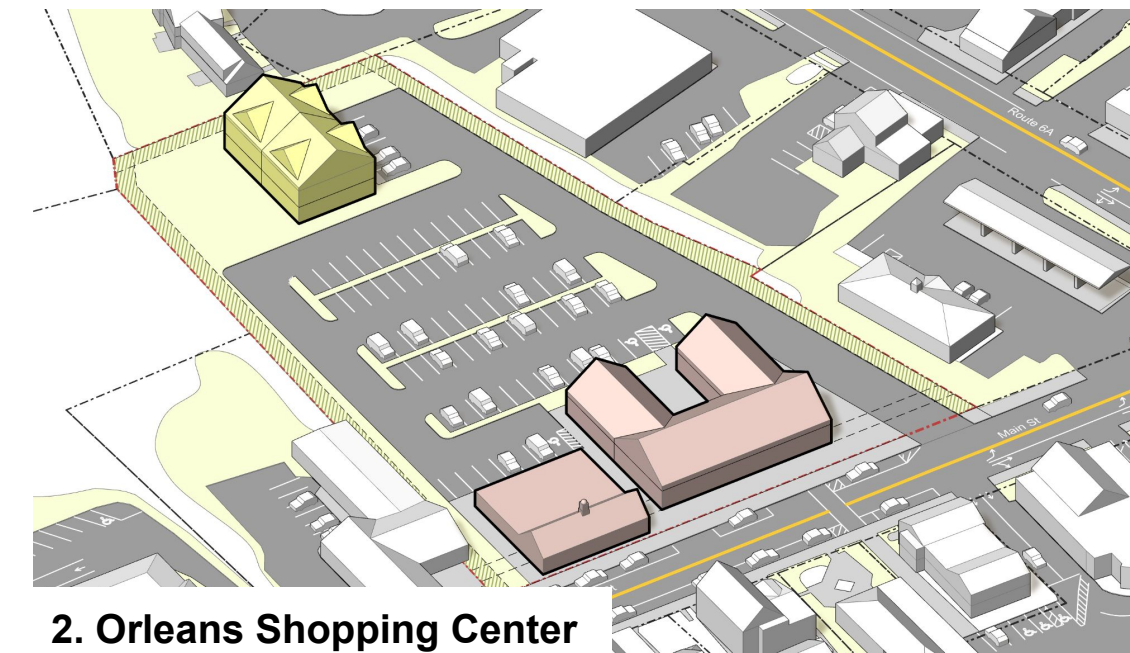
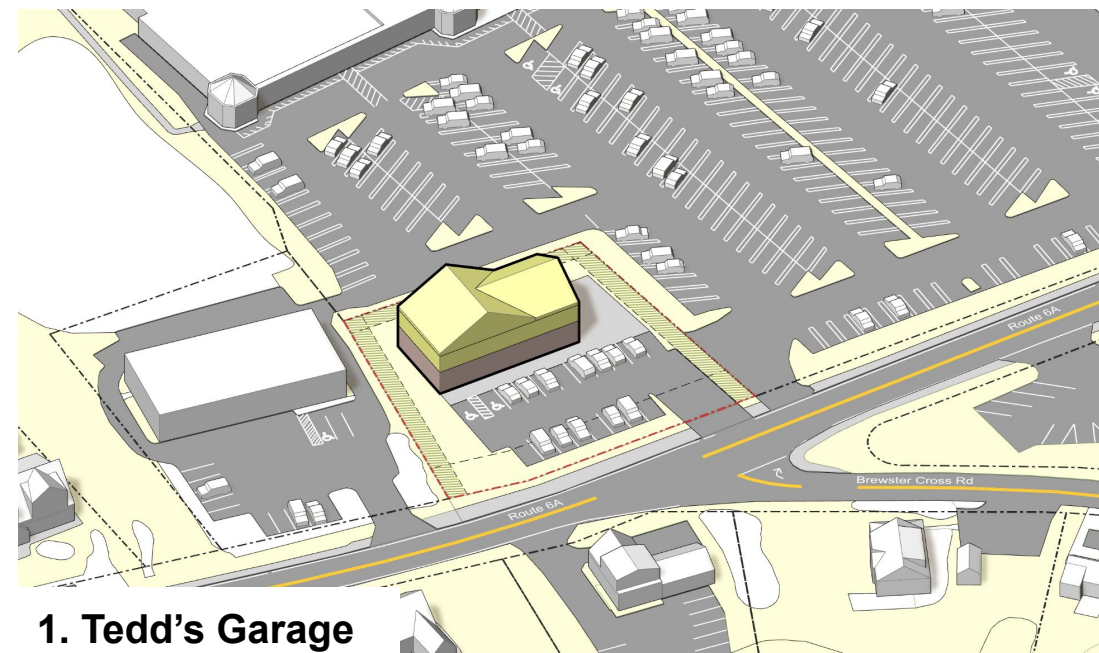
1. Parking areas must be min. 10' away from any street or lot line, with a screened green zone
2. Parking areas must be min. 10' away from building, with green area and pedestrian walkway
3. Front yard must be landscaped, 6' min depth.
4. Parking is allowed in the front of the lot
5. Maximum commercial building height is 30'
6. Maximum impervious surface is 75%



# Existing Zoning Analysis

## Key Takeaways

- **Residential Density:** Restrictions on residential density differ for apartment development and mixed-use development (dwellings in or accessory to commercial uses), with different measurement standards for by-right and special permit development (units per lot vs acre vs structure)
- **Floor Area Ratio:** Limited to 40% for LB and GB districts
- **Building Height:** Limited to 42' for third floor apartment development in mixed-use buildings, otherwise 30'
- **Pitched Roofs:** Maximum roof pitch has a low-slope (8:12), reducing the amount of habitable space on the top floor
- **Front Setbacks:** Deep setbacks in all districts
- **Parking Requirements:** High commercial parking requirements (min 1 space/250 SF of GFA) majorly constrain development
- **Parking Location:** Parking is allowed along the front lot line, with wide driveway allowances (30' max)



# Zoning Considerations

## Next Steps

### **Housing:**

Address critical housing needs by increasing the density and diversity of residential and mixed-use development. Develop building standards for redevelopment that reinforces appropriate building scale and character for Downtown Orleans.

### **Economic Development:**

Promote vibrancy and a unique Orleans identity with pedestrian-oriented retail streets that cater to a diverse mix of local businesses. Develop site and active use standards that encourage commercial uses and enliven the streetscape.

### **Environment/Public Realm:**


Create safe, walkable streets with improved sidewalks and less emphasis on parking. Encourage landscaping and green infrastructure that improves the quality of public spaces.




Example from Shank Painter Road Form-Based Code, Provincetown


# Discussion/Q+A

Join us now for two exercises to share your thoughts on the future of Orleans, followed by a Q+A session with Town Staff and members of the consultant team.




**Downtown Orleans Zoning Map Exercise**  
Orleans Zoning Modernization Community Meeting






**Question 1:**  
Where should mixed-use be prioritized in Downtown Orleans?  
Draw a line on the map along portions of streets where walkable retail should go. Write additional comments below.

**Question 2:**  
Where should higher density (3 stories and up) residential development be prioritized in Downtown Orleans?  
Draw a boundary on the map around the zones where higher density residential development should go. Write additional comments below.



**Considerations for New Zoning**  
Orleans Zoning Modernization Community Meeting



**Question 1:**  
What mix of uses would you like to see in Downtown Orleans (e.g. day-to-day services, retail shops, restaurants, office space, housing)?

**Question 2:**  
What form-based issues do you think the new zoning should prioritize to encourage contextual and viable development (e.g. building height, building footprint, density, facade articulation, roof form, parking standards, public realm, etc.)?

Good fit for Orleans

No preference

Bad fit for Orleans

# Engagement Feedback

Pol.is Survey Results  
Stakeholder Meetings

# Polis Survey

Snapshot of Results

## 188

people voted  
(based on logins or individual devices)

## 172

people grouped  
(49 in Group A, 123 in Group B)

## 10,813

votes were cast

## 209

statements were submitted

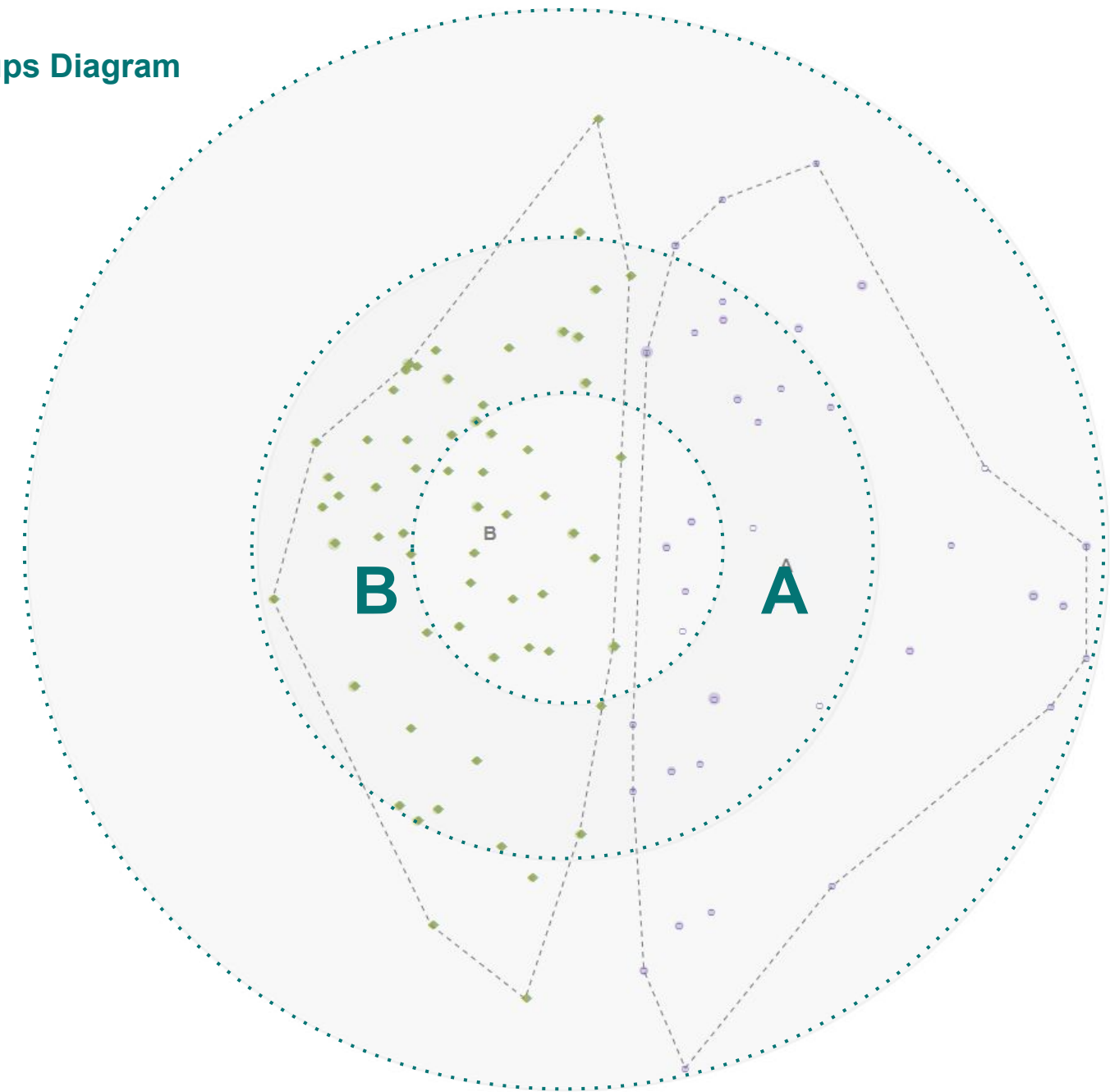
## 57.52

votes per voter on average

Opinion Groups Diagram

Group B  
72%

Group A  
28%

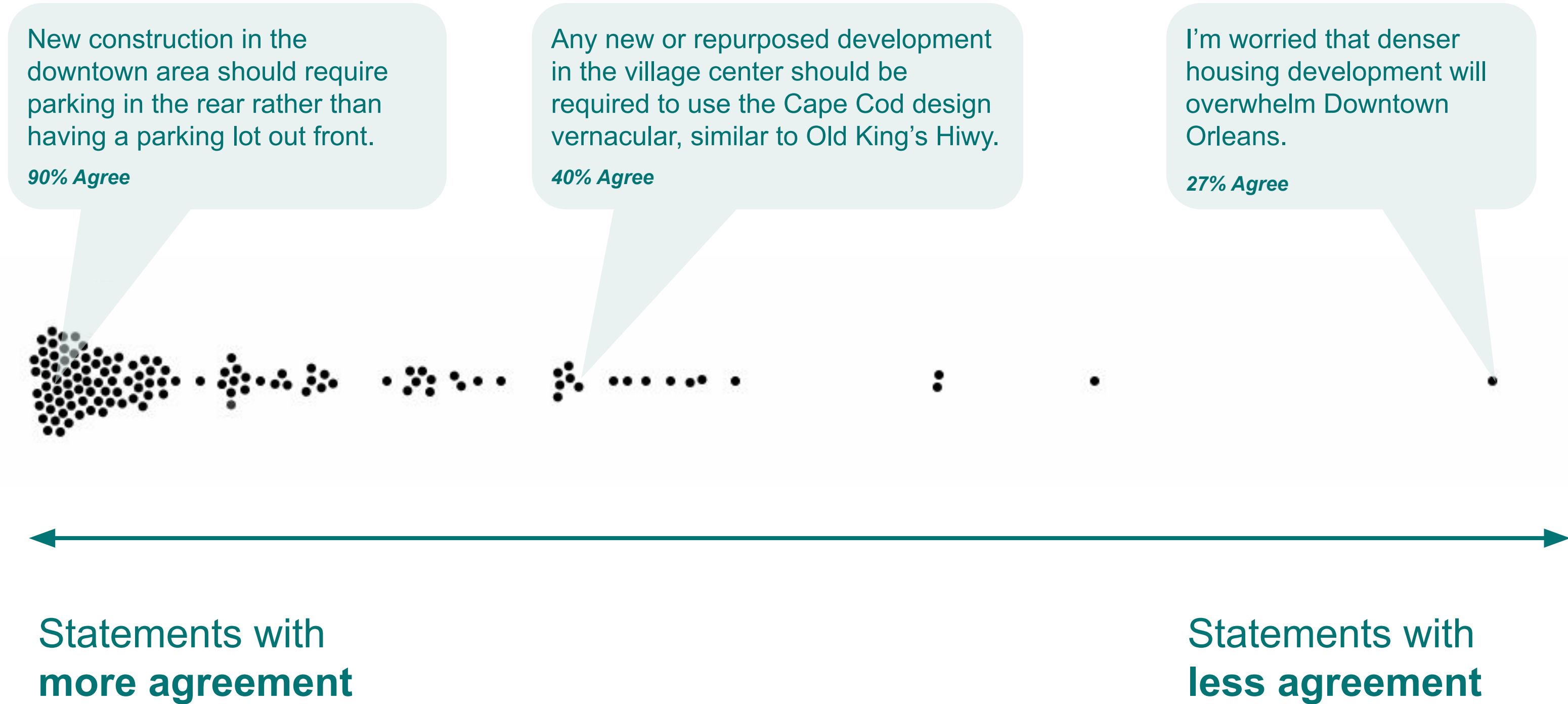


Statements with  
**more agreement**

Statements with **less agreement**

# Polis Survey

Snapshot of Results



# Polis Survey

## Snapshot of Results

### Group A (49 participants) agrees with:

Easy parking is more important to me than the walking and biking experience.

A path or sidewalk from downtown and/or East Orleans to Nauset Beach would be prohibitively expensive, and ruin the character of Beach Road.

Orleans has limited resources. More housing will make problems (water use restrictions, full beach parking, Kents Point erosion, etc) worse.

There is way too much emphasis on improving the biking experience, not relevant to many elderly residents.

### Group B (123 participants) agrees with:

There should be a variety of housing options, including affordable housing, in Downtown Orleans to provide opportunities for residents to live near local stores and businesses.

Taller buildings used for housing will contribute to a more vibrant Village Center.

New developments in Downtown Orleans should provide community-oriented spaces accessible to the public.

Better/more efficient connections should be made between the rail trail and Orleans beaches.

# Polis Survey

## Major Themes

### Environment

- Prioritize low-impact and sustainable development practices
- Add more trees and greenery to make Downtown more welcoming
- Maintain and improve the quality of public spaces
- Increase access to Town Cove and other natural assets

### Transportation

- Add sidewalks for easy walkability in the Downtown area
- New construction should provide parking in the rear rather than the front of the property so as not to dominate the streetscape
- Parking is abundant/easy to find Downtown

### Economic Development

- Diversify businesses (specialty retail, restaurants, gathering spaces) to contribute to vibrancy and unique Orleans identity
- Create policies that support small, new businesses
- Ensure that commercial business owners can maintain attractive property sites

### Arts & Culture

- Create more spaces for outdoor dining, socializing, and lingering
- Add more activities for year round residents
- Foster a vibrant nightlife in Downtown Orleans to attract tourists and residents

### Housing

- Increase the density and diversity of residential and mixed-use development (housing above first floor retail)
- Incentivize development of smaller market rate homes
- Provide more options for family and affordable housing for the workforce

### Other

- Revitalize empty, dilapidated storefronts along 6A
- Encourage adaptive reuse
- Bolster tourist economy to sustain current businesses and attract more

# Stakeholder Meetings

## Questions

### Economic Development

- **What mix of uses would you like to see in Downtown Orleans (e.g. day-to-day services, retail shops, restaurants, office space, housing)?**
- What improvements do you think would help support downtown Orleans businesses and encourage new businesses to come?
- Are there precedents for successful New England downtown commercial corridors we should consider?
- What are the biggest opportunities and constraints you encounter to development in Orleans today?

### Housing

- What kind of housing would you like to see in Downtown Orleans (e.g. market rate, affordable, low-rise, mid-rise, townhouse, condo, etc)?
- What are some issues new zoning should consider for missing middle and affordable housing in Downtown Orleans?
- **What are some ways to incentivize mixed-use development, with housing above ground floor retail?**

### Zoning

- **What has your experience been with the current regulatory process (application, permitting, and review)?**
- **What form-based issues do you think the new zoning should prioritize to encourage contextual and viable development (building height, building footprint, density, facade articulation, roof form, parking standards, public realm, etc)?**
- What climate or environmental goals would you like to see new zoning address?

# Stakeholder Meetings

What we heard

## Economic Development

- Explore incentives for businesses to relocate to or build in the Downtown
- Expand allowable uses, and define the uses in more general categories
- Consider making auto-oriented uses allowable by special permit only. The Downtown should be oriented toward more pedestrian-friendly uses
- Explore central parking solution for Downtown

## Housing

- Measuring residential density by units/acre constricts residential development
- Allow denser housing along Route 6A and encourage mixed-use in the center of the study area
- Densify housing in nodes along 6A, Main Street, Cove Road, and Old Colony Way in order to create a more walkable Downtown.

## Zoning

- Lack of clear guidelines on how to convert commercial buildings to residential use
- Architectural review and 40B slow down the permitting process
- Reduce off-street parking req's for businesses. Prohibit parking along street-facing frontage.
- Decrease front setbacks near the street to create a more active street wall

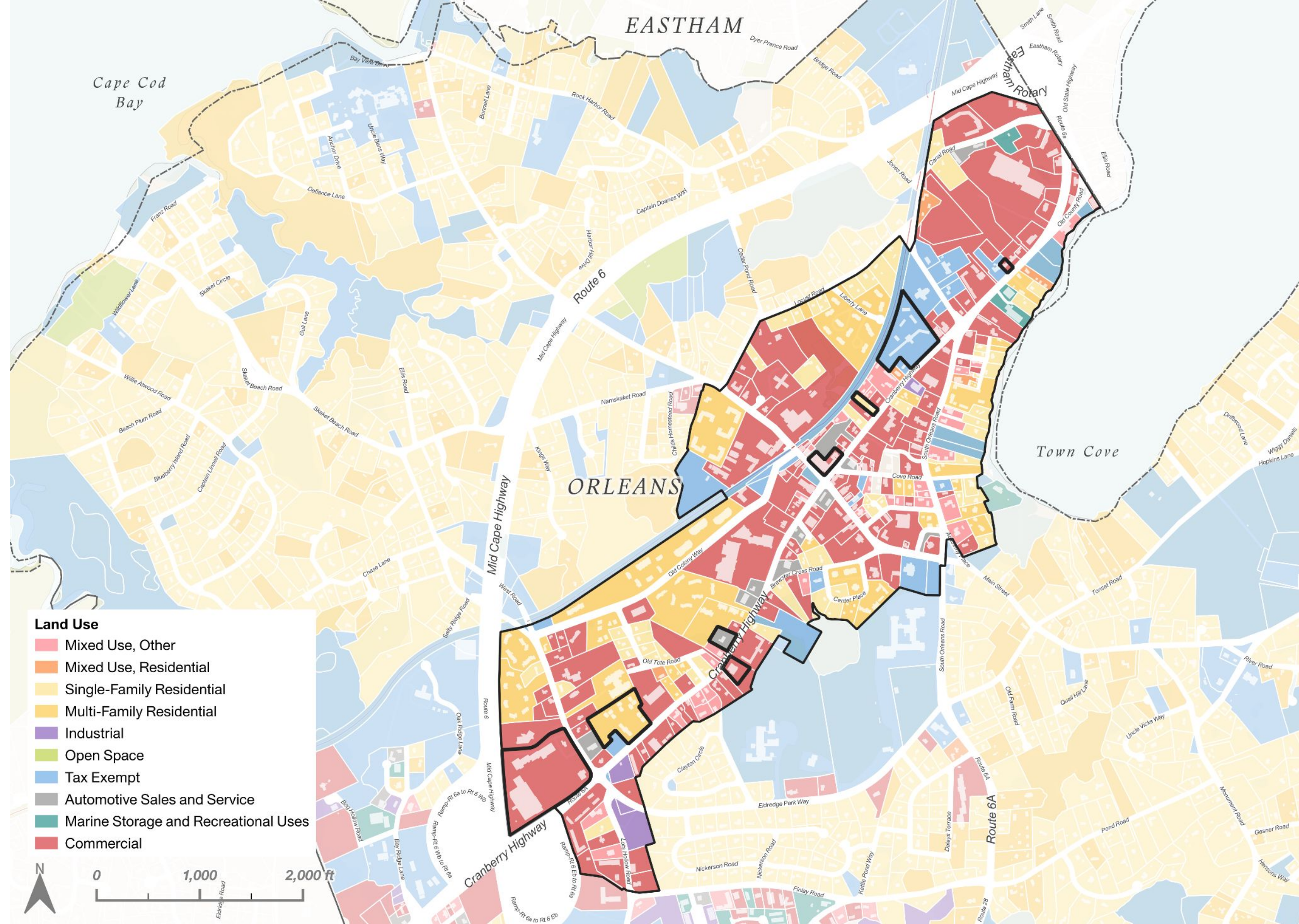
# Character Analysis

Downtown Orleans Character

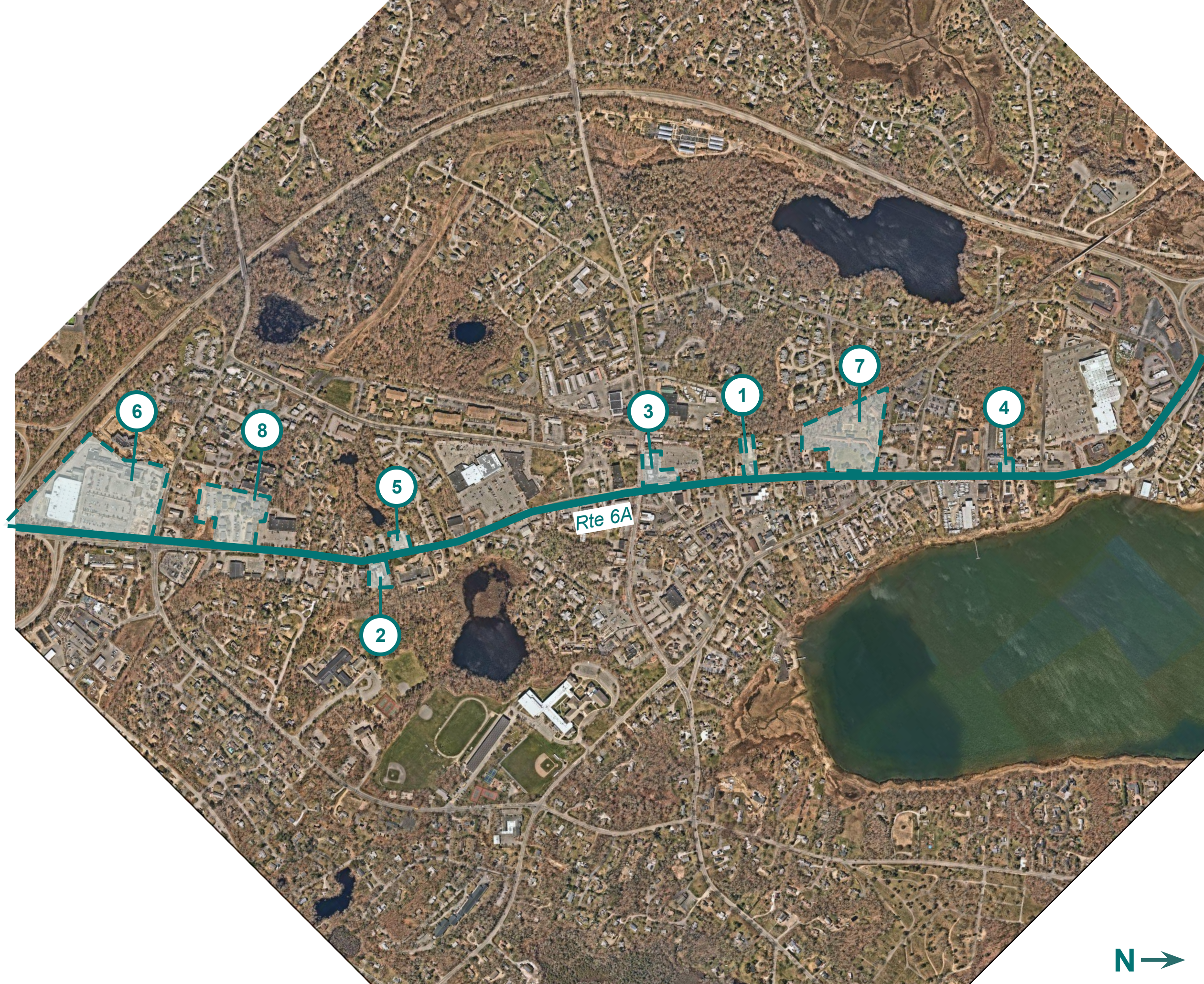
# Land Use

The character analysis represents a **sampling of diverse conditions across the GB, LB, and VC districts** in Downtown Orleans.

These sites demonstrate the range of lot sizes, building forms, parking configurations, and street character of the sites that are typical of the study area.



# Range of Character



# Residential to Commercial Renovation / Parking Along Sides

Orleans Lobster Pound, 157 Route 6A

**Use:** Restaurant (Currently Closed)

**Lot Size:** Medium

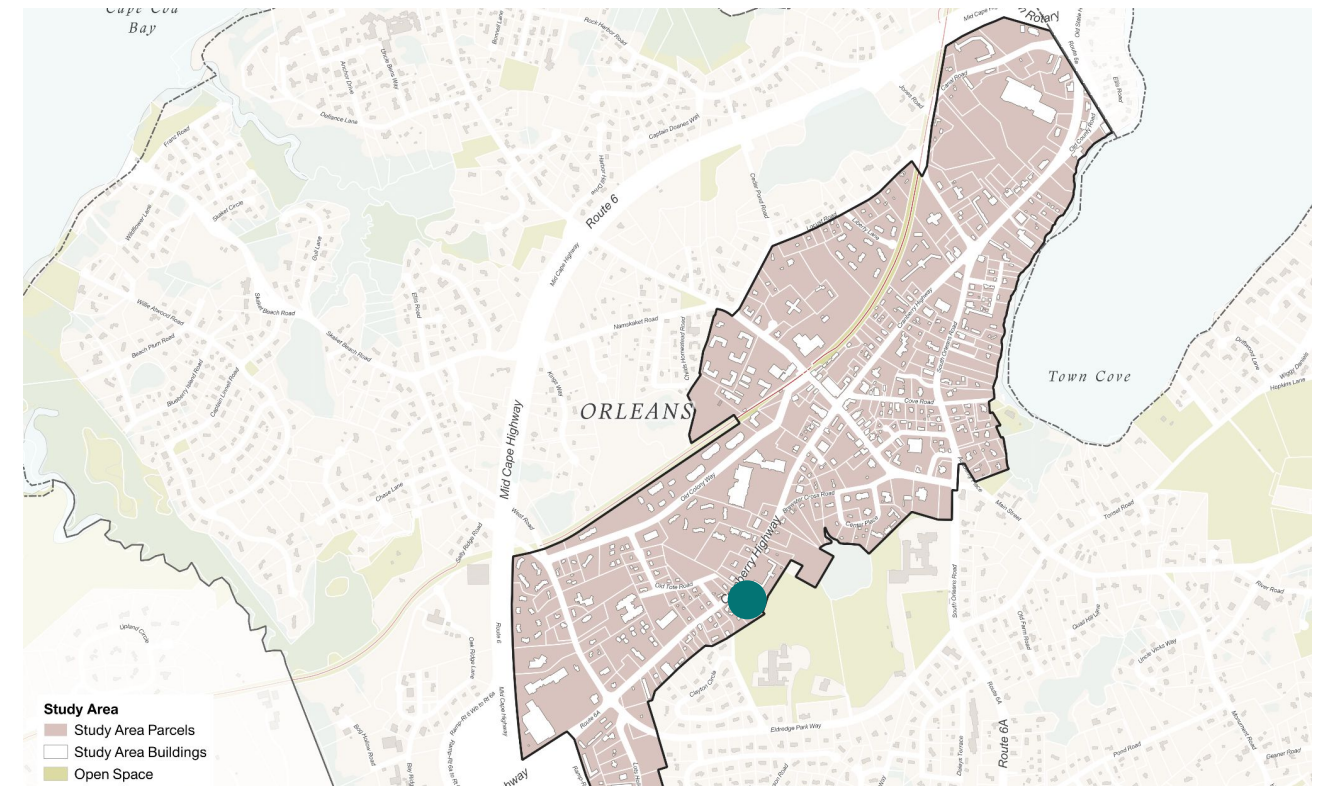
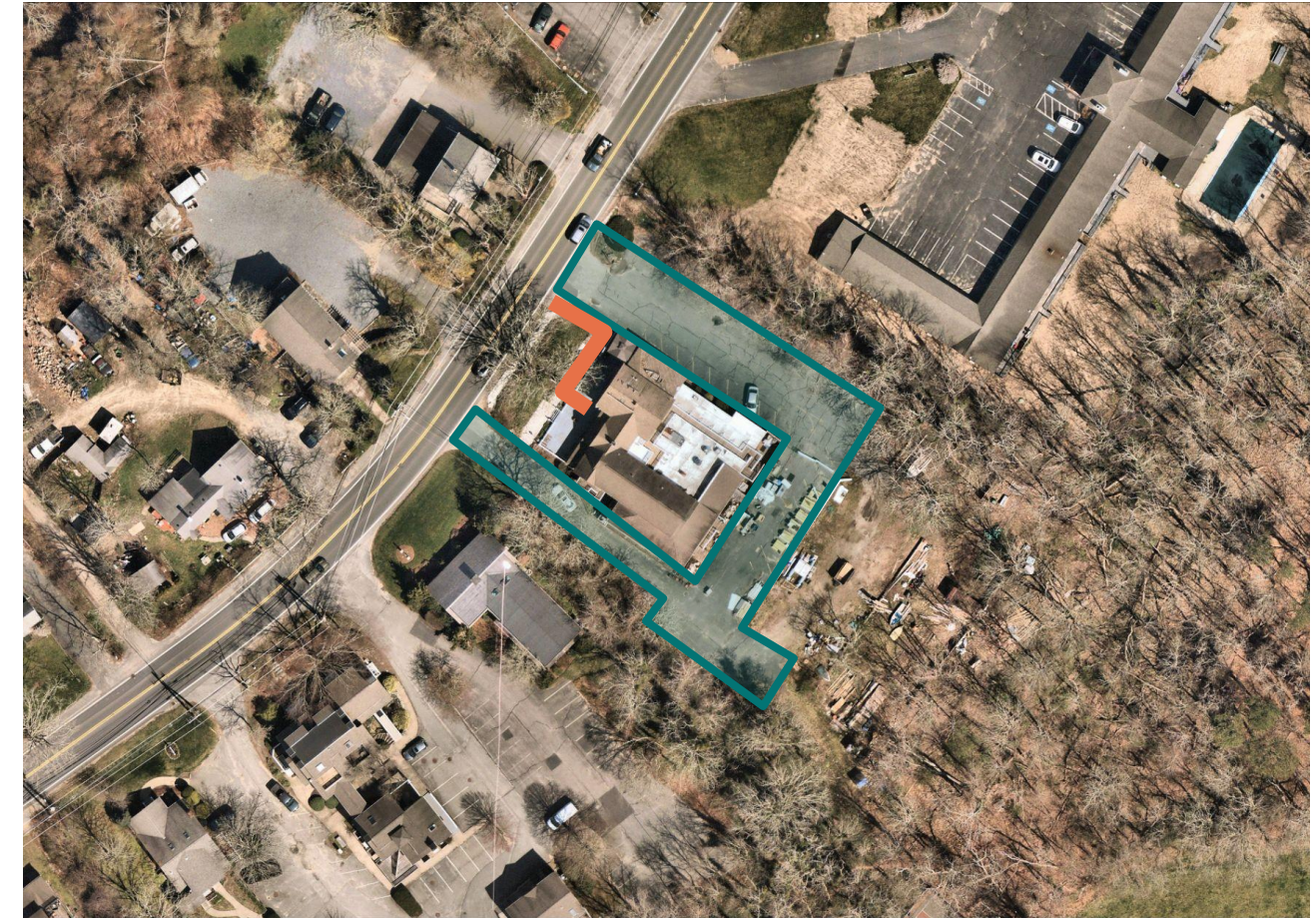
**Frontage:** Small setback from right-of-way to allow for porch and pedestrian access

**Building Setbacks:** 20' front setback, 25-50' side setbacks, 100' rear setback

**Building Height:** 1.5 stories

**FAR:** 0.139

**Parking Configuration:** Central parking lot located on 2/4 sides of building with drive aisles on 3/4 sides



# Purpose Built Commercial / Parking in Front

Nauset Fish and Lobster Pool, 38 Route 6A

**Use:** Restaurant

**Lot Size:** Small

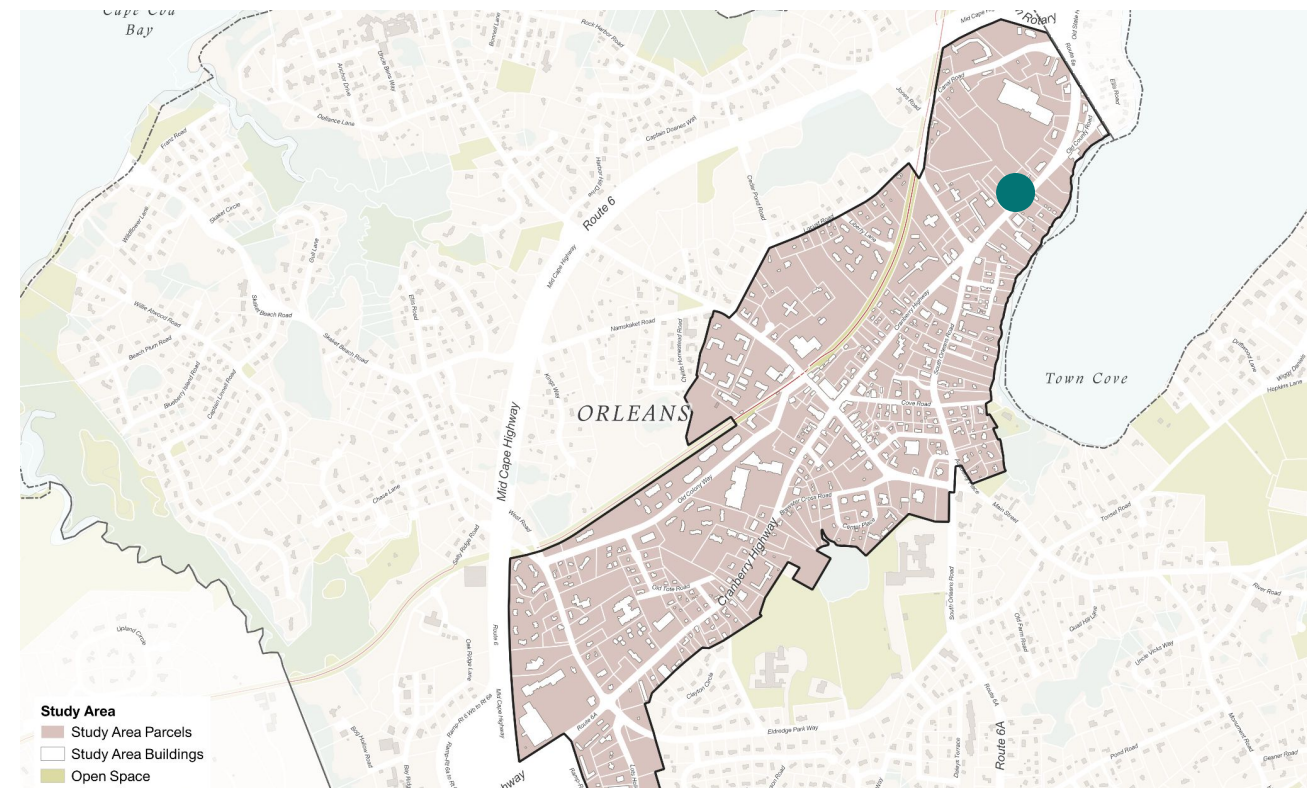
**Frontage:** Building is setback from right-of-way to allow for parking that is adjacent to Route 6A

**Building Setbacks:** 50' front setback, 5-10' side setbacks, 40' rear setback

**Building Height:** 2 stories

**FAR:** 0.296

**Parking Configuration:** Central parking lot abutting Route 6A



# Automotive Centered Infrastructure

Gill's Automotive, 154 Route 6A

**Use:** Automotive Shop

**Lot Size:** Medium

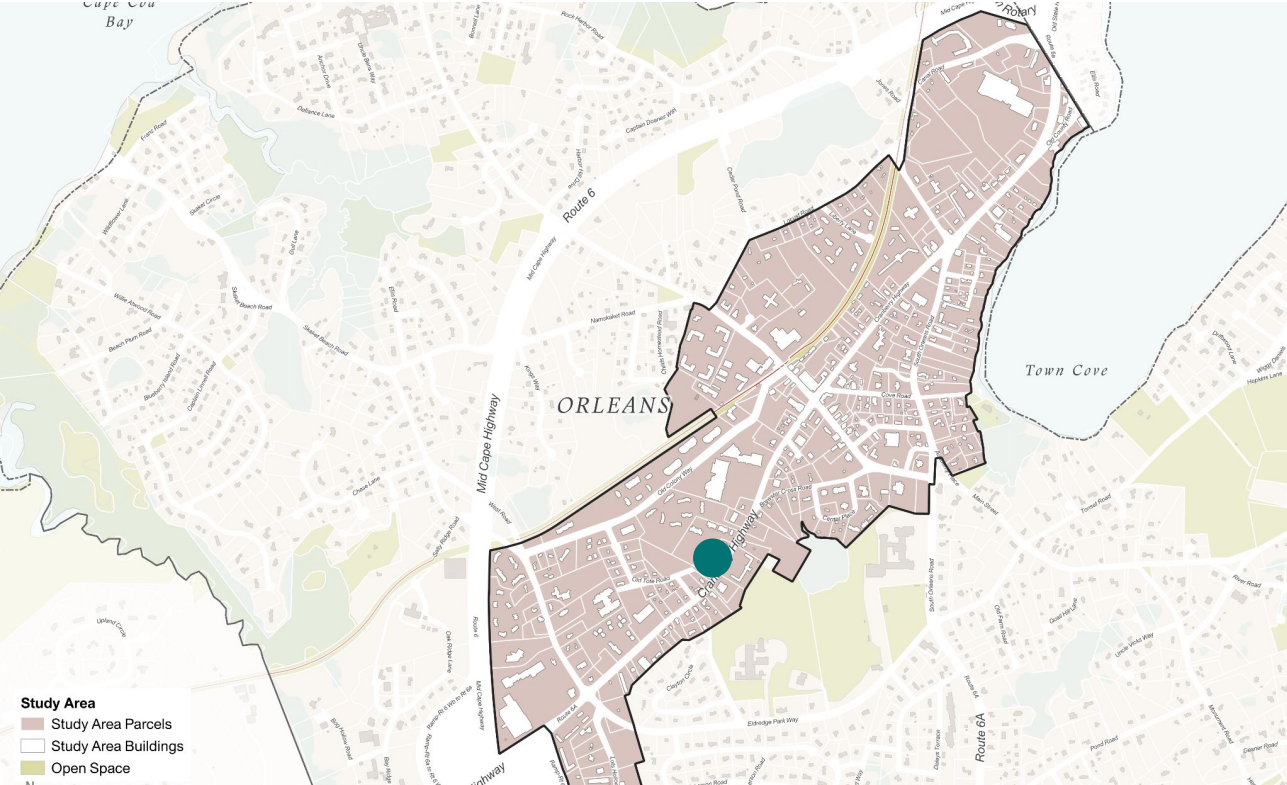
**Frontage:** Setback from right-of-way to allow for drop off zone, parking, and circulation off of Route 6A

**Building Setbacks:** 80' front setback, 45-65' side setbacks, 85' rear setback

**Building Height:** 1 storey

**FAR:** 0.057

**Parking Configuration:** Central parking lot located between building and Route 6A, additional parking on between side and rear lot lines and building



# Multi-Family Residential / Central Parking Lot

Summerset Residential Complex, 190 Route 6A

**Use:** Residential

**Lot Size:** Large

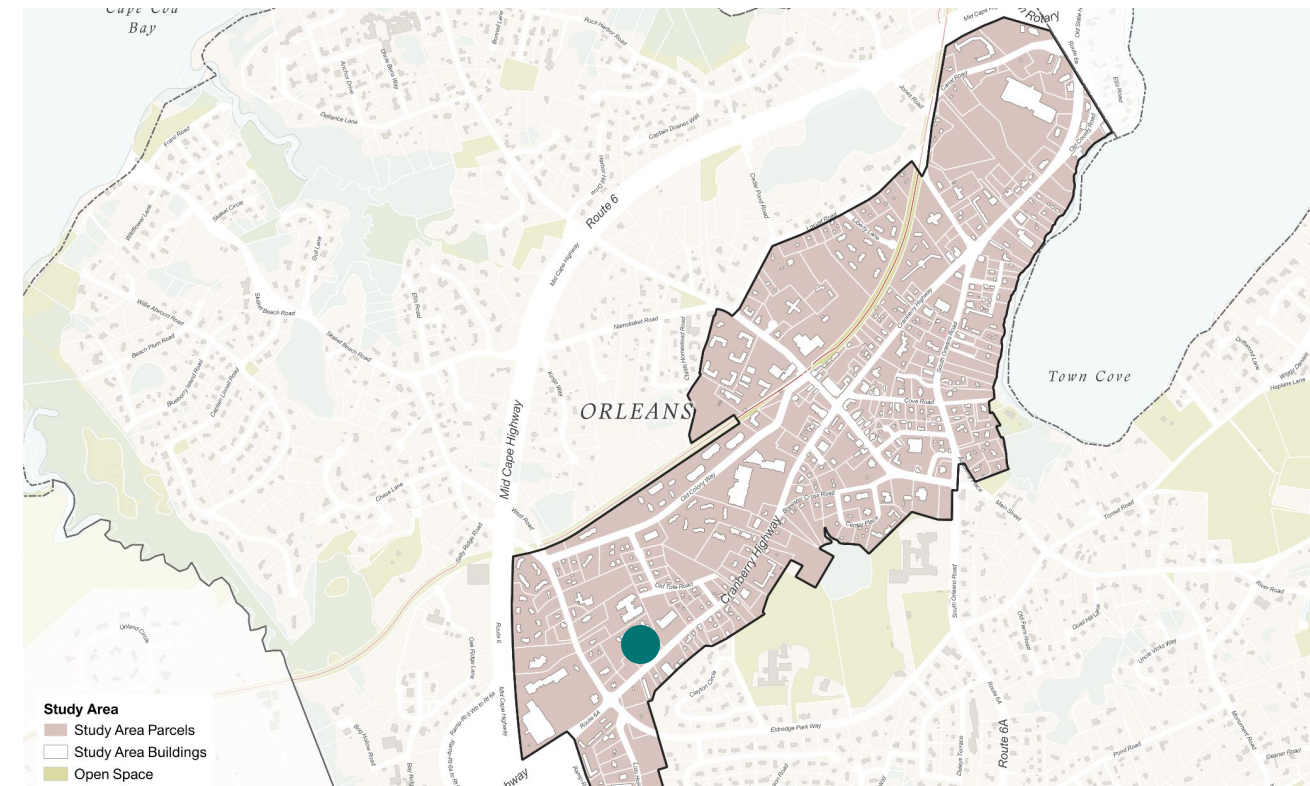
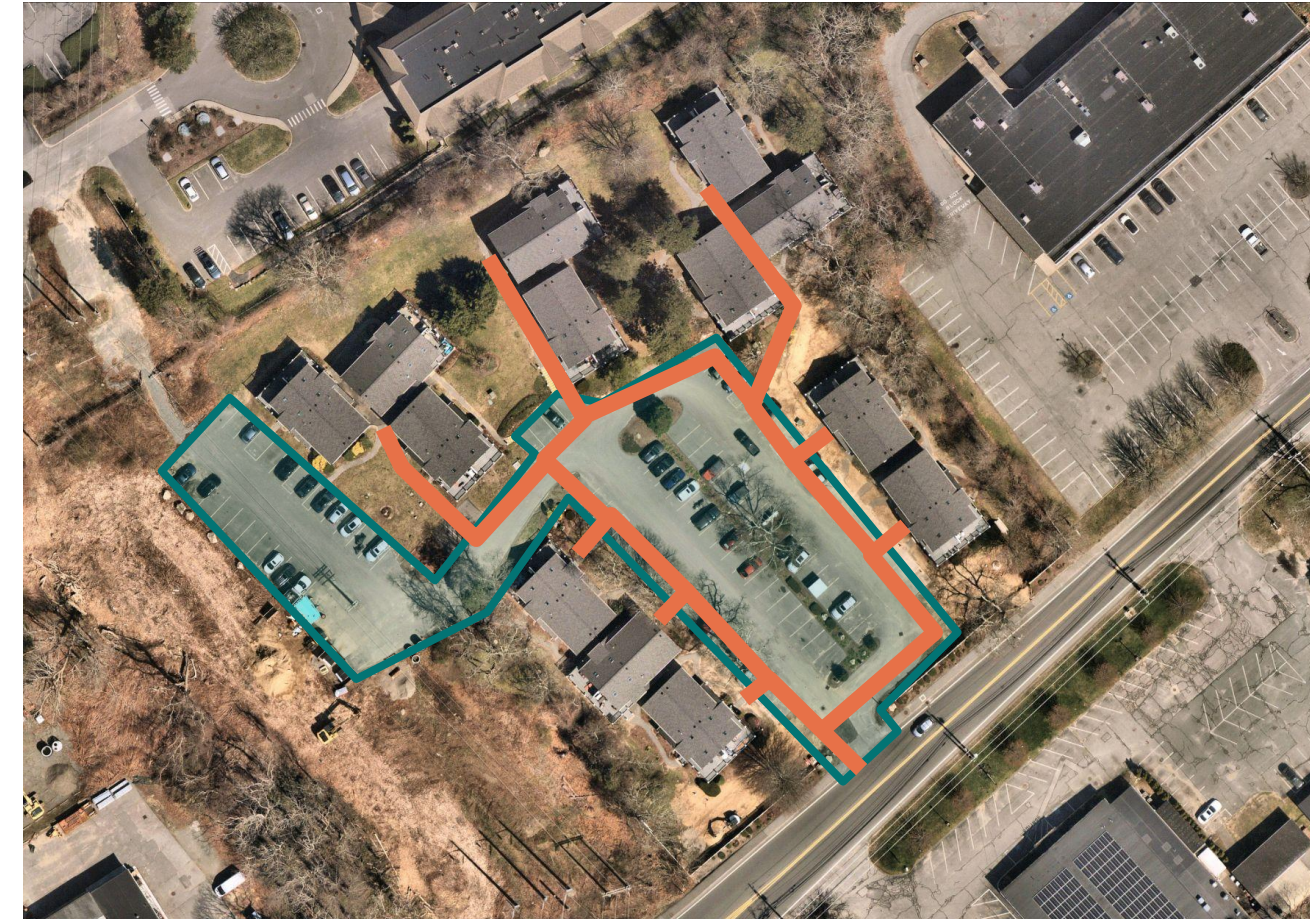
**Frontage:** Front residential buildings are setback from Route 6A by a landscape buffer strip, remaining buildings are located behind and abutting the central parking lot where walkways connect via parking

**Building Setbacks:** 55' front setback, 30-40' side setbacks, 30' rear setback

**Building Height:** 2 stories

**FAR:** 0.272

**Parking Configuration:** Centrally located parking lot encased by residential buildings



# Takeaways

- Commercial development is scattered along Route 6A, without a cohesive and robust center.
- A lot of land is dedicated toward commercial uses, but there is not a lot of mixed-use residential development.
- Route 6A is auto-dominant, with few sidewalks and large surface parking lots facing the road.
- New zoning presents an opportunity to create a better connected, walkable and vibrant mixed-use corridor that establishes Orleans as a destination.
- Allowing for increased height will help incentivize redevelopment where it's needed, and can embrace the heritage of old Orleans with design standards and guidelines.

# Existing Conditions Analysis

Urban Design Spatial Analysis

# Building Age



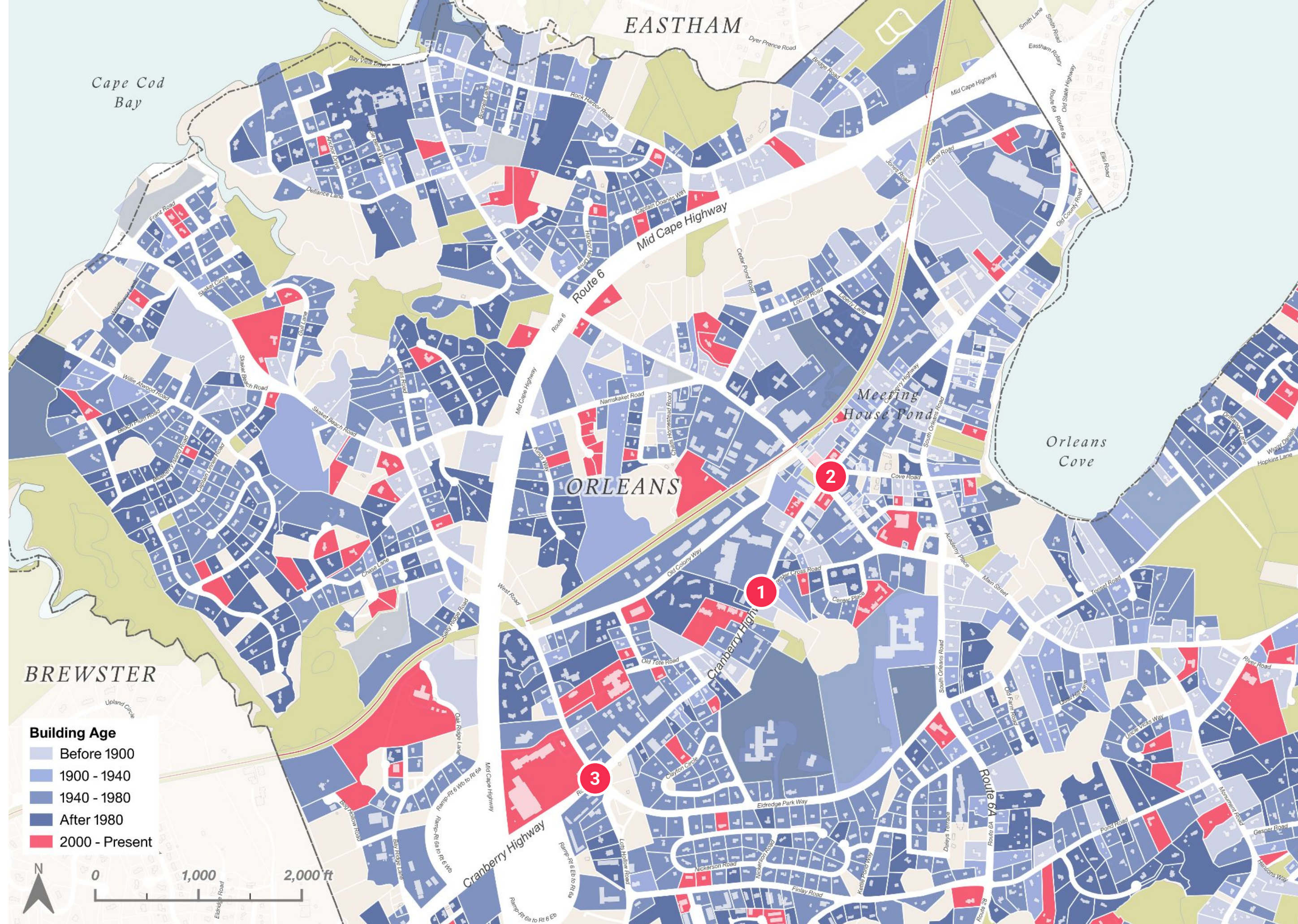
1. George Davis Inc. (1750)



2. Land Ho! (1974)



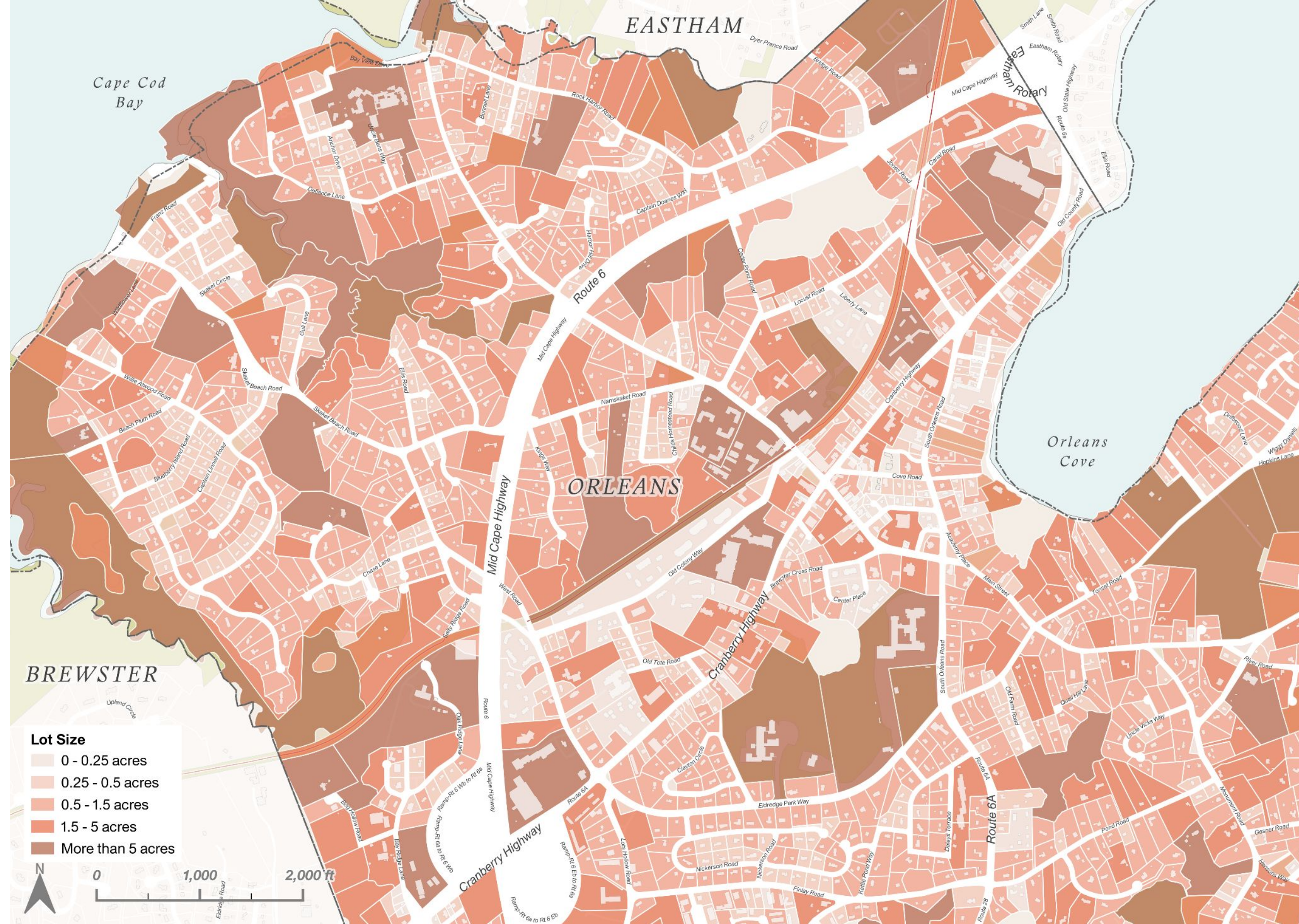
3. Chase Bank (2006)



# Lot Size

Route 6A has a wide range of lot sizes, with **many lots in the range of 0.25 - 1.5 acres.**

The largest lots (>5 acres) house big box shopping developments on either side of the corridor.



# R.O.W. Width

## Measuring Total Street Width



1. R.O.W. Width: 35', 2 lanes  
Route 6A at Brewster Cross Road Intersection



2. R.O.W. Width: 40', 2 Lanes  
Route 6A at Cove Road Intersection



3. R.O.W. Width: 55', 4 lanes  
Route 6A at Eldredge Park Way Intersection



# Sidewalk Width



1. Sidewalk Width: 5'  
Route 6A at Eldredge Park Way Intersection



2. Sidewalk Width: 5'  
Route 6A at Old Tote Road



3. Sidewalk Width: 4'  
Route 6A at Judahs Way



# Pavement



1. Impervious Surface  
Nauset Management



2. Impervious Surface  
Orleans Marketplace



3. Pervious Surface  
Nauset Marine



# Building Height



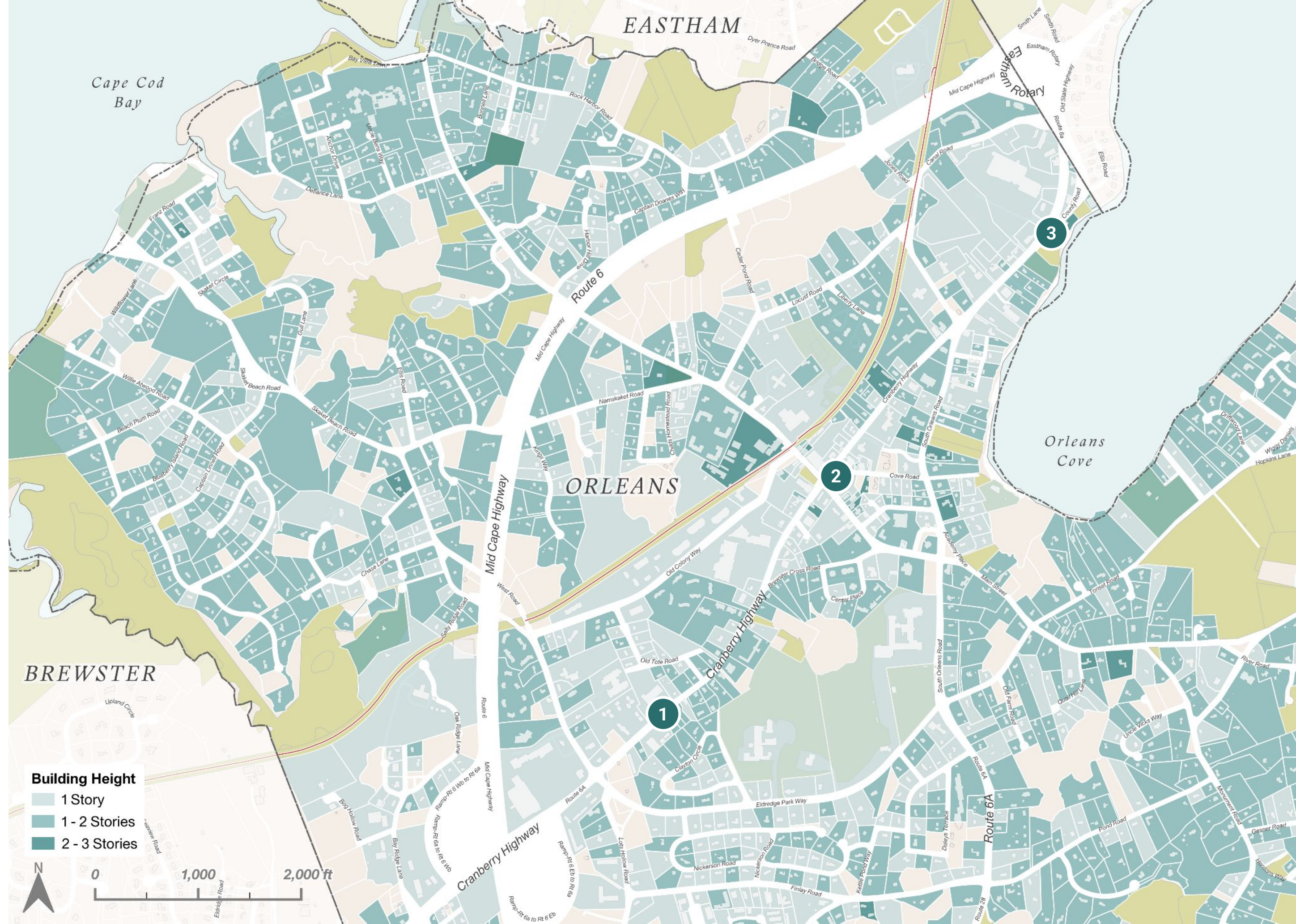
1. Hilltop Plaza (1 Story)



2. Land Ho! (2.5 Stories)



3. Orleans Waterfront Inn and Restaurant (3 Stories)



# Historic Building Heights



## 1880-1939

Former Snow Block, torn down in 1939. The site currently houses small shops and a large parking lot



## Date Unknown

Currently the site of Santander Bank on Main Street



## c. 1940-1950

Snow's Home and Garden Main Street Location, currently the Mobil Station on Route 6A

# Foundation of Planning

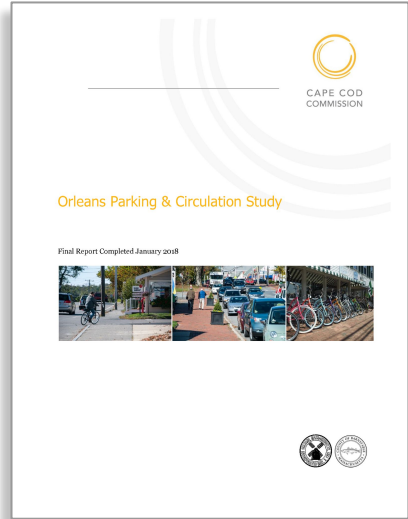
2015

**Route 6A Corridor RESET Project:**  
Aligns land use and streetscape evaluations



2018

**Parking & Circulation Study:**  
Parking requirements and gateway redesign



2022

**Economic Development Plan:**  
Evaluates business environment & sets vision for commercial corridor



2024

**Village Center Zoning Amendments:**  
Six articles focused on housing production



# Established Vision

2005 Visioning by APCC



### Density of Development

Setbacks- Side

DESIRABLE

UNDESIRABLE

APCC ASSOCIATION TO PRESERVE CAPE COD



### History of Height

Snow Block

Currently Sovereign Bank

APCC ASSOCIATION TO PRESERVE CAPE COD

### Density of Development

Building Heights -- 30' height regulations

42' 30' 60'

42' 30' 15' 60'

42' 30' 60'

Flat roof- 100% of upper floor 2 floors

Pitched roof- 50% of upper floor 2 floors

Pitched roof- 50% of upper floor 3 floors

Village of Orleans Zoning §164-20

A) In the VC District 30' maximum building height

APCC ASSOCIATION TO PRESERVE CAPE COD

### Density of Development

Setbacks- Front

PEDESTRIAN oriented

AUTOMOBILE oriented

APCC ASSOCIATION TO PRESERVE CAPE COD

### History of Height

Currently Mobil Station

APCC ASSOCIATION TO PRESERVE CAPE COD

### Density of Development

Setbacks- Front

Friend's Market with Adjusted front setbacks

PEDESTRIAN oriented

AUTOMOBILE oriented

Friend's Market Existing conditions

APCC ASSOCIATION TO PRESERVE CAPE COD

# Established Vision

2005 Visioning by APCC

## Advantages of Village Center

- Economic incentive for redevelopment
- Increase Residences and Workforce Housing Opportunities
- Street Activity Increases, Decreases Car Trips
- Increase business for shop and restaurant owners
- Increase Character and Sense of Place
- Generate Jobs and Increase Tax Base
- Unlike Sprawl, Public Services and Infrastructure are already provided
- New building materials meet current building codes, Increases fire safety

### Village of Orleans Zoning

§164-20

A) In the VC District **30' maximum building height**

### Village of Orleans Zoning

§164-22

2) In the VC District **10' minimum side setbacks**

## Off-Street Parking

### Village of Orleans Zoning

§164-34 Off-Street Parking

- General Provisions
- Number of Spaces
- Parking Area, Design and Location

## Density of Development

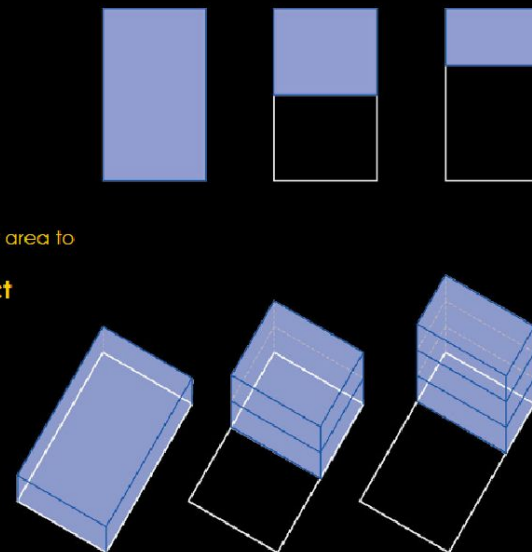
FAR-- Floor Area Ratio of 1

### Village of Orleans Zoning

§164-34

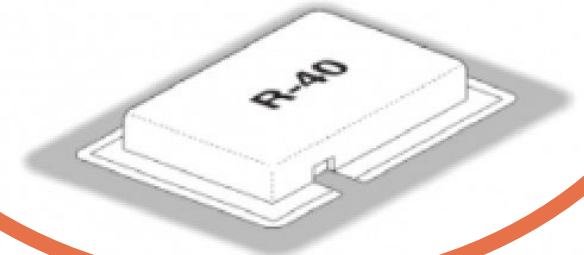
D-3. Floor area ratio: The ratio of gross floor area to lot area shall not exceed

**100% in the Village Center District**  
or 40% in the LB, GB, C and MB districts.



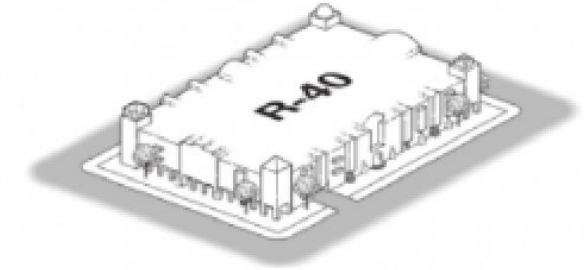
## Conventional Zoning

Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



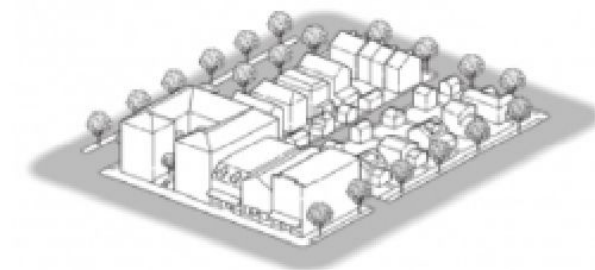
## Zoning Design Guidelines

Conventional zoning requirements, plus frequency of openings and surface articulation specified



## Form-Based Codes

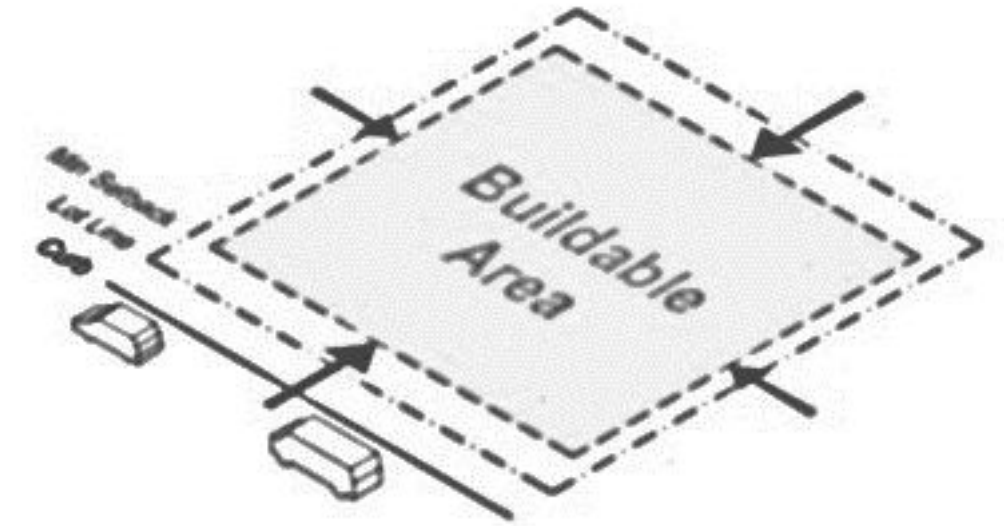
Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.



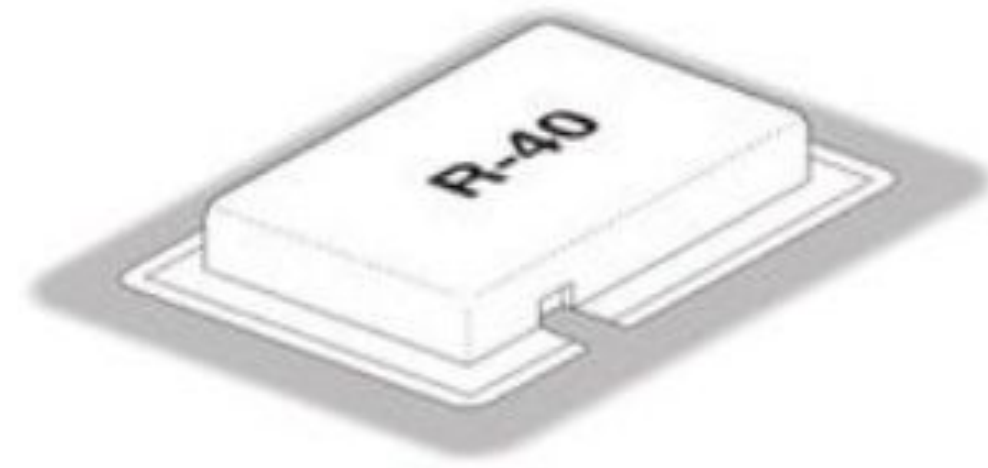
# Traditional Zoning

## Limitations:

- Designed to keep incompatible uses separate
- Focus on setbacks, units/acre, not how buildings interact with the public realm
- Does not allow flexibility to develop missing middle housing types or promote mixed use development



Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



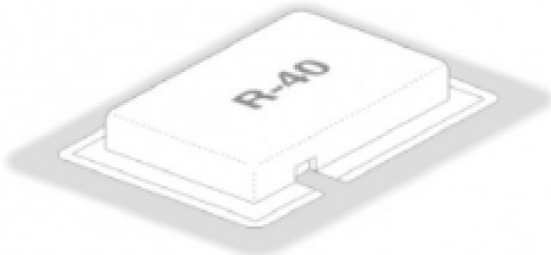
# Advancements to Zoning Approaches

**Advantages of Village Center**

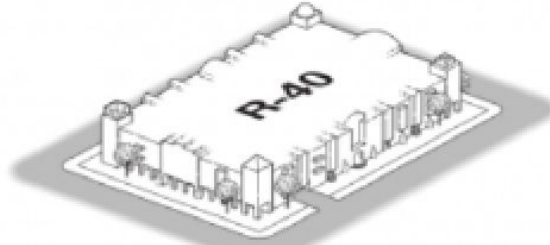
- Economic incentive for redevelopment
- Increase Residences and Workforce Housing Opportunities
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- Increase business for shop and restaurant owners
- Increase Character and Sense of Place
- Generate Jobs and Increase Tax Base
- Unlike Sprawl, Public Services and Infrastructure are already provided
- New building materials meet current building codes, Increases fire safety



**Conventional Zoning**  
 Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



**Zoning Design Guidelines** ✓  
 Conventional zoning requirements, plus frequency of openings and surface articulation specified



**Form-Based Codes**  
 Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.

# Form-Based Code

## Public

Rooted in a public process that generates and documents consensus amongst public and private stakeholders

## Contextual

Calibrated to local conditions like climate, history, and market

## Positive

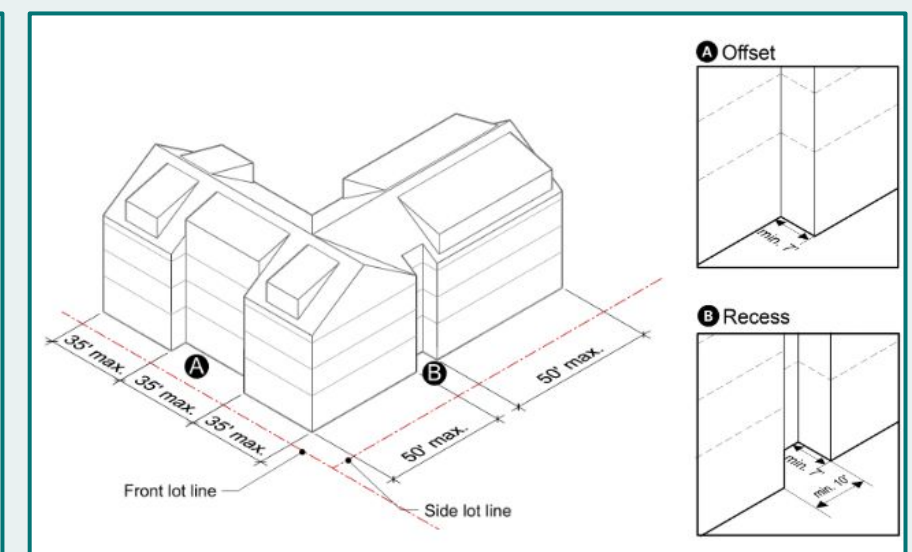
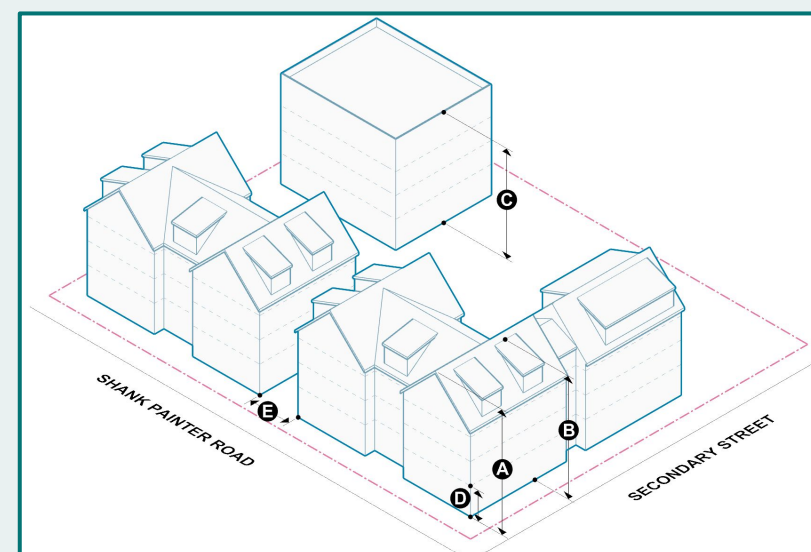
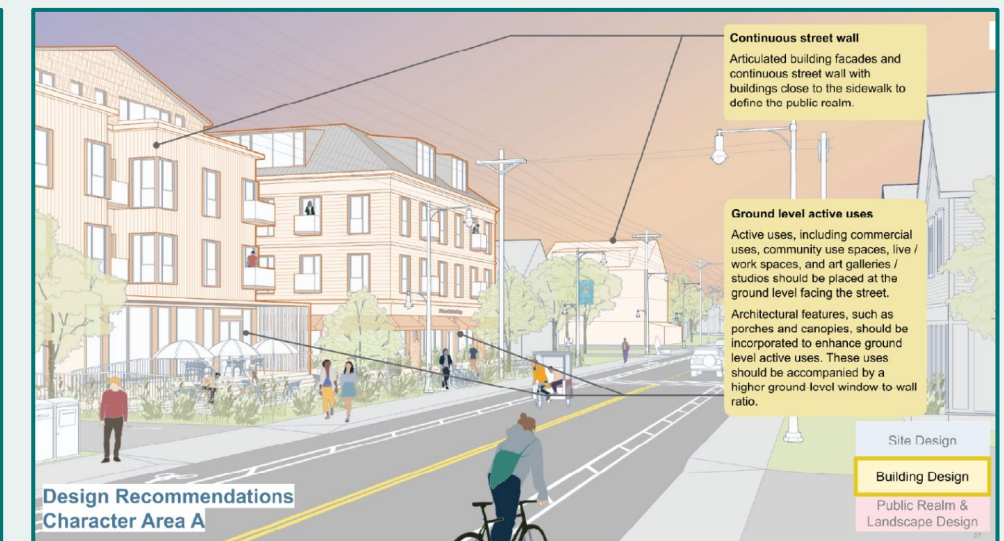
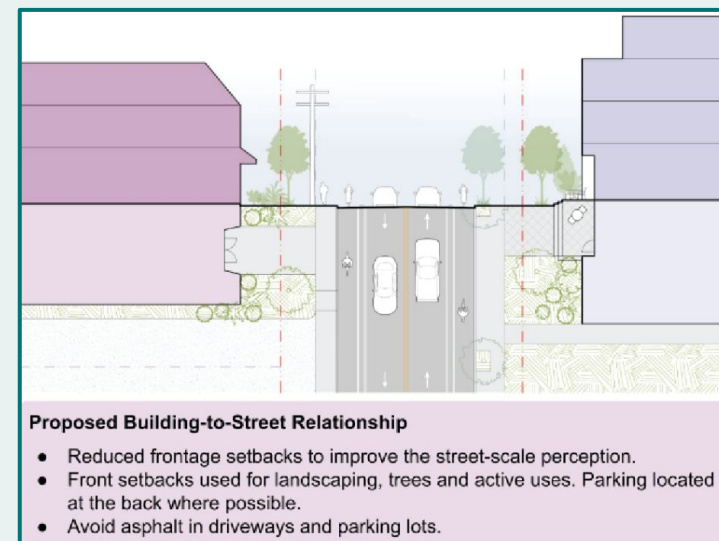
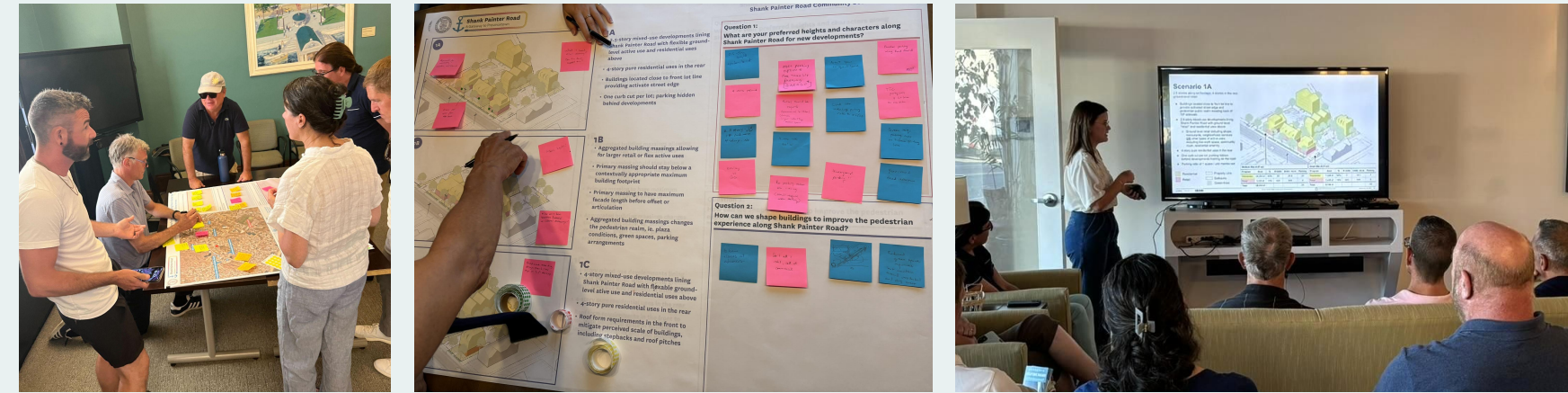
States what the community wants from the built environment, not just what is prohibited

## Form Over Function

Greater emphasis on built form than on use or density

## Shank Painter Road Form-Based Code

From vision to form-based code



# Benefits of a Design-Based Approach

- Focus on creating cohesive places
- Greater detail in exchange for less review for each development
- Continues to regulate use, but more generally

		A	B	C	D	E	F	G	H	
<b>Building Typologies</b>		Corridor 13+ units	Medium Multifamily 7 - 12 Units	Small Multifamily 4 - 6 units	Triplex 3 units	Townhouses 3 - 5 units	Stacked Duplex 2 units	Side-by-side Duplex 2 units	Accessory Dwelling Unit	
<b>Typology Diagram</b>										
<b>Building Dimensional Standards</b>	<b>Stories</b>	3+	2 - 3	1.5 - 3	2 - 3	1 - 2.5	2 - 3	1.5 - 2	1 - 2	
	<b>Suitable for mixed use</b>	✓	✓	✓						
	<b>Max. Footprint</b>	• Primary Mass: 15K sf Max • Secondary Mass: 10K sf Max	4,500 sf	3,000 sf	2,500 sf	900 sf per townhouse module	1,500 sf	2,500 sf	• 750 sf (attached) • 1,000 sf (detached)	
	<b>Max. Continuous Facade and Roof Form Length</b>	<p>The facade and roof form of any building may be continuous up 50', after which:</p> <ul style="list-style-type: none"> <li>• The facade must be divided vertically by a recess or offset at least 7' deep and 10' wide and</li> <li>• The corresponding roof form must be changed in at least one way below: <ul style="list-style-type: none"> <li>• Roof form type (e.g., pitched, hip, etc.)</li> <li>• Roof ridge orientation</li> <li>• Roof ridge height of at least 5'</li> <li>• Roof ridge alignment of at least 7'</li> </ul> </li> </ul> <p>Example facade and roof form articulation combinations:</p>								
	<b>Roof Pitch and Dormer</b>	<ul style="list-style-type: none"> <li>• Pitched roofs with a slope less than 14:12, greater than 7:12 are encouraged (Figure 1)</li> <li>• Flat roofs are discouraged but not prohibited; they may be appropriate in areas where existing development includes flat-roofed, row-house style structures, or on some portions of a building.</li> <li>• If a half floor is created, it should be set back (Figure 2) or within a roof form (Figure 3) to maintain a traditional scale to the building.</li> </ul> <ul style="list-style-type: none"> <li>• The slope of a pitched roof of an unoccupied attic space must be at least 5:12.</li> <li>• Roof dormers should cover no more than 75% of roof slope with 3' setbacks from all sides</li> <li>• Roof dormers should be no wider than 12' each and separated from each other by at least 3'</li> </ul>								

Cape Cod Building Typologies, from Cape Cod Design Guidelines

# Why Now?

- Desire for development in smaller increments
- Downsizing and market preferences for walkable development
- Traditional single-family homeownership is unattainable
- Meet housing needs in a planned way that enhances and supports the character of the community and year-round local business activity



# Project Goals

1. Build the foundation of a **vibrant, walkable place** poised to **attract residents, visitors, and a beneficial mix of businesses** that is identified as the commercial, cultural, and economic center of the Lower Cape.

2. Encourage mixed-use and multi-family reuse, missing-middle infill, and redevelopment that will **reinforce the village's character, pedestrian orientation, and seaside charm.**

3. Contribute to the future of Orleans Village Center as a diverse and equitable year-round community by **encouraging a variety of types of attainable housing and a strong mix of local businesses,** coupled with safe and welcoming transportation options and public spaces.

4. Prioritize the **immediate and long-term environmental health and resilience** of the area by incorporating climate-informed regulations and incentives.

5. **Promote visual cohesion** up and down the corridor and within the distinct districts, and **physical connectivity** throughout the district, as well as with other nearby commercial areas and destinations.

6. Create clear regulatory standards that **produce predictable outcomes and a streamlined development review process.**

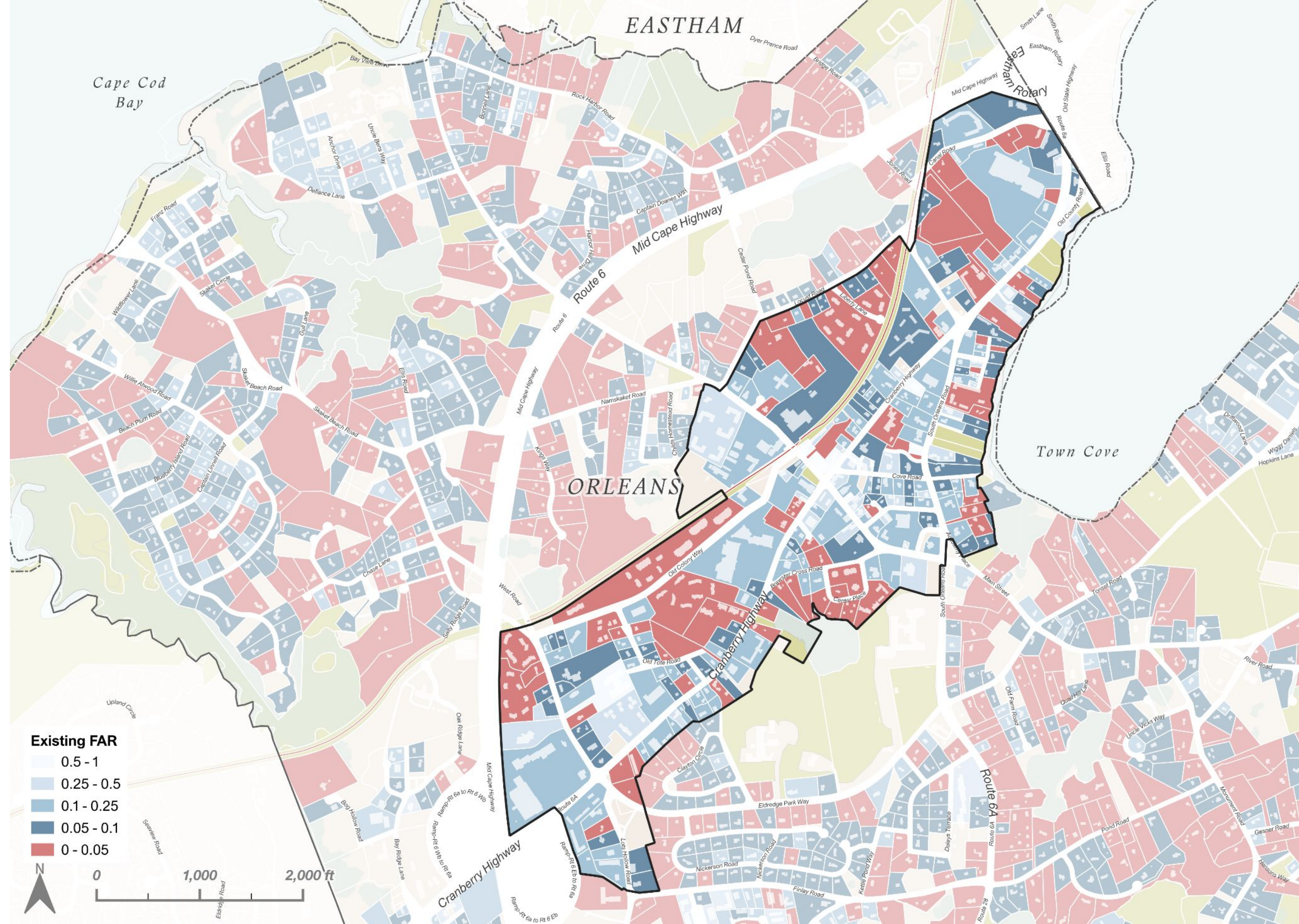


# Floor Area Ratio

## Soft Site Criteria

The density of the existing development (total building area / lot size) is another factor when considering potential soft sites.

The **lowest FAR sites** demonstrate greater potential for redevelopment in the near-medium term.



# Study Area



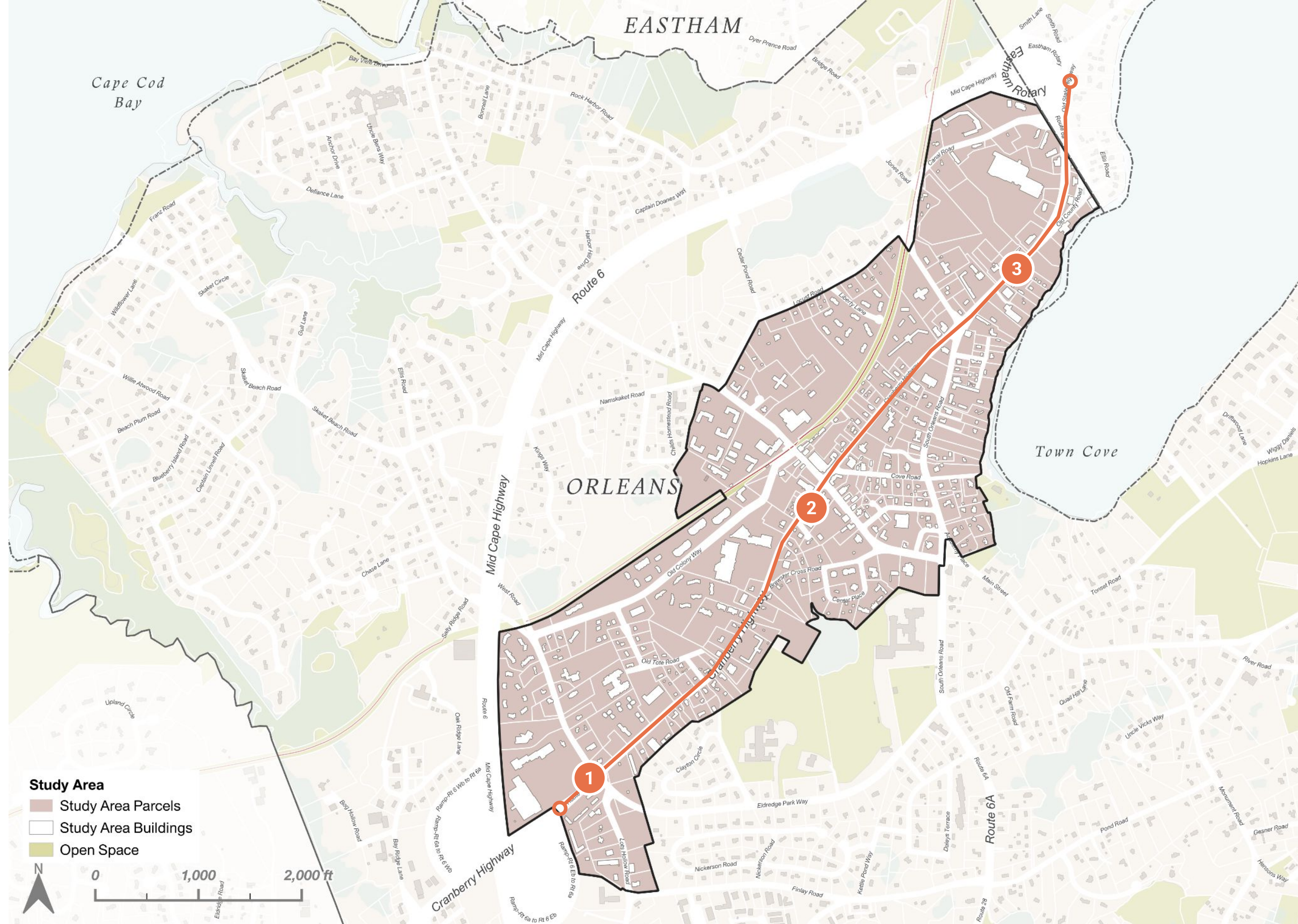
1. Shaws Commercial Development



2. Orleans Village Center



3. North Route 6A General Business District



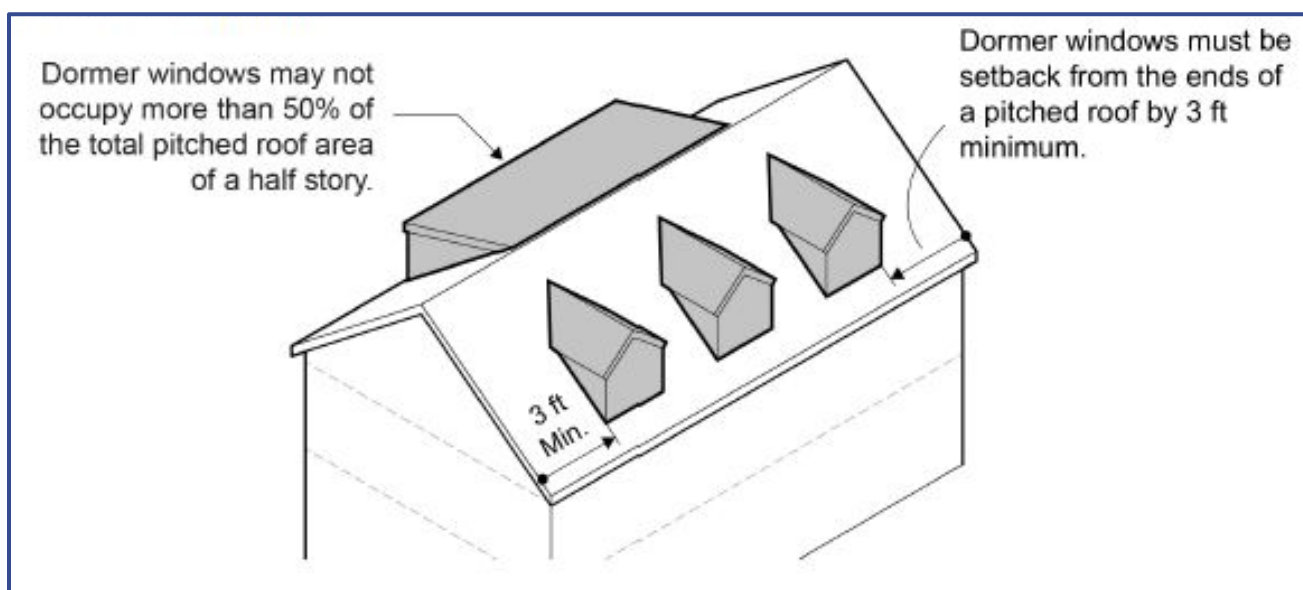
# Roof Form

## Design Standards

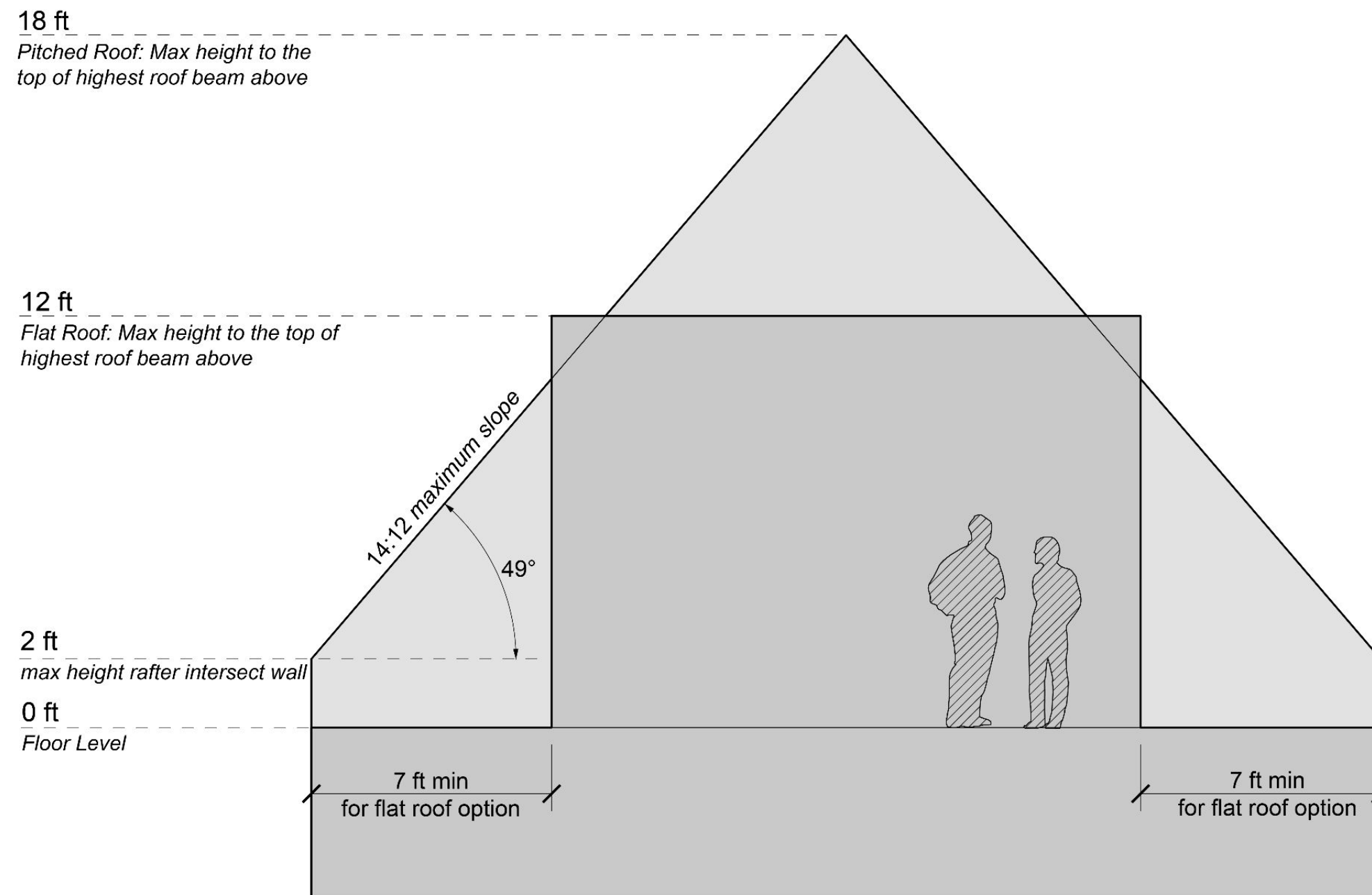
Development in any of the districts can have either a pitched roof or a flat roof.

Standards include:

- **Pitched Roof:**
  - Maximum slope for roof pitch
  - Maximum height for the knee wall
  - Dormer requirements
  
- **Flat Roof:**
  - Minimum step-back for top floor



**Dormer Rules**



# Soft Sites



Tedd's Garage



Orleans Shopping Center



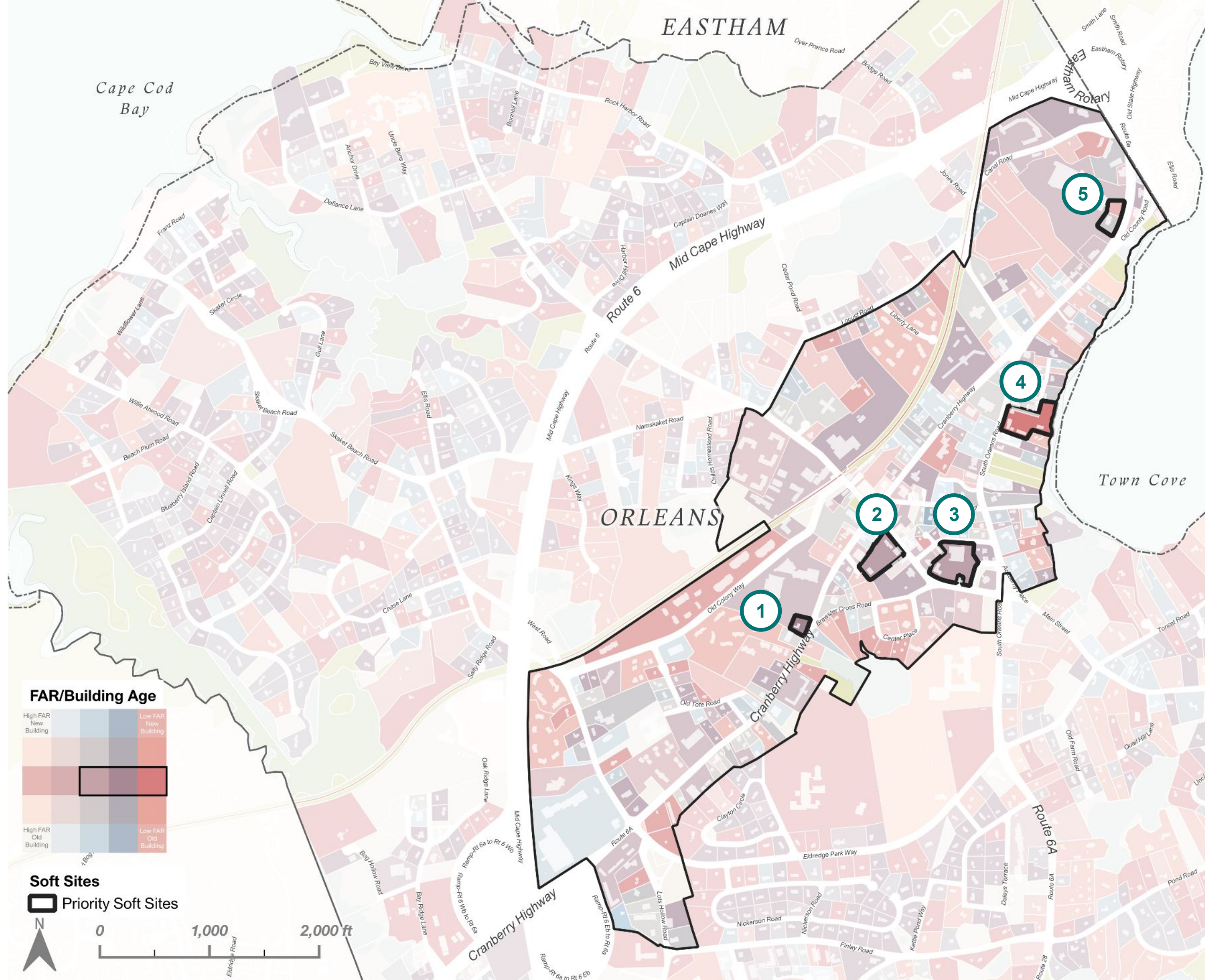
Post Office Square



Cove Motel



Vacant Lot



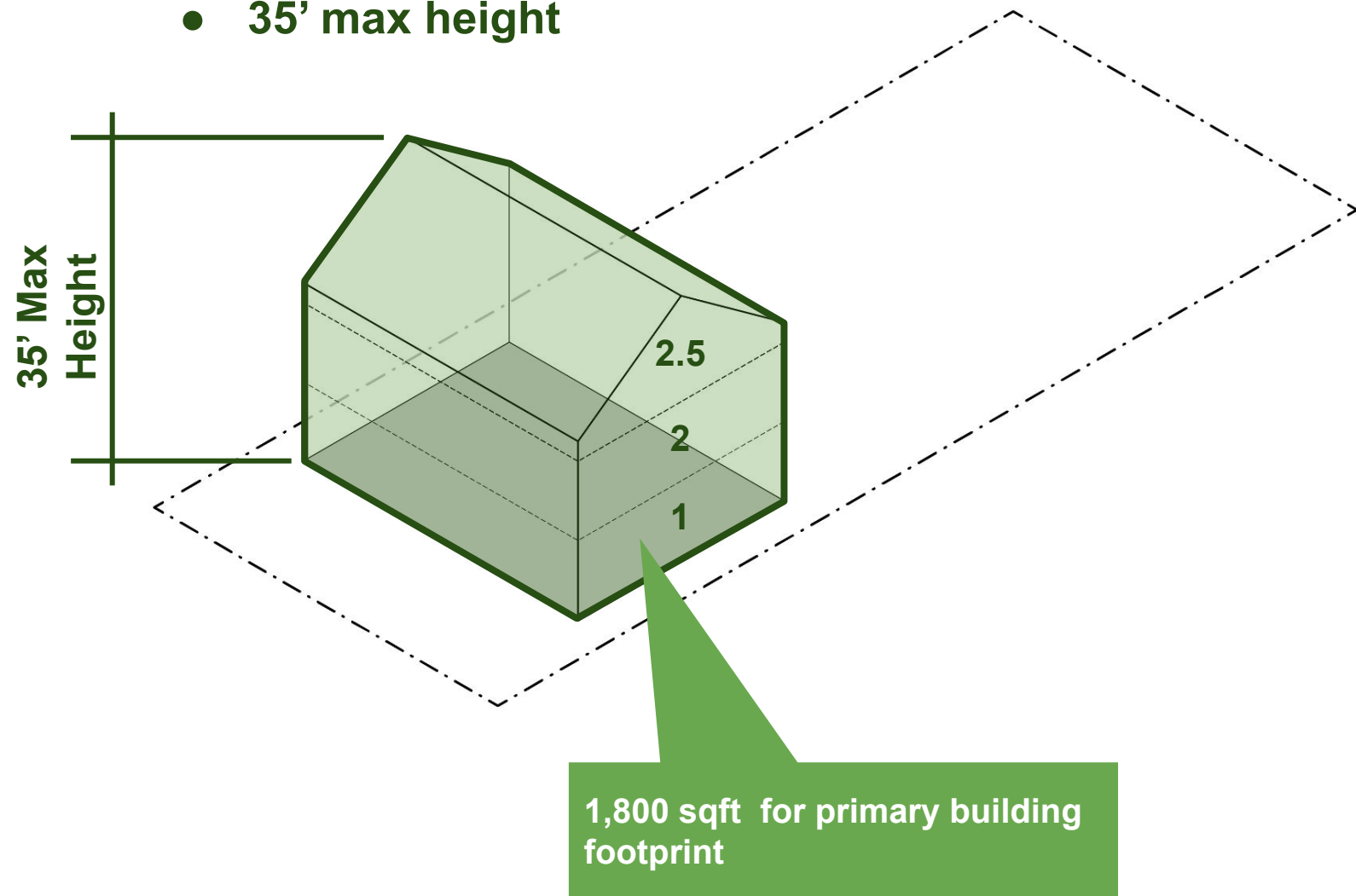
# Building Footprint

Creating an easily understood/predictable standard

Example from Burlington Vermont Neighborhood Code

## Primary buildings on a lot

- 1,800 sqft max footprint
- 3 max stories
- 35' max height



## Secondary or back lot buildings on a lot

- 1,100 sqft max footprint
- 3 max stories
- 35' max height

