

Orleans Zoning Modernization

Community Meeting

Friday, April 11, 2025

Contents

- 1. Introduction** ~10 min
- 2. Existing Conditions Analysis** ~5 min
- 3. Character Analysis** ~5 min
- 4. Engagement Feedback** ~5 min
- 5. Existing Zoning Analysis** ~5 min
- 6. Discussion/Q+A** ~60 min

Foundation of Planning

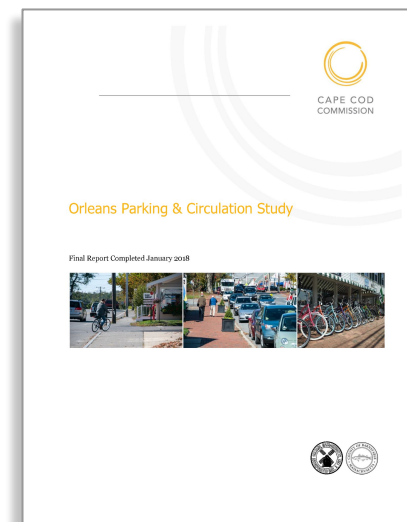
2015

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



2018

Parking & Circulation Study:
Parking requirements and gateway redesign



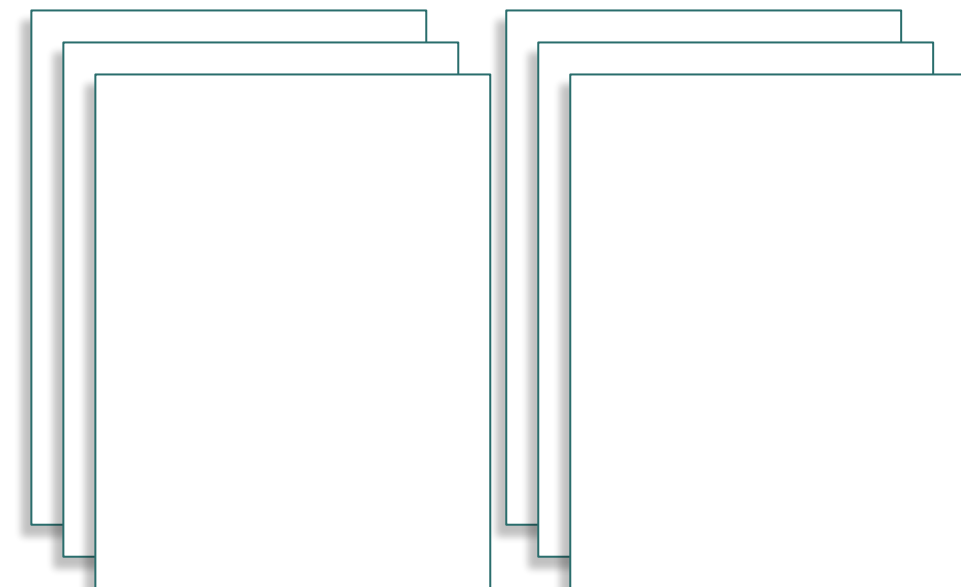
2022

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



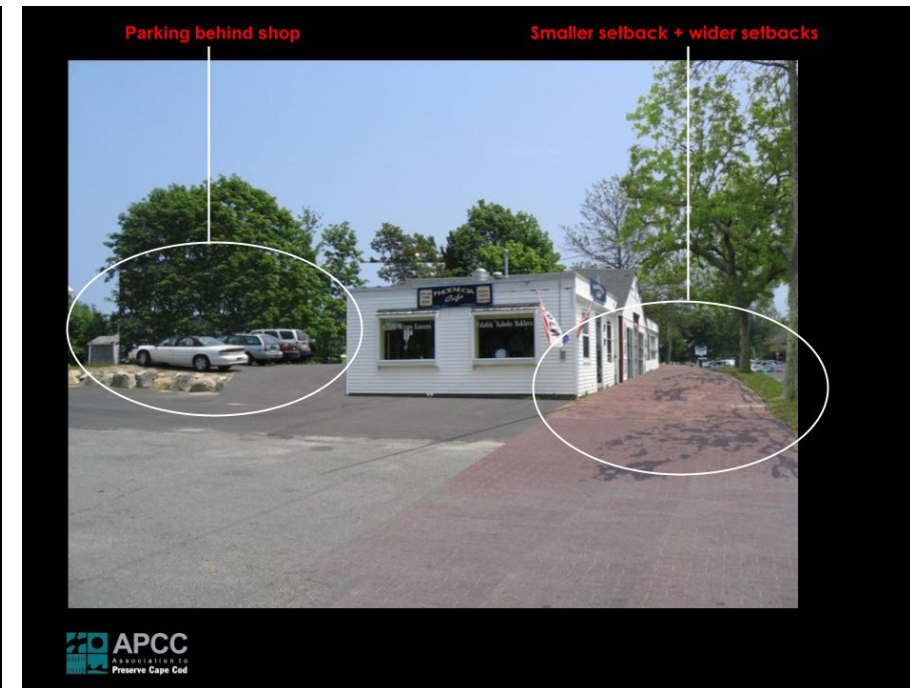
Density of Development

Setbacks- Side

DESIRABLE

UNDESIRABLE

APCC ASSOCIATION TO PRESERVE CAPE COD



Density of Development

Building Heights -- 30' height regulations

42' 30' 60'

42' 30' 15' 60'

60' 60' 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



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

- A. General Provisions
- B. Number of Spaces
- C. Parking Area, Design and Location

Density of Development

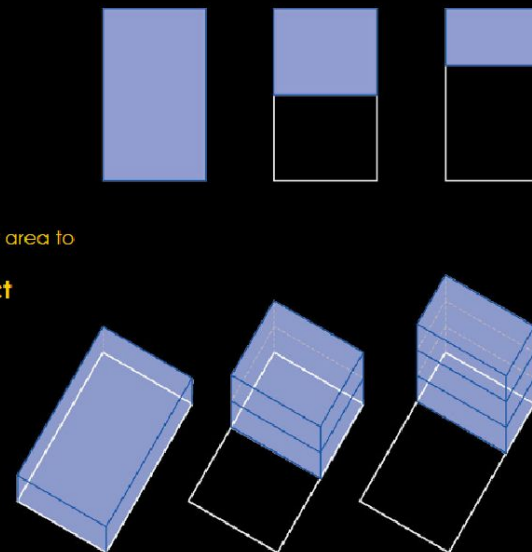
FAR-- Floor Area Ratio of 1

Village of Orleans Zoning

§164-34

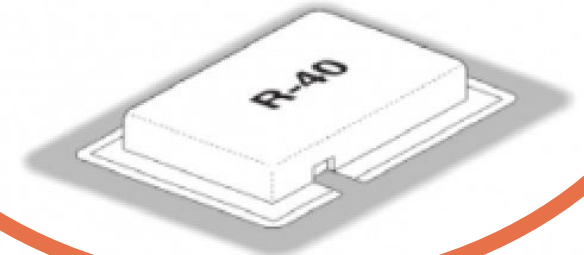
D-3. Floor area ratio: The ratio of gross floor area to lot area shall not exceed

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



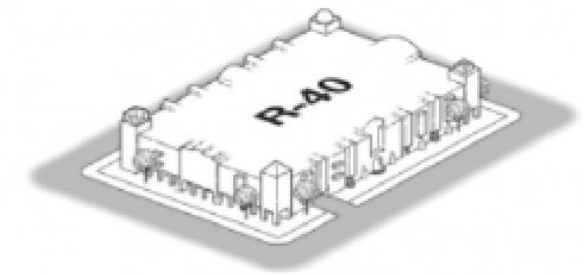
Conventional Zoning

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



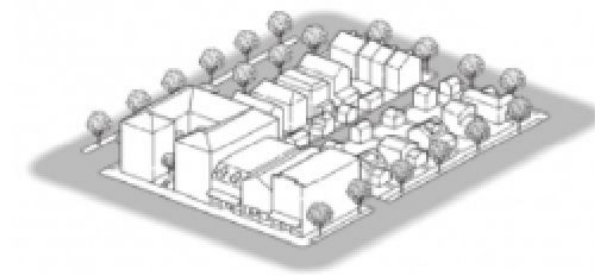
Zoning Design Guidelines

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



Form-Based Codes

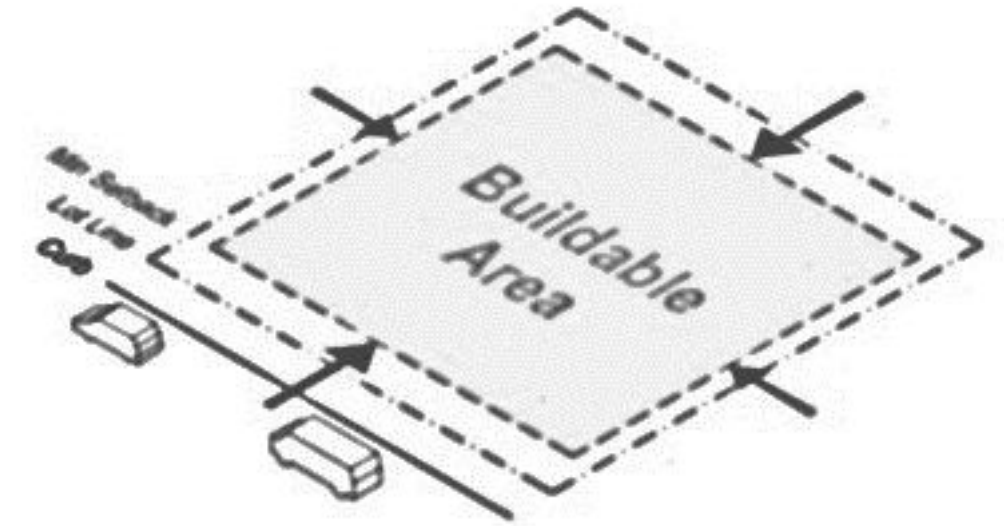
Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.



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

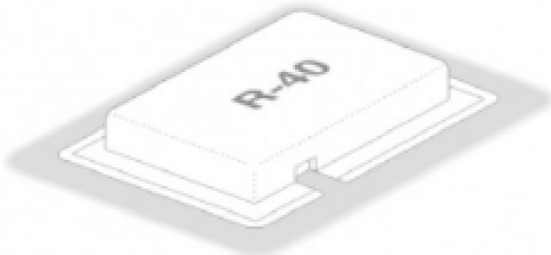
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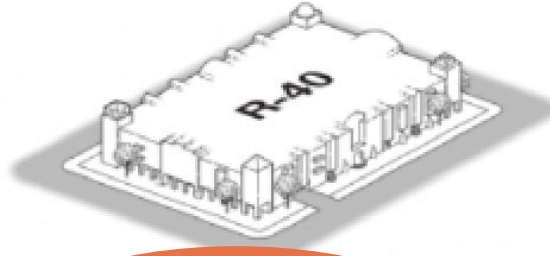
Conventional Zoning

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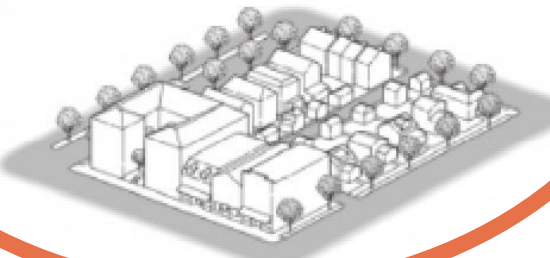
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Conventional zoning requirements, plus frequency of openings and surface articulation specified



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

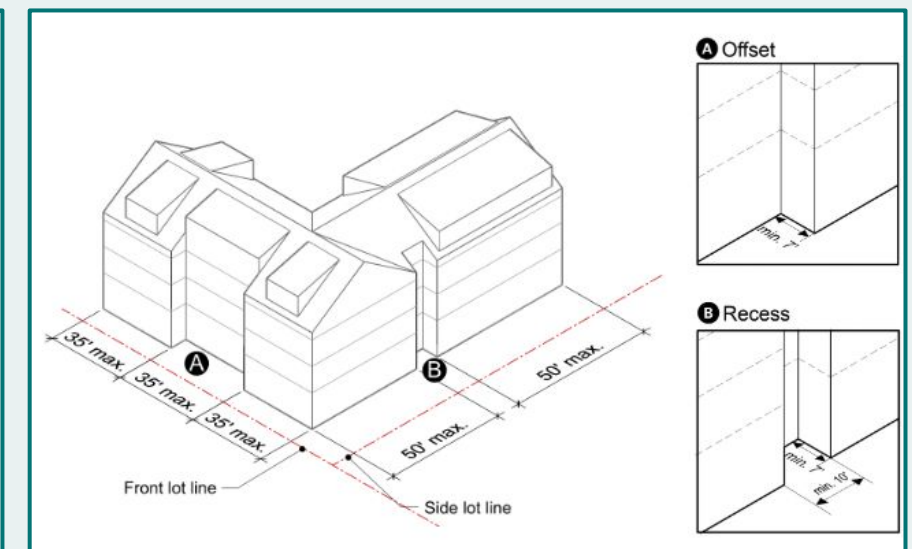
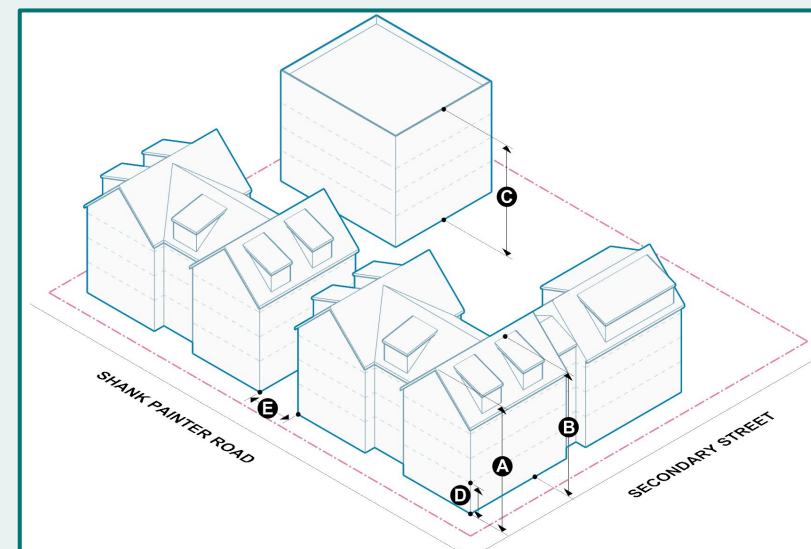
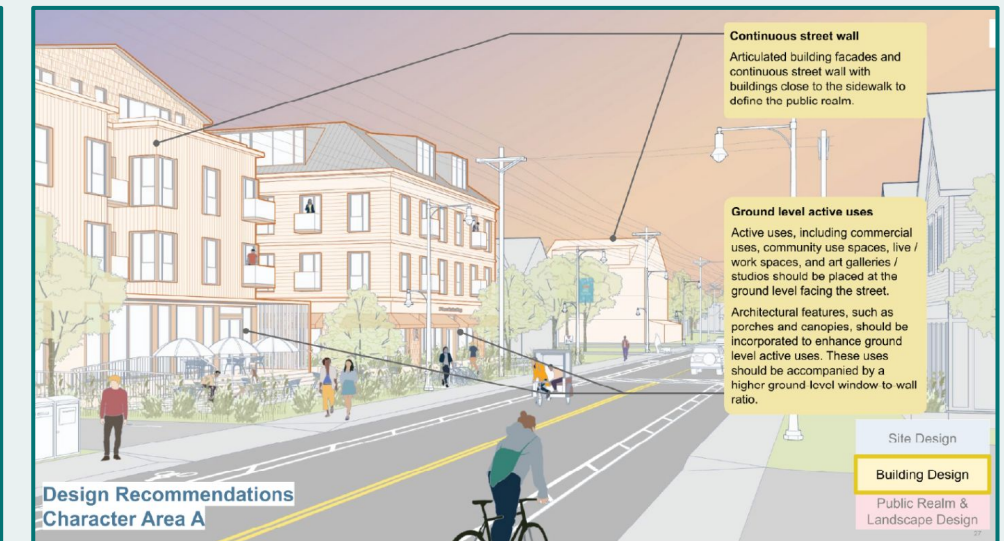
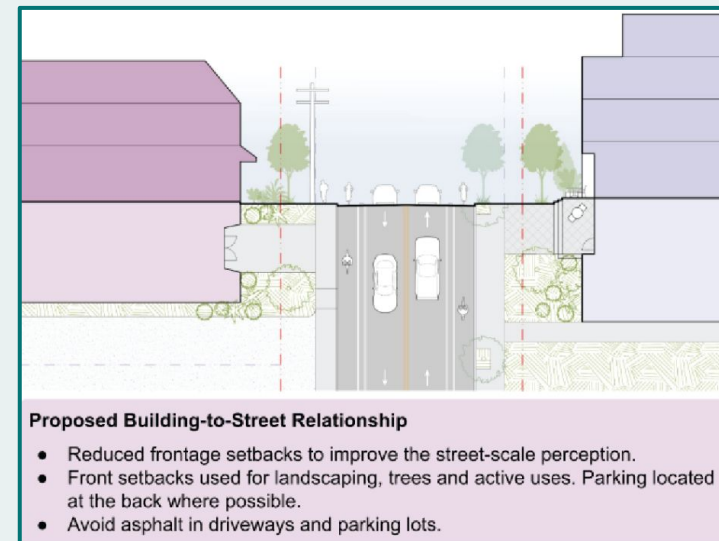
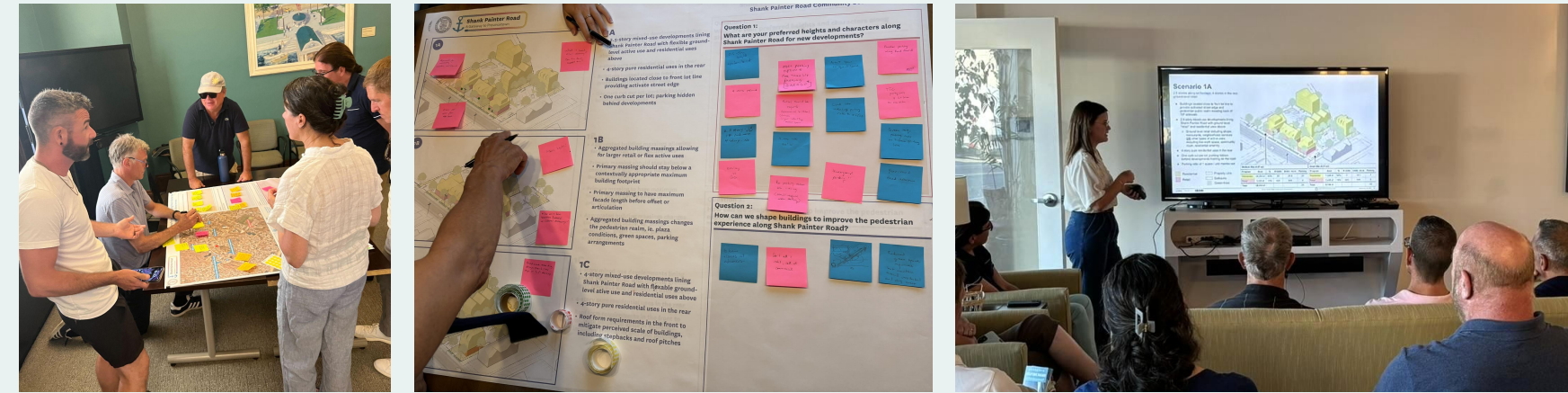
States what the community wants from the built environment, not just what is prohibited

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	
Building Typologies		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	
Typology Diagram										
Building Dimensional Standards	Stories	3+	2 - 3	1.5 - 3	2 - 3	1 - 2.5	2 - 3	1.5 - 2	1 - 2	
	Suitable for mixed use	✓	✓	✓						
	Max. Footprint	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 750 sf (attached) 1,000 sf (detached) 	
	Max. Continuous Facade and Roof Form Length	<p>The facade and roof form of any building may be continuous up 50', after which:</p> <ul style="list-style-type: none"> The facade must be divided vertically by a recess or offset at least 7' deep and 10' wide and The corresponding roof form must be changed in at least one way below: <ul style="list-style-type: none"> Roof form type (e.g., pitched, hip, etc.) Roof ridge orientation Roof ridge height of at least 5' Roof ridge alignment of at least 7' <p>Example facade and roof form articulation combinations:</p>								
	Roof Pitch and Dormer	<ul style="list-style-type: none"> Pitched roofs with a slope less than 14:12, greater than 7:12 are encouraged (Figure 1) 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. 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. <ul style="list-style-type: none"> The slope of a pitched roof of an unoccupied attic space must be at least 5:12. Roof dormers should cover no more than 75% of roof slope with 3' setbacks from all sides Roof dormers should be no wider than 12' each and separated from each other by at least 3' 								

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.**

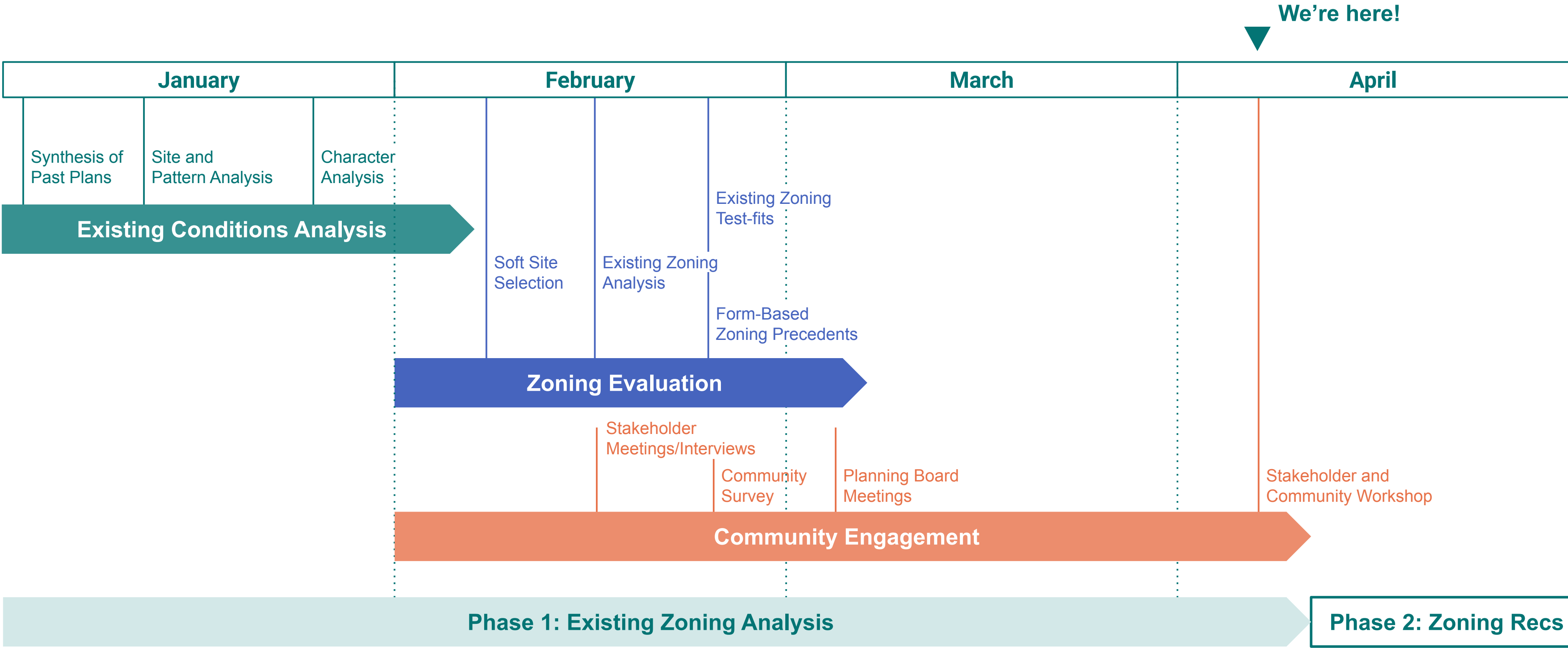
3. Contribute to the future of Orleans Village Center as a diverse and equitable year-round community by **encouraging a variety of types of attainable housing and a strong mix of local businesses,** coupled with safe and welcoming transportation options and public spaces.

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.**

Orleans Zoning Modernization Timeline



Study Area



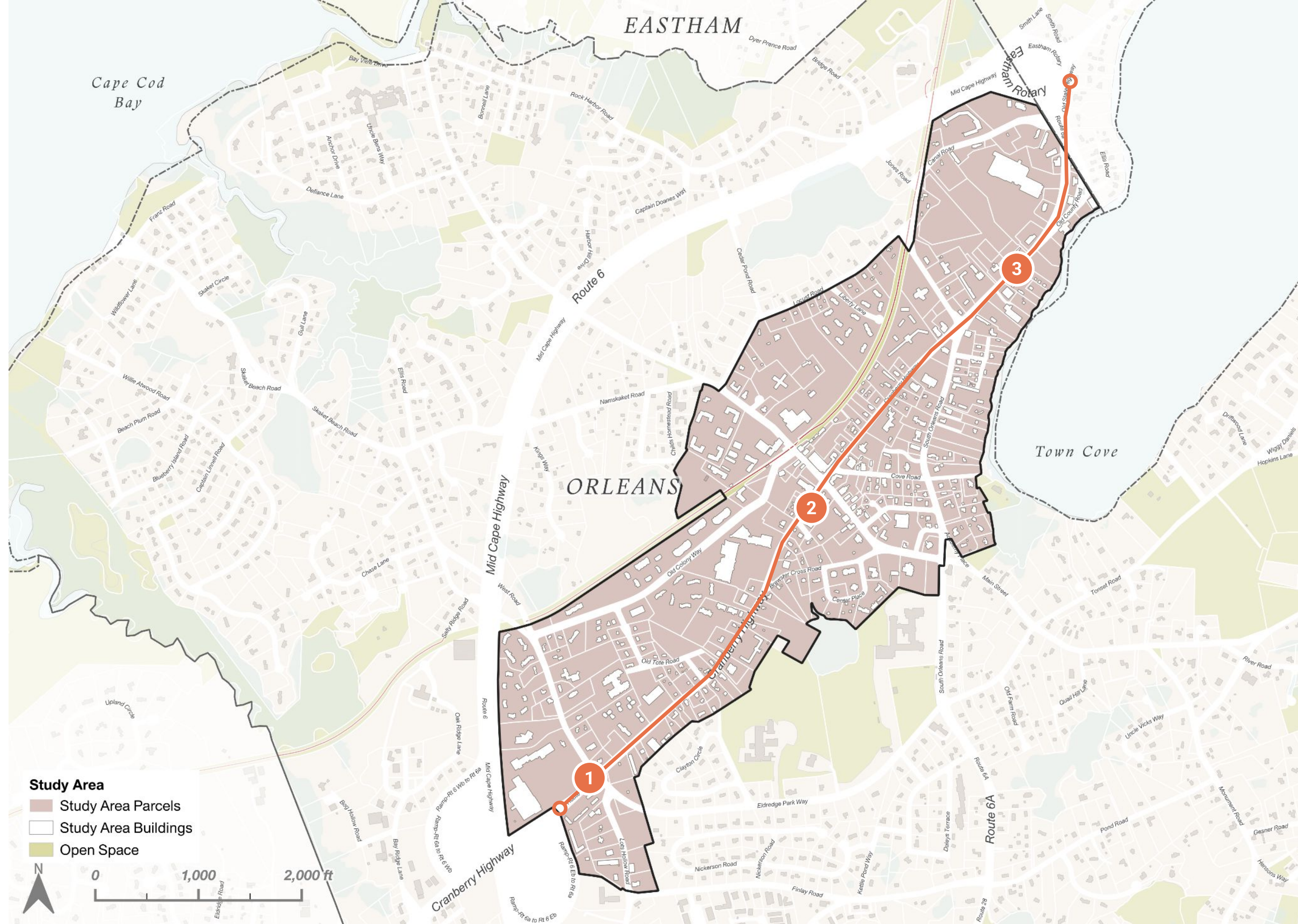
1. Shaws Commercial Development



2. Orleans Village Center



3. North Route 6A General Business District



Existing Conditions Analysis

Urban Design Spatial Analysis

Building Age



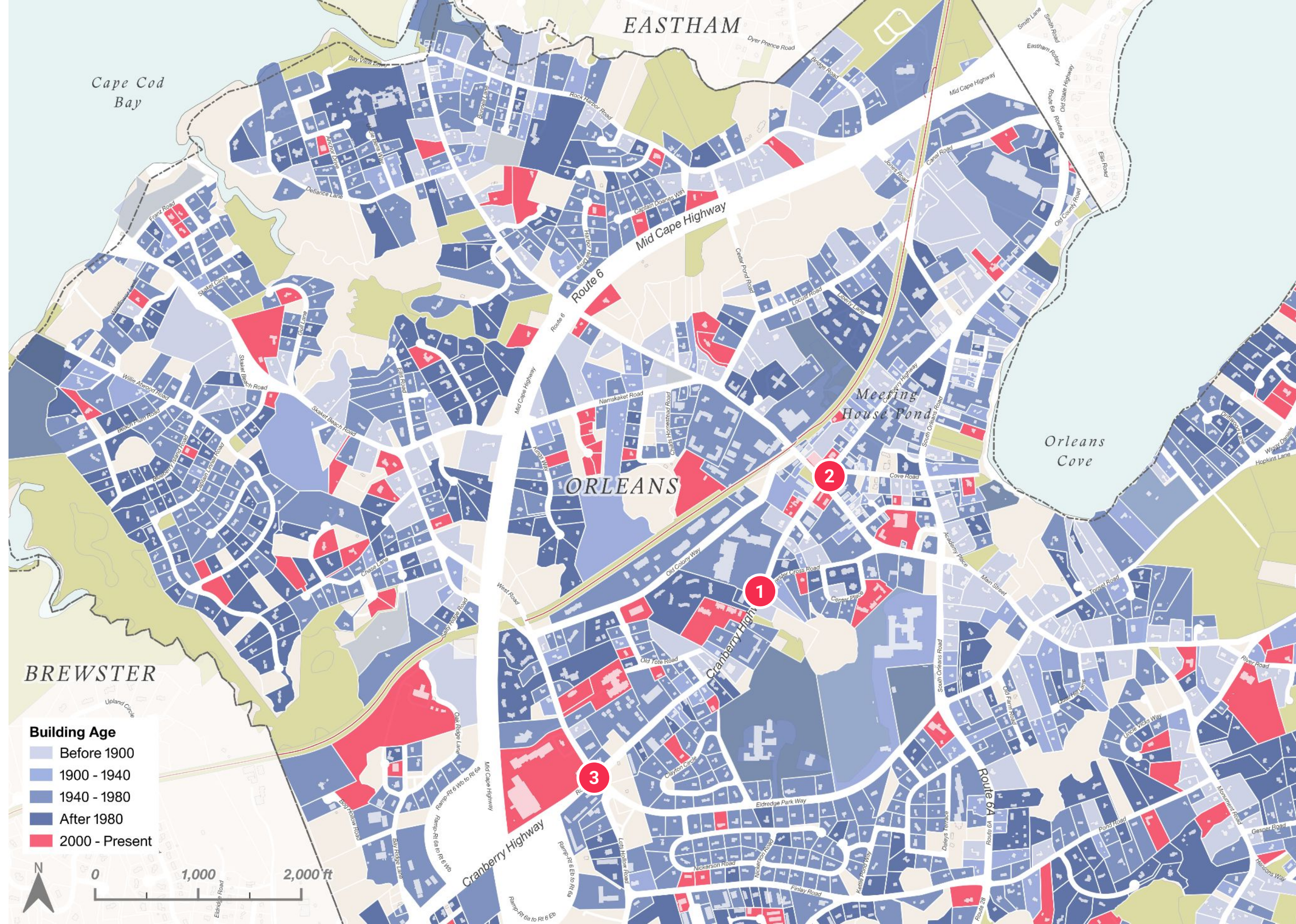
1. George Davis Inc. (1750)



2. Land Ho! (1974)



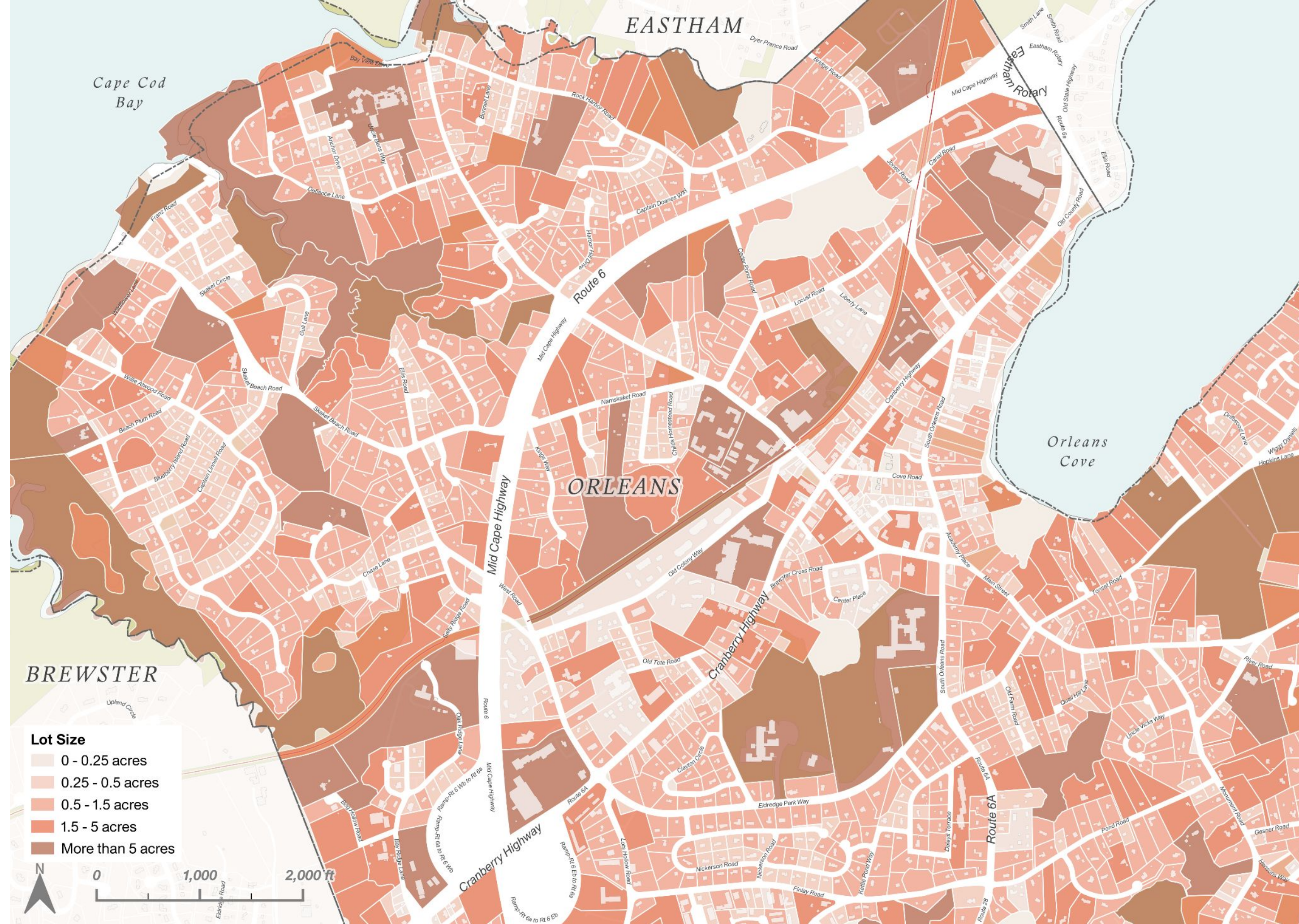
3. Chase Bank (2006)



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



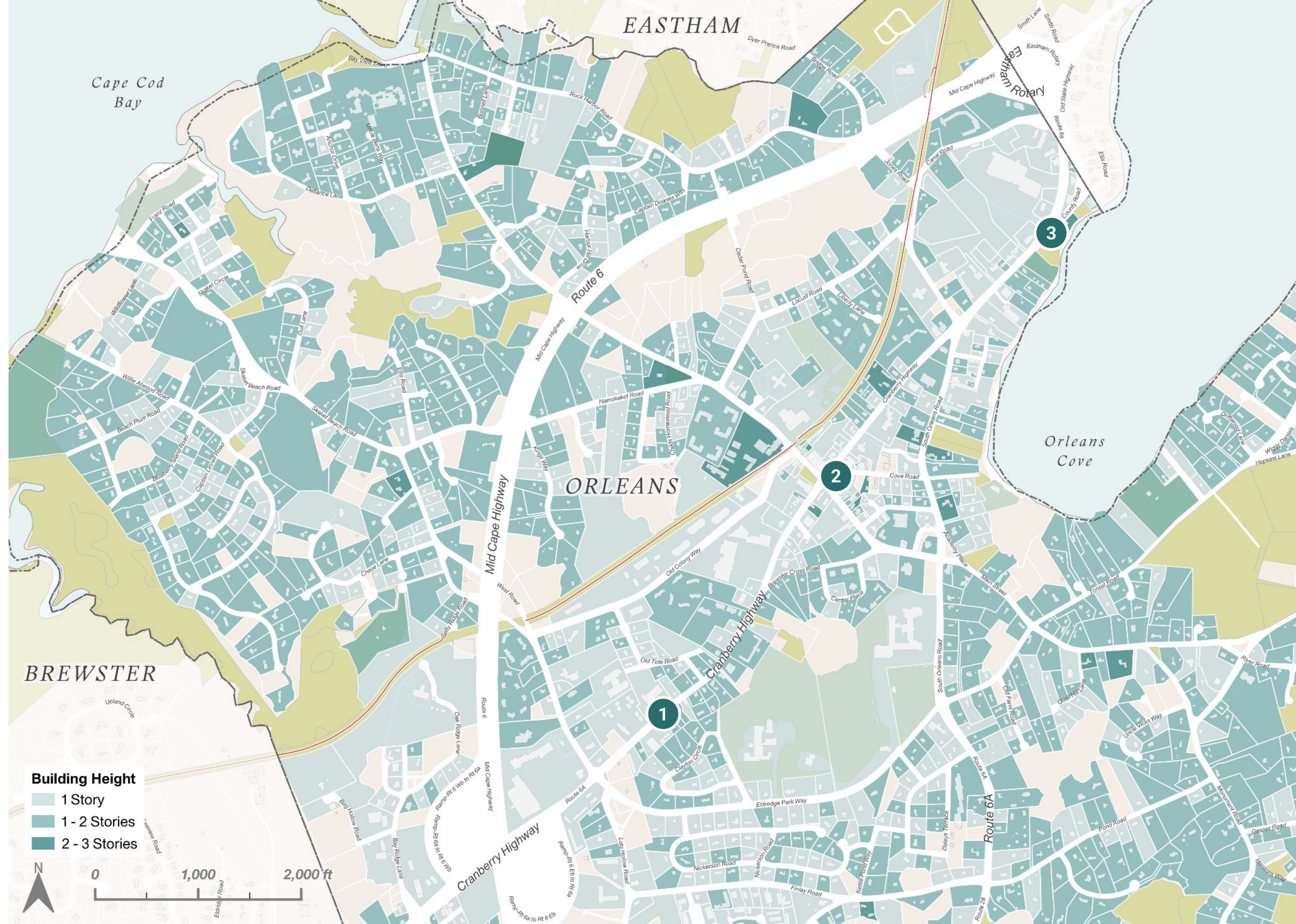
1. Hilltop Plaza (1 Story)



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

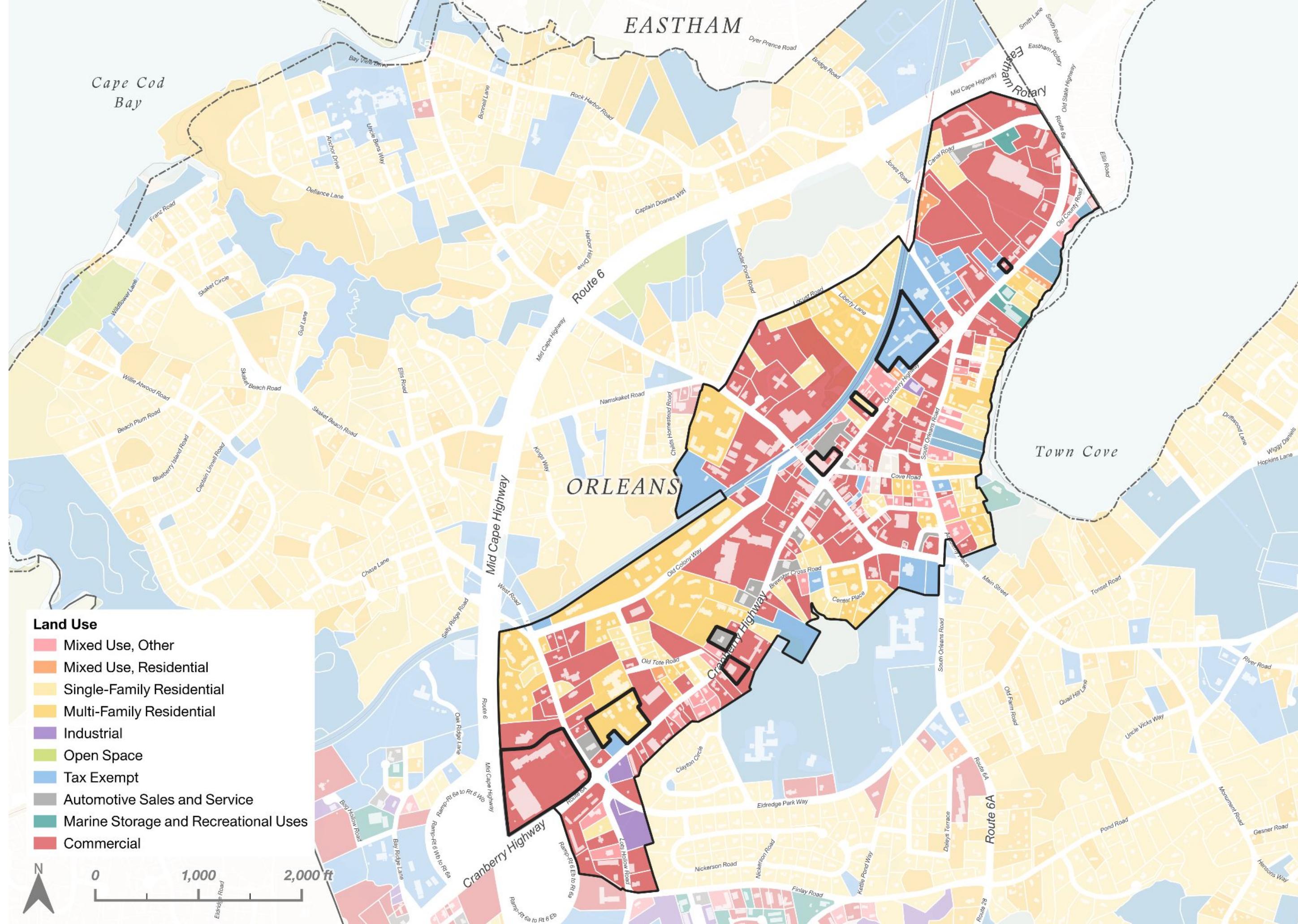
Character Analysis

Downtown Orleans Character

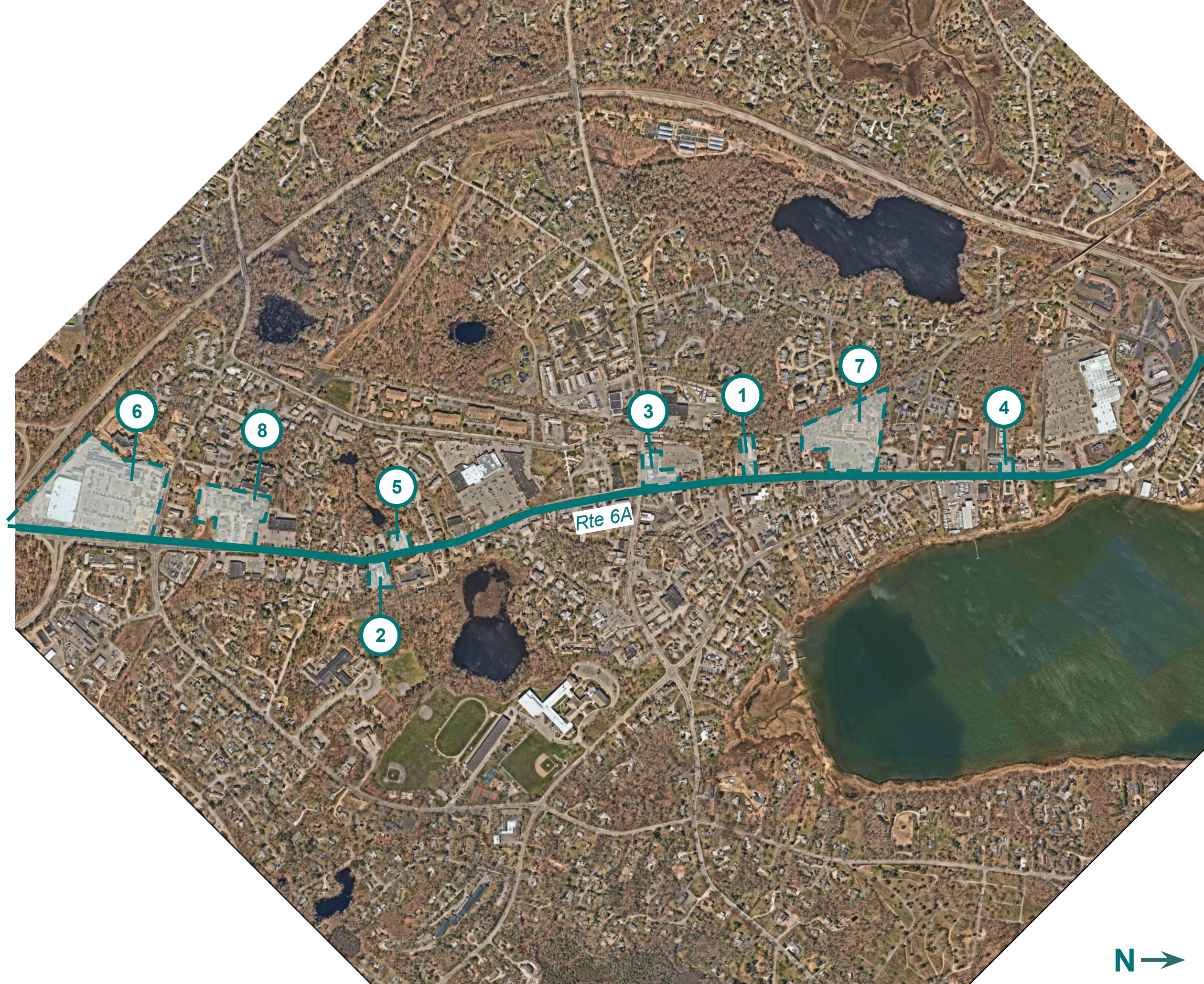
Land Use

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

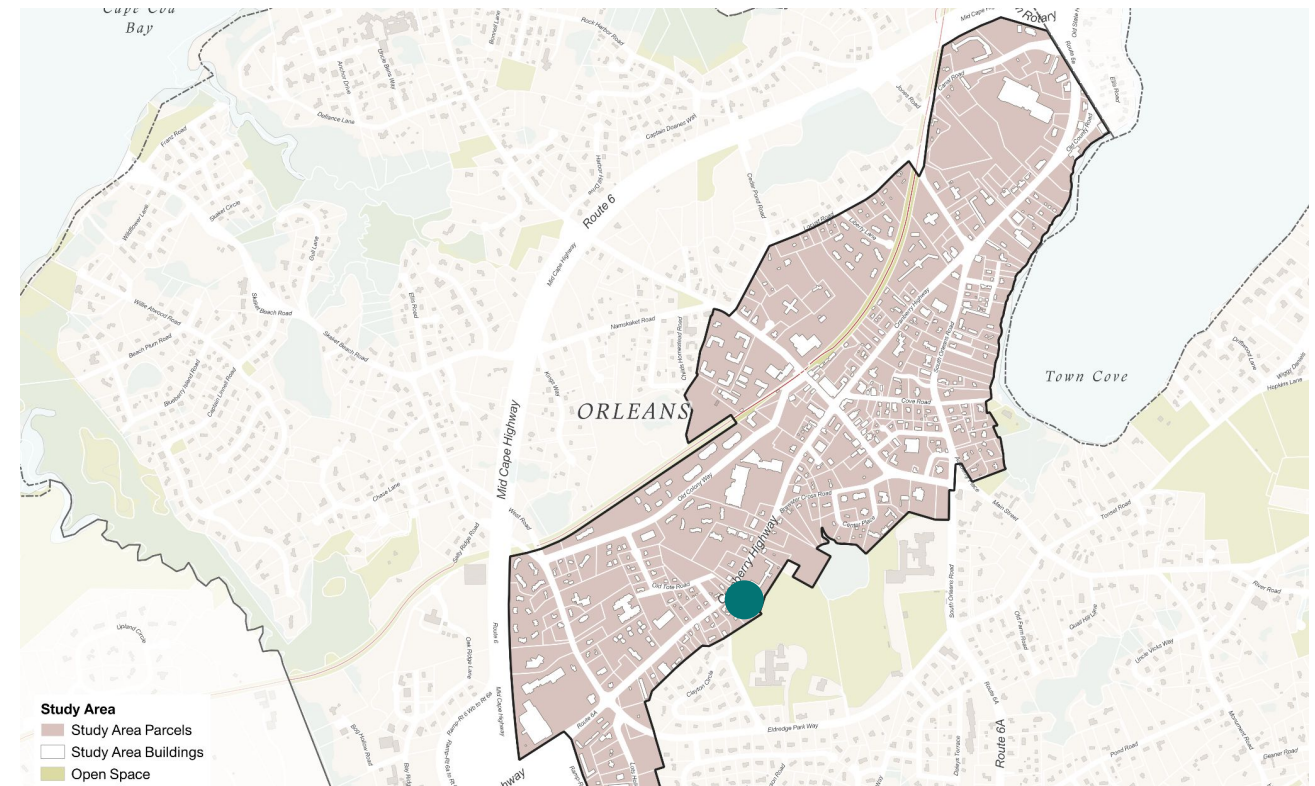
Frontage: Small setback from right-of-way to allow for porch and pedestrian access

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

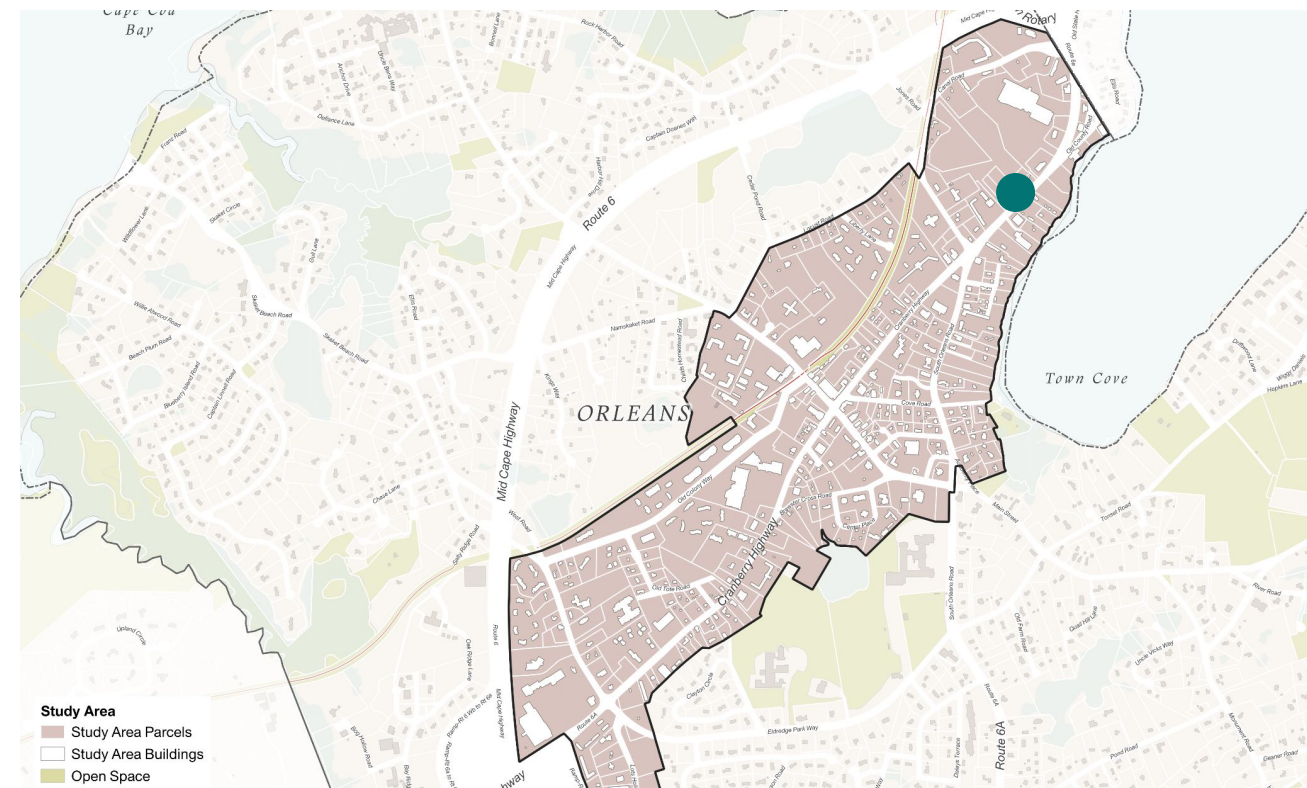
Frontage: Building is setback from right-of-way to allow for parking that is adjacent to Route 6A

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

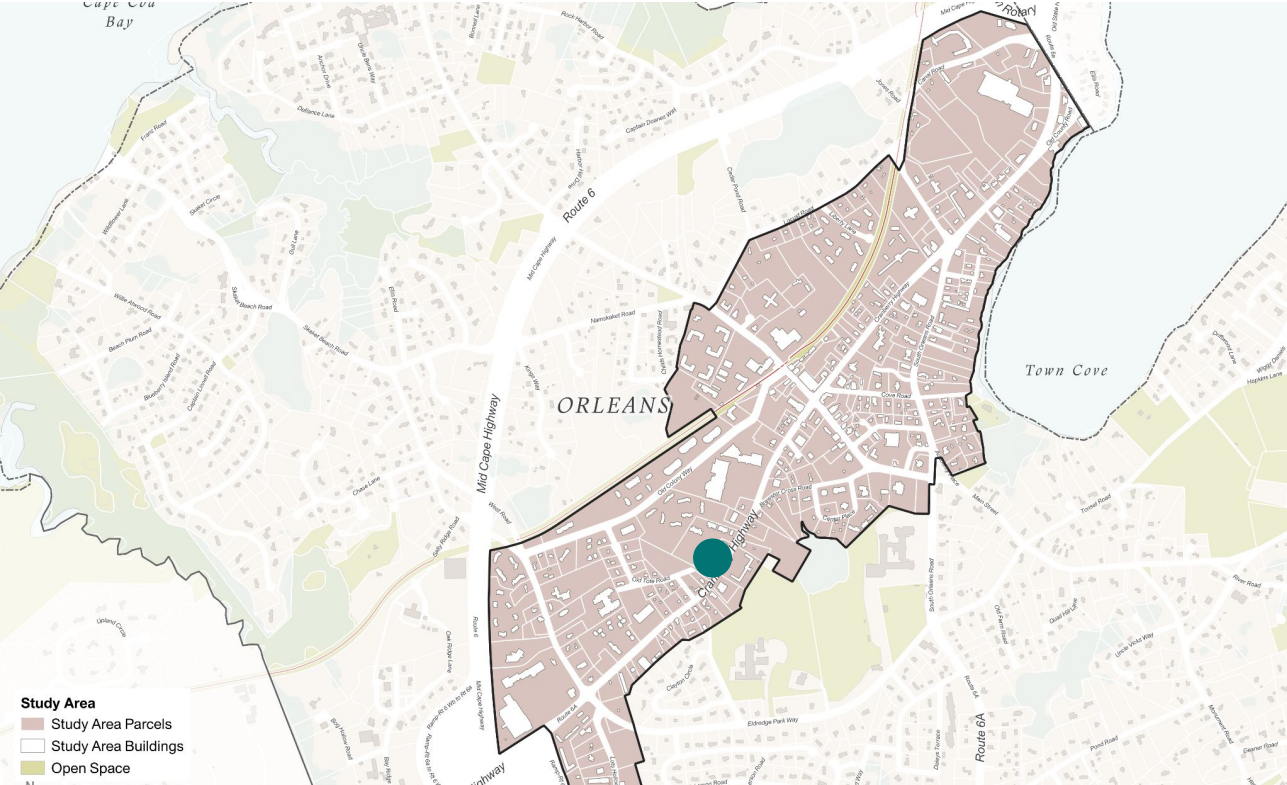
Frontage: Setback from right-of-way to allow for drop off zone, parking, and circulation off of Route 6A

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

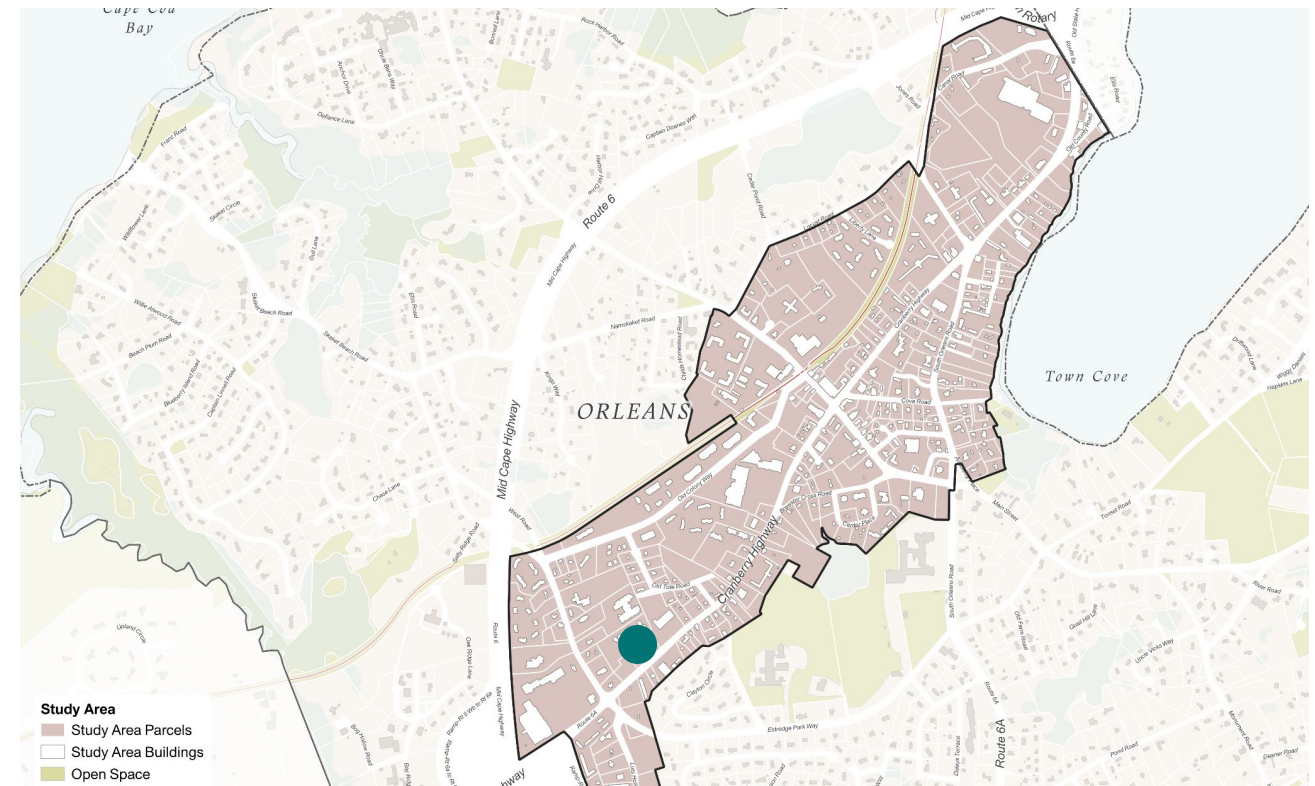
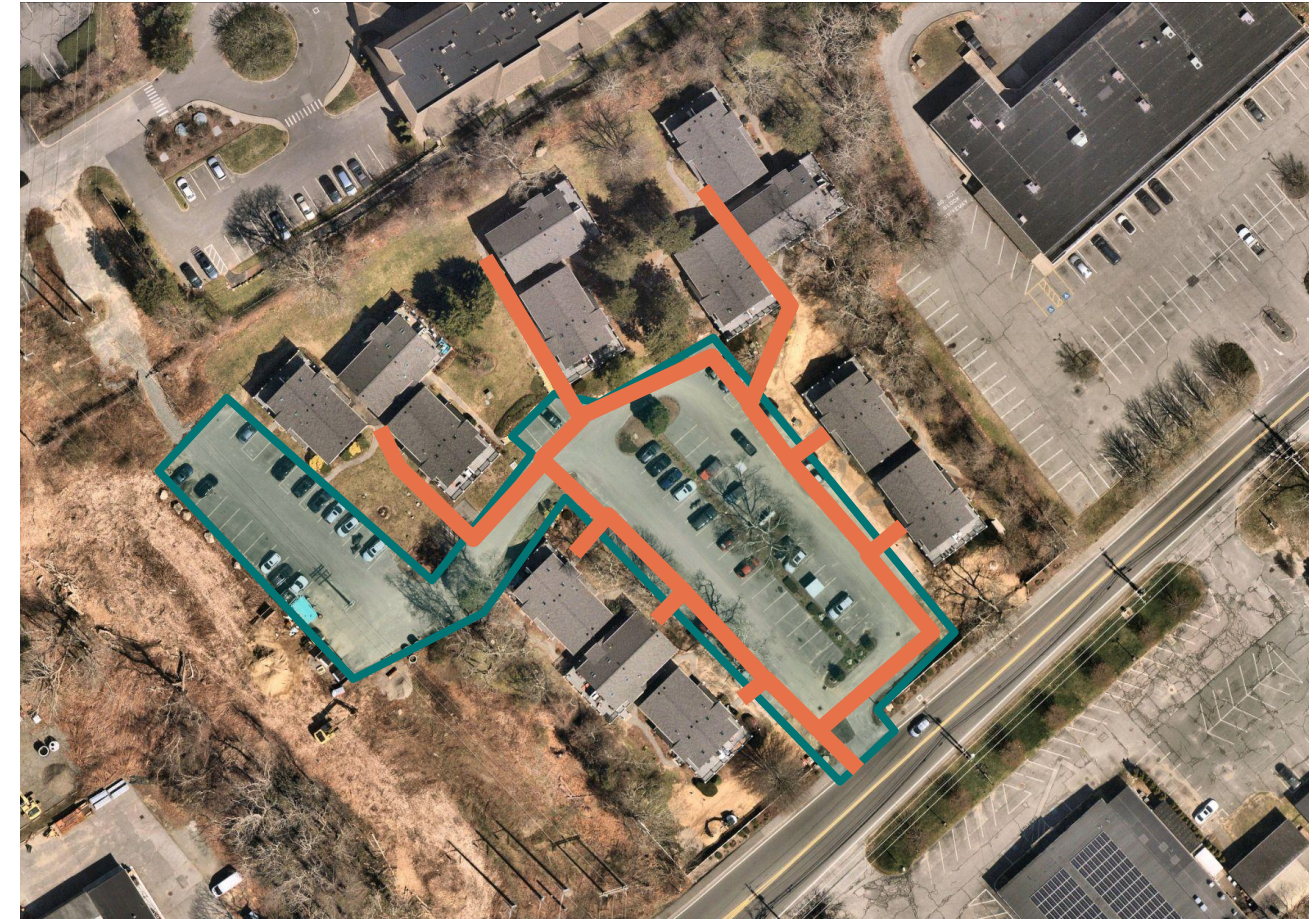
Frontage: Front residential buildings are setback from Route 6A by a landscape buffer strip, remaining buildings are located behind and abutting the central parking lot where walkways connect via parking

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.

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

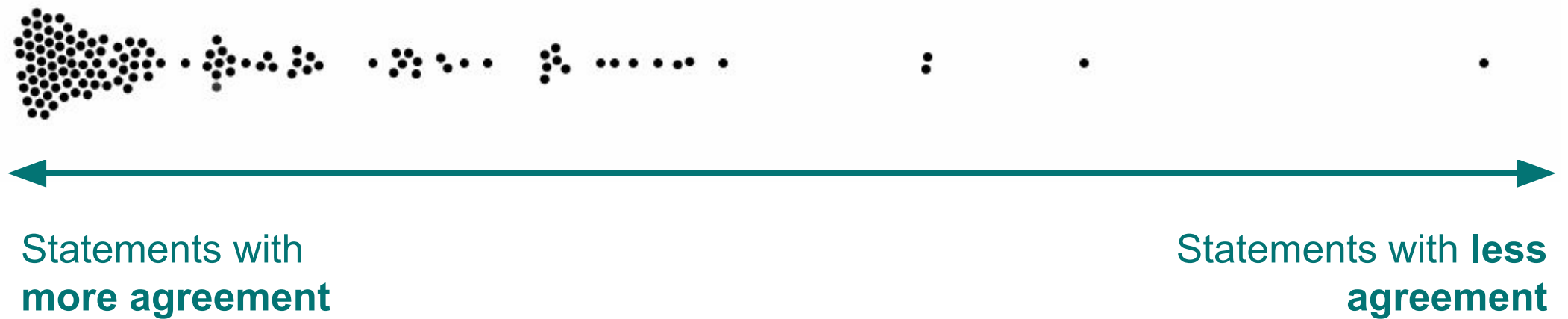
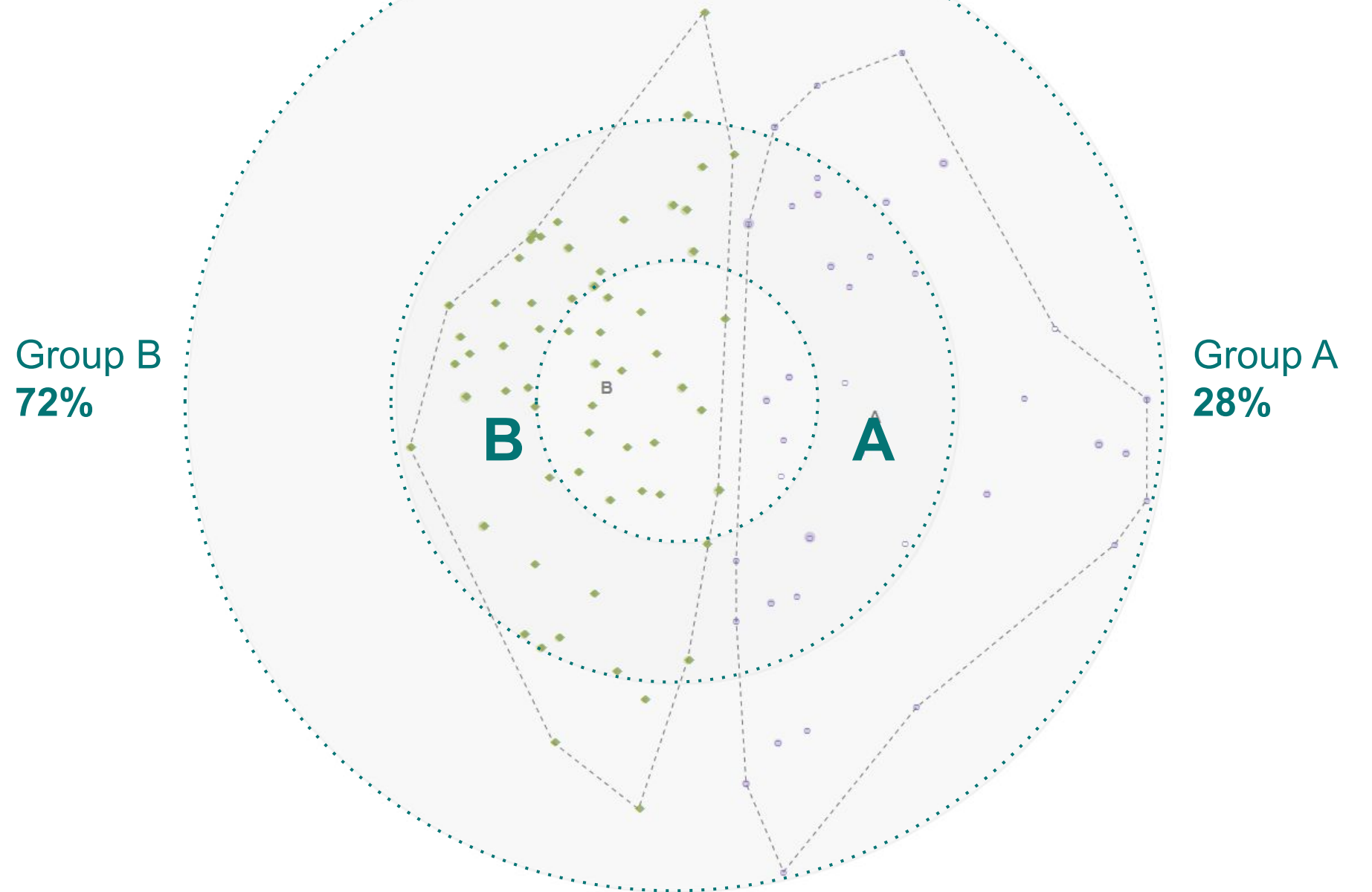
209

statements were submitted

57.52

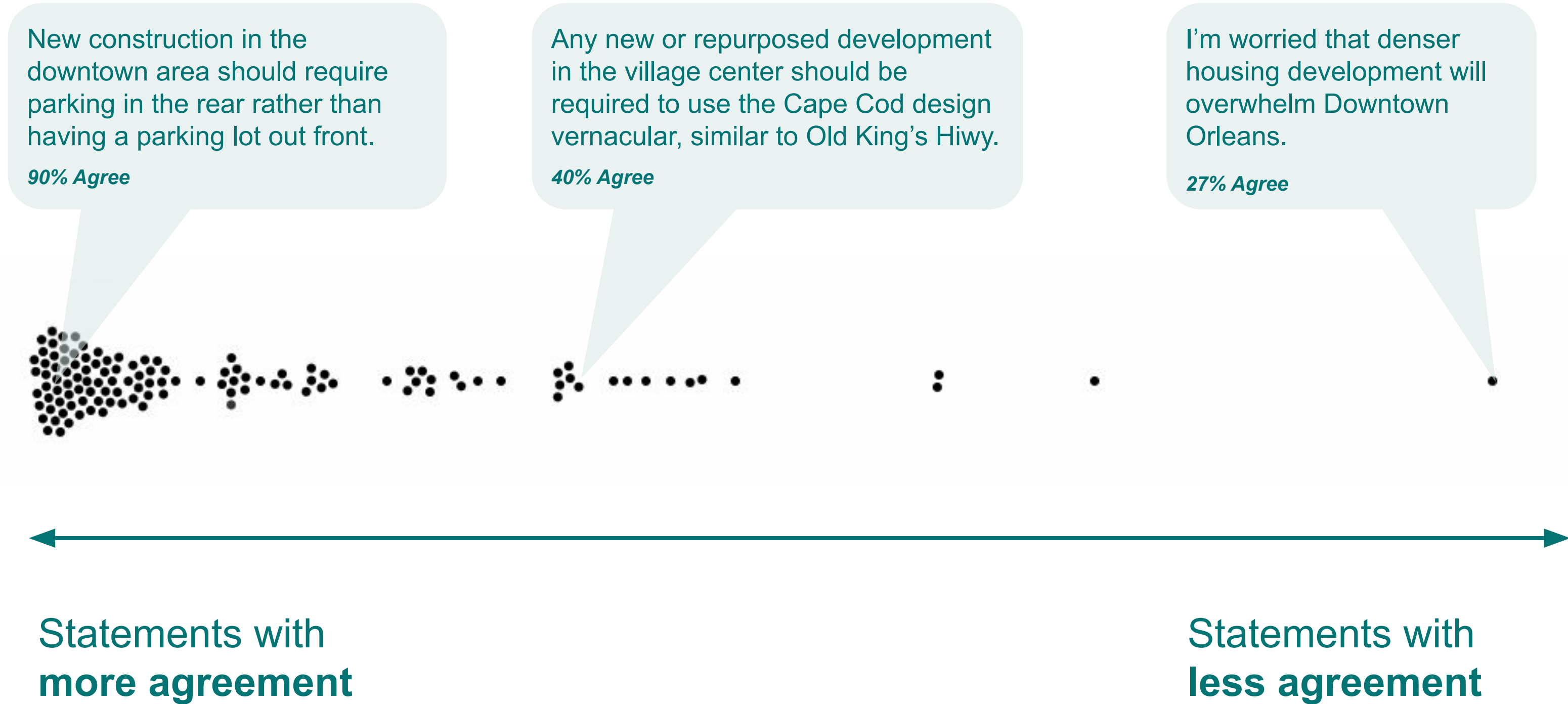
votes per voter on average

Opinion Groups Diagram



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

Existing Zoning Analysis

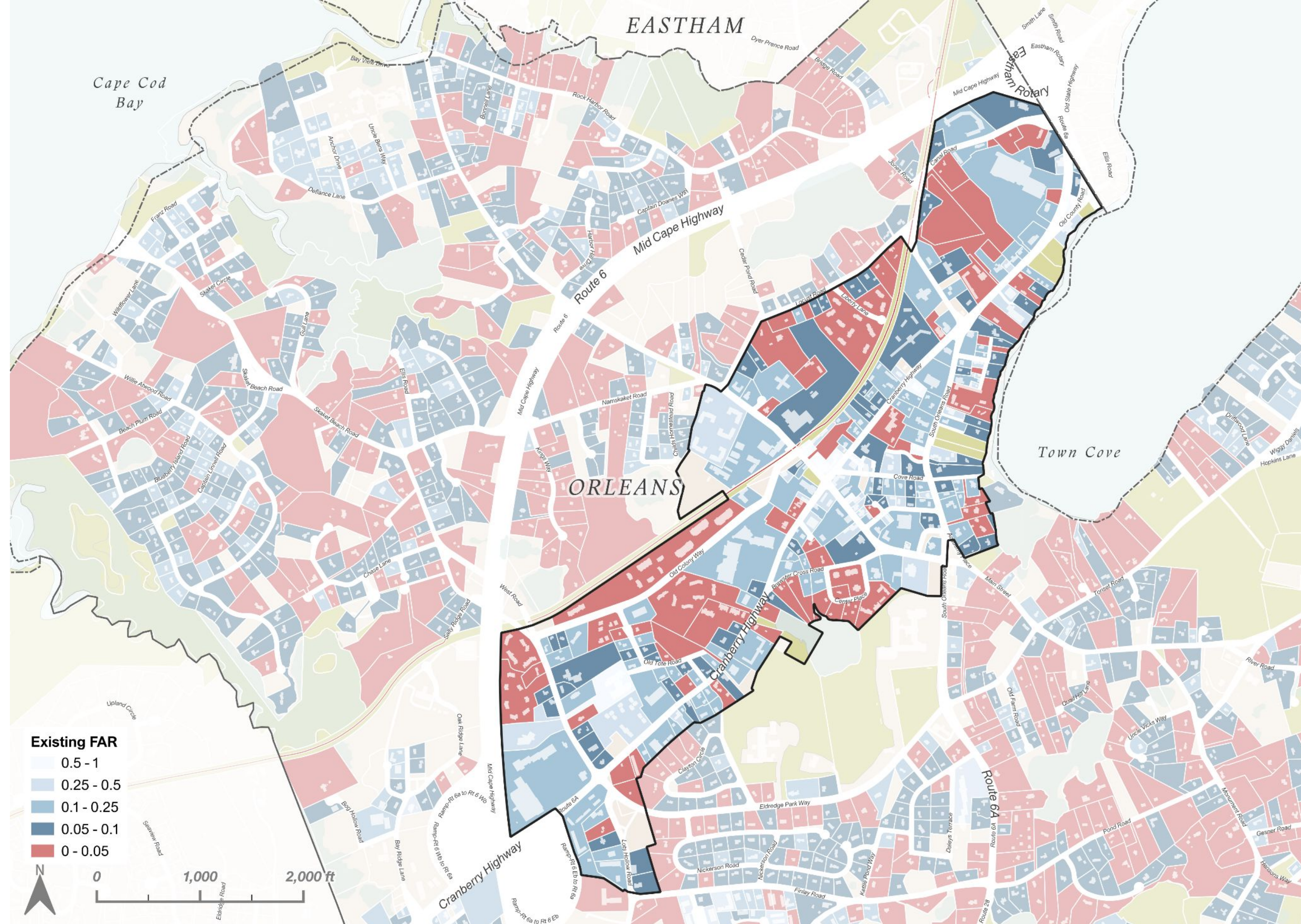
Test-fit Analysis
Preliminary Takeaways

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.



Soft Sites



Tedd's Garage



Orleans Shopping Center



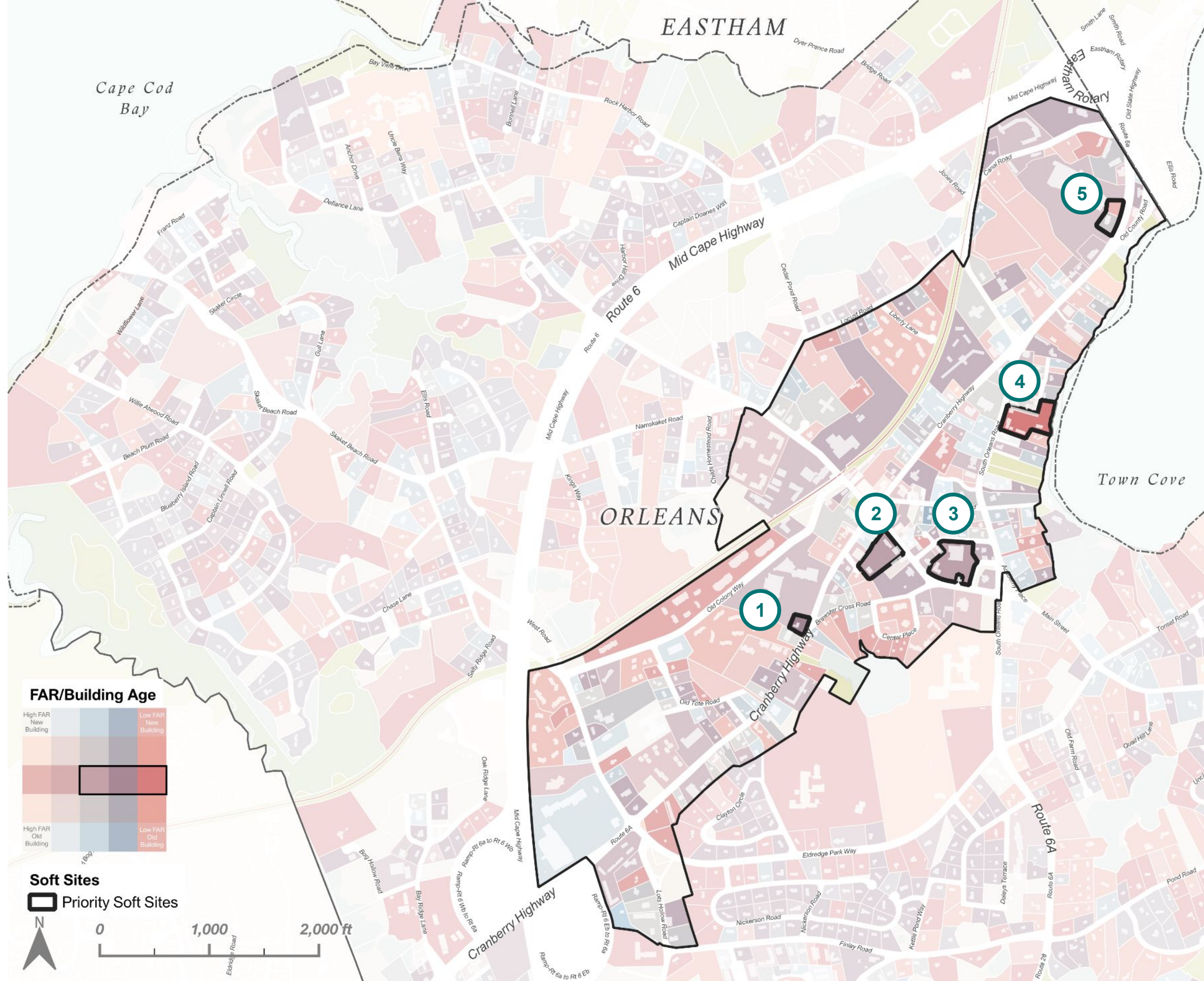
Post Office Square



Cove Motel



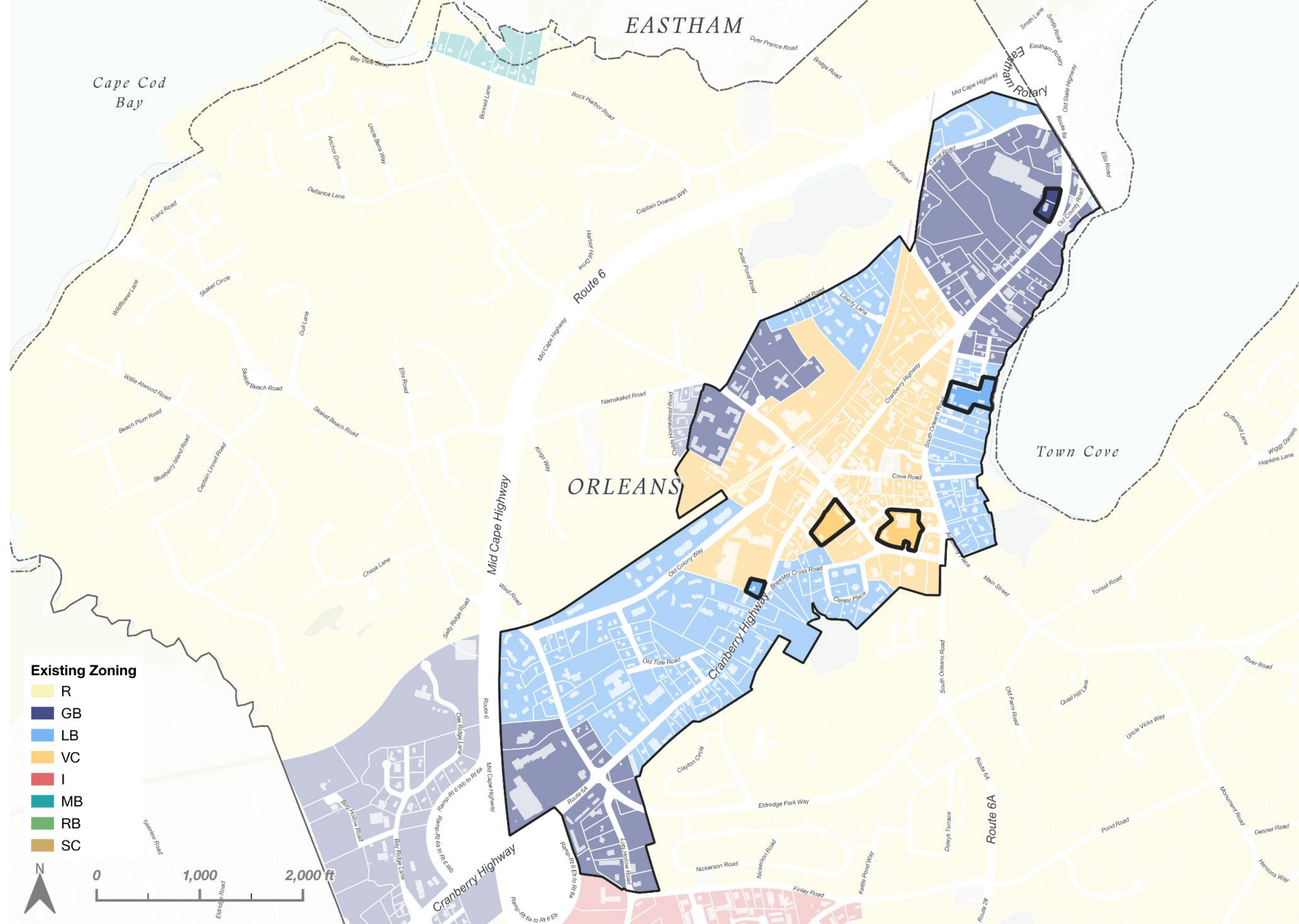
Vacant Lot



Zoning

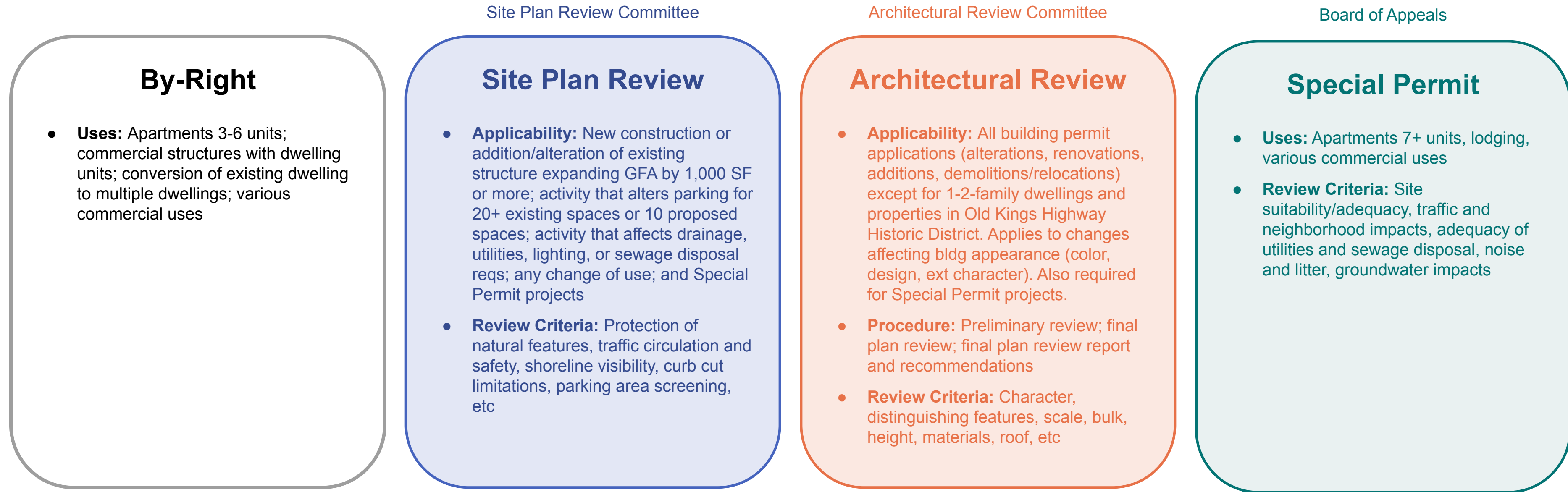
The following **uses are allowed by-right** in the General Business (GB), Limited Business (LB), and Village Center (VC) districts:

- 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

Review Thresholds and Process



Zoning

What is allowed by-right today

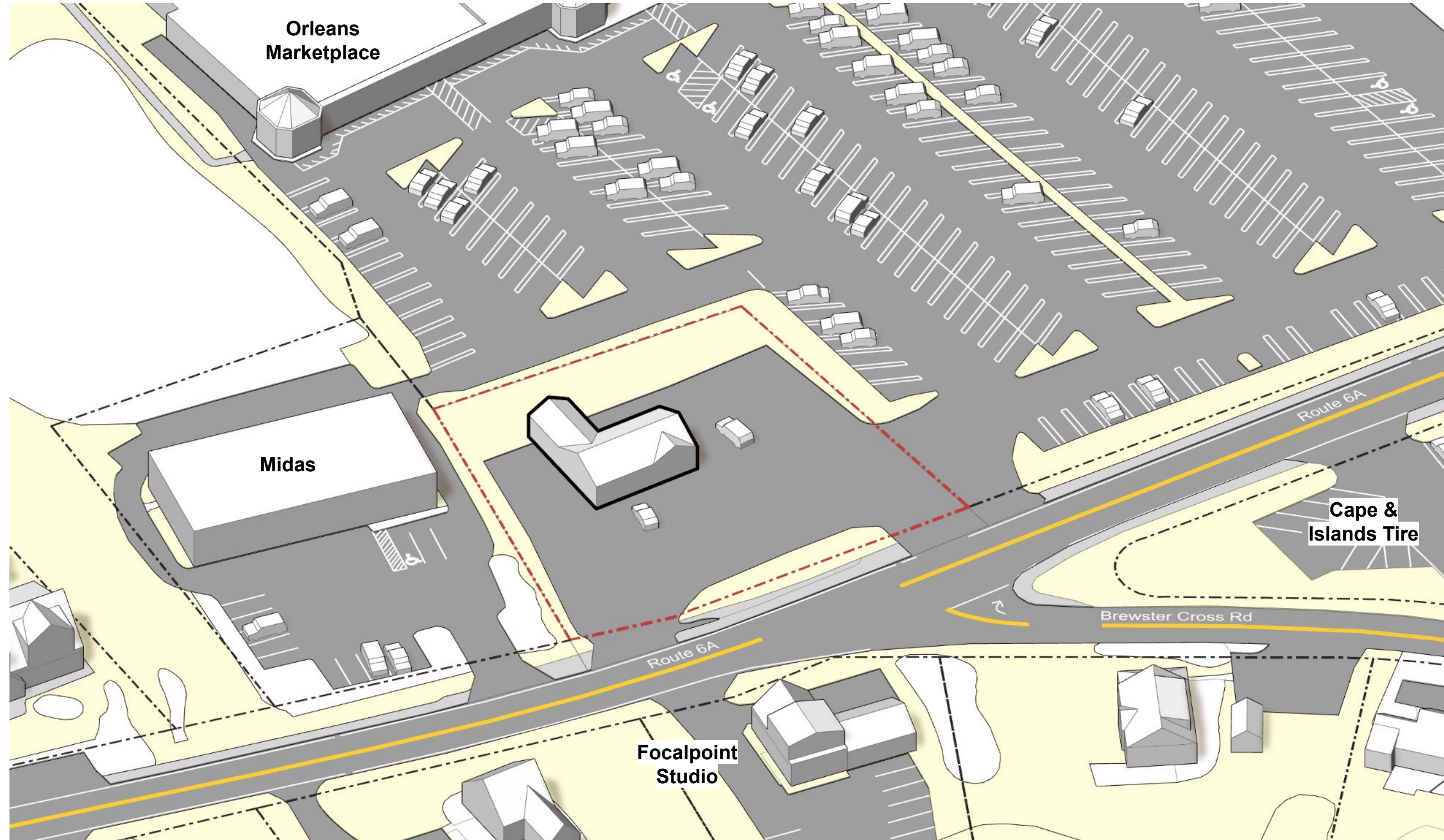
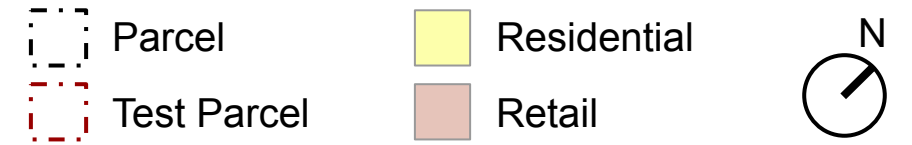
	GB (General Business)	LB (Limited Business)	VC (Village Center)
Lot Standards			
Building Separation	Same as required side yard		
Residential Density	4 DUs/lot, max. for mixed use; 6 DUs/lot, max. for residential use		
Building Setbacks			
Front	25'	25'	15' or average, min., 25', max.
Side	10'	10'	10',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

Site 1: Tedd's Garage

Existing Site

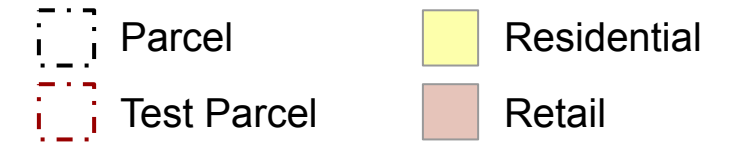


Zoning: Limited Business
Lot Size: 0.52 AC (22,589 SF)
Year Built: 1962
FAR: 0.066

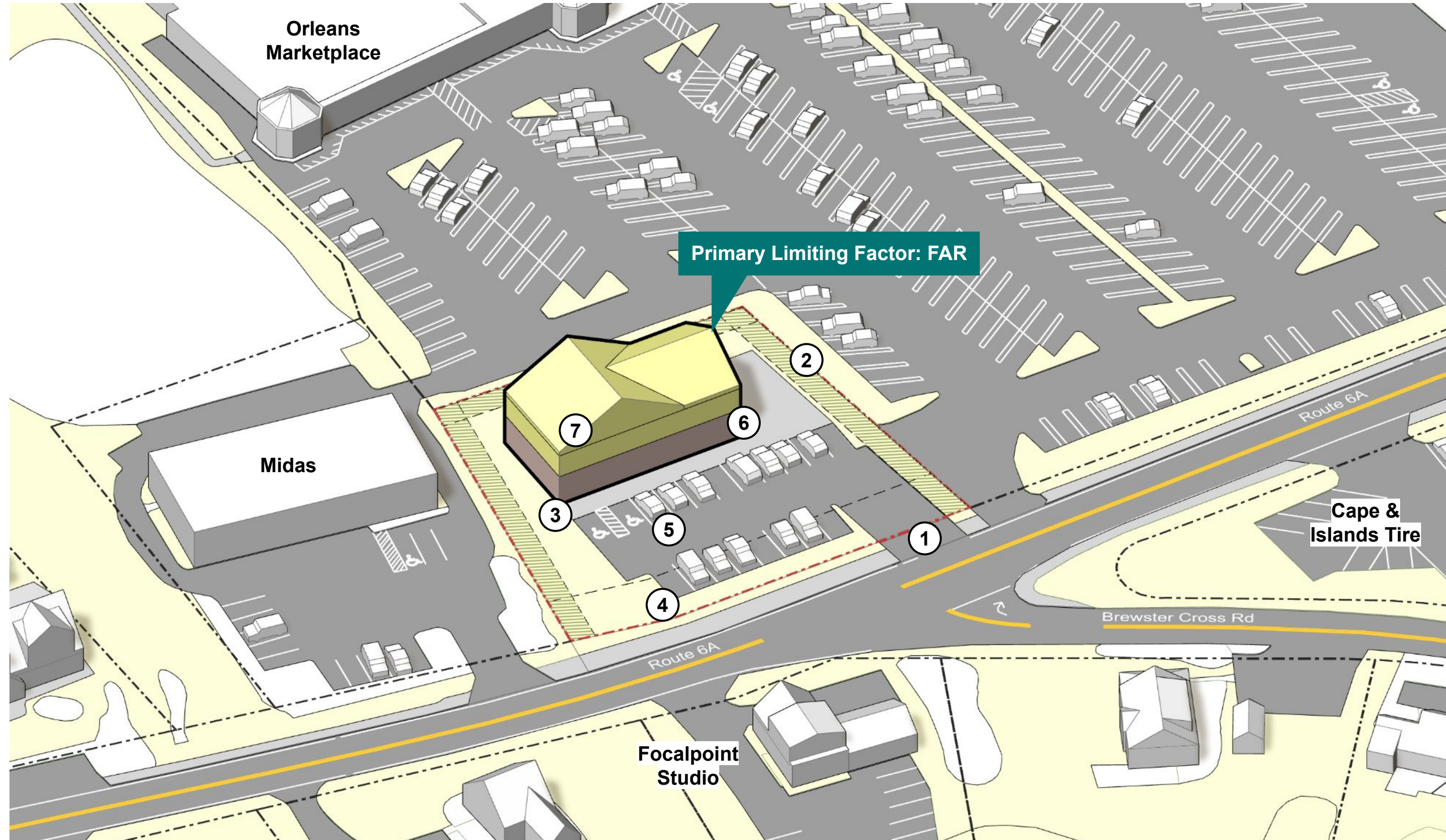


Site 1: Tedd's Garage

By-Right Test-fit

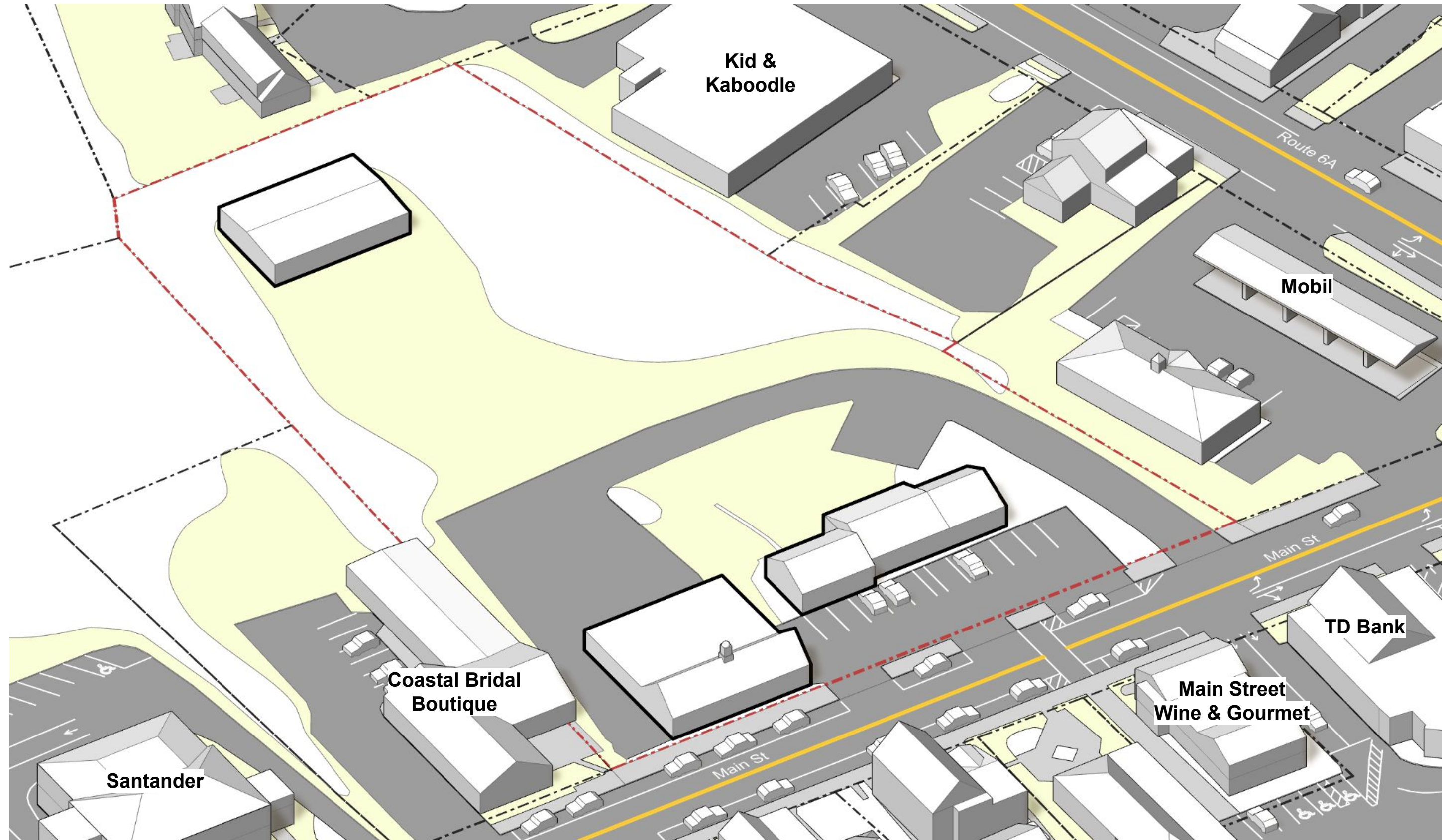
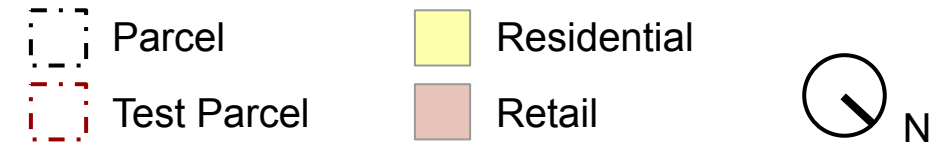


1. Wide maximum driveway width (30')
2. Parking areas must be min. 10' away from any street or lot line, with a screened green zone
3. Parking areas must be min. 10' away from building, with green area and pedestrian walkway
4. Front yard must be landscaped, 6' min depth.
5. Parking is allowed in the 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

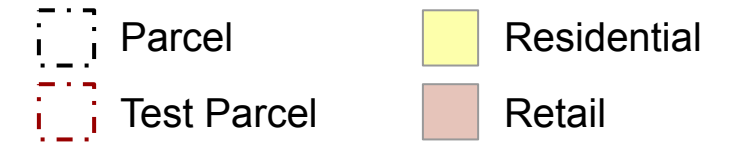
Existing Site



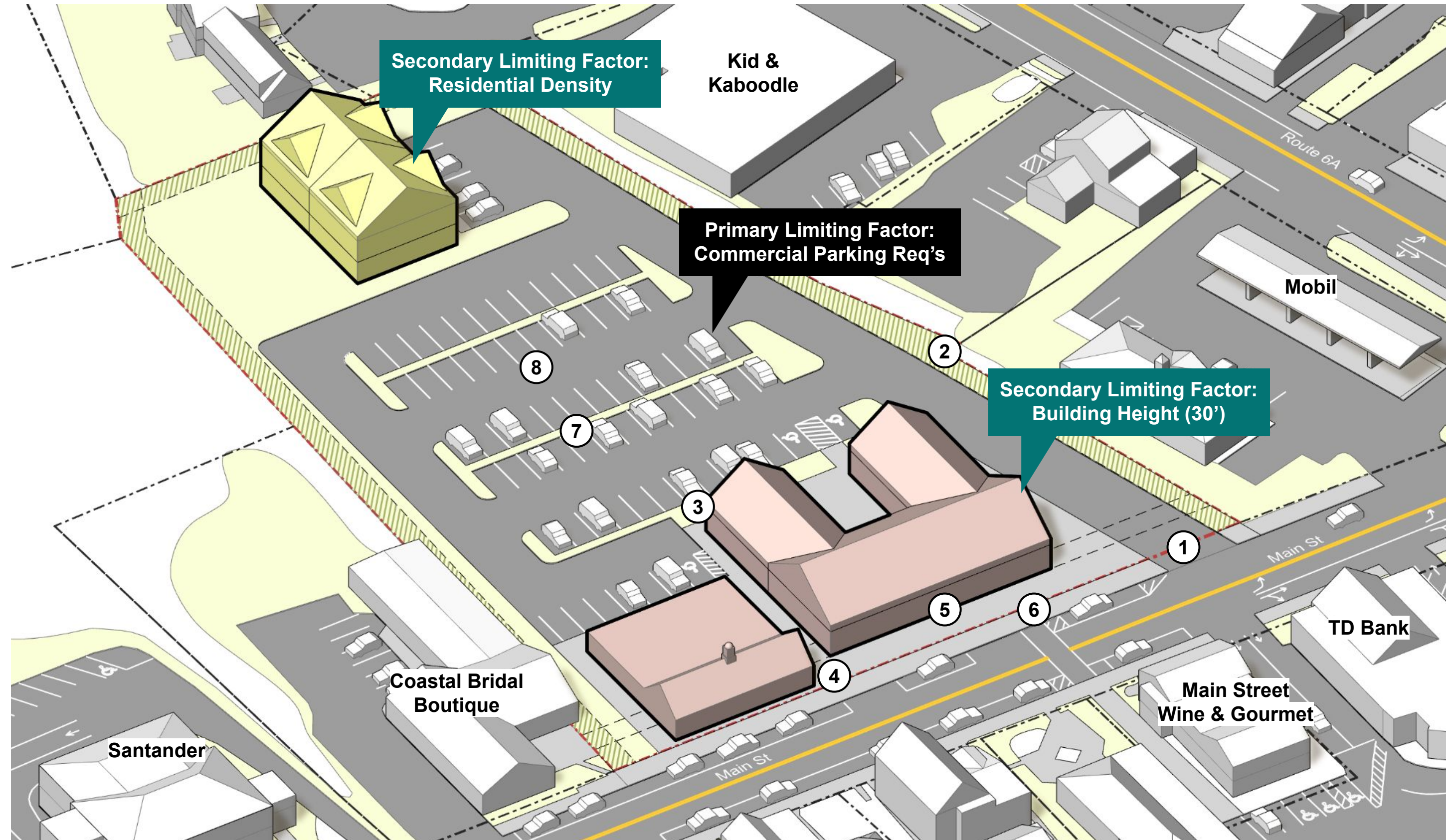
Zoning: Village Center
Lot Size: 2.03 AC (88,404 SF)
Year Built: 1958, 1968
FAR: 0.12

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

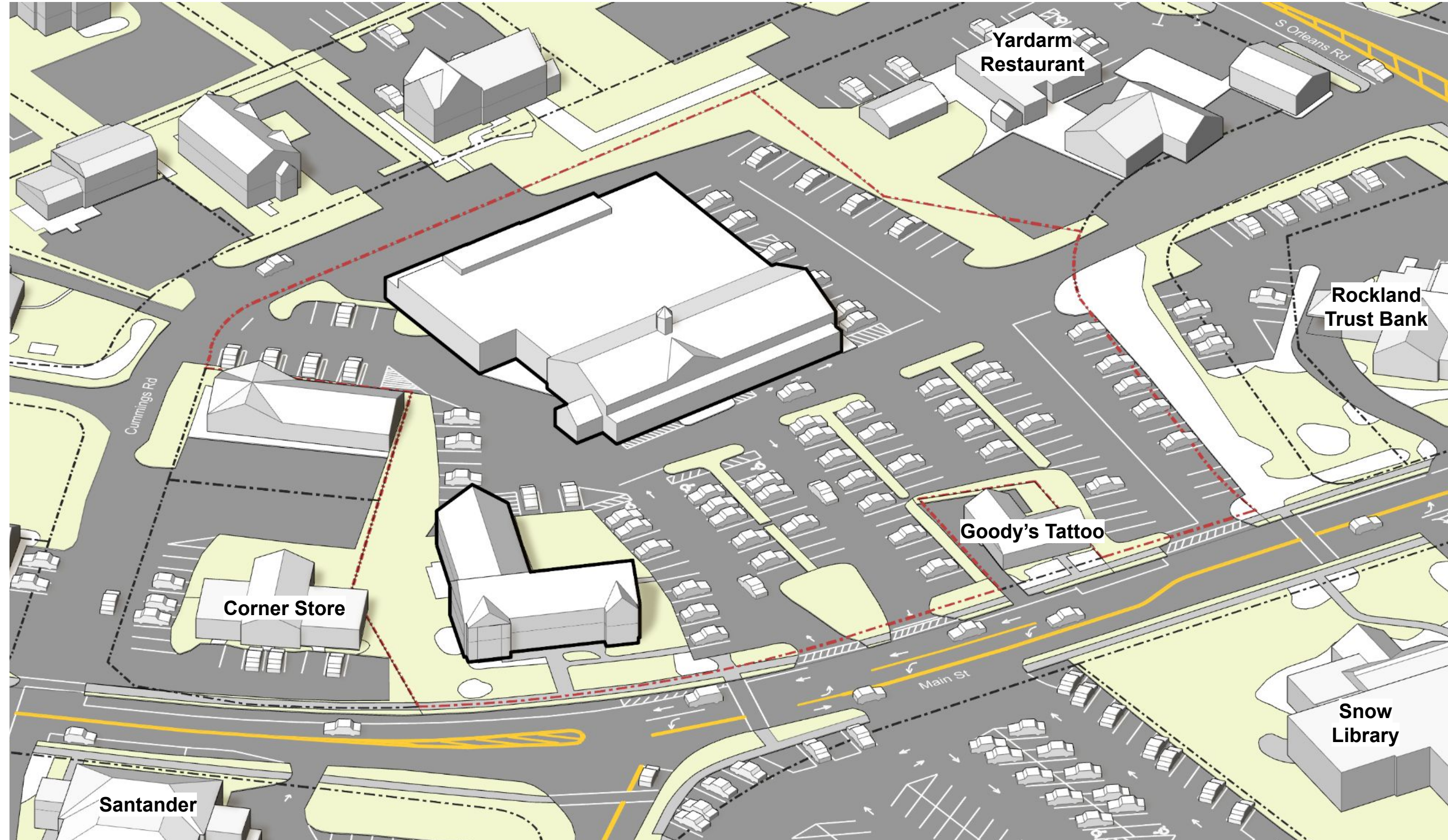
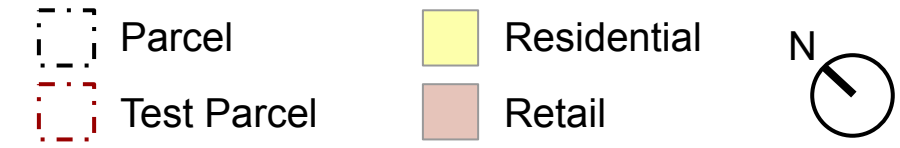


Site 3: Post Office Square

Existing Site

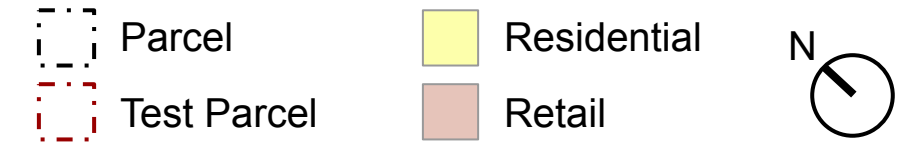


Zoning: Village Center
Lot Size: 2.76 AC (120,050 SF)
Year Built: 1987, c.1960
FAR: 0.23

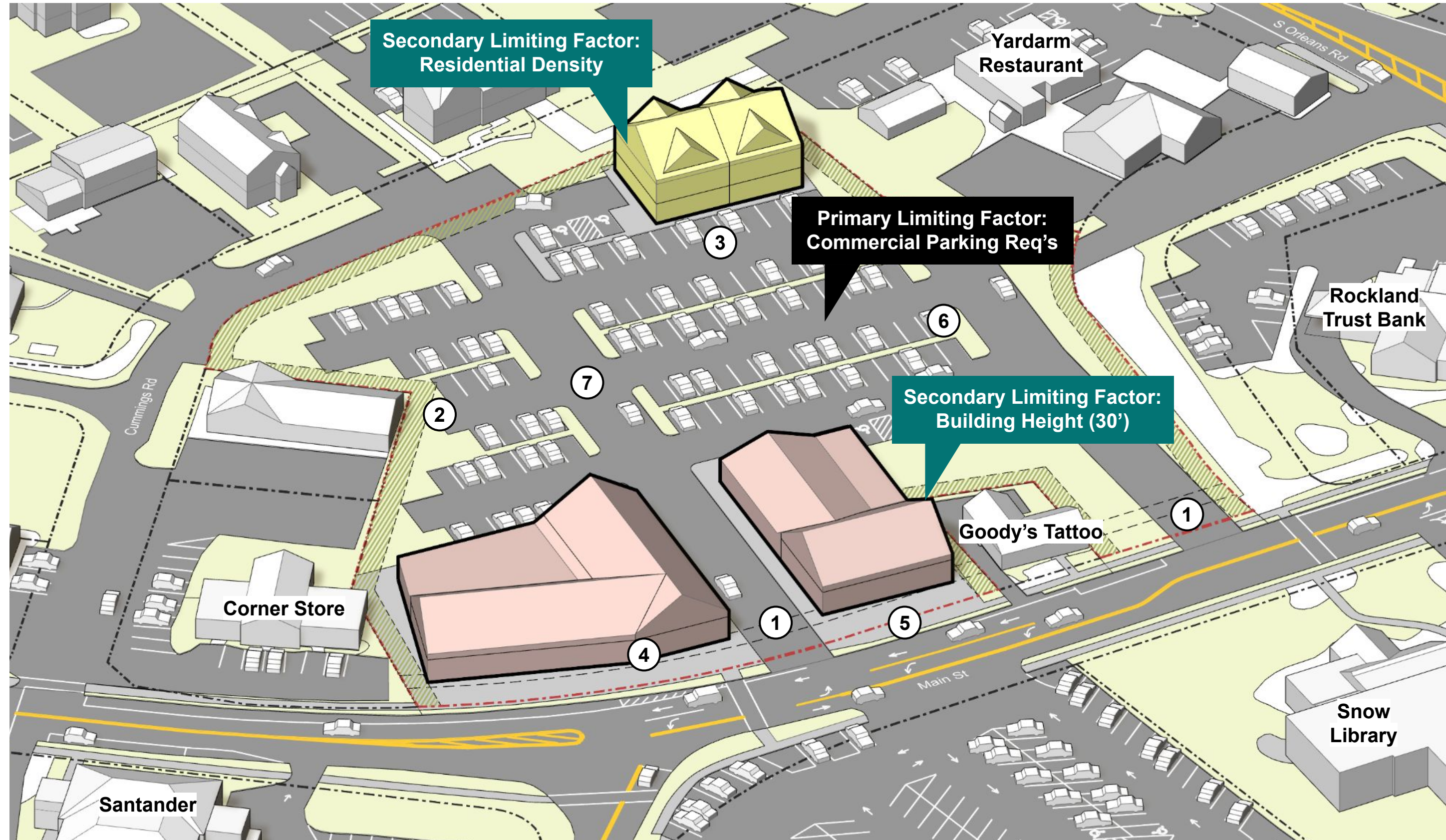


Site 3: Post Office Square

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

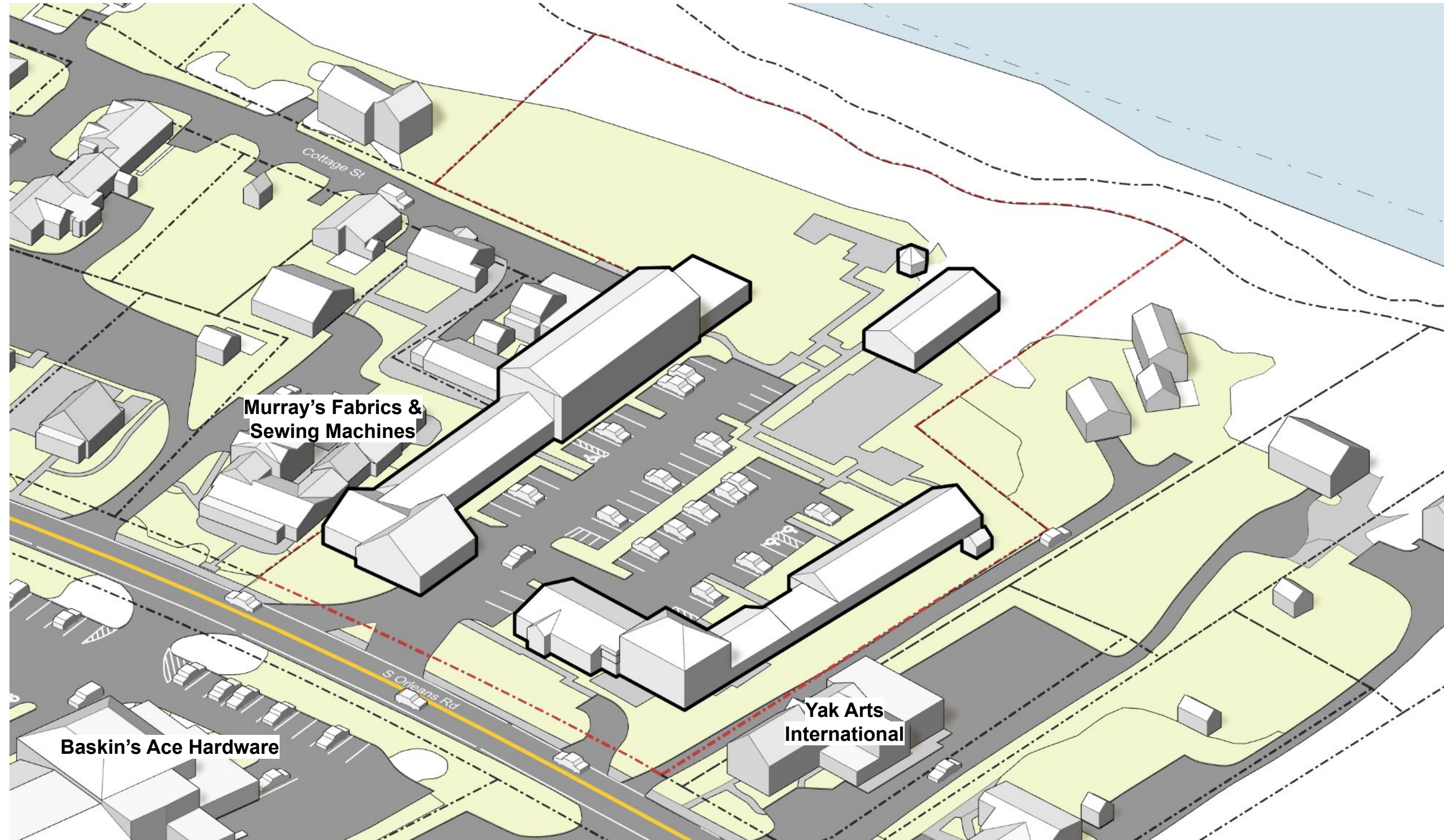
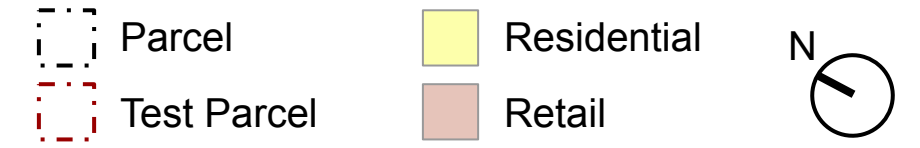


Site 4: Cove Motel

Existing Site



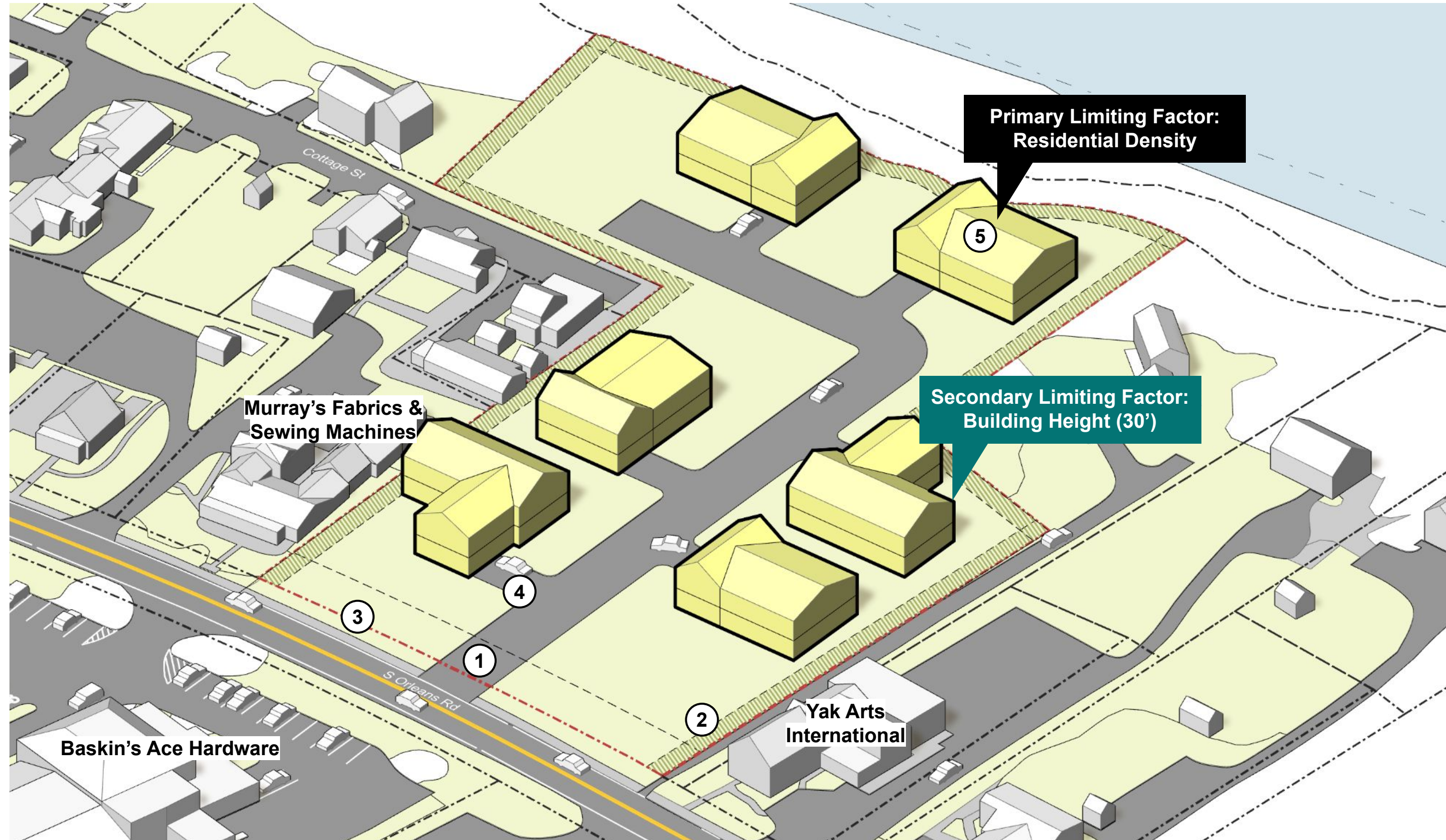
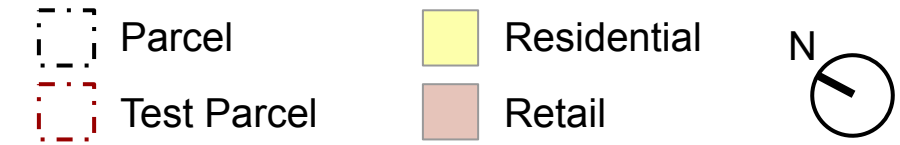
Zoning: Limited Business
Lot Size: 2.50 AC (108,704 SF)
Year Built: 1959
FAR: 0.21



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

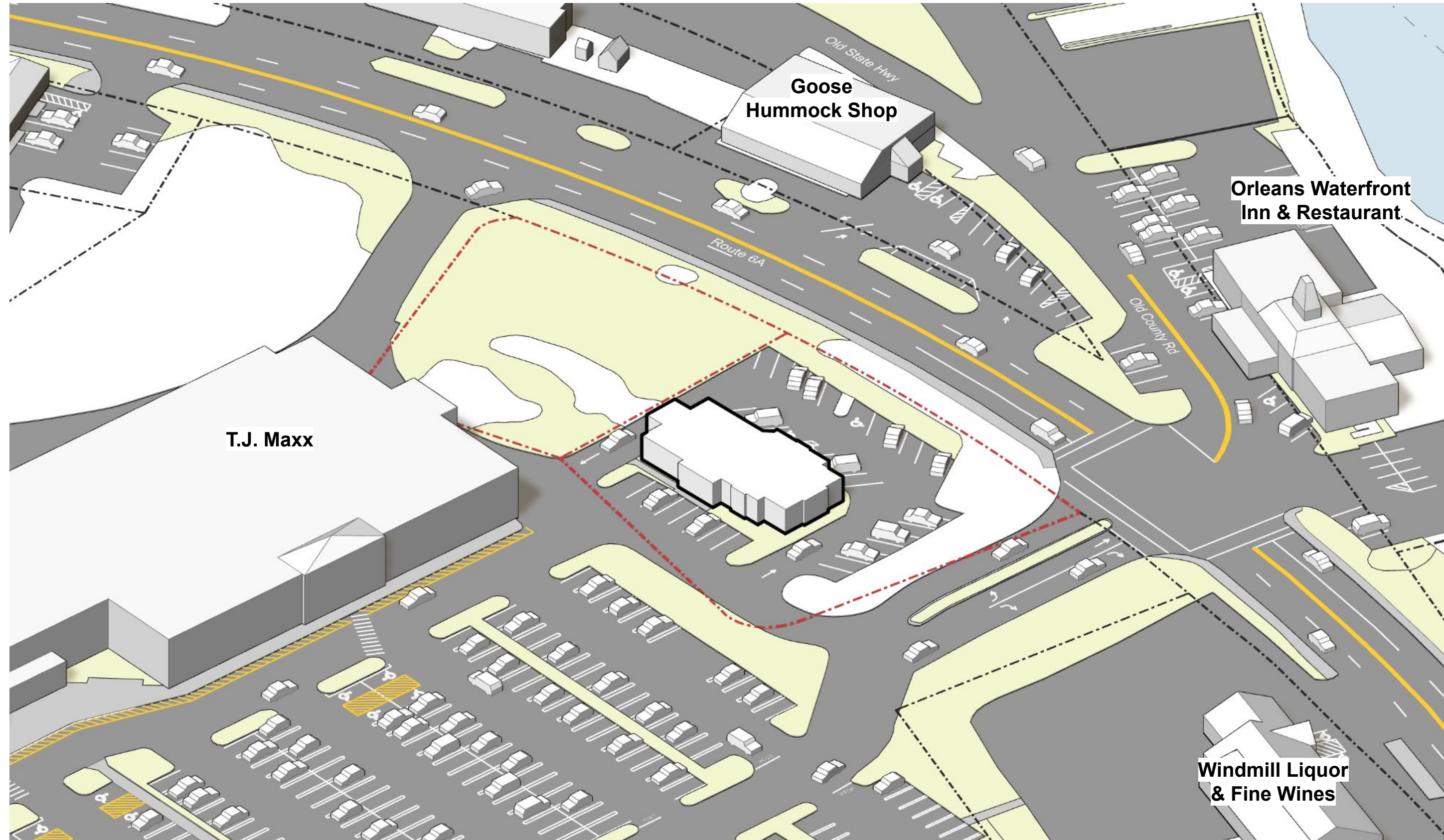
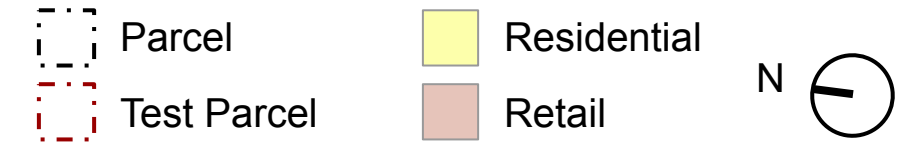


Site 5: Papa Gino's

Existing Site



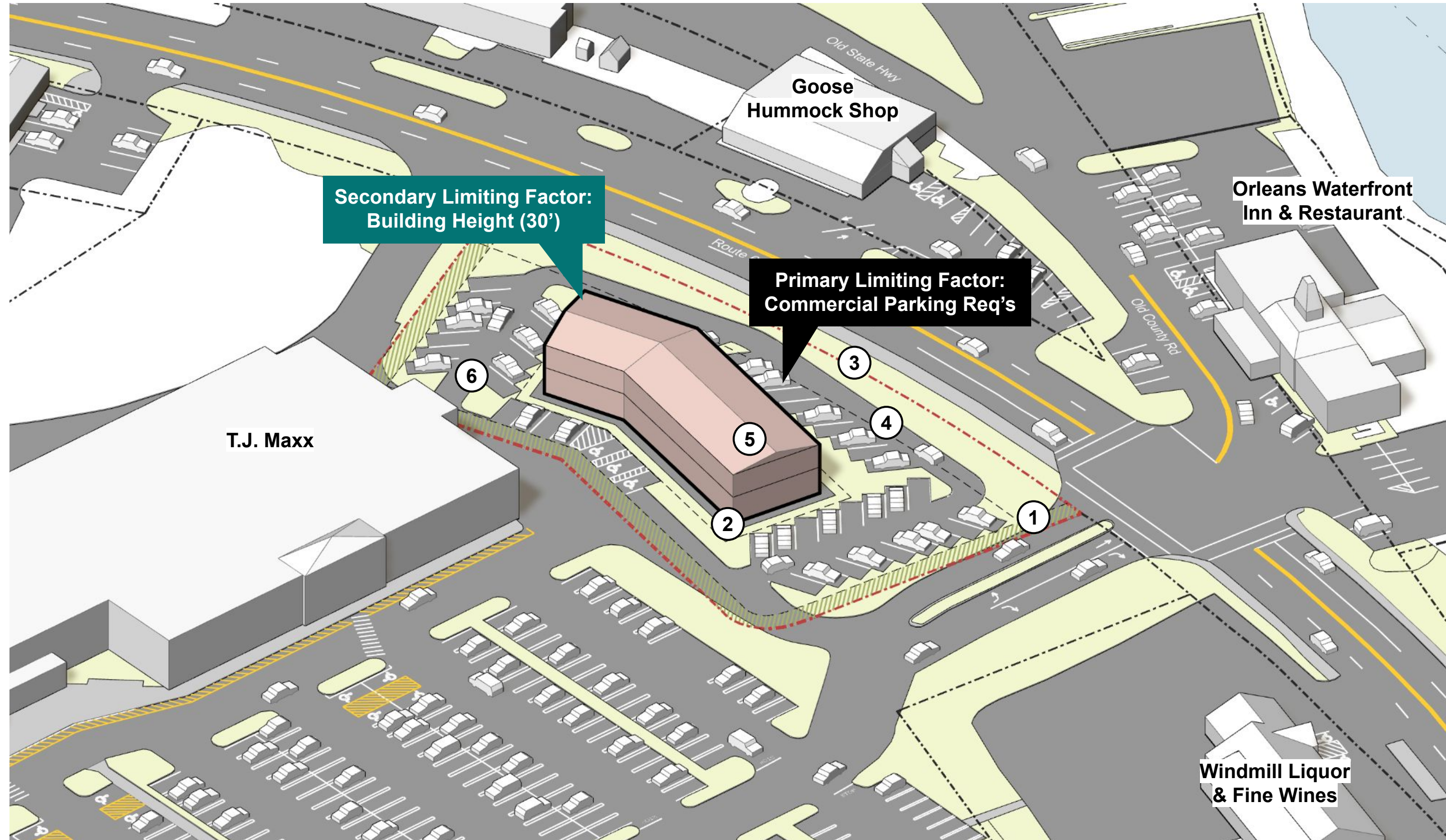
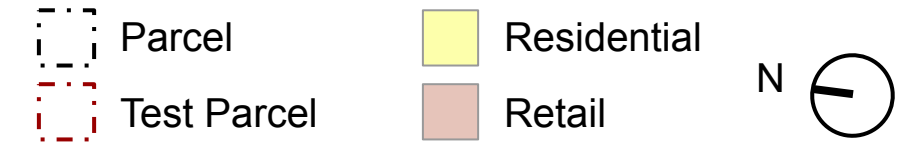
Zoning: General Business
Lot Size: 1.06 AC (46,226 SF)
Year Built: 1984, N/A
FAR: 0.11, 0



Site 5: Papa Gino's

By-Right Test-fit

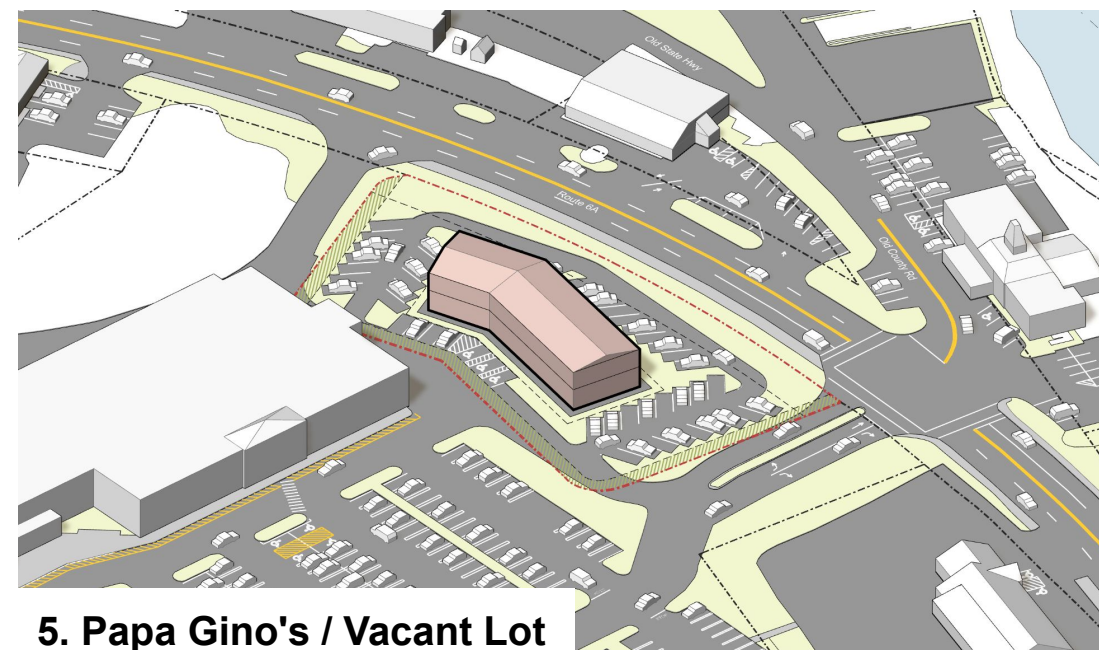
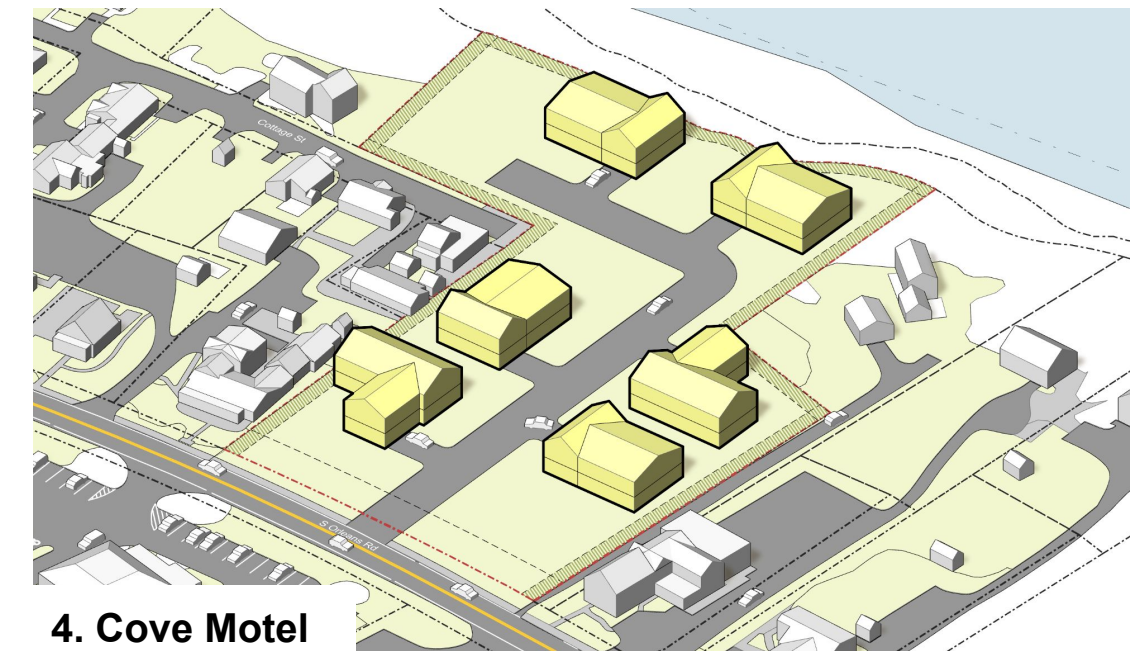
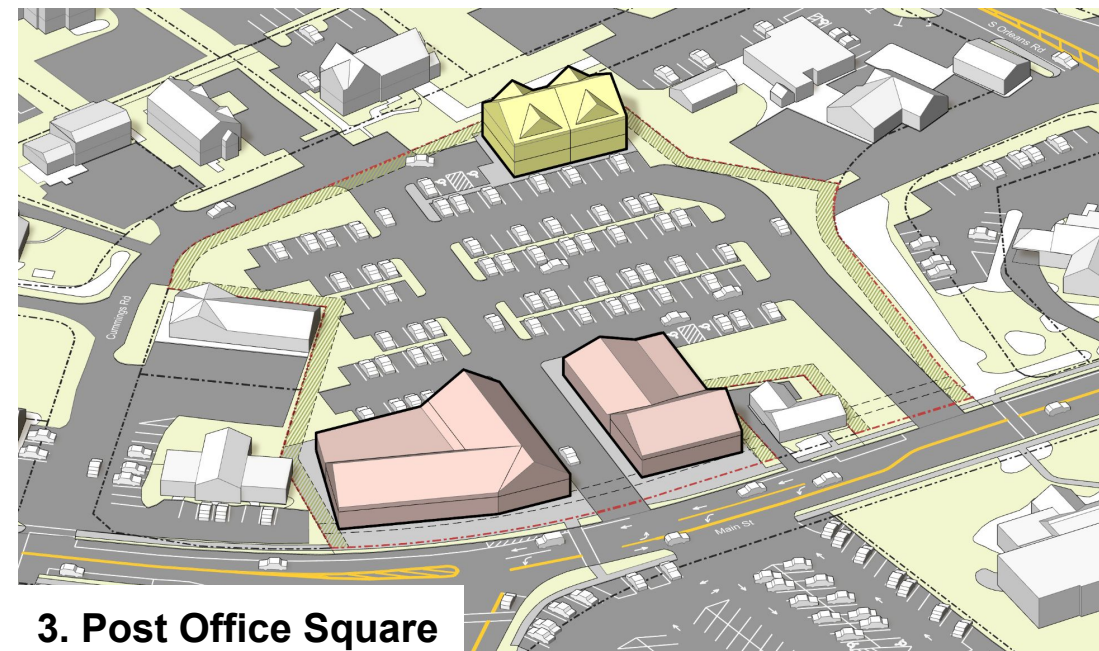
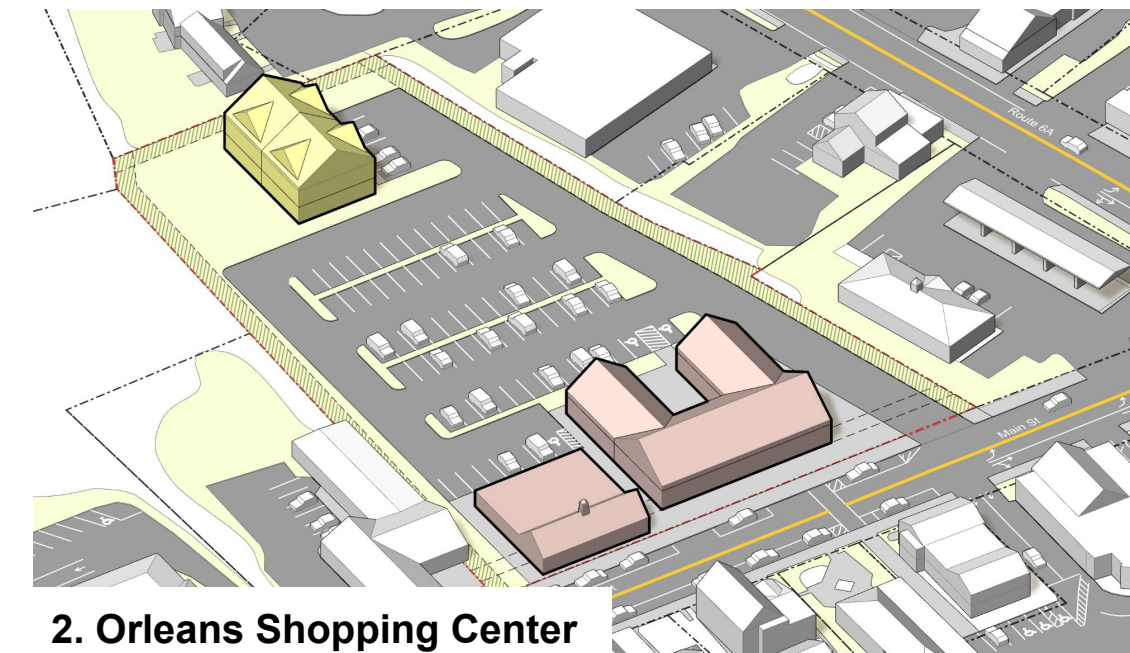
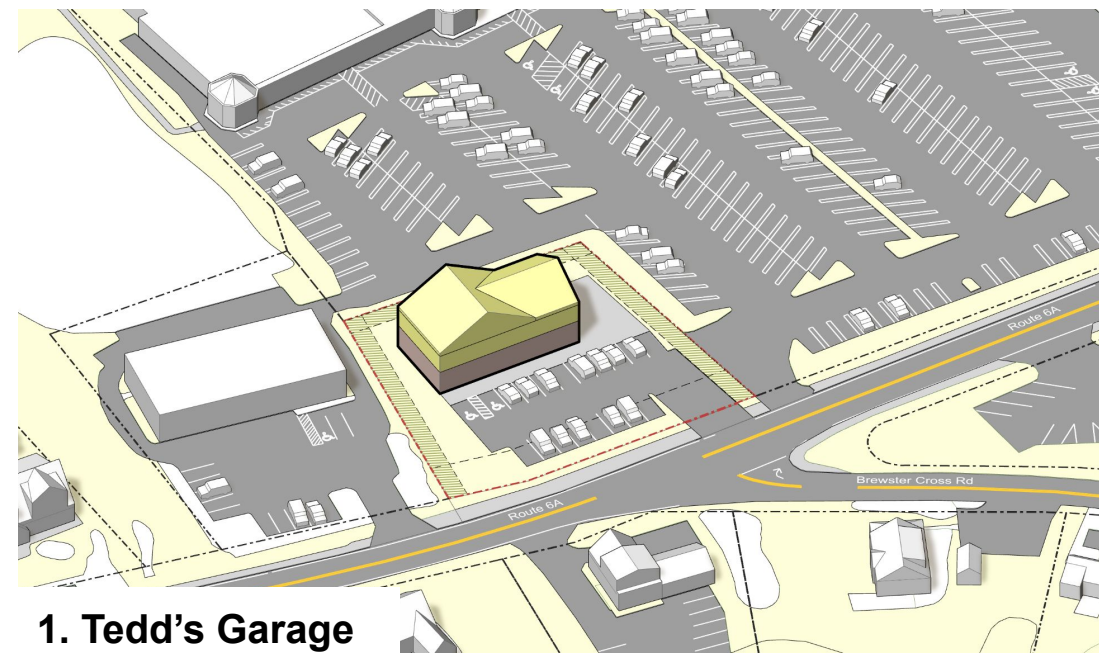
1. Parking areas must be min. 10' away from any street or lot line, with a screened green zone
2. Parking areas must be min. 10' away from building, with green area and pedestrian walkway
3. Front yard must be landscaped, 6' min depth.
4. Parking is allowed in the front of the lot
5. Maximum commercial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

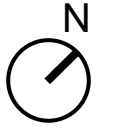
Appendix

Test-fit Metrics

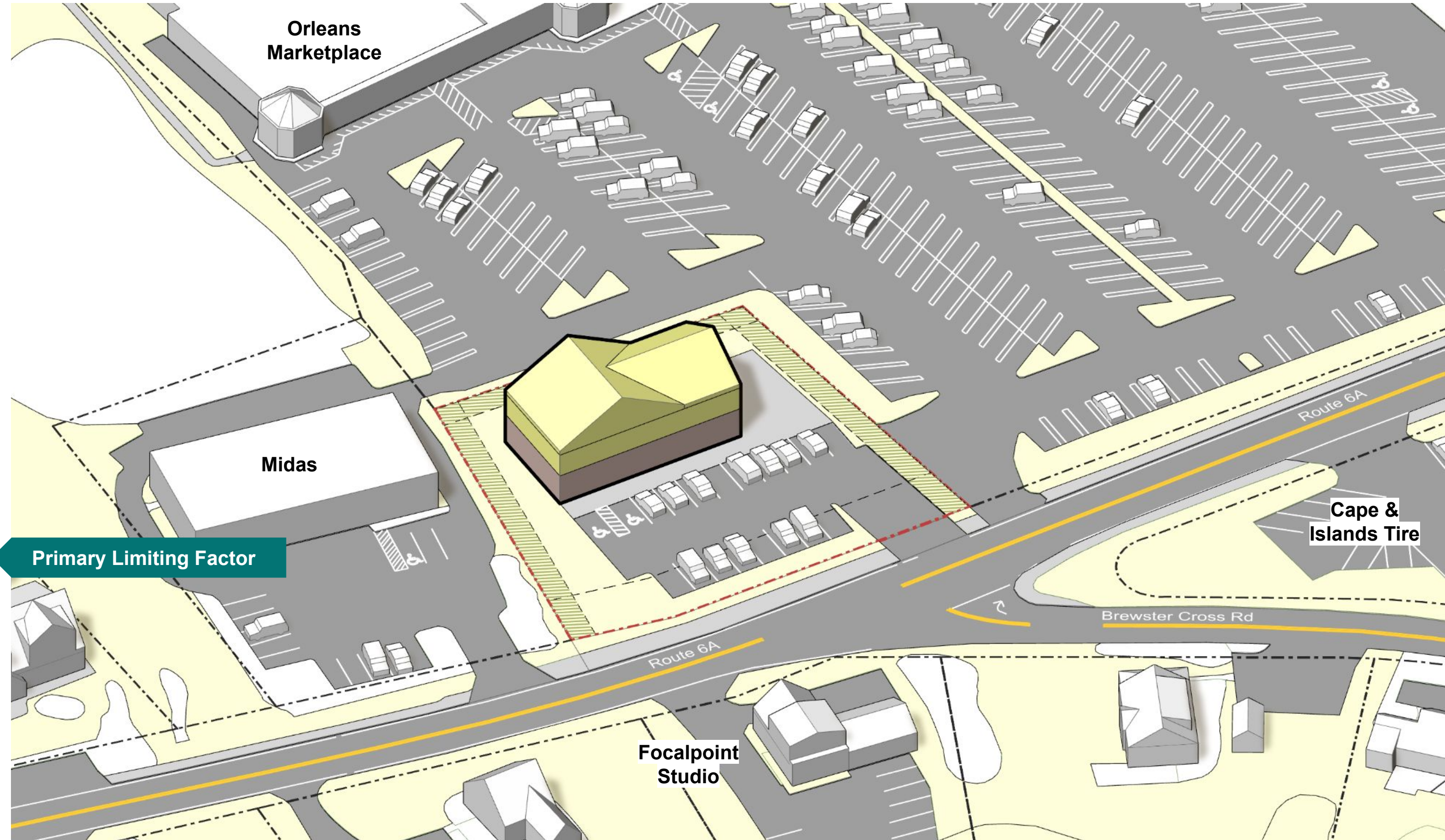
Site 1: Tedd's Garage

By-Right Test-fit

- Parcel
- Test Parcel
- Residential
- Retail

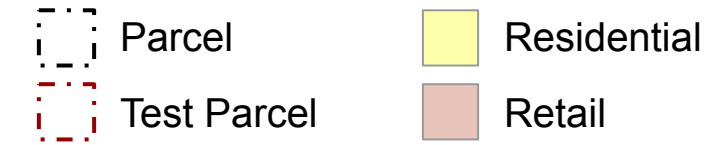


	Req.	Test-fit
Lot Standards		
Bldg. Setbacks		
Front, min.	25'	80'
Side, min.	10'	21', 43'
Rear, min.	10'	27'
Resi. Density/Lot, max.	6 DUs	4 DUs
Impervious Surface, max.	75%	58%
Building Standards		
Bldg. Height, max.	42'	40'
FAR, max.	40%	40%
Commercial Area, 30% min.	2,373 SF	3,360 SF
Parking Standards		
Residential: 1/DU, min.	2	4
Commercial/Retail: 1/250 SF of GFA, min.	13	15

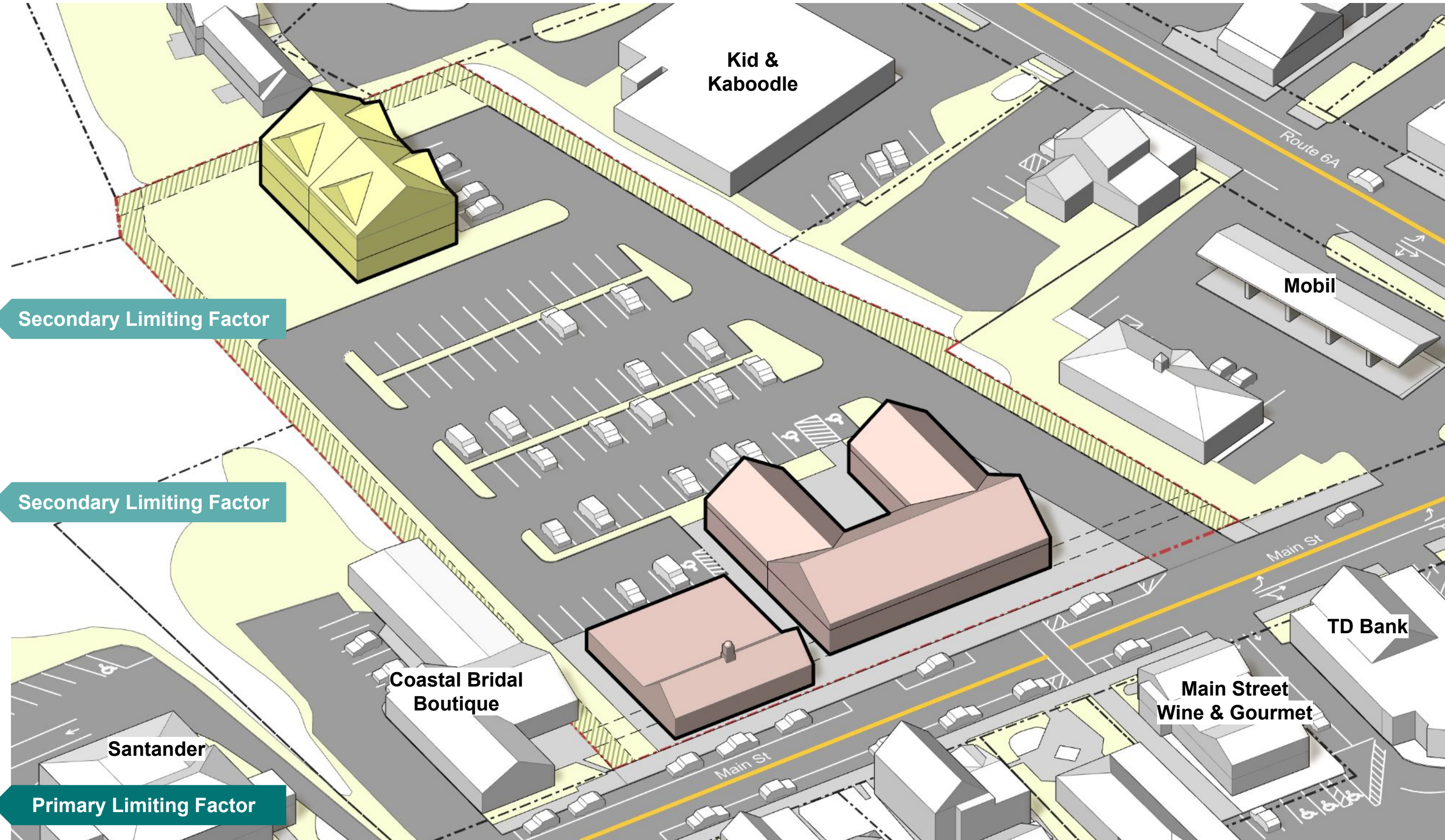


Site 2: Orleans Shopping Center

By-Right Test-fit

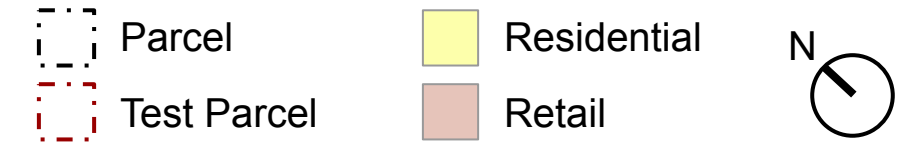


	Req.	Test-fit
Lot Standards		
Bldg. Setbacks		
Front, min.	15' (25' max)	15'
Side, min.	10'	58,102; 70,66
Rear, min.	10'	22'
Resi. Density/Lot, max.	6 DUs	6 DUs
Impervious Surface, max.	N/A	N/A
Building Standards		
Bldg. Height, max.	42'	30'; 38'
FAR, max.	100%	29%
Commercial Area, 30% min.	6,736 SF	16,752 SF
Parking Standards		
Residential: 1/DU, min.	6	6
Commercial/Retail: 1/250 SF of GFA, min.	67	70

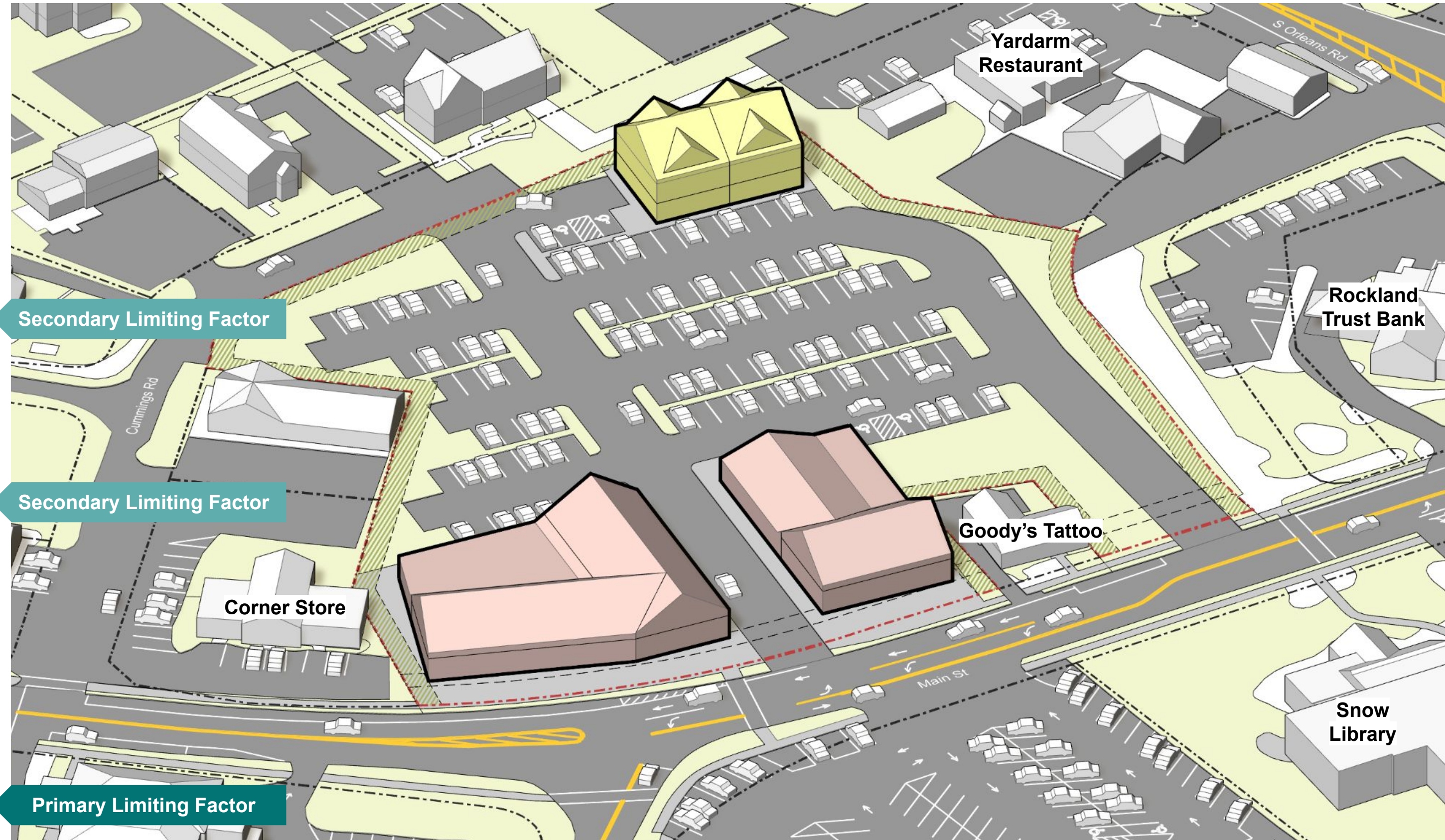


Site 3: Post Office Square

By-Right Test-fit

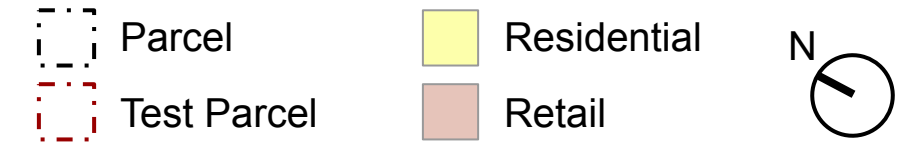


	Req.	Test-fit
Lot Standards		
Bldg. Setbacks		
Front, min.	15' (25' max)	17'
Side, min.	10'	17'; 12'; 19'
Rear, min.	10'	20'
Resi. Density/Lot, max.	6 DUs	6 DUs
Impervious Surface, max.	N/A	N/A
Building Standards		
Bldg. Height, max.	42'	38'
FAR, max.	100%	29%
Commercial Area, 30% min.	10,323 SF	26,009 SF
Parking Standards		
Residential: 1/DU, min.	6	6
Commercial/Retail: 1/250 SF of GFA, min.	104	104

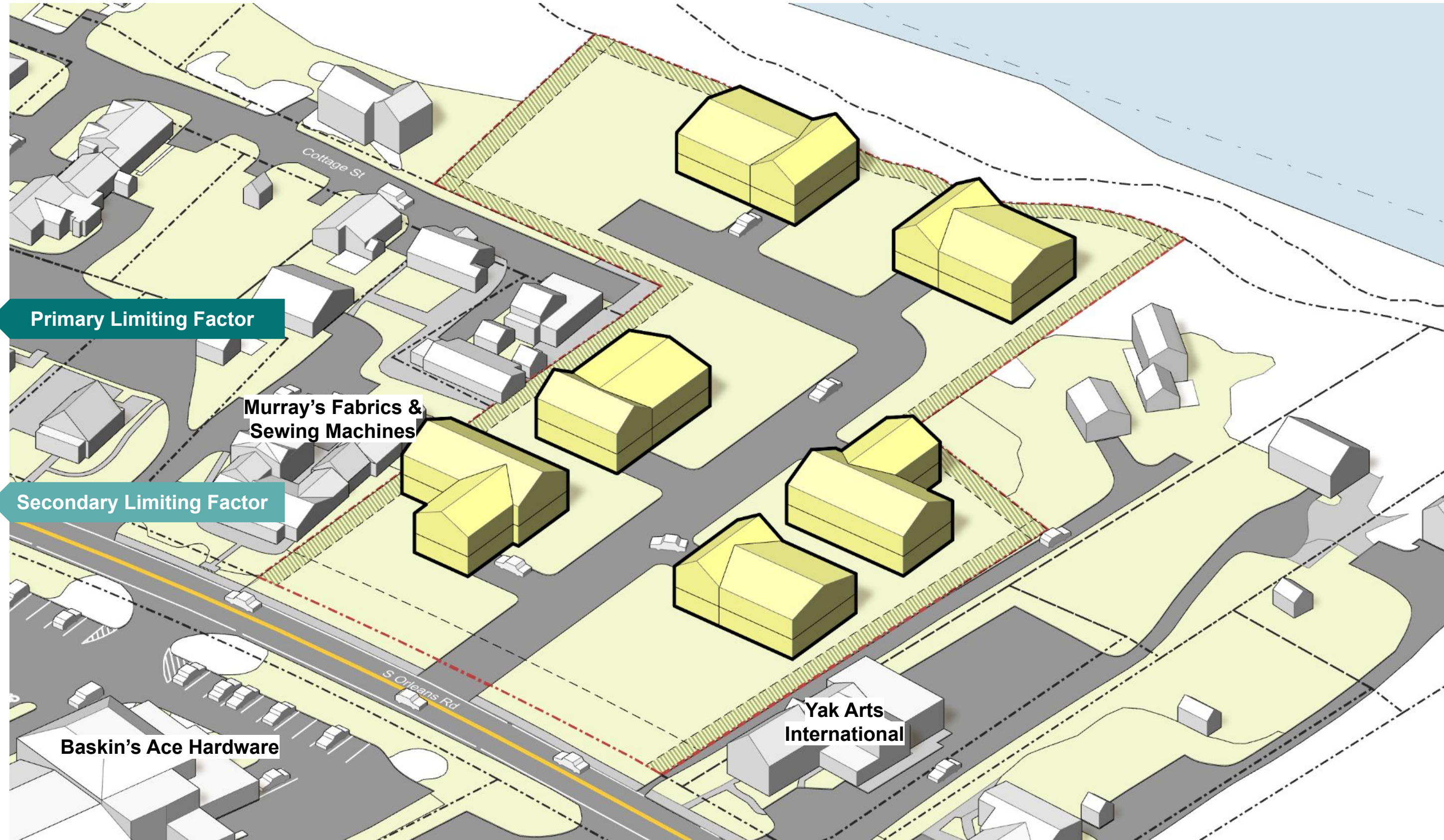


Site 4: Cove Motel

By-Right Test-fit

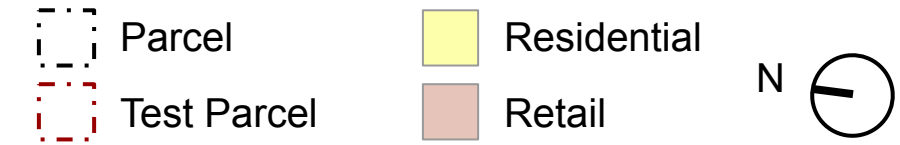


	Req.	Test-fit
Lot Standards		
Bldg. Setbacks		
Front, min.	25'	80'
Side, min.	10'	10;15;37;86'
Rear, min.	10'	19; 38
Resi. Density/Lot, max.	6 DUs	6 DUs
Impervious Surface, max.	75%	33%
Building Standards		
Bldg. Height, max.	30'	30'
FAR, max.	40%	32%
Commercial Area, 30% min.	N/A	N/A
Parking Standards		
Residential: 2/DU, min.	12	12
Commercial/Retail: 1/250 SF of GFA, min.	0	0



Site 5: Papa Gino's

By-Right Test-fit



	Req.	Test-fit
Lot Standards		
Bldg. Setbacks		
Front, min.	25' max	50'
Side, min.	10'	78', 76'
Rear, min.	10'	39'
Resi. Density/Lot, max.	6 DUs	0 DUs
Impervious Surface, max.	75%	67%
Building Standards		
Bldg. Height, max.	30'	30'
FAR, max.	40%	28%
Commercial Area, 30% min.	N/A	13,026 SF
Parking Standards		
Residential: 1/DU, min.	0	0
Commercial/Retail: 1/250 SF of GFA, min.	52	52

