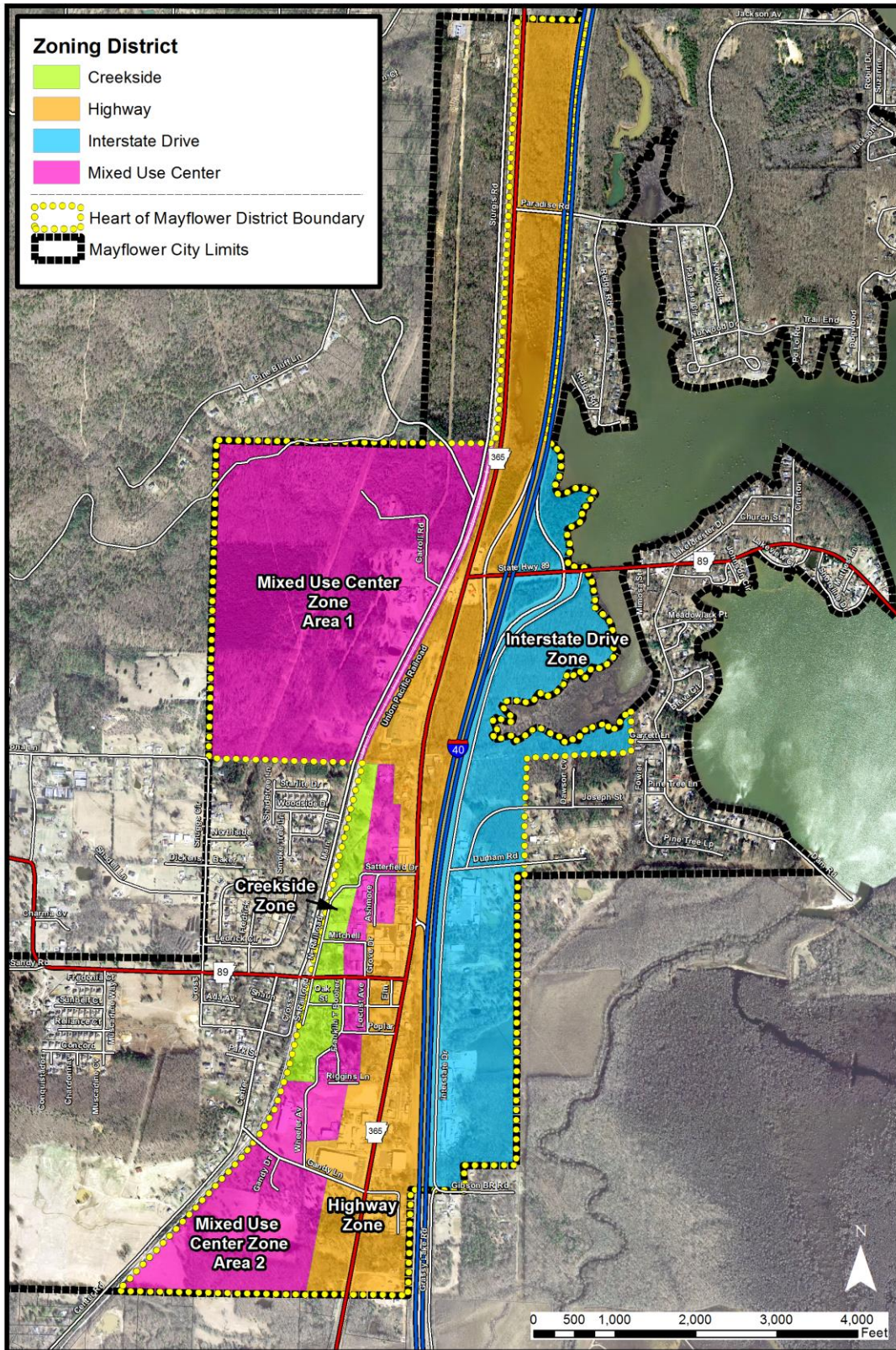


*Ordinance 14.04.18*  
*“Heart of Mayflower Zoning District”*  
*December 21, 2015*





SECTION 14.04.18 HEART OF MAYFLOWER ZONING DISTRICT

**Sec. 1 - Applicability.**

- (a) *Generally.* The standards, guidelines and other regulations of the Heart of Mayflower Zoning District (the District) applies to the parcels/lots within the District as delineated on the Heart of Mayflower Regulating Plan (Regulating Plan), attached as *Exhibit A* to the Ordinance adopting the District, which is hereby established and incorporated herein by reference.
- (b) *Heart of Mayflower Regulating Plan.* The Regulating Plan establishes the character zones, build-to lines, build-to zones, parking setbacks, height maximums, and upper floor recess requirements for the District. The Regulating Plan also establishes lot and block standards for subdivision within the District. Accordingly, to the extent standards established herein are in conflict with provisions of Chapter 9 of the Code of Ordinances, as amended, the standards herein shall control.
  - (1) *Character Zones Established.* The Regulating Plan establishes four character zones:
    - (A) *Mixed Use Center Zone* – The Mixed Use Center Zone is intended to extend the civic activity around City Hall and incorporate mixed-use development along the central core of the area.

The boundaries of the Mixed Use Center Zone Area 1 are described as:

Commencing at the intersection of the north line of Section 20, Township 4 North, Range 13 West and the east line of the Union Pacific Railroad right of way, thence westerly along the north line of Section 20, Township 4 North, Range 13 West to the northeast corner of Section 19, Township 4 North, Range 13 West, thence westerly along the north line of said section 19 to the northwest corner of the northeast quarter of Section 19, thence south along the west line of the northeast quarter of Section 19 to the southwest corner of the northeast quarter of Section 19, thence south along the west line of the southeast quarter of Section 19 to the south line of the north half of the Southeast quarter of Section 19, thence easterly along the south line of the north half of the southeast quarter of Section 19 to the east right of way line of the Union Pacific railroad, thence northerly along the east right of way line of the Union Pacific Railroad to the point of beginning.

The boundaries of the Mixed Use Center Zone Area 2 are described as:

Commencing at the intersection of the north line of the southeast quarter of the southeast quarter of Section 19, Township 4 North, Range 13 West and the east right of way line of the Union Pacific railroad, thence east to a point 330 feet west of the centerline of Highway 365 and the point of beginning, thence south 1° 55' 10" west 490 feet, thence south 89° 15' 14" east 100

feet, thence south  $3^{\circ} 17' 8''$  west 1482 feet, thence north  $88^{\circ} 35' 2''$  west 244 feet, thence north  $89^{\circ} 15' 13''$  west 92 feet, thence south  $1^{\circ} 40' 23''$  west 677 feet to the centerline of Highway 89, thence easterly along the centerline of Highway 89 to a point north of the centerline of Locust Avenue, thence south to the centerline of Locust Avenue, thence southerly along the centerline of Locust Avenue to the intersection of said centerline and the centerline of Poplar Street, thence west along the centerline of Poplar 63' feet, thence south  $2^{\circ} 52' 33''$  west 634 feet, thence north  $87^{\circ} 23' 13''$  west 139 feet, thence south  $10^{\circ} 33' 33''$  west 705 feet thence south  $86^{\circ} 23' 45''$  west 406 feet to the centerline of Wheeler Avenue, thence south along the centerline of Wheeler Ave to the intersection of the centerline of Wheeler Ave and the centerline of Grady Lane, thence southeast 308' along the centerline of Gandy Ln, thence south  $10^{\circ} 31' 27''$  west 1489 feet to the south city limit line of Mayflower, thence west along the south city limit line of Mayflower said line also being the south line of Section 30, Township 4 North, Range 13 West to the intersection of the south line of said Section 30 and the east right of way line of the Union Pacific railroad, thence northeasterly along the east right of way line of the Union Pacific railroad to the south line of the northeast quarter of Section 30, thence easterly along the south line of the northeast quarter of Section 30, to the intersection of the south line of the northeast quarter of Section 30 and the centerline of Wheeler Street, thence northerly along the centerline of Wheeler Street to the intersection of the centerline of Wheeler Street and the centerline of Franklin T. Booher, thence north along the centerline of Franklin T. Booher to the intersection of the centerline of Franklin T Booher and the centerline of State Highway 89, thence north 437 feet to the centerline of Mitchell Street, thence north  $13^{\circ} 29' 16''$  east 707 feet, thence north  $20^{\circ} 25' 25''$  east 180 feet, north  $8^{\circ} 22' 33''$  east for 1361 feet to the north line of the southeast quarter of the southeast quarter Section 19, Township 4 North, Range 13 West, thence east along the north line of the south east quarter of the south east quarter Section 19 200 feet to the point of beginning.

- (B) Creekside/ Transition Zone – The Creekside Zone between the rail line and the Mixed Use Center Zone and along the creek in town is intended to encourage a dense residential neighborhood to support the revitalization of the Heart of Mayflower and provide for appropriate transitions between the creek and commercial uses within the Mixed Use Center.

The boundaries of the Creekside zone are described as:

Commencing at the intersection of the south line of the northeast quarter of Section 30, Township 4 North, Range 13 West, and the east right of way line of the Union Pacific Railroad, thence easterly along the south line of the northeast quarter of Section 30, to the intersection of the south line of the northeast quarter of Section 30 and the centerline of Wheeler Street,

thence northerly along the centerline of Wheeler Street to the intersection of the centerline of Wheeler Street and the centerline of Franklin T. Booher , thence north along the centerline of Franklin T. Booher to the intersection of the centerline of Franklin T. Booher and the centerline of State Highway 89, thence north 437 feet to the centerline of Mitchell Street, thence north 13° 29' 16" east 707 feet, thence north 20° 25' 25" east 180 feet, north 8° 22' 33" east for 1361 feet to the north line of the southeast quarter of the southeast quarter Section 19, Township 4 North, Range 13, thence west along the north line of the southeast quarter of the southeast quarter Section 19 to the east right of way line of the Union Pacific railroad, thence southerly along the east right of way line of the Union Pacific railroad to the point of beginning.

- (C) Highway Zone – The Highway Zone is intended to provide appropriate development opportunities to take advantage of the Highway 365 and 89 road access while providing appropriate transitions to pedestrian-oriented development within the Mixed Use Center.

The boundaries of the Highway Zone are described as:

Commencing at the intersection of the centerline of the interstate 40 right of way line and Mayflower's city limit line in Section 29, Township 4 North, Range 13 West, thence northerly and along the centerline of the Interstate 40 right of way line to the intersection of said right of way line and the north line of Section 17, Township 4 North, Range 13 West, thence west along the north line of section 17, Township 4 North, Range 13 West to the intersection of said north line and the east right of way line of the Union Pacific railroad, thence south along the east right of way line of the Union Pacific railroad to the north line of the southeast quarter of the southeast quarter of Section 19, Township 4 North, Range 13 West, thence easterly along the north line of the southeast quarter of the southeast quarter of Section 19, Township 4 North, Range 13 West to a point 330 feet west of the centerline of Highway 365, thence south 1° 55' 10" west 490 feet, thence south 89° 15' 14" east 100 feet, thence south 3° 17' 8" west 1482 feet, thence north 88° 35' 2" west 244 feet, thence north 89° 15' 13" west 92 feet, thence south 1° 40' 23" west 677 feet to the centerline of Highway 89, thence easterly along the centerline of Highway 89 to a point north of the centerline of Locust Avenue, thence south to the centerline of Locust Avenue, thence southerly along the centerline of Locust Avenue to the intersection of said centerline and the centerline of Poplar Street, thence west along the centerline of Poplar 63' feet, thence south 2° 52' 33" west 634 feet, thence north 87° 23' 13" west 139 feet, thence south 10° 33' 33" west 705 feet. thence south 86° 23' 45" west 406 feet to the centerline of Wheeler Avenue, thence south along the centerline of Wheeler Ave to the intersection of the centerline of Wheeler Ave and the centerline of Grady Lane, thence southeast 308' along the centerline of

Gandy Ln, thence south  $10^{\circ} 31' 27''$  west 1489 feet to the south city limit line of Mayflower, thence east and along the Mayflower city limit line to the point of beginning.

- (D) Interstate Drive – The Interstate Drive Zone is intended to address the connection to Lake Conway from the mixed use and highway frontages in the Heart of Mayflower. Development in the Interstate Drive Zone should focus on opportunities to enhance the lakefront and wilderness areas utilizing Low Impact Development techniques.

The boundaries of the Interstate Drive zone are described as:

Commencing at the intersection of the centerline of the Interstate 40 right of way and Mayflower's city limit line in Section 29, Township 4 North, Range 13 West, thence northerly and along the centerline of the Interstate 40 right of way to the intersection of said center line and the north line of Section 20, Township 4 North, Range 13 West. Thence east along the north line of Section 20, to its intersection with the shoreline of Lake Conway at normal pool elevation, thence southerly and along the shoreline of Lake Conway to the west line of the east half of Section 20, Township 4 North, Range 13 West said line also being the west line of lot 1 of the D J Mueller Subdivision, thence south along the west line of east half of section 20 to a point on the west line of the D J Mueller Subdivision that is approximately 1508' north of the south line of Section 20, Township 4 North, Range 13 West, thence south  $86^{\circ} 58' 11''$  west 1290', thence south  $2^{\circ} 7' 49''$  West 652 feet, thence south  $0^{\circ} 16' 26''$  west 804 feet to a point on the Mayflower city, limit line, thence south and along the Mayflower city limit line to the, intersection of the city limit line and the center line of Interstate 40 right of, way and the point of beginning.

- (2) Note about measuring build-to lines, zones, and parking setbacks: Due to the public improvements planned for different streets within the Heart of Mayflower Zoning District including the realignment of travel lanes, addition of on-street parking, the future right-of-way lines and corresponding property lines are subject to change based on the approved streetscape plan. The future property lines along the framework of streets as shown in the Regulating Plan shall be the basis for establishing the build-to lines, zones and parking setback lines along any street in the Heart of Mayflower Zoning District that requires public street improvements. If the existing street does not require any public improvements, the build-to zone, line and parking setback lines shall all be measured from the property/R-O-W line along that street frontage. The Planning Administrator or designee may revise the build-to lines, zones, and parking setbacks to accommodate required streetscape improvements based upon a Council approved Streetscape Plan and survey.

- (c) *Non-conforming Uses and Substantial Modification/Destruction.*

- (1) Non-conforming uses shall be governed by Mayflower City Ordinance 14.04.08.
  - (2) Regardless of transfer of ownership existing buildings that do not conform to the provisions of this District may continue in use as they are until the building is reconstructed or substantially modified, such as an addition or expansion of the building. Additions or expansions shall follow the guides for Non-Conforming Buildings in *Exhibit B*.
- (d) *Applicability of Other City Ordinances.* The development and subdivision standards in the Mayflower City Ordinances, as amended, shall not apply to the Heart of Mayflower Zoning District except as specifically referenced herein. Development standards not addressed in this section shall be governed by the Mayflower City Ordinances including any Special Development Controls and Site Plan Requirements to the extent they are not in conflict with the intent or text of the Heart of Mayflower Zoning District.

**Sec. 2. Community Intent and Public Improvements.** The Heart of Mayflower Zoning District is a downtown Civic area and will be emphasized as a center of commerce, activities, events and residence with their roots in the enduring qualities of Mayflower—its small town ambience and heritage. In order to grow and sustain the Heart of Mayflower, the following is hereby established:

- (1) *Walkability.* In order to facilitate walkability and livability, streets within the District shall provide accessible sidewalks with street trees; cross-sections as delineated in *Exhibit C*, incorporated herein by reference, are established to facilitate an integrated set of transportation choices—driving, walking and cycling, as well as to form public places bounded by building facades creating a sense of “outdoor rooms” or enclosure along the street or within building courtyards opening to the street.
- (2) *Public Improvements.* The public improvements within city right-of-way necessary to facilitate walkability, as delineated on the Regulating Plan, shall be designed and constructed by the City or other public entities when funding becomes available; accordingly, new design and construction of private buildings and improvements within the district shall conform to and be complementary with those public improvements.
- (3) *Architecture.* Architectural standards herein (e.g., “windows generally shall be oriented vertically”) are functional in nature, not stylistic. Similarly, the building types depicted herein are to establish functional architectural results (e.g, definition between building stories), not a particular taste. Accordingly, architectural style and elements (e.g., Victorian, Arts & Crafts, color palettes, etc.), except for building materials, shall be determined through privately enforced covenants, conditions & restrictions (CC&Rs).

**Sec. 3. Schedule of Uses.**

Due to the emphasis on urban form over land uses in the Heart of Mayflower District, general use categories have been identified by areas. Uses not listed in the following schedule, but are substantially similar, may be permitted upon the approval of the City Manager or his or her designee, subject to appeal to the City Council.

Table 1 – Schedule of Uses

<b>Land Use</b>	<b>Mixed Use Center Zone</b>	<b>Creekside Zone</b>	<b>Highway Zone</b>	<b>Interstate Drive Zone</b>
<b>Commercial Uses (Office &amp; Retail Uses)</b>				
<ul style="list-style-type: none"> <li>▪ Retail Sales or Service with <u>no drive through facility</u> (includes alcohol sales). Excluded from this category are retail sales and services establishments geared towards the automobile, including gasoline service stations.</li> </ul>	P	P/C (permitted only at corner sites on the ground floor)	P	P
<ul style="list-style-type: none"> <li>▪ Finance, Insurance, and Real Estate establishments including banks, credit unions, real estate, and property management services, <u>with no drive through facility</u></li> </ul>	P	P/C (permitted only at corner sites on the ground floor)	P	P
<ul style="list-style-type: none"> <li>▪ Offices for business, professional, and technical uses such as accountants, architects, lawyers, doctors, etc.</li> </ul>	P	P	P	P
<ul style="list-style-type: none"> <li>▪ Food Service uses such as full-service restaurants, cafeterias, and snack bars <u>with no drive through facilities</u> including café seating within a public or private sidewalk area with no obstruction of pedestrian circulation</li> </ul>	P	P/C (permitted only at corner sites on the ground floor)	P	P
<ul style="list-style-type: none"> <li>▪ Finance and Food Service uses such as banks, credit unions, and fast casual dining <u>with drive through facilities</u>.</li> </ul>	NP	NP	P (permitted at the rear of the structure opposite the primary street frontage)	P (permitted at the rear of the structure opposite the primary street frontage)
<b>Arts, Entertainment, and Recreation Uses</b>				
<ul style="list-style-type: none"> <li>▪ Art galleries</li> </ul>	P	P/C (permitted only at corner sites on the ground floor)	P	P
<ul style="list-style-type: none"> <li>▪ Art, antique, furniture or electronics studio (retail, repair or fabrication; excludes auto electronics sales or service)</li> </ul>	P	P/C (permitted only at corner sites on the ground floor)	P	P
<ul style="list-style-type: none"> <li>▪ Theater, cinema, dance, or music establishment</li> </ul>	P	NP	P	P
<ul style="list-style-type: none"> <li>▪ Museums and other special purpose recreational institutions</li> </ul>	P	NP	P	P
<ul style="list-style-type: none"> <li>▪ Fitness, recreational sports, gym, or athletic club</li> </ul>	P	P/C (permitted only at corner sites on the ground floor)	P	P
<ul style="list-style-type: none"> <li>▪ Parks, greens, plazas, squares, and playgrounds</li> </ul>	P	P	P	P
<b>Educational, Public Administration, Health Care and Other Institutional Uses</b>				
<ul style="list-style-type: none"> <li>▪ Business associations and professional membership organizations</li> </ul>	P	P/C (permitted only at corner sites on the ground floor)	P	P
<ul style="list-style-type: none"> <li>▪ Schools, libraries, and community halls</li> </ul>	P	NP	P	P
<ul style="list-style-type: none"> <li>▪ Civic uses (City Hall, Courthouse, and other public offices and functions)</li> </ul>	P	NP	P	P
<ul style="list-style-type: none"> <li>▪ Social and fraternal organizations</li> </ul>	P	P	P	P
<ul style="list-style-type: none"> <li>▪ Social services and philanthropic organizations</li> </ul>	P	NP	P	P
<ul style="list-style-type: none"> <li>▪ Religious Institutions</li> </ul>	P	NP	P	P
<b>Residential Uses</b>				
<ul style="list-style-type: none"> <li>▪ Home Occupations</li> </ul>	NA	P	NA	P
<ul style="list-style-type: none"> <li>▪ Live/Work units</li> </ul>	NA	P	NA	P
<ul style="list-style-type: none"> <li>▪ Residential Apartments and/or condominiums</li> </ul>	P	P	NP	P



<b>Land Use</b>	<b>Mixed Use Center Zone</b>	<b>Creekside Zone</b>	<b>Highway Zone</b>	<b>Interstate Drive Zone</b>
▪ Upper floor residential uses <sup>1</sup>	P	P	P	P
▪ Single-family residential attached dwelling unit (Townhomes)	NP	P	NP	P
▪ Single-family residential detached dwelling unit	NP	P/C (lots shall be 40 feet wide or less)	NP	P/C (lots shall be 40 feet wide or less)
<b>Other Uses</b>				
▪ Model homes for sales and promotion**	NA	P	NP	P
▪ Full-service hotels	P	NP	P	P
▪ Bed and breakfast establishments	P	P	NP	P
▪ Outdoor Storage	NP	NP	NP	NP
▪ Outdoor Display (within 10 feet of front façade of building only; merchandise must be brought indoors after closing)	P	P	P	P
▪ Parking, surface	P	A	P	P
▪ Parking, structured	P	P	P	P
▪ Sales from kiosks	P	NP	P	P
▪ Food Truck (on-street)	P	NP	P	P
▪ Food Truck Park (off-street)	P/C (temporary use only)	NP	P	P
▪ Any permitted use with a drive through facility	NP	NP	P/C	P/C
▪ Farmer's Market	P	NP	P	P
▪ Veterinary clinic (no outdoor facilities for overnight storage of animals)	P	NP	P	P

P= Permitted by right      NP= Not Permitted      P/C= Permitted with conditions      A= Permitted Accessory Use      NA= Not applicable      SUP = Permitted with a Specific Use Permit

Residential density and non-residential floor-to-area ratios are governed by height of buildings, setback lines and parking requirements. All allowed uses are permitted on any floor of a building unless specifically prohibited herein.

- (a) *Accessory Building Uses.* The massing and use of accessory buildings shall comply with those standards in the SF-7, article III, division 6 of this chapter or SFA, article III, division 7 of this chapter.

<sup>1</sup> Residential uses shall be permitted by right in the upper floors of all buildings

\*\* Model homes are limited to a time period until all the homes are sold in the neighborhood.

- (b) *Prohibited Uses.* Uses not specifically enumerated in the District, but are substantially similar, may be permitted upon the approval of the Planning Administrator or designee, subject to appeal to the City Council. All other uses shall be prohibited including but not limited to vehicular services/repair, wholesale, industrial, heavy manufacturing, drive-thru services and warehousing.

**Sec. 4. Development Standards.**

The following table shall establish the development standards for the three (3) different zones in the Heart of Mayflower Zoning district.

**Table 2 – Development Standards**

Zone	<i>Mixed Use Center Zone</i>	<i>Creekside Zone</i>	<i>Highway Zone</i>	<i>Interstate Drive Zone</i>
<b>Standard</b>				
1. Build to zones and setbacks	<ul style="list-style-type: none"> <li>• 0 feet minimum</li> <li>• 15 feet maximum</li> <li>• Corner lots shall be built to the build-to-zone for a minimum of 35' from the corner along each street front.</li> </ul>	<ul style="list-style-type: none"> <li>• 0 feet minimum</li> <li>• 20 feet maximum</li> <li>• Corner lots shall be built to the build-to-zone for a minimum of 25' from the corner along each street front.</li> </ul>	<ul style="list-style-type: none"> <li>• 10 feet minimum</li> <li>• 75 feet maximum</li> </ul>	<ul style="list-style-type: none"> <li>• 10 feet minimum</li> <li>• 75 feet maximum</li> </ul>
2. Building Height	4 Stories or 55 feet maximum	3 stories or 40 feet maximum	5 stories or 65 feet maximum	3 stories or 40 feet maximum
a. First floor height	Min. 12 feet clear	Min. 12 feet clear for non-residential or live/work units only; 10 feet min. for residential uses	Min. 12 feet clear	Min. 12 feet clear for non-residential or live/work units only; 10 feet min. for residential uses
b. Upper floor height	10 feet clear (min.)	10 feet clear (min.)	10 feet clear (min.)	10 feet clear (min.)
3. Buildable Area	A maximum of 90% of the lot area may be covered by building footprint.	A maximum of 75% of the lot area may be covered by building footprint.	A maximum of 80% of the lot area may be covered by building footprint.	All development focused on Low Impact Techniques. Maximum of 75% of the lot area may be covered by building footprint.
4. Building Frontage required	<ul style="list-style-type: none"> <li>• Min. of 70% of the building façade along mixed use streets shall be built within the build-to-zone.</li> <li>• Min. of 30% of the building facades along all other streets shall be built to the build-to-zone.</li> </ul>	<ul style="list-style-type: none"> <li>• Min. of 50% of the building façade along Creekside Street shall be built within the build-to-zone</li> <li>• Min. of 25% of the building facades on all other streets shall be built to the build-to-zone</li> </ul>	<ul style="list-style-type: none"> <li>• A minimum of 50% of the building shall be built to the build-to zone along Highway 365 or Highway 89.</li> <li>• There shall be no minimum building frontage requirement along all other streets.</li> </ul>	<ul style="list-style-type: none"> <li>• Min. of 50% of the building façade along Interstate Drive shall be built within the build-to-zone</li> <li>• Min. of 25% of the building facades on all other streets shall be built to the build-to-zone</li> </ul>
5. Encroachments over sidewalks or public R-O-W	No more than 6 feet horizontal encroachment over the sidewalk/R.O.W with min. vertical clearance over the sidewalk of 8 feet	Not permitted	<ul style="list-style-type: none"> <li>• Permitted within the setback and subject to AHTD standards.</li> <li>• Where arcades or colonnades are used, align with first floor height.</li> <li>• For signs, canopies or awnings minimum 8 feet clear.</li> </ul>	• Not permitted
6. Encroachments into setback area or yards	No more than 50% of the required yard or setback	No more than 50% of the required yard or setback	No more than 50% of the required yard or setback	No more than 50% of the required yard or setback
7. Streetscape Standards	• Min. 10' wide	• Min. 5' wide	• Min. 5' wide	• Min. 5' wide

Zone	<i>Mixed Use Center Zone</i>	<i>Creekside Zone</i>	<i>Highway Zone</i>	<i>Interstate Drive Zone</i>
a. Sidewalks <sup>β</sup> b. Parkway/Planting Zone # c. Street trees <sup>###</sup>	<ul style="list-style-type: none"> <li>• Min. 5' wide</li> <li>• Required at average of 50 feet on center along all public street frontages (excluding alleys) (min. 3" caliper tree measured at 6' above ground level)</li> </ul>	<ul style="list-style-type: none"> <li>• Min. 5' wide</li> <li>• Required at average of 50 feet on center along all public street frontages (excluding alleys) (min. 3" caliper tree measured at 6' above ground level)</li> </ul>	<ul style="list-style-type: none"> <li>• Min. 5' wide</li> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>• Min. 5' wide</li> <li>• NA</li> </ul>
8. Lot and Block Standards a. Block perimeter b. Lot width c. Lot depth	<ul style="list-style-type: none"> <li>• Min. 1,200'; max. 1,600'</li> <li>• Min. 20'; max. 400'</li> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>• Min. 1,200'; max. 1,600'</li> <li>• Min. 20'; max. 400'</li> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>• Min. 1,200'; max. 1,600'</li> <li>• Min. 20'; max. 400'</li> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>• NA</li> <li>• Min. 20'; max. 400'</li> <li>• NA</li> </ul>

<sup>β</sup>Where no sidewalks abutting the subject property exist, the applicant has the option of paying a fee in lieu of constructing the required width of sidewalk. The fee shall be based upon the average per square foot cost of a standard concrete sidewalk at the time of development application and shall be established by the Planning Administrator or designee subject to City Council approval on an annual basis.

<sup>#</sup>Street trees shall be planted in the Parkway at least 3' from the curb. All utilities and street furniture will be located in the parkway.

<sup>###</sup>The applicant has the option of paying a fee in lieu of the Street Tree requirement. The fee shall be based on the average cost per caliper of a native canopy tree and shall be established by the Planning Administrator or designee subject to City Council approval. In addition, the Planning Administrator or designee may create a recommended tree palette for Street trees, subject to City Council approval.

## Sec. 5. Parking.

- (a) *Mixed Use Center and Creekside Zones.* Parking shall only be located behind or to the side of buildings within the Mixed Use Center and Creekside Zones. Shared parking and access is preferred in these character zones.
- (b) *Highway and Interstate Drive Zones.* Parking should be located behind and to the side of buildings if possible. Parking shall not be located between the building and Lake Conway or other open space. If parking is placed in front of the building along a public right of way, it shall only be constructed within the 10' minimum to 75' maximum build to zone.
- (c) The number of off-street parking spaces required shall be established in this section:
- (1) *Off-Street Parking.*
    - (A) For any parking lot permitted along the side of buildings on lots within Mixed Use Center, it shall be no wider than seventy-five feet (75'), and a street-screen shall be provided such that the side of the parking bays closest to the street shall be screened by a wall or landscaped wrought iron fence three feet (3') in height.

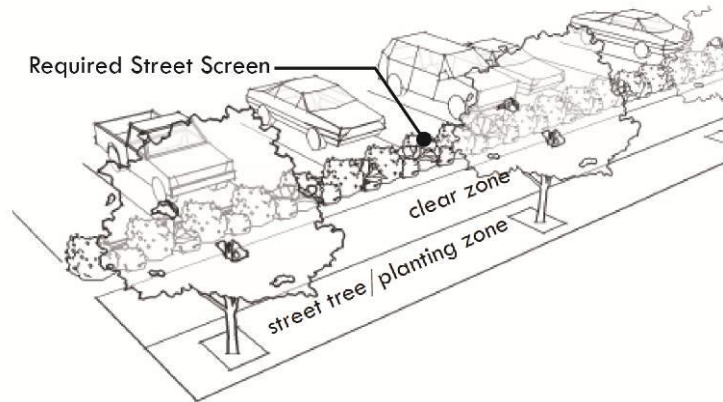
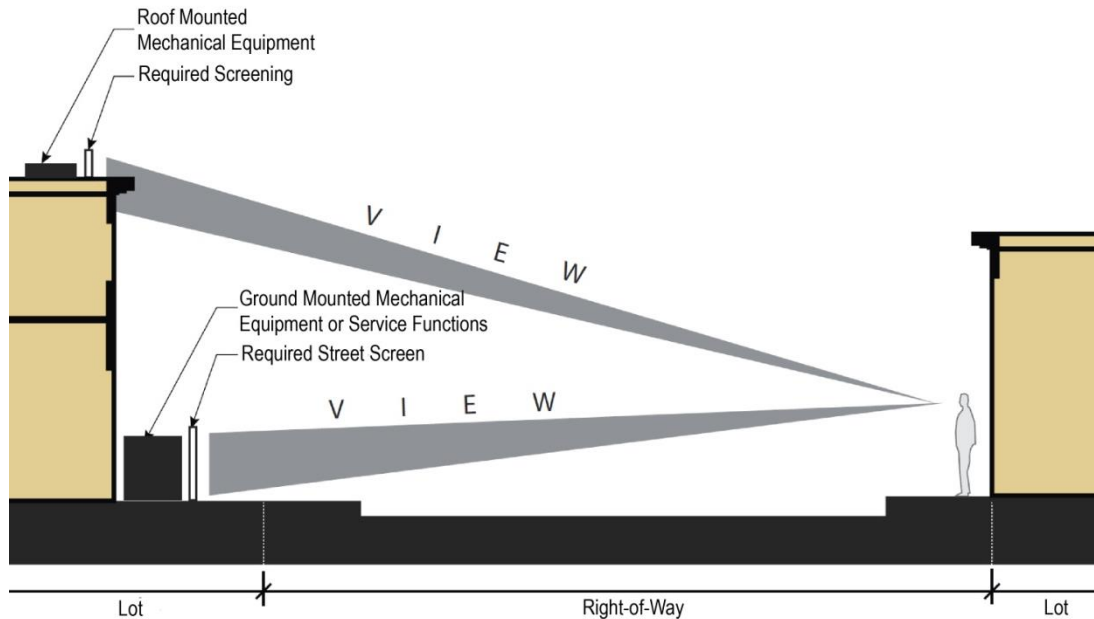


Image showing screening of off-street parking.

- (B) When a streetscape improvement program is implemented, existing non-conforming off-street parking spaces within the public right-of-way will be replaced if feasible in terms of design; if particular spaces cannot be replaced, adjacent and area on-street parking spaces will be used as off-street parking credits to replace the loss of the non-conforming off-street parking spaces in order to achieve conformance with off-street parking requirements of this District.
- (2) *Entertainment, Retail, Restaurant, Civic, Service, and Office Uses (all non-residential uses).* The number of off-street parking spaces required shall be a minimum of 1 space per 350 square feet of gross floor area.
  - (3) *Residential.* A minimum of one (1) off-street parking space shall be required for each residential unit.
  - (4) *Lodging.* Minimum of 1 space per lodging room.
  - (5) *Shared Parking.* Off-street parking requirements for any and all uses permitted in the District may be waived subject to a shared parking agreement or a coordinated parking plan approved by the Planning Administrator or designee, subject to appeal to the City Council.
  - (6) *Parking Lot Design.* Parking lot and space design is subject to Mayflower Subdivision Ordinance, unless the Planning Administrator or designee approves an alternative design and/or paving material, subject to appeal to the City Council.

## Sec. 6. Screening.

- (a) All buildings shall be designed such that no mechanical equipment (HVAC, etc.), except vents or stacks, is visible from the public right-of-way or open space, whether the equipment is located on the ground, exterior walls or the roof.



*Image showing screening of mechanical equipment*

- (b) For uses on lots within the Mixed Use Center, loading and service areas shall be located at the rear of buildings utilizing an alley or driveway for access.
- (c) Trash receptacles must be screened with the same building material as the principal structure if visible from the street or a residential area. For uses on lots within the Mixed Use Center, trash receptacles shall be hidden at the rear of buildings utilizing an alley or driveway for access.
- (d) Any frontage along all streets (except alleys) not defined by a building at the build to zone shall be defined by a 3-foot high Street Screen, furthermore service areas shall be defined by a Street Screen that is at least as high as the service equipment being screened. The Street Screen shall be of either the same building material as the principal structure on the lot or masonry or a living screen composed of shrubs planted to be opaque at maturity. Species shall be selected from the County Extension Agent’s list of native species. The required Street Screen shall be located at the property line or within the build to zone along the corresponding frontage.

**Sec. 7. Landscaping.**

New landscaping or substantial reconfiguration of existing landscaping in the District shall comply as follows:

- (1) To ensure regional compatibility and reduce excessive vehicular emissions, all proposed plant materials should be grown/propagated and delivered from a nursery source located within a 200-mile radius to the site.
- (2) All efforts should be made to preserve existing plant materials that are in a desirable

condition. Existing trees six inches (6") in diameter at breast-height or greater in height that are removed shall be replaced at an inch per inch ratio. Such replacement may be on site or in the street right of way as a street tree.

- (3) All proposed plant materials should conform to the American Standard for Nursery Stock, *ANSI Z60.1-1990*. The use of annuals is strongly discouraged. Seasonal bed color should be achieved through the use of either native or well adapted perennials.
- (4) Pedestrian safety shall be considered in the location of planting beds and plant material locations.
- (5) Shade trees shall be a minimum of three inches (3") inches in caliper and ten feet (10') in height at planting.
- (6) Ornamental trees should be a minimum two inches (2") in caliper and six feet (6') to eight feet (8') in height at planting.
- (7) Even with the preferred pallet of native and well-adapted plant species, irrigation should be provided for, at a minimum, the first growing season following installation. The primary function of the irrigation system is as a means of establishing new tree, shrub, and bed (perennial) plantings.
- (8) The use of municipally-provided potable water for landscape irrigation is discouraged. All efforts should be made to incorporate the use of captured rainwater, ground water and/or recycled site water for all irrigation needs.
- (9) In areas where the use of municipally-provided potable water is the only feasible option, temporary above-ground irrigation should be installed for all tree, shrub, and bed plantings. Temporary irrigation should be actively maintained and routinely evaluated, and modifications should be made to ensure adequate coverage. All above ground irrigation components should be removed no later than one year after installation. Permanent in-ground irrigation should be provided for all turf areas regardless of the water source.
- (10) "High efficiency" equipment shall be used for all required irrigation components.
- (11) Drip irrigation is encouraged for all non-turf irrigation areas zones.
- (12) Irrigation delivery systems shall be designed in such a manner that water does not run off or over spray onto adjacent pavement, sidewalks, structures or other non-landscaped areas. Irrigated areas adjacent to structures should not spray within eighteen (18") inches of the structural foundation.

**Sec. 8. Signage.**

For conforming uses and new signs for non-conforming uses, the standards in Table 3 shall apply and sign permits may be approved administratively unless specifically noted in this section. An applicant has the option to establish unique sign standards including size, color, type, design, and location based upon specific performance criteria. Such sign standards shall be reviewed by staff and are subject to approval of the City Council.

**Table 3 – Sign Standards**

Character Zone	Mixed Use Center Zone	Creekside Zone	Highway/ Interstate Drive Zone	Standard
<b>Sign Type</b>				
(1) Building Signs	P	P	P	<ul style="list-style-type: none"> <li>For all commercial uses fronting on Highway 89, Highway 365 or Interstate Drive: One sign per tenant space; area not to exceed 50 sq.ft. on the façade with the highway frontage.</li> <li>For all other commercial uses (retail, office, and restaurant): One sign per tenant space; area not to exceed 32 sq.ft. along each public street frontage.</li> <li>Second floor commercial uses may also be permitted one second floor wall sign per tenant space per public street frontage; area not to exceed 32 sq.ft. on the second floor facade along that public street.</li> <li>Live-Work and Home occupations: One sign limited to an area of 12 sq.ft. max.</li> <li>May encroach a maximum of 12" on to a sidewalk while maintaining a vertical clearance of 7' from the finished sidewalk.</li> <li>Wall signs may be internally or externally lit.</li> </ul>
(2) Monument Signs	NP	P	P	<p>Creekside Zone: One monument sign per lot regardless of street frontage limited to a maximum of 30 sq.ft. per sign face and 5' in height</p> <p>Highway/Interstate Drive Zones: One monument sign per lot per street frontage (no more than 2 per lot separated by at least 300 feet) limited to a maximum of 50 sq.ft. per sign face and 6' in height.</p>
(3) Window Signs	P	P	P	<p>Limited to 10% of the window area</p> <p>The following shall be exempt from this limitation:</p> <ul style="list-style-type: none"> <li>Addresses, closed/open signs, hours of operation, credit card logos, real estate signs, and now hiring signs.</li> <li>Mannequins and storefront displays of merchandise sold.</li> <li>Interior directory signage identifying shopping aisles and merchandise display areas.</li> </ul>
(4) Blade Signs	P	P	P	<ul style="list-style-type: none"> <li>Shall be permitted for all non-residential uses</li> <li>6 sq.ft. maximum per sign face.</li> <li>May encroach a maximum of 2' on to a sidewalk.</li> <li>Blade signs may be attached to the building or hung under the soffit of an arcade or under a canopy/awning while maintaining a vertical clearance of 7' from the finished sidewalk.</li> <li>In Highway/Interstate Drive Zones, permitted if building is built to the minimum setback line.</li> </ul>
(5) For sale/for lease signs	P	P	P	<p>Surface area and dimensions same as monument and building signs where applicable.</p> <p>Shall be properly maintained and replaced if they become unsightly.</p>



Character Zone	Mixed Use Center Zone	Creekside Zone	Highway/ Interstate Drive Zone	Standard
Sign Type				
(6) Address signs	P	P	P	Is required to be a building sign located near the principal entrance to the building
(7) Temporary construction signs	P	P	P	1 free standing sign per lot during construction only; limited to 32 sq.ft.
(8) Banners	P	P	P	Surface area and dimensions same as monument and building signs where applicable. <ul style="list-style-type: none"> <li>• Shall be allowed for commercial uses only.</li> <li>• Two banners per business shall be permitted at any one time.</li> <li>• Banners shall be taken down at the close of business each day.</li> <li>• Banners shall be properly maintained and replaced if they become unsightly.</li> </ul>
(9) Sandwich board signs	P	P	P	<ul style="list-style-type: none"> <li>• Permitted only for retail, service, or restaurant uses</li> <li>• Limited to 8 sq. ft. per storefront;</li> <li>• Sign may not exceed 2 feet in width or 4 feet in height.</li> <li>• A minimum of 4 feet of sidewalk shall remain clear.</li> <li>• Chalkboards may be used for daily changing of messages. Reader boards (electronic and non-electronic) shall be prohibited.</li> <li>• Sign shall be removed every day after the business is closed.</li> </ul>
(10) Light Pole Banners	P	P	P	<ul style="list-style-type: none"> <li>• 8 sq.ft. per sign face.</li> <li>• Limited to one per light pole</li> <li>• All light pole banners shall be approved by the appropriate utility company prior to consideration by Sign Control Board.</li> <li>• Light pole banners shall be limited to publicize community-wide events, holiday celebrations, public art, and other city sponsored events.</li> </ul>
(11) Directory signs	P	P	P	<ul style="list-style-type: none"> <li>• Shall be allowed for all multi-tenant buildings only</li> <li>• One directory sign per multi-tenant building limited to 10 sq.ft. in area</li> <li>• Design of the sign shall be integral to the façade on which the sign is to be affixed.</li> </ul>
(12) Neon signs	P	NP	P	<ul style="list-style-type: none"> <li>• Shall be limited to no more than 20% of the permitted window or building sign area and in lieu of the same.</li> <li>• Shall be permitted for restaurants, entertainment uses, and retail storefronts.</li> </ul>
(13) Digital Displays	NP	NP	P	<ul style="list-style-type: none"> <li>• Digital Displays may not be visible from any residential zone.</li> <li>• No more than one two-sided digital display per each freestanding sign structure or for each street frontage for an individual premise shall be permitted.</li> <li>• Dwell time for digital messages must be a minimum of eight (8) seconds with a one (1) second maximum transition between different messages.</li> <li>• Use of animation on displays greater than 32 sq. ft. is prohibited .</li> <li>• Use of sound is prohibited.</li> </ul>

## **Prohibited signs**

- a) Flashing, moving, or rotating signs. However, digital displays, including, but not limited to, electronic message centers up to twenty-five (25) percent of the allowable sign area are permitted.
- b) Signs which utilize intermittent or flashing illumination devices; which change light intensity, brightness or color; or which are constructed and operated so as to create an appearance or illusion of motion unless specifically authorized by the city council to create a unifying theme in an urban corridor. This prohibition shall include digital displays.
- c) Roof signs.

## Sec. 9. Architectural Standards & Design Guidelines.

The key design principles establish essential goals for development in the Heart of Mayflower district to ensure sustainability and visual quality of this unique environment. Buildings shall be located and designed so that they provide visual interest and create enjoyable, human-scaled spaces. The key design principles are:

- New buildings/building facades shall utilize building elements and details to achieve compatibility with existing buildings in the Heart of Mayflower district.
  - Compatibility is not meant to be achieved through uniformity, but through the use of variations in building elements to achieve individual building identity.
  - Building facades must include appropriate architectural details and ornament to create variety and interest.
  - Buildings shall be built to, or close to, the sidewalk to define and enhance the pedestrian environment. The Regulating Plan shall establish the framework within which new buildings shall be constructed.
  - Open space(s) shall be incorporated to provide usable public areas integral to the downtown environment.
- (a) The following design standards and guidelines shall provide property owners, developers, city staff, and decision makers adequate design guidance for new and existing commercial and mixed use buildings.

(1) *Location on the street.*

- (A) Buildings shall be oriented toward the major street front with the primary entrance located on that street. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access.

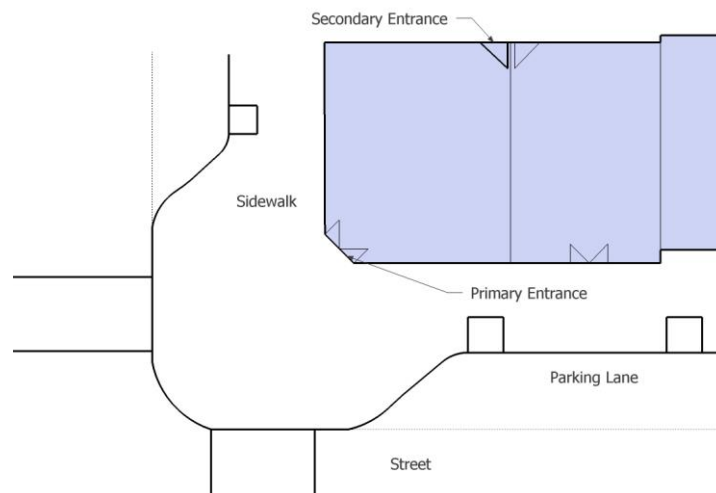
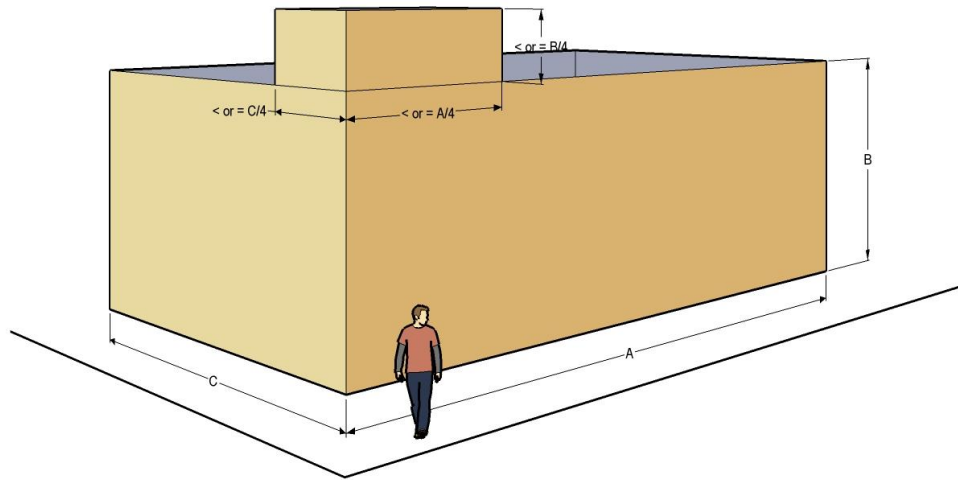


Image showing desired primary and secondary entrances to buildings in the Heart of Mayflower.

- (B) At key intersections buildings located on corner lots shall utilize variations in building massing to emphasize street intersections as points of interest in the district. Maximum building heights shall be permitted to exceed by

twenty-five percent (25%) for approximately twenty-five percent (25%) of the building frontage along each street façade.



*Image showing desired massing of corner buildings.*

(2) *Pedestrian-Friendly Building Massing and Scale.*

- (A) A building's massing shall serve to define entry points and help orient pedestrians.
- (B) Buildings and/or facades shall emphasize and frame or terminate important vistas.
- (C) Non-residential and mixed use buildings in Mixed Use Center Zone, to the extent practical, shall maintain a twenty-five feet (25') to thirty-five feet (35') building facade widths or multiples thereof.
- (D) Variations in the rhythms within individual building facades shall be achieved within any block of building facades with architectural elements such as bays, columns, doors, windows, etc.
- (E) Breaks in the predominant rhythm may also be used to reinforce changes in massing and important elements such as building entrances, terminated vistas, or corner sites.
- (F) Porches, stoops, eaves, awnings, blade signs, arcades, colonnades and balconies should be used along commercial storefronts and they may protrude beyond the setback line provided that they do not inhibit pedestrian movement within the public right-of-way. Balconies shall have external bottom supports.



*Variations in building rhythm using architectural features*



*Building massing used to emphasize entrances*



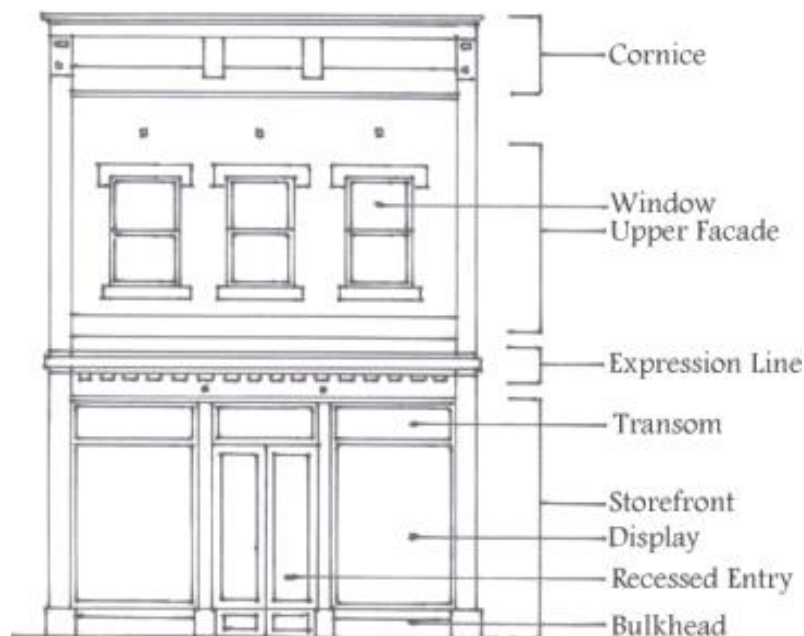
*Allowed encroachments into the setback line*



*Retail buildings with balconies and architectural details that add interest along the streetscape*

(3) *Architectural Elements and Storefronts.*

- (A) Architectural elements shall be designed to the appropriate scale and proportions of the selected architectural style. For example, building designs based on an Art Deco style shall utilize architectural elements of a scale and proportion characteristic of that style.
- (B) An expression line or equivalent architectural element shall delineate divisions between floors of all buildings, and a cornice shall delineate the tops of facades that do not utilize a pitched roof. For retail storefronts, a transom, display window area and bulkhead at the base shall be utilized.



*Image showing architectural elements and storefronts.*

- (C) Building entrances may be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, porticos, porches, overhangs, railings, balustrades, and others as appropriate. All building elements should be compatible with the architectural style, materials, colors, and details of the building as a whole. Entrances to upper level uses may be defined and integrated into the design of the overall building facade.
- (D) *Roofs.* Flat roofs enclosed by parapets or sloped roofs shall be used to screen rooftop mechanical equipment. Mansard roofs and flat membrane-type roofs that are visible are prohibited.
- (E) *Doors and Windows.* Generally, windows shall be oriented vertically, and bay windows shall have external bottom supports. Dormer windows shall also be vertically proportioned and slightly shorter than the windows below. In order to provide clear views of merchandise and perceived connections.
- (F) *Transparency Required.* For all new Mixed Use and Commercial construction and renovation, the street-level floor in the Mixed Use Center Zone shall have transparent storefront windows covering no less than fifty percent (50%) of the façade area. Each floor of all building façades facing a street or plaza shall contain transparent windows covering at least fifteen percent (15%) of the façade area.

- (G) Ground floor retail building plate heights generally shall be at least fifteen feet (15') in height.
- (H) *Storefronts.* Retailers located at the street level shall primarily use storefronts to orient and advertise merchandise to customers. Retail buildings shall provide street-level pedestrian-oriented uses at the ground floor level. Storefronts on facade treatments that span multiple tenants shall use architecturally compatible materials, colors, details, awnings, signage, and lighting fixtures.



*Retail storefronts with transparent windows*



*Vertically oriented windows with emphasis on corners and entrances.*

- (I) *Design of Structured Parking Facilities:*
  - a. All frontages of parking structures located within the Mixed Use Center and Creekside Zones shall not have parking uses on the ground floor to a minimum depth of 30 feet along the street frontage. Or, garages shall be set back a minimum of 30 feet in order to allow for a future liner building along the garage frontage.
  - b. The amount of street frontage devoted to a parking structure shall be minimized by placing the shortest dimension(s) along that street edge(s).
  - c. Parking structure facades adjacent to public right of way in Mixed use Center and Creekside Zones shall be designed with both vertical (façade rhythm of 20 feet to 30 feet) and horizontal (aligning with horizontal elements along the block) articulation.
  - d. Where above ground structured parking is located at the perimeter of a building with frontage along a street; it shall be screened in such a way that cars on all parking levels are completely hidden from view from all adjacent public streets. Parking garage ramps shall not be visible from any public street. Unless site conditions do not allow or if an alternative design achieves the screening requirements, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.
  - e. When parking structures are located at corners, corner architectural elements shall be incorporated such as corner entrance, signage and glazing.
  - f. Parking structures and adjacent sidewalks shall be designed so pedestrians are clearly visible to entering and exiting automobiles.



*Images showing appropriate design of Structured Parking Facilities*

(4) *Building Materials.*

(A) At least eighty percent (80%) of the street facing (except alleys) facades of all new buildings (excluding doors and windows) shall be finished in one or more of the following materials:

- Masonry (brick, stone, cast stone, rock, marble, granite, glass block and/or tile);
- Cementitious-fiber clapboard (not sheet) with at least a fifty (50) year warranty;
- Split face concrete block or poured-in-place concrete;
- Up to twenty percent (20%) Architectural Metal, Wood or Exterior Insulating Finishing System (EIFS) as an accent only;
- Roofing materials (visible from any public right-of-way): copper, factory finished painted metal, slate, synthetic slate, terra cotta, cement tile, glass fiber shingles or materials with similar durability.

(B) Side facades and rear facades shall be of finished quality and of the same color that blend with the front of the building, but are not required to be the same material. Rear facades may be painted tilt-wall or painted block matching the same color of the rest of the building if the rear façade faces an alley or is not viewable from a public street or right-of-way.

(b) The following design standards and guidelines shall provide property owners, developers, city staff, and decision makers adequate design guidance for residential buildings types:

(1) *Location on the street.*

(A) All primary entrances shall address the primary street unless configured as a courtyard building.

(B) Garages generally shall be located on alleys at the rear of residential buildings; pull-through garages are allowed if the garage door is set back behind the rear façade of the main structure. If front-loaded garages are utilized on single-family residential lots, the garages shall be no greater than twenty four feet (24') wide, and set back at least ten feet (10') measured from the face of the main structure closest to the garage or rotated ninety (90) degrees with windows on the wall facing the street.



Front-loaded garages on residential lots less than fifty feet (50') wide shall not be allowed, and shall be loaded from alleys only. Town homes and courtyard apartments shall utilize rear-loaded garages from an alley.



*Residential townhomes with primary entrances to the street*



*Live-work units with bay windows*

(2) *Pedestrian-Friendly Building Massing and Scale.*

- (A) On residential buildings, at least one of the following shall be utilized: porches, stoops, bay windows, balconies, masonry clad chimneys, attached pergolas or colonnades. Those architectural elements may encroach beyond the setback line.
- (B) The base of a building shall be delineated by a change in color, water mark or different material for at least the first eighteen inches (18") of the façade; or where feasible, the grade of the slab or first floor elevation shall be elevated at least eighteen inches (18") above the grade of the sidewalk.

(3) *Architectural Elements.*

- (A) Residential buildings shall have relatively flat fronts and simple roofs with most building wing articulations set at the rear of the structure. Window projections, stoops, porches, balconies, and similar extensions are exempt from this standard.
- (B) Gable roofs, if provided, shall have a minimum pitch of 3/12. When hipped roofs are used, the minimum pitch shall be 4/12. Other roof types shall be appropriate to the architectural style of the building. Mansard roofs shall be prohibited.
- (C) Architectural embellishments that add visual interest to the roofs, such as dormers and masonry chimneys may be provided.



*Residential townhomes with stoops, dormers, and other architectural embellishments that add visual interest along the street.*

(4) *Building Materials.*

- (A) The following shall be permitted finishes for street fronting facades of all residential buildings and live/work units:
  - (i) Cementitious-fiber clapboard (not sheet) with at least a fifty (50) year warranty;
  - (ii) Masonry (brick; stone; man-made stone and stucco utilizing a three-step process).
- (B) The following shall be allowed up to twenty-five percent (25%) as an accent material:
  - (i) Wood;
  - (ii) Architectural Metal
  - (iii) Exterior Insulating Finishing System (EIFS)
  - (iv) Or similar material over a cementitious base, rock, glass block and tile.
- (C) Side and rear facades shall be of finished quality and of the same color and durability of materials that blend with the front of the building.
- (D) Roofing materials (visible from any public right-of-way): copper, factory finished painted metal, slate, synthetic slate, terra cotta, cement tile, glass fiber shingles or shingles of similar durability.
- (E) An enclosed garage or carport shall be designed and constructed of the same material as the primary

**Sec. 12.500. Definitions.**

*Alley* means the right of way for vehicles and pedestrians within a block that provides access to the rear of buildings, vehicle parking, utility meters, and service areas. An easement for public access is required if the alley is a private right-of-way.

*Animation* means the use of movement or some element thereof, to depict action or create a special effect or scene on a digital display sign.

*Awning/Canopy* means an awning is a cantilevered, projected or suspended cover over the sidewalk portion of any public street. Awnings may also be roof-like coverings, usually of canvas or metal and often adjustable, placed over the sidewalk, windows, or doors to provide protection from sun and rain. Awnings shall have a minimum clear height of eight feet (8') from the finished sidewalk in front of it.

*Block* is an increment of land comprised of lots, alleys, and tracts circumscribed by streets.

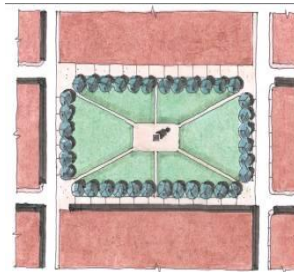
*Build-to Line or Build-to Zone* shall be the line or area within which the principal building's front façade shall be built.

*Building Permit* means an official document or certificate issued by the City of Mayflower authorizing erection, construction, renovation, maintenance, or any other specified activity on any building, structure or land, or on any installations or facilities therein. The term "building permit" shall include but not be limited to building permits, electrical permits, mechanical permits, and plumbing permits.

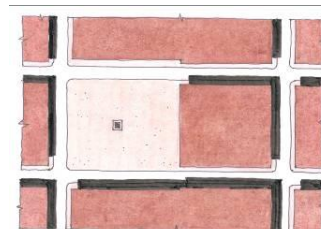
*Certificate of Occupancy* means an official certificate issued by the City through the Administrative Official which indicates conformance with building, zoning and health and safety regulations and authorizes legal use and occupancy of the premises for which it is issued.

*Civic Space* means publicly accessible open space in the form of parks, courtyards, forecourts, plazas, greens, pocket parks, playgrounds, etc. They may be privately or publicly owned. For all residential uses, privately accessible open spaces such as courtyards, porches, and balconies may also be considered as Civic Space for the purposes of this ordinance.

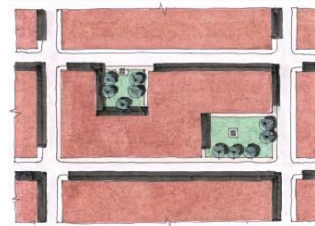
*Square* means a civic/open space available for unstructured recreation and civic purposes. A square is spatially defined by buildings. Its landscape shall consist of landscaping, hardscaping, water features, pathways, and pedestrian amenities arranged in formal and informal patterns. Squares shall be located at the intersection of important streets.



*Plaza* means a primarily hardscaped civic/open space with formal landscaping, available for civic purposes and commercial activities. A plaza shall be spatially defined by buildings.



*Playground* means a civic/open space designed and equipped for children’s recreation. A playground shall be fenced and may include an open shelter. Playgrounds shall be located within residential areas and may be placed within a block as illustrated. They may be included in other open spaces.



*Colonnade or Arcade* is a roofed or built structure, extending beyond the ground floor front façade of a building and over the sidewalk or civic space. A colonnade or arcade shall be open to the street except for supporting columns, piers, or arches. Residential or office units may occupy the space over the colonnade or arcade.

*Common Lot Line* means a lot line shared by more than one lot shall be a common lot line.

*Corner Site/Lot* shall be one that has more than one intersecting street frontages (with the exception of alleys).

*Digital Display* means a sign face that may display changing content through still, scrolling, or moving images, including video or animation on a fixed display composed of electronically illuminated segments and/or a series of grid lights including cathode ray, light emitting diode (LED) display, plasma screen, liquid crystal display (LCD), fiber optic, video boards or other electronic media or technology.

*Dwell time* means the interval of change between each individual message on a digital display sign. Dwell time shall include the one (1) second or less required to change a message.

*Flashing* is a pattern of changing light illumination where the sign illumination alternates suddenly between fully illuminated and fully non-illuminated, inverse illuminated or operates with transitory bursts, for periods of less than one second on a digital display sign. This term shall include blinking, strobing and twinkling. Animation as defined shall not fall under the definition of flashing.

*Interior Site/Lot* shall be one that has only one public street frontage (with the exception of alleys)

*Live-Work Unit* means a live-work unit is a dwelling unit that is also used for work purposes, provided that the ‘work’ component is restricted to the uses of professional office, artist’s workshop, studio, or other similar uses and is located on the street level. The ‘live’ component may be located on the street level (behind the work component) or any other level of the building.

*Parkway/Planting Zone* means the area, excluding the sidewalk, if any, between the property line and the curb or, in the absence of a curb between the property line and the nearest edge of the street paving.

*Regulating Plan* means a plan for adoption of zoning and a conceptual plan that establishes the location of frontages, streetscape standards, and other development standards within such frontages, subject to changes within such plan pursuant to the terms of this Ordinance.

*Sign, blade.*



Means an attached sign oriented perpendicular to the face of the building which projects (vertically or horizontally) more than twelve inches (12') beyond the surface of the building to which it is affixed or supported.

*Sign, Directory.*



Means a permanent on-site attached wall sign providing direction to or identifying the buildings/suites in the development/building.

*Sign, Light Pole Banner.*



Means a banner sign attached to a light/utility pole along a public street or within a public park.

*Sign, Sandwich Board.*



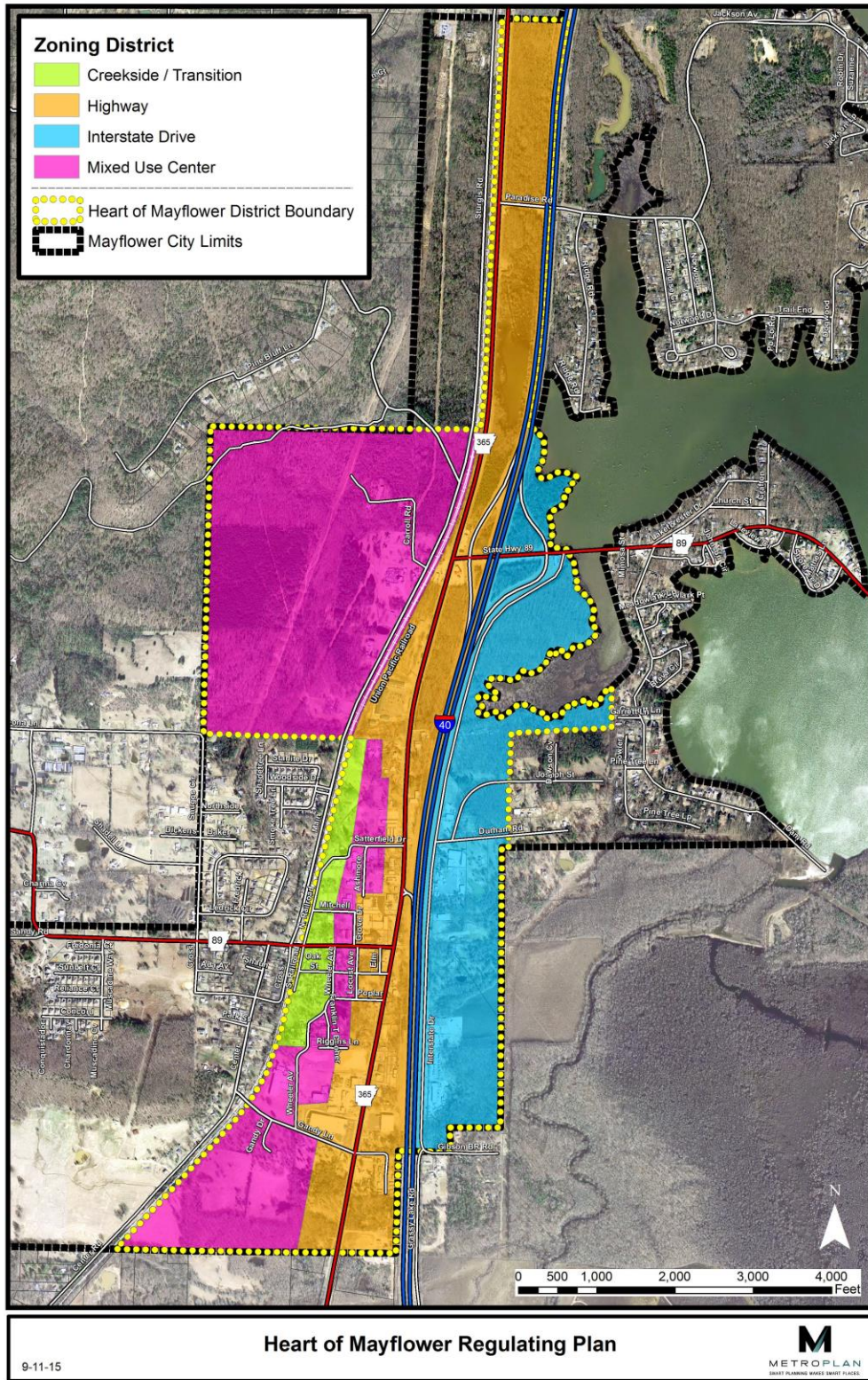
A portable sign consisting of two panels of equal size, which are hinged at the top and or a single panel placed on the ground or pavement so as to be self-supporting.

*Stoop.*



A small porch or set of steps at the front entrance of a house.

**EXHIBIT A**  
**“Heart of Mayflower Regulating Plan”**

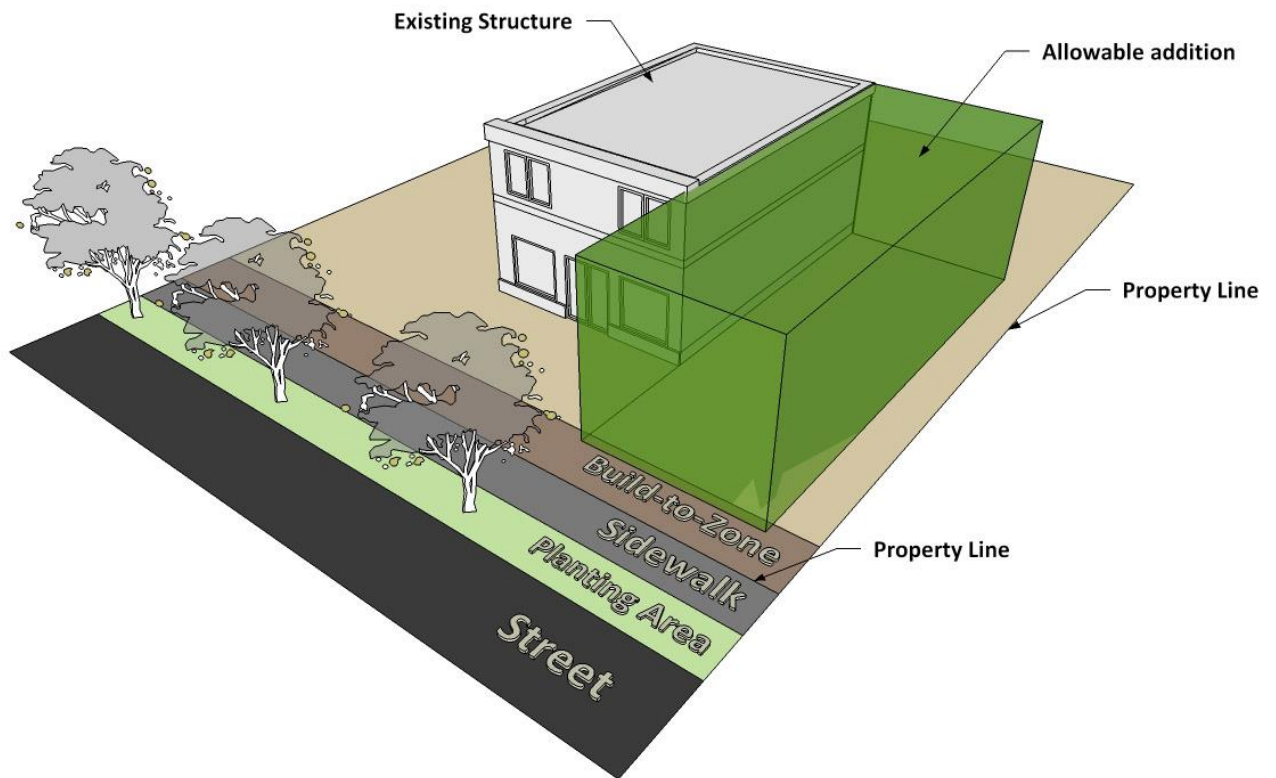


## EXHIBIT B

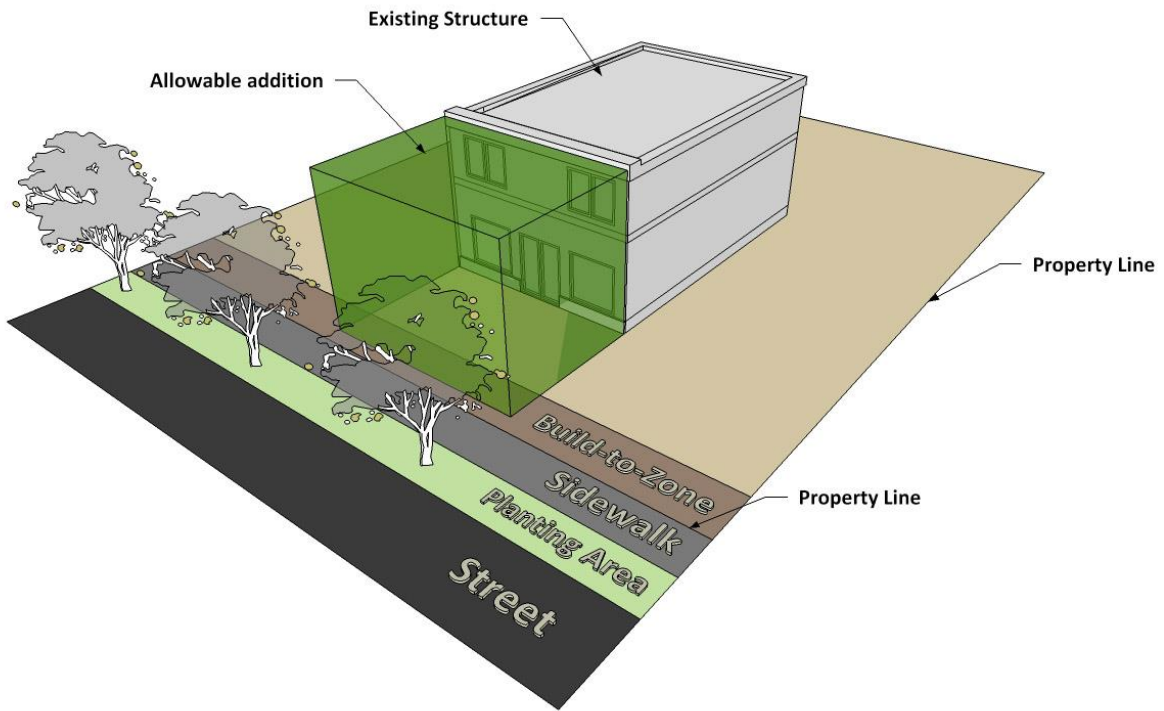
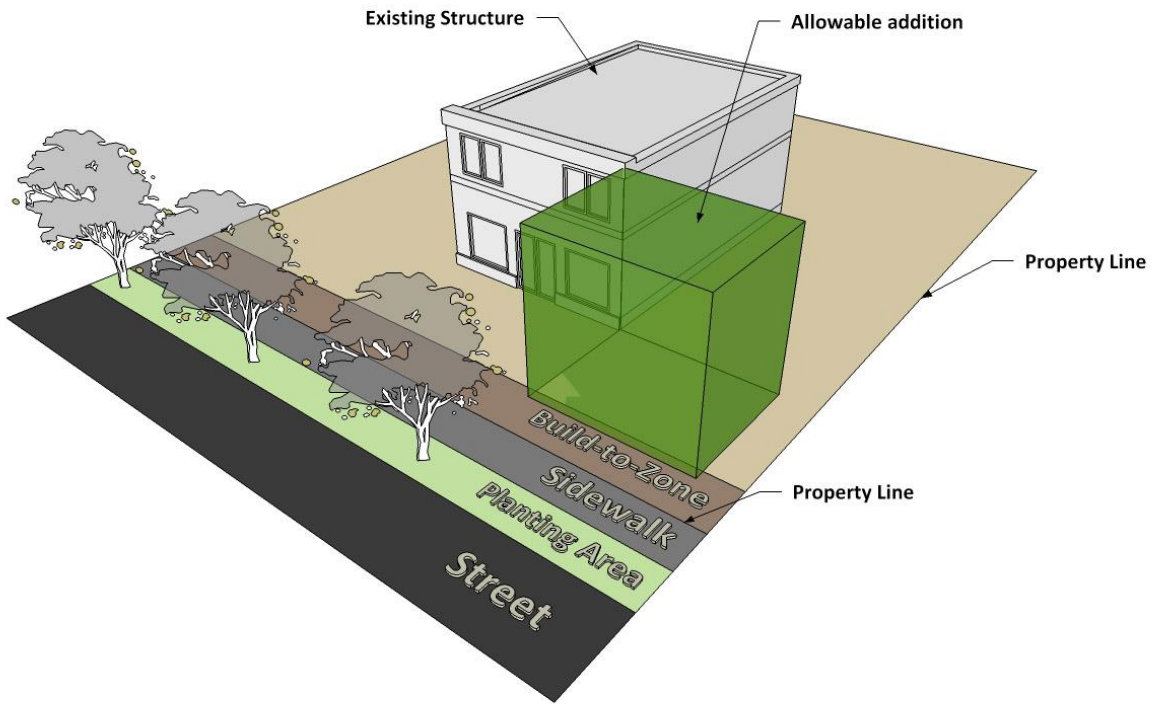
### “Illustrations of Changes to Non-Complying Structures”

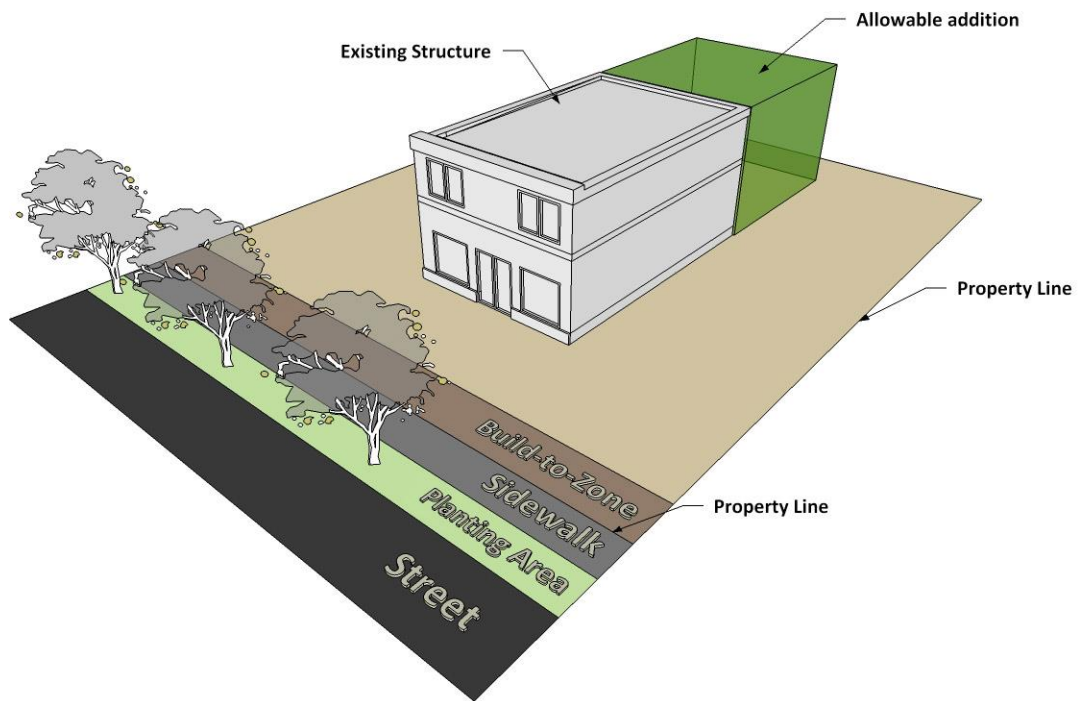
The following illustrations shall provide guidance to property owners on the allowed and prohibited modifications to existing non-complying structures and sites within the Heart of Mayflower Zoning District.

- (a) **Allowable Additions:** The following illustrations show potential allowable additions to noncomplying structures and sites. Additions shall meet the build-to-zone standards of the character zone they are located in.

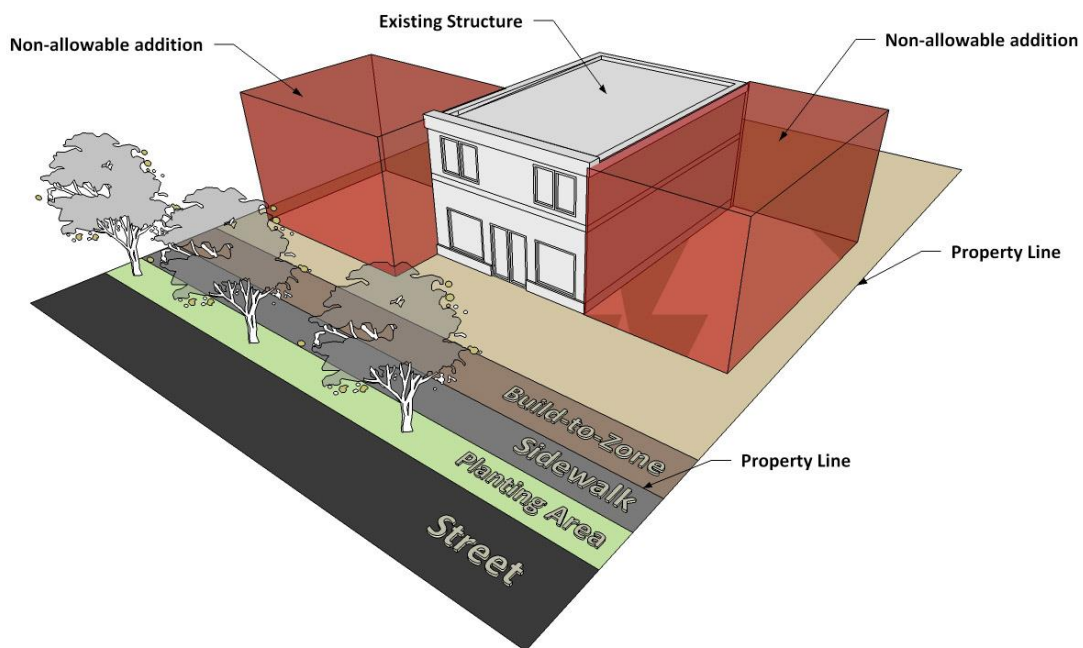








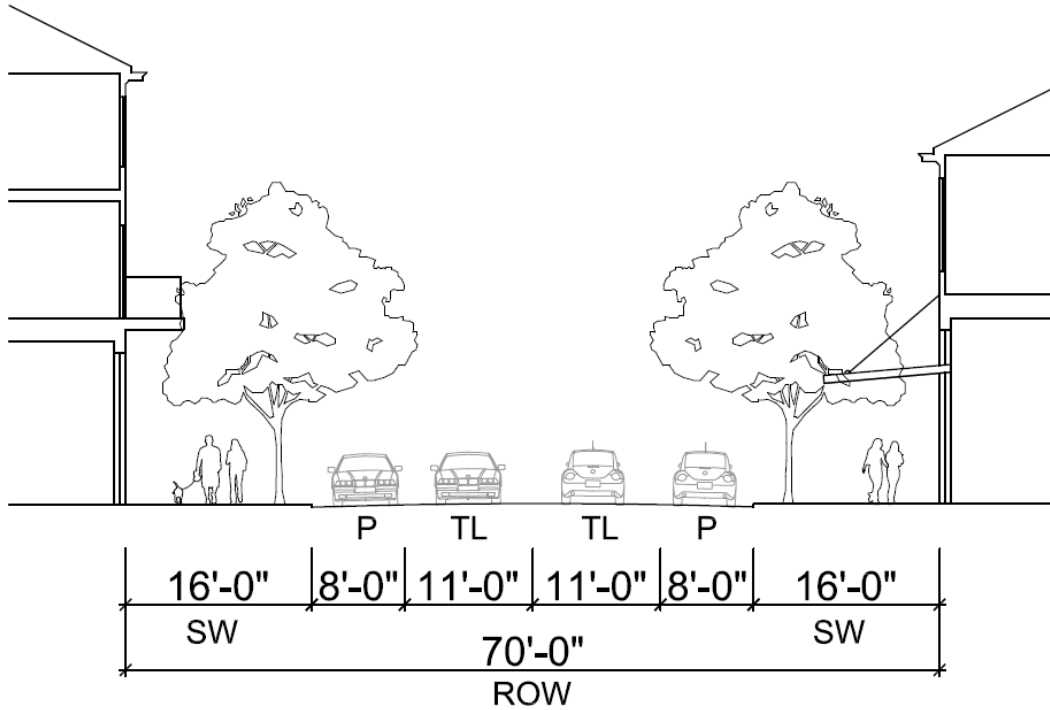
(b) **Non-Allowable Additions:** The following illustrations show potential non- allowable additions to noncomplying structures and sites since the additions do not comply with the build-to zone standards of the character zone.



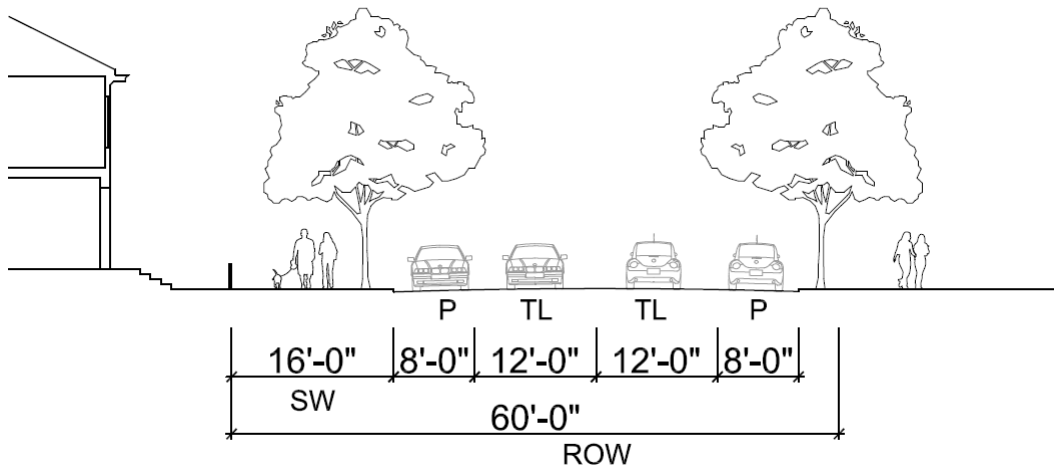
**EXHIBIT C**

**“Typical Street Cross Sections”**

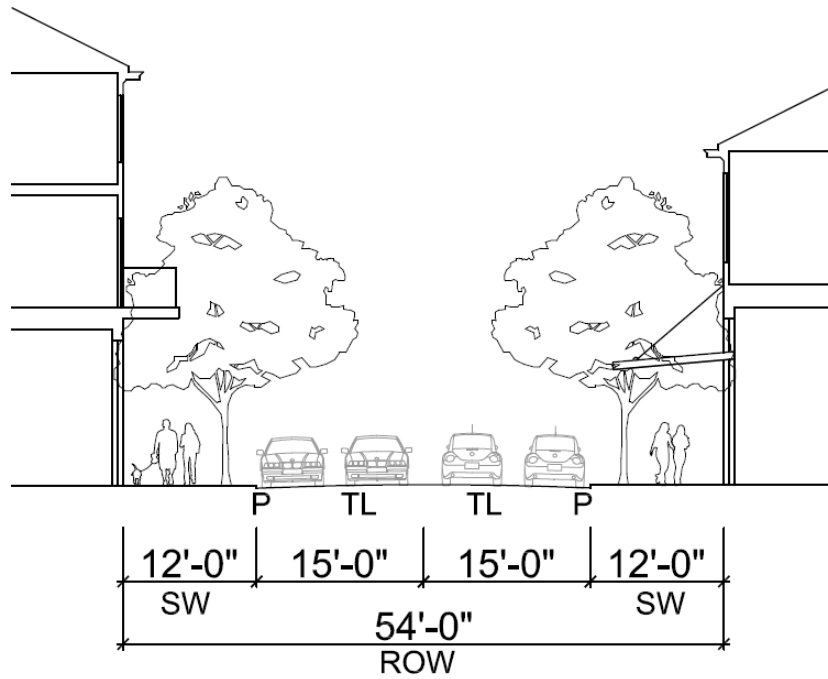
**MIXED USE STREET**



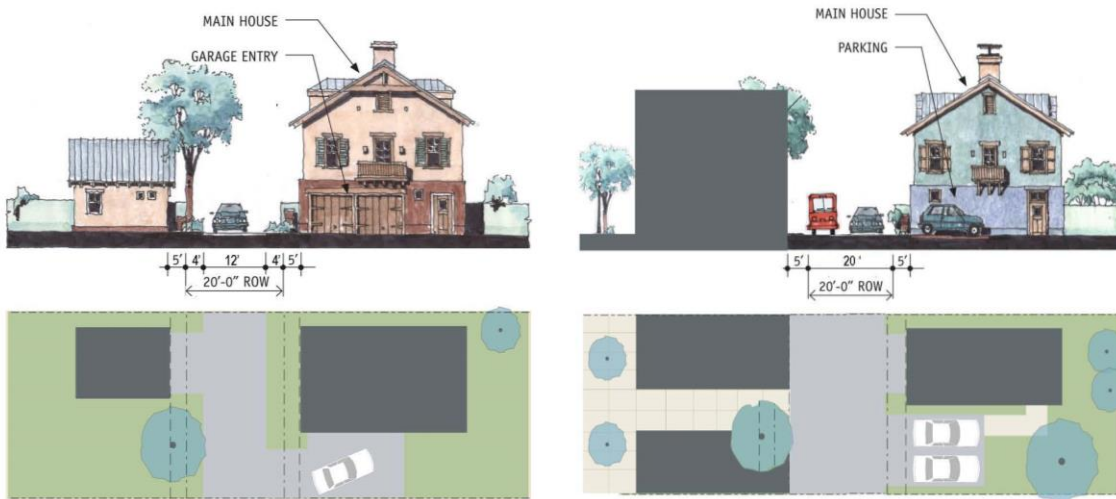
**CREEKSIDE STREET**



## NEIGHBORHOOD STREET



## ALLEYS



TYPICAL RESIDENTIAL ALLEY

TYPICAL COMMERCIAL ALLEY