MAGO POINT
DESIGN GUIDELINES

WATERFORD PLANNING
AND ZONING COMMISSION

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WATERFORD,CT

Effective October 17, 2016

WATERFORD PLANNING
AND ZONING COMMISSION

Mago Point Design Guidelines DRAFT

Prepared for
Town of Waterford
Planning and Zoning Commission

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Prepared by BETA Group, Inc.

ENGINEERING SUCCESS **TOGETHER**

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PART I - INTRODUCTION

1.1 - Purpose of Design Guidelines

a. The purpose of the Design Guidelines is to:

i. Promote, protect and enhance the unique character and landscape of Mago Point and its purposes pursuant to Connecticut General Statutes 8-2j;

ii. Guide the redevelopment of Mago Point in a manner that is consistent wit the Mago Point master plan.

iii. Preserve a careful balance between character and function;

iv. Promote economic and social vitality.

b. For the purpose of these Design Guidelines the term "Mago Point" refers to the geographic area represented by Mago Point District (MPD).

c. The Design Guidelines are part of the Town of Waterford's Zoning Regulations. The design criteria shall be applied to all applicable development.

1.2 - Objectives of the Mago Point Design Guidelines

d. The Mago Point Design Review Guidelines have six principal objectives:

v. To encourage site planning and architectural design that will maintain and enhance the character of Mago Point and ensure that new development fits into the village;

vi. To protect the buildings and sites that contribute to the Mago Point District as listed;

vii.To identify items that impact the quality of life and livability of the zone;

viii. To promote pedestrian oriented streetscapes and neighborhoods;

ix. To provide guidance and flexibility in application of development standards;

x. To improve communication and participation among building owners, developers, neighbors and the town early in the design and siting of new or reconstructed commercial, mixed use and residential development.

1.3 - Application

1.3.1 - The Design Guidelines shall apply to Mago Point District (MPD), including:

e. The alteration, expansion, reconstruction of an existing building or construction of new buildings;

f. The maintenance of public right-of-way views;

g. The design, paving materials, placement, lighting and signage of vehicular circulation including public and private roadways;

h. The design, paving materials, placement, lighting, signage, street furnishing of pedestrian circulation including sidewalks and walking trails

i. The design, paving materials, placement, lighting and screening of public and private parking areas;

j. The design and placement of new and modified landscape areas, lighting, fencing, and walls;

k. The design, installation and lighting of any sign;

l. The demolition of any structure greater than 50 years of age;

m.The elimination of any landscape area.

Location Plan of Mago Point District Zone

1.3.2 - The Design Guidelines Shall Apply to Properties Within the District and in View from the Public Way

The Design Guidelines shall apply to properties within the district and in view from the public way. For the purpose of these Design Guidelines the"public way"shall be considered any area that routinely receives members of the public (i.e. private lot open to the public).

1.4 - Description of the Review Process

Not all construction work requires the same level of review. The following is intended to be a summary of the various levels of review. Administrative reviews will be conducted as part of zoning compliance reviews to verify that the work does not qualify as substantial renovation or alterations

Substantial Renovation (Staff Review and Design Review)

Work includes structural changes to the existing building or site. This includes any exterior work requiring a building permit as well as any alterations to the building façade, building footprint, roof line, as well as paving, fencing, parking, landscape buffers, site lighting and signage.

Work subject to review includes:

i. **Building Footprint:** Alter the existing building footprint including alterations to or removal from the existing building footprint.

ii. **Roof:** Alter existing roof or eaves for construction of new dormers, roof extensions, cupola, or roof areas.

iii. **Siding and Trim:** Will be considered in conjunction with alterations.

iv. **Windows and Doors:** Remove, relocate or construct new window or door areas.

v. **Foundations and Chimneys:** Will be considered in conjunction with alterations.

vi. **Fencing:** New or change to existing fencing including material, design, location, and type.

vii. **Signage:** New or change to existing signage including material, design, location and illumination type or level.

viii. **Landscape Buffers, Paving and Site Lighting:** Will be considered in conjunction with alterations.

New Construction or Rebuild of Existing (Staff Review and Design Review)

Work includes new construction, substantial renovations, and major structural alterations to the existing building and site. This includes any exterior work requiring a Building Permit or site work requiring a Special Permit under Zoning.

Building and landscape elements that will be reviewed include the building footprint and placement, building mass, roof lines, exterior elevations, all materials, windows and doors; the site plan including parking, fencing, site paving other than parking, landscape buffers, site lighting, signage and street furnishings.

The review will consider not only the proposed building or renovation but the relationship of the proposed construction / modification to the existing streetscape, adjacent buildings, view sheds and public spaces.

1.5 - Collaborative Engagement

a. Preliminary design review is encouraged at conceptual planning stages to ensure that the guide lines outlined in this document are appropriately applied. See Section 22a of Town of Waterford Zoning Regulations.

b. Although not specifically mentioned in the design review process, engaging the public may be an essential component of a successful project. At a minimum abutting property owners may be contacted to informal discussions in order to understand concerns during initial planning stages. The amount and type of public outreach will likely vary in relation to many factors including, but not limited to the proposed use and scale of the proposed development.

1.6 - Definitions

See Article B, Definitions, in Waterford Zoning Regulations. Additional definitions are provided in relation to these Design Guidelines and are indicated below:

Amenity	Aesthetic or other features of a development that increase its usability to the public or marketability
Architrave	The bottom band of an entablature, located immediately above the column capitals.
Articulation	The division of a building into meaningful parts and the manner in which portions of a building's form are expressed (materials, pattern, modulation, color)
Bracket	Bracket - Overhanging member projecting from a wall or other elements to offer physical or visual support to a weight
Complete Street	Street designed and operated to enable safe access for all users - pedestrians, bicyclists, motorists and transit riders – of all ages and abilities
Corner Board	Board used as trim on the external corner of wood frame structure and against which the ends of siding are fitted
Cornice	Sloping sides of a pediment
DRB	Design Review Board
Eave	The underpart of a sloping roof overhanging a wall
Entablature	In Classical architecture and derivatives, an elaborate horizontal band and moulding supported by columns or pilasters
Façade	Exterior side of a building, usually, but not always the front. Often distinguished from other faces by architectural detail
Fenestration	Pattern of one or more openings in the wall(s) of a structure including windows, doors, louvers, vents, storefronts, skylights. Fenestration patterns vary depending on architectural style
Frieze	The flat middle portion of an entablature.
Gable	The triangular upper portion of wall between the edges of a dual-pitched roof. The gable slope and shape varies depending on architectural style
Modulation	A stepping back or projecting forward of sections of a building's façade as a means of breaking up the building's apparent bulk
Pedestrian Scale	Proportional relationship of the physical environment (buildings, streets, parking lots, trees) to human dimensions
Pediment	In Classical architecture, a triangular gable usually having a horizontal cornice as well as cornice moulding for rake return. May also be used to crown an opening in the façade

Pilaster	Non-structural, decorative pier or pillar engaged with adjacent wall surface, often com- prised of elements of a classical order. In Greek Revival architecture pilasters were often used as corner detail
Rake	Eave or cornice that runs along the gable end of the roof
Stickwork	Wood trim boards applied in patterns. Typically common in Queen Anne style
Streetscape	Visual and functional character of an entire street as created by the interrelation of buildings, setbacks, paving materials, lawns, sidewalks, plantings, lighting, signage and street amenities
Trim	Any visible element which covers or protects joints, edges, or ends of another material. Trim around window openings is known as casing
Trademark Design	Architectural style, form, massing developed for the purpose of corporate branding. Does not conform to existing architectural style within a geographic area.

See Part 4.1 for graphic illustration of building components.

1.7 - List of Relevant Municipal, State and Federal Resources

Town of Waterford

Town of Waterford Planning and Zoning
www.waterfordct.org/depts/pnz/ (or as amended)

Waterford Zoning Regulations
http://www.waterfordct.org/depts/pnz/zoning_regs.pdf (or as amended)

Waterford Inland Wetlands and Watercourses Regulations
http://www.ct.gov/csc/lib/csc/pendingproceeds/docket_364/waterford_iww_regs.pdf (or as amended)

State of Connecticut

State of Connecticut Coastal Area Management
http://www.ct.gov/deep/cwp/view.asp?a=2705&q=323536& (or as amended)

Village District Legislation
http://search.cga.state.ct.us/dtsearch_pub_statutes.html (or as amended)

University of Connecticut Plant Database
http://www.hort.uconn.edu/plants/ (or as amended)

Federal Government

FEMA Map Service
https://msc.fema.gov (or as amended)

Secretary of the Interior's Standards for the Treatment of Historic Properties
http://www.nps.gov/history/hps/tps/standguide/ (or as amended)

Mago Point National Register District
http://pdfhost.focus.nps.gov/docs/NRHP/Text/90001289.pdf (or as amended)
http://pdfhost.focus.nps.gov/docs/NRHP/Photos/90001289.pdf (or as amended)

Other

International Dark-Sky Association
http://www.darksky.org/ (or as amended)

International Green Construction Code
http://www.iccsafe.org/CS/IGCC/Pages/default.aspx (or as amended)

USGBC (US Green Building Council)
http://www.usgbc.org/ (or as amended)

PART II - DEFINITION OF RESOURCE

The following information is provided to describe the overall area known as Mago Point

2.1 - Significance and History

Mago Point is Waterford's only commercial waterfront district: This mix of small, water oriented businesses and abutting residences is within the coastal floodplain. It is located just above where the Niantic River and Niantic Bay merge and includes a State of Connecticut boat launch. Mago Point is considered by locals to be the "lost jewel" of Waterford. Although the character and diversity of this once vibrant area remains rich, the construction of the new Niantic River road bridge in 1991 effectively isolated the district by eliminating direct vehicular access.

More than 10,000 years ago. Native Americans were drawn to the area's abundant supply of fin and shellfish. Long before the period of European contact beginning in the early 1600s there were well-established native villages. In little more than a century, however, as much as 95 per cent of the population had been decimated by epidemics.

During the earliest days of European settlement, Mago Point was part of Governor John Winthrop's "Nihantick Farm." From the landing on the east bank of the "gutt" Winthrop operated a rope ferry to the bar opposite. In 1796 the first of several toll bridges was built.

Since the early 1800s the natural beauty of the area has attracted visitors. Asa Wightman advertised that "only excellent persons" called to his Blackfish Tavern near the terminus of Rope Ferry Road "for drinks and meals by the week, month or summer." Jim Brown's hotel, on the site of the Mijoy house, did a good business until the railroad came through in 1852 and stage coach traffic gradually declined.

After World War I, the increasing popularity and affordability of the automobile led to the growth of a "seasonal population". Soon after the motorized swing bridge was completed in 1921, the Mijoy house, built as a residence by Georgianna LeCount in 1881, became a summer boarding house. Nearby, along Millstone Road West, there was a growing seasonal community known locally as "Dingleville," Just east of Dingleville, along Rope Ferry Road, was Thomas W. Wood's "Camp View." To the north, along Niantic River Road, the Titus Land Co. recorded a plan of development for Mago Point Beach (Wood and Bishop Streets), property owned by Titus and Louisa Bishop.

In 1923 the newly partnered Titus and Bishop Land Co. filed a plan of development for the largely flood-prone area north of the old LeCount property. Local legend has it that Louisa Bishop was heard to say, "It may go, or it may not." Hence the name "Mago" Point. In fact, Bishop named the summer development in honor of early settler and forbear, Thomas Mago, whose house was located in the Oswegatchie section of what is now East Lyme on the west side of the Niantic River. Regardless the name stuck, although the planned shoreline community was largely a failure. Future commercial activity was negligible until the World War II and post-war years. Meanwhile, Titus and Bishop pressed northward from Mago Point Beach with the Riverside Beach development in 1924, and in 1927, Harry A. Titus, on his own, with the Bayside development. Collectively the two are referred to as "the Avenues."

Considered a forgotten district since the relocation of the road bridge, Mago Point nonetheless remains the only area in Waterford with a concentration of water dependent uses. During the summer months, restaurant, recreation, marina, and fishing charter operations continue to attract visitors. Yet little has been done in terms of vehicular and pedestrian circulation, streetscaping or maintenance of existing buildings to enhance the intrinsic charm of the district. The potential is there, however. The "lost jewel" is a diamond in the rough.

Historic Images of Mago Point

Mago Point Circa 1977

Mago Point Circa 1970

Original Niantic River Bridge

Mago Point 1991

2.2 - Identification of Existing Resources

The placement of buildings, orientation of views, site development, curb cuts and other improvements shall take these resources into account and not adversely alter, change or impact their characteristics.

2.2.1 - Natural Resources

For the purpose of these Design Guidelines Mago Point has or abuts several unique natural resources that contribute to the character of the natural environment. These unique features include Niantic River, Niantic Bay, The Gut (Channel), ancillary wetlands and topographical changes at Mago Point.

2.2.2 - Open Space

In addition to the inherent open spaces of the natural resources listed in 2.2.1 above, Mago Point has or is in close proximity several public open spaces that contribute to the character of the village including, but not limited to:

a. Niantic River Boat Launch - Connecticut DEEP

b. Mago Park

c. Niantic Bay Boardwalk (East Lyme)

d. The Bar - Public Beach (East Lyme)

2.2.3 - View Sheds

The character of villages is additionally informed by views between buildings or elements termed “view sheds”. Carefully managed view sheds can preserve visual access to unique features. The existing view sheds within Mago Point are:

a. Niantic River, The Gut (Channel) and Niantic Bay

b. Marinas, docks and boardwalks

c. The overpass and railroad bridge

d. The space between buildings

e. Road corridors

f. Note: Mago Park, the boat launch and corridors provide most of the distant view sheds

2.2.4 - Natural Focal Points

Existing natural focal points within or near the Village include, but are not limited to:

a. Niantic River,

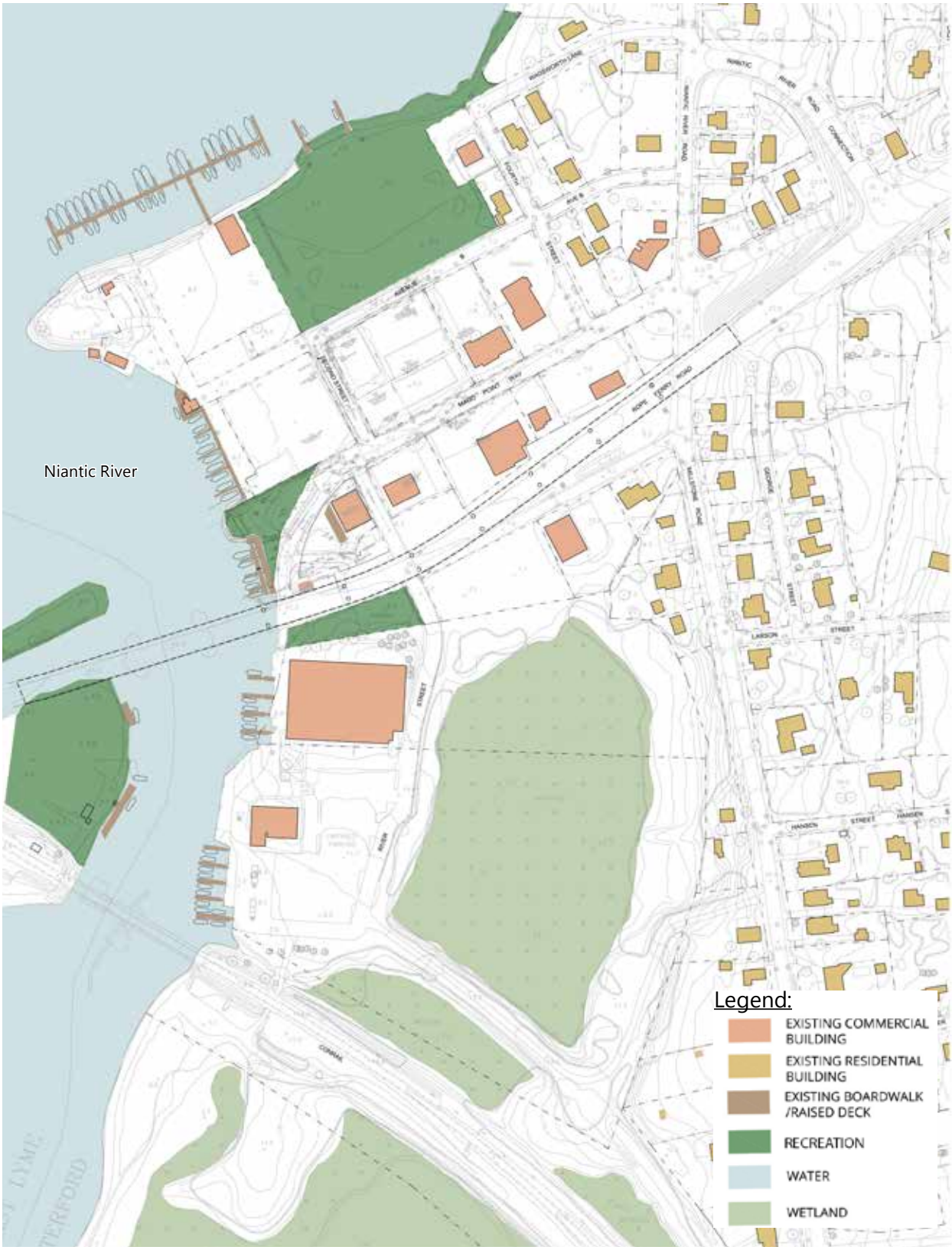
b. The Gut (Channel)

c. Niantic Bay

d. Ancillary wetlands

e. Topographic change at the “Point”

Mago Point Existing Resources



2.2.5 - Historic Focal Points

Prominent historic focal points within or near the Village include, but are not limited to:

a. Structure at 12 River Street (Mijoy Building)

b. Mago Park

2.2.6 - Architectural Focal Points

Architectural focal points within the Village include, but are not limited to:

a. Diversity of architectural styles

b. Traditional linear settlement pattern along Mago Point Way - the principal thoroughfare prior to the early twentieth century

2.2.7 - Overpass

Mago Point is overshadowed by the proximity and height of the Rope Ferry Road Overpass. The Design Guidelines recognize the importance of:

a. Relative scale and compatibility of buildings to the overpass

b. Ability for the Village to maintain presence along the main thoroughfare

2.2.8 - Nautical Landscape Elements

Mago Point's character is informed by the presence and character of:

a. Use of boulder and vegetation along shoreline

b. Railroad bridge and Rope Ferry Road overpass

c. Wood boardwalks

d. Marinas and docks

e. Wood piers and posts

f. Wood guardrails

g. Commercial marine features in the landscape e.G. Ropes, lobster pots, buoys, etc.

Examples of Existing Resources and Character Defining Landscape Elements

Niantic River

Rope Ferry Road Overpass

Marinas and Docks

The "Point"

Boardwalk

Commercial Marine Features

Mago Park

Shoreline

2.3 - Unique Areas Within Mago Point

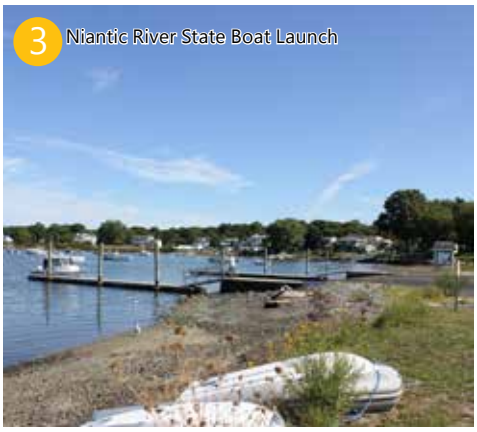
For the purpose of these Design Guidelines Mago Point is made up of areas that are distinguished by their patterns of use, architectural character and proximity to natural resources.

Refer to illustrations for specific location of the areas and photo description of the existing architectural character.

Key Plan

1 Niantic Bay Boat Valet

2 Sunbeam Fleet


3 Niantic River State Boat Launch

4 Sunset Ribs

5 Mago Point Marina

6 The Dock Restaurant

7 View from Niantic River Bridge

Key Plan

Niantic River State Boat Launch
Niantic River Road
West
8
Mago Point Marina
Mago Point Packy
Avenue B
The Dock
2nd St.
Mago Point Way
JMS Automotive
Captain Johns
Sunbeam Fleet
Niantic River
Hillyer's Tackle Shop
Outboard Exchange
Sunset Ribs
Avenue A
Mago Point Park
9
Cini Memorial Park
10
Black Hawk
Niantic Bay Boat Valet
Niantic Bridge
Tartan II
11
Mijoy 747
12
The Bar
Railroad Bridge
The Gut
Niantic Bay
12 View of Railroad Bridge

View of Niantic River Boat Launch

View of Mago Park

View from Niantic River Bridge

View of Niantic River Bridge

2.4 FEMA Flood Zones

The map to the left show Special Flood Hazard Areas (SFHAs) in the Mago Point Area subject to inundation by the 1% annual chance flood. The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones AE and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

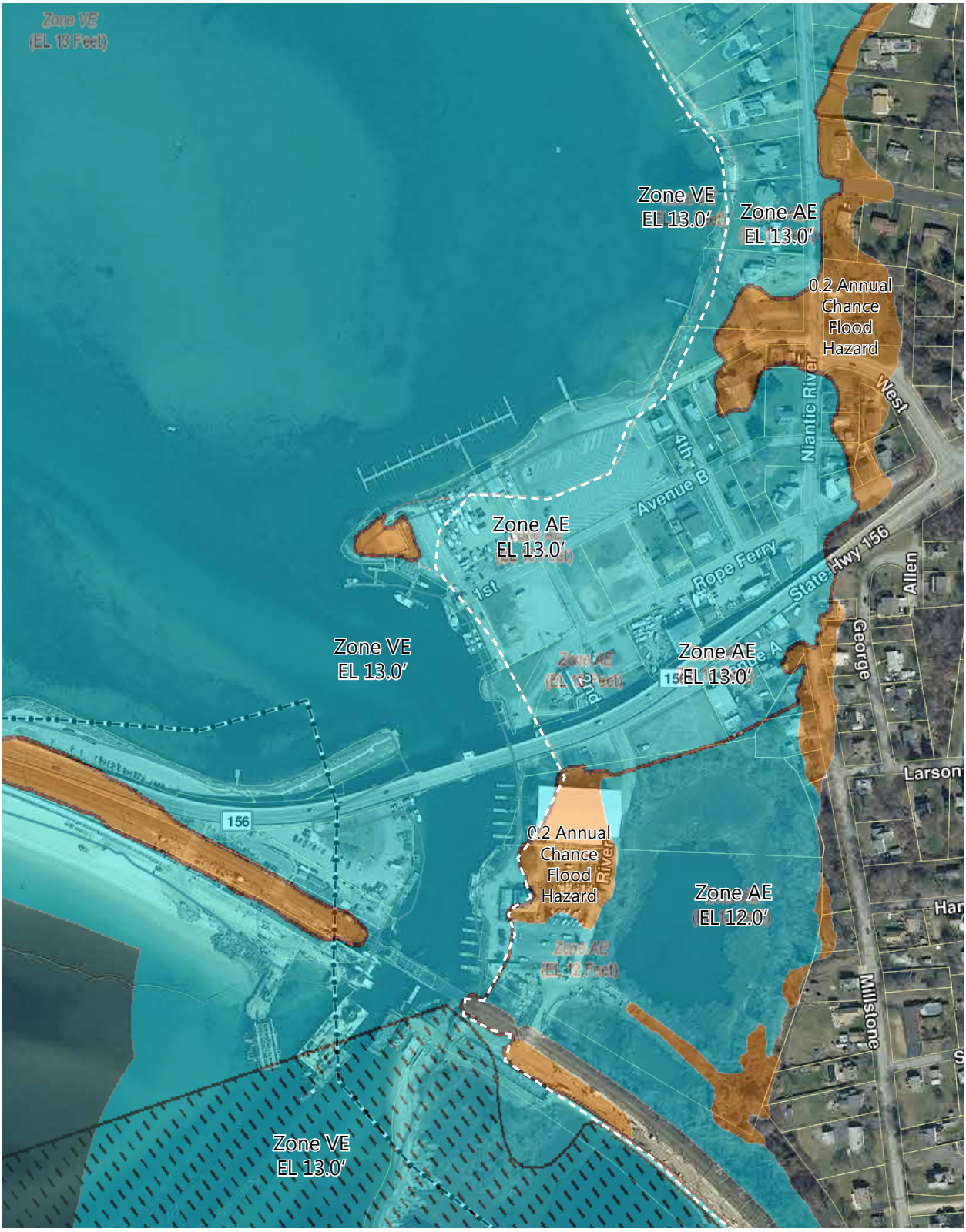
ZONE AE - An area inundated by 1% annual chance flooding:
Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. Base Flood Elevations (BFEs) are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.

AE Zones in Mago Point are within the Limit of Moderate Wave Action LiMWA

ZONE VE - Coastal flood zone with velocity hazard (wave action):
Areas subject to inundation by the 1-percent-annual-chance flood event with additional hazards due to storm-induced velocity wave action. Base Flood Elevations (BFEs) derived from detailed hydraulic analyses are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.

0.2 ANNUAL CHANCE FLOOD HAZARD
Areas of 500-year flood; An area inundated by 0.2% annual chance flooding.

CBRS AREA
Area under The Coastal Barrier Resources Act (CBRA) of 1982 restricted development on the CBRS, in an effort to protect the barrier system and prevent future flood damage


Zone VE
(EL 13 Feet)
Zone VE
EL 13.0′
Zone AE
EL 13.0′
0.2 Annual
Chance
Flood
Hazard
Niantic River
West
4th
Avenue B
Zone AE
EL 13.0′
1st
Rope Ferry
State Hwy 156
Allen
George
Zone VE
EL 13.0′
Zone AE
EL 13.0′
Larson
156
0.2 Annual
Chance
Flood
Hazard
River
Zone AE
EL 12.0′
Zone AE
(EL 12 Feet)
Millstone
Zone VE
EL 13.0′

PART III - PRINCIPLES OF DESIGN

3.0 - Intent

The Design Guidelines are intended to assist and guide property owners, developers and the Town of Waterford in choosing appropriate design strategies that maintain the unique character of Mago Point and its adjacent natural environment.

The goal is to promote the redevelopment of the Mago Point waterfront into a destination for visitors and residents while creating a thriving business environment and water related passive recreational activities. The community driven Mago Point Masterplan incorporates specific design guidelines for use in the Mago Point District. The following guidelines should be applied as a framework for all new construction (both new and redevelopment projects) within the Village

The Mago Point Design Guidelines set standards for property owners and developers during the planning review process continuing through to the actual implementation. Adherence to these guidelines ensures that new construction and development will be ecologically responsible and provide a cohesive, well-designed, high quality waterfront that offers convenience and safety to both vehicles and pedestrians. These guidelines also strive to build an integrated developed district with an aesthetically pleasing character.

Key elements include:

- Enhance Mago Point as a cultural destination by encouraging commercial development along the street edge with cohesive parking lots to the side or rear of buildings.
- Promote a coordinated, unified accessible pedestrian system that connects all development and ties into the new streetscape of Mago Point Way.

The successful adherence of the guidelines will provide a road map for the future redevelopment of Mago Point, be the basis for future grant applications and promote the Mago Point waterfront as a destination for visitors while creating a thriving business environment and water-related recreational activity center.

Mago Point Master Plan

3.1 - Reviews

Reviews will consider:

a. Public and private roadways

b. Public and private driveways

c. Public and private parking lots

d. Public and private sidewalks, passageways and alleys

e. Building siting, orientation to street and mass in and of itself, and in relation to adjacent buildings

f. Building design and materials; style, fenestration pattern and details

g. Landscape design

h. Fences, walls and landscape screening

i. Street furnishings

3.2 - Sustainable Design and Integration

It is the intention of these Design Guidelines to promote use and integration of sustainable design principles.

Goals

a. Use of local materials

b. Encourage resource conservation

c. Effective stormwater management

d. Lessen pollutant load in untreated stormwater entering Town stormwater system and natural waterways

e. Use of appropriate erosion and sedimentation controls

f. Reduction of heat generating materials including the heat island effect from pavements

g. Follow the principles of “Dark Skies” design including lower light levels, reduction of light pollution to adjacent properties, and energy efficient lighting design

h. Preference will be given to planting materials that are native, disease resistant, and tolerant of drought, salt and auto emissions

i. Shared use for common resources including shared parking and curb cuts

j. Pedestrian orientation and scale

3.3 - Vehicular and Pedestrian Circulation

Mago Point should be interconnected with a series of pedestrian walkways and sidewalks to connect open spaces, buildings and parking areas and to allow for safe pedestrian movement along vehicular circulation routes. Vehicular movement patterns should be designed to minimize the amount of curb cuts and provide connections between multiple parking areas.

Pedestrian and vehicular routes should be separate or parallel to provide safety and avoid conflict. Additional criteria for circulation along Mago Point Way should include a raised interconnected boardwalk to provide an alternative pedestrian route and areas for adjacent businesses to display goods and for outdoor cafes.

a. Connect parking lots across property lines.

b. Provide for continuous pedestrian routes within and between parking lots and along frontage.

c. Minimize travel lane width while allowing for vehicular circulation.

d. Provide space for snow removal and placement.

e. Provide for enhanced, high visibility crosswalks within parking lots.

f. Illuminate intersection and crosswalk areas

g. Provide high visibility crosswalks made from materials that compliment the character of the site and building design.

h. Sidewalk materials at roadways should provide a uniform appearance and be handicapped accessible.

3.3.1 - Off Street Parking

Parking area layouts should accommodate multiple development parcels by connected travel. Large, expansive parking lots should be visually reduced by the use of landscaped buffers and berms. Parking layouts should balance the functional requirements of vehicle circulation with provisions for pedestrian amenities with the following methods;

a. At Typical Lot: Create a strong streetscape edge by locating majority of parking behind buildings. Provide vehicle barriers (curbs, bollards, guardrails, or low walls/fences) located to protect and not obstruct adjacent walks or where required for other safety purposes (e.g. grade changes, traffic lanes, trees, etc.). Protect end row parking from turning movement of other vehicles with landscaped areas

b. At Boat Trailer Parking Area: Incorporate low impact development and green infrastructure to reduce stormwater runoff. Provide landscape buffer along southern edge to visually reduce large lot

c. Under Bridge Parking Area: Connect drive lanes into adjacent parcels when appropriate. Use crushed stone for parking islands. Avenue A to provide access to parking areas

3.4 - Public Infrastructure / Traffic Calming

It is the intention of these Design Guidelines to promote traffic calming techniques to provide pedestrian safety within the village.

Goals:

d. Enhance the quality of life

e. Create safe and attractive streets

f. Reduce negative effects of motor vehicles on the environment

g. Promote pedestrian, bicycle, other non-motorized forms of transportation

h. Promote mass transit forms of transportation

i. Incorporate multi-modal transportation to meet the preferences and needs of all stakeholders

Objectives:

a. Manage motor vehicle speeds

b. Maintain response time for public service vehicles

c. Increase pedestrian and vehicular safety

d. Reduce frequency of accidents

e. Reduce the need for police enforcement

f. Enhance the streetscape

g. Promote environmentally sustainable streetscapes

h. Provide parking and storage for bicycles and other non-motorized forms of transportation

3.6 - Site Planning

It is the intention of these Design Guidelines to promote integrated development:

3.6.1 - Strengthen the relationship of Mago Point to adjacent areas and establish relationships within Mago Point.

Goals:

a. Clear and organize pedestrian connections within parking areas and linkages to the development they serve – including integration of public right of way and other nearby properties the Design Review Board feels in the best interest for the Village.

b. Create pedestrian, bicycle and non-motorized linkages between Mago Point and other important municipal areas.

c. New buildings in Mago Point should be sited to accommodate ample sidewalk space and planting space along roads.

d. Create a unifying relationship among buildings, site elements, and landscaping.

e. Space and scale should be considered and pedestrian circulation should be accommodated.

f. Building scale along Mago Point Way should consider the Rope Ferry Road Bridge to provide visibility to Mago Point.

g. Providing walking areas beyond the street right of way to improve and encourage pedestrian circulation within Mago Point.

h. Include pedestrian connections to the adjacent properties and to the parking lot under Rope Ferry Road

i. Reconfigure parking to provide landscaped areas

j. Unify the streetscape character by extending the buildings toward the street

3.6.2 - Promote development that preserves and respects the unique environmental resources and the existing village character of Mago Point. See Part II for a discussion of existing village character.

Goals:

a. Provide new patterns and features of the building environment such as relative scale, density, relationship and orientation to the street and abutting buildings in accordance with the master plan.

b. Protect the natural, historic and cultural resources

c. Preserve and enhance views

d. Provide linkages to open space and recreation

e. Provide screening of parking areas and loading zones

f. Provide appropriate development and landscaping for public alleys and passageways

g. Consider ways to reduce or combine curb cuts and driveway entrances through shared use

h. Respect existing building lines, mass, and their relationship to existing streetscape

i. Provide concealed lighting sources, avoid relative difference in brightness, and reduce light pollution

j. Conceal or screen all HVAC equipment for view from public rights-of-way and areas of public assembly. Protect residential properties from noise, traffic and risk of hazards

3.6.3 - It is the intention of these Design Guidelines to preserve and enhance the streetscape for pedestrians. New development shall:

a. Create continuous pedestrian interest and activity

b. Provide sufficient lighting for safety during dusk and nighttime periods while not intruding into private property

c. Maintain the scale and character of Mago Point

3.7 - Landscape Design

It is the intention of these Design Guidelines to complement the natural, historic and scenic resources of Mago Point, to enhance human scale, reinforce circulation paths, highlight entrances, preserve view sheds, and provide shade and seasonal interest.

Goals:

a. Wherever practical, existing or specimen trees or other unique plantings shall be preserved providing the species are not considered invasive. The landscape plan shall illustrate which vegetation will be preserved and what protection measures will be taken during construction.

b. The uses of plant materials and landscape elements that require a low degree of maintenance is strongly encouraged. To the extent possible all plantings in public areas shall be native and resistant to insect infestation, drought, disease, roadside salt and auto emissions, and hardy to (Plant Hardiness Zone 5) winters.

c. Plant materials and other landscape elements shall be used to create suitable buffers between residential and commercial properties. The design of buffers shall consider the appearance from both commercial and residential viewpoints.

d. Parking lots shall be separated from the street and adjacent properties by plantings and/or other landscape elements to minimize the view of vehicles while still allowing the public to see the building. Plantings within parking lots to reduce heat islands and address on site drainage for water are encouraged.

3.7.1 - Landscape Design - Public Streetscapes and Boardwalks

Concrete sidewalk with appropriate signage planters and lighting

Raised interconnected boardwalk with planters and seatwall

Waterfront boardwalk

Appropriate

The above photos illustrate appropriate streetscapes for Mago Point. These examples show sidewalks, lighting placement, signage and setbacks that are appropriate in scale and quality and are compatible with the architectural styles of the village. Exposed aggregate concrete should be utilized at sidewalk bump-outs to provide visual interest For further details see section 3.7- Other Design Elements

3.7.2 - Landscape Design - Property Frontage

Property Frontage showing Bump-out, Seating and Bike Parking

Property Frontage showing Small green space with shade tree

Simple Frontage with street tree and planters

Water Frontage with awnings, planters and seating

Appropriate

The above photos illustrate appropriate landscape treatments for landscape frontage for Mago Point. These examples show features that are appropriate in scale, material type and compatibility with the architecture of the village

3.7.3 - Landscape Design - Pavement Materials

Gravel and Cobblestone Parking

Exposed Aggregate Concrete

Textured Concrete (Boardwalk)

Brushed Concrete Sidewalk

Appropriate

The above photos illustrate appropriate landscape pavement treatments for Mago Point. These examples show materials that are appropriate in scale, texture, and compatibility with the architecture of the village.

3.7.4 - Landscape Design - Planting Material

Trees provide shade at parks and streets

Planters provide color for narrow walks

Evergreen and ground cover for small landscaped areas

Perennial Beds

Appropriate

The above photos illustrate appropriate landscape treatments for Mago Point. These examples show plant materials that are appropriate in scale and quality with the architectural styles of the village.

3.7.4 - Landscape Design - Planting Material

Street Trees
Planting of street trees is strongly recommended. Planting conditions vary. It is recommended to locate street trees both in wells with grates as well as in roadside "esplanades" (landscaping strips) or shrub beds.

Plant Beds & Planters
Space-defining plantings are recommended in certain locations for beautification, or to define walkways or help address traffic flow issues. Planting soil with a mix of compost, loam and aged manure is recommended. All plant beds should be mulched with 2" of shredded softwood mulch. Coastal tolerant plantings must be selected, and even then regular watering must occur until the plants are established. Plants in containers require seasonal or at a minimum yearly replanting and additional care and maintenance. Most container plants require watering every 2 or 3 days.

Plant Species
The plants listed are indicative to a coastal New England waterfront village. The plants are adaptable to some degree of salt spray as well as the windy, open ground, and poorer soil conditions near the ocean.

Woody Plants

Genus /species	Common Name
Acer rubrum	Red Maple
Amelanchier canadensis	Downy Shadblow
Buddleia	Butterfly Bush
Chamaecyparis thyoides	Atlantic White Cedar
Clematis	Clematis
Clethra alnifolia	Summersweet
Cornus kousa	Kousa Dogwood
Gleditsia triacanthos inermis	Thornless Honeylocust
Hamamelis virginiana	Witchhazel
Hibiscus syriacus	Rose-of-Sharon
Hydrangea a. petiolaris	Climbing Hydrangea
Hydrangea	Hydrangea
Ilex glabra	Inkberry
Ilex verticillata	Winterberry
Juniperus	Juniper
Leucothoe axillaris	Coast Leucothoe
Ligustrum	Privet
Myrica pensylvanica	Northern Bayberry
Pinus cembra	Swiss Stone Pine
Pinus mugo	Mugo Pine
Prunus x cistena	Purple-leaf Sand Cherry
Syringa vulgaris	Common Lilac

Herbaceous Perennials

Genus/species	Common Name
Achillea	Yarrow
Alchemilla	Lady's Mantle
Astilbe	Perennial Spirea
Coreopsis	Tickseed
Dicentra spectabilis	Showy Bleeding Heart
Echinops	Globe Thistle
Eryngium planum	Sea Holly
Osmunda regalis	Royal Fern
Calamagrostis x acutiflora	Feather Reed Grass
Festuca glauca	Blue Fescue
Miscanthus sinensis	Japanese Silver
Pennisetum alopecuroides	Fountain Grass
Hemerocallis	Daylily
Heuchera	Coralbells
Hosta	Plantainlily,
Nepeta	Catmint
Nipponanthemum	Montauk Daisy
Perovskia atriplicifolia	Russian Sage
Rudbeckia	Coneflower
Sedum	Stonecrop
Solidago	Goldenrod
Stachys byzantina	Lamb's Ear

Catmint
Daylily
Hydrangea
Hosta
Globe Thistle
Red Maple
Fountain Grass
Russian Sage
Sea Holly
Montauk Daisy
Rose of Sharon
Lilac
Butterfly Bush
Lace Cap Hydrangea
Inkberry
Tickseed

3.7.5 - Landscape Design - Fencing

Open Board Fence Styles

Wood Guard Rail

Nautical Bollards

Black Vinyl Chain Link

Appropriate

The above photos illustrate appropriate landscape fencing treatments for Mago Point. These examples show materials that are appropriate in scale, texture, and compatibility with the architecture of the village. Chain link fence should not be visible from public way and should only be allowed where uses for outdoor storage are permitted.

3.7.6 - Landscape Design - Side Yard Treatments

Appropriate

The photo illustrate appropriate landscape treatments for side yards withing Mago Point. These examples show materials that are appropriate in scale, texture, and compatibility with the architecture of the village.

3.7.7 - Landscape Design - Crosswalks

Appropriate

The photo illustrate appropriate landscape treatments for crosswalks. Ladder style crosswalks should be utilized to maximize visibility

3.7.8 - Landscape Design - Screening for Utilities and Vending Machines

Open Board Fence Styles

Open Board Fence Styles

Evergreen Hedge

Appropriate

The above photos illustrate appropriate landscape treatments that provide screening of utilities and vending machines in Mago Point. These examples show materials that are appropriate in scale, texture, and compatibility with the architecture of the village.

Appropriate

3.8 - Architectural Design

Together with the Master Plan, it is the intention of these Design Guidelines to promote a unique waterfront character for the village.

Building Design:

a. Large, inarticulate boxes shall not be permitted anywhere within the "Mago Point Area."

b. Building massing shall be articulated by sloped roofs, windows, and entries.

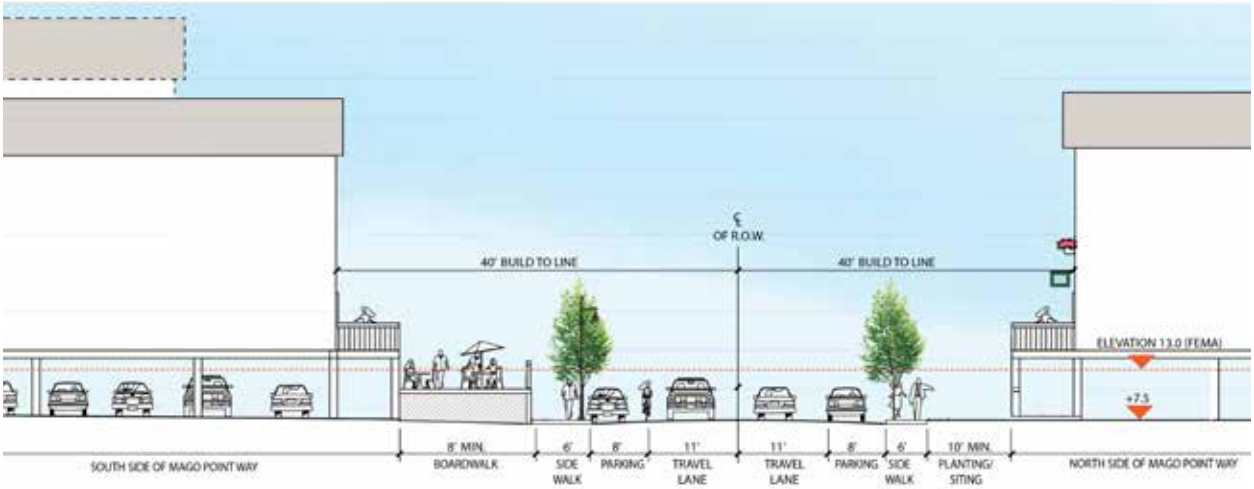
Height:

a. minimum of one and one half (1 ½) stories one (1) full floor plus roof pitch, or twenty (20) feet in height)

Appropriate

The above photos illustrate appropriate roof treatments. These examples show massings that are appropriate in scale, and compatibility with the architecture of the village.

3.8.1 - Architectural Design - Relative Massing



Appropriate

The above photos illustrate appropriate roof treatments and architectural massings. These examples show treatments that are appropriate in scale, and compatibility with the architecture of the village.

3.9 - Other Design Elements

Lighting

The overall lighting design should provide for safe and inviting illumination levels that encourage pedestrian activity during all seasons and provide adequate lighting at vehicular movement locations.

a. Light placement and lamping shall meet "Dark-Skies" design recommendations to the great extent possible.

b. Light posts for individual residential properties shall be of a type that is compatible with the character of architecture for the property.

c. Locate lighting fixtures to respond to the anticipated use (e.g. signage, site features)

d. Avoid brightness differences with adjacent dissimilar land uses. Provide photometric data as requested for specific development.

e. Use selective night lighting of buildings. Lights should not blink, flash or change in intensity.

f. Conceal the lighting source whenever possible from the public right-of-way.

g. Use white light lamps (e.g. metal halide, fluorescent, LED, incandescent) for all new site development illumination. Do not use low or high-pressure sodium sources.

h. Ensure that the location of lighting supports does not create a pedestrian or vehicular safety hazard.

i. Lighting standards should be relative to use: Roadways, 14' -16' tall, and pedestrian areas, 8'-12' tall.

j. Use shatterproof materials for all lights.

k. Select a fixture style within the same 'family' of standards accepted for specific character areas.

l. Coordinate lighting fixtures assembly with the architecture it serves.

m. Lighting should be full cut-off lighting directed away from residential uses with a brightness of no more than ½ foot-candle at any property line with the exception of vehicular entrances and exits.

Signage

a. Integrate signage into overall design site and building design to insure compatibility

b. Reflect the character of the architecture, site and village without occurring at the expense of individual expression

c. Reduce and avoid visual clutter

d. Sign lighting shall be used judiciously and specifically to illuminate necessary information

e. Illuminate only the sign surface to avoid light spill onto adjacent property

f. Screen any external lighting from view by passers-by

g. Balance signage illumination with surrounding light levels

h. Neon or marque signs are prohibited

i. Halo backlit signs are shall be considered, but illuminated panels are prohibited

Street Amenities and Furnishings

It is the intention of these design guidelines to promote reinforcement of the waterfront character, wayfinding and pedestrian interaction.

a. Consider incorporating passive outdoor seating and gathering areas

b. Pedestrian scale sidewalk lighting

c. Benches within public open spaces

Awnings

Awnings are architectural elements and should complement the architecture of a facade.

a. Awnings should be designed so as not to become wind-borne debris and should be detachable, retractable and designed to withstand wind.

b. Awnings should not obscure important architectural details

c. Multiple awnings of a single building shall be consistent in size, profile and locations. On multi- tenant buildings awnings can vary in color and detail but shall be located at the same height and have similar profile

Exterior Infrastructure (i.e. mechanical, electrical, telecommunications, satellite, solar)

It is the intention of these Design Guidelines to locate utilities away from or screened from public view.

a. Consideration shall be given to provide appropriate screening of views from adjacent properties or along public rights-of-way.

b. Appropriate sound mitigation measures including screen and insulated walls, and plantings, shall be adopted to maintain acoustical comfort on adjacent properties or within public rights-of-way. Acoustical mitigation control shall be designed by appropriate professional specializing in acoustics and ensuring appropriate decibel and vibration levels are within comfortable level for surrounding and adjacent environment.

c. When exterior infrastructure requires specific orientation make effort to explore locations in conformance with requirements that are shielded from public rights-of-way.

d. In renovations, re-use and additions, all unused transformers, meters, wires and utility connections shall be removed.

Public Art

Public art should be strategically placed throughout Mago Point to provide unique identity to different areas.

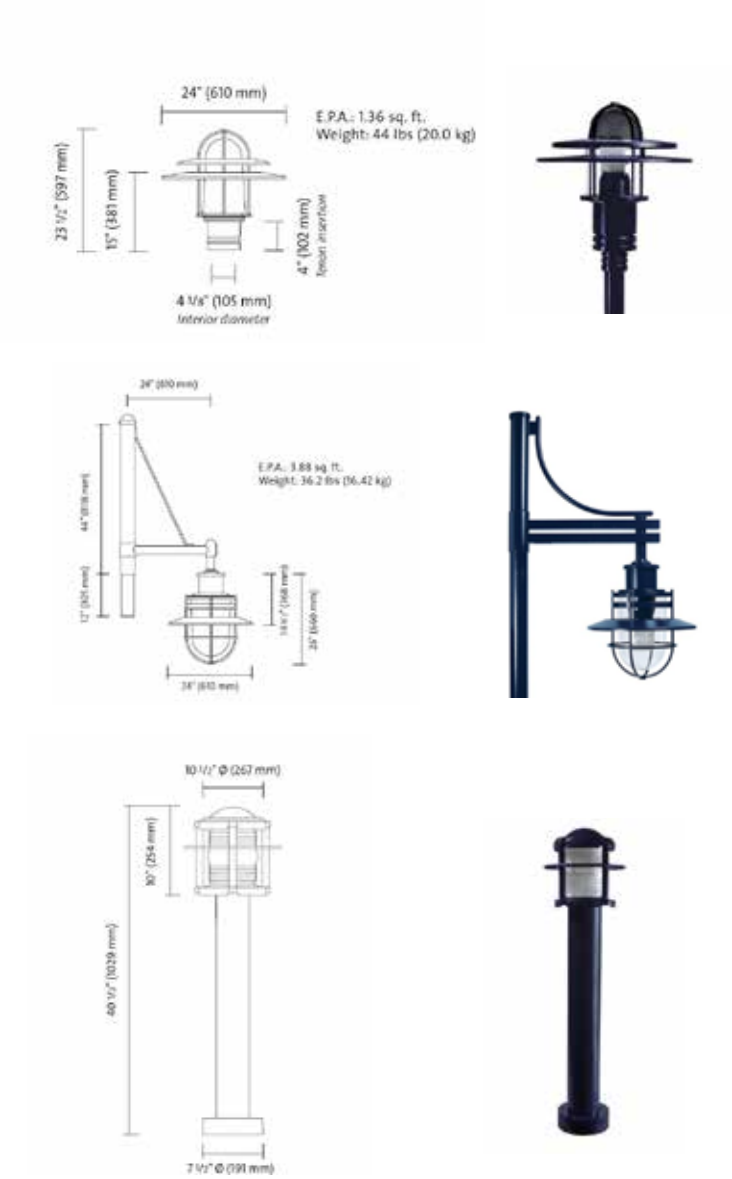
3.9.1 - Other Design Elements - Signs

Appropriate Gateway Sign Example

Appropriate Flat, Freestanding, Blade, Window, Banner and Awning Sign Examples

3.9.2 - Other Design Elements - Site Lighting

Standard lightpoles
Lumec Candela



3.9.3 - Other Design Elements - Site Amenities

Trash Receptacles
Waste receptacles should be located in conjunction with pedestrian seating areas, building entrances, public spaces and other areas where trash accumulation may occur.

Examples of appropriate trash receptacles for Mago Point

Bike Storage
Bicycle racks should be provided throughout Mago Point to promote a more bicycle and pedestrian-friendly environment. Bike racks should be located adjacent to building entrances and within parking lots.

Examples of Appropriate Bike racks for Mago Point

3.9.3 - Other Design Elements - Site Amenities

Planters
Planters will add additional interest and verticality to the streetscape. Many sizes and styles of planters are commercially available, in various light-weight materials such as resin and fiber stone as well as more traditional planter types such as ceramic and architectural cast stone.

An advantage to planters is they can be removed in the winter to ease snow removal operations, and they allow beautification in areas where ground excavation is not possible. Identifying an entity responsible for planting, care and maintenance should occur prior to the placement of any planters.

Examples of Appropriate Planters for Mago Point

Benches
Pedestrian seating should be provided throughout Mago Point for resting and gathering spaces. Locations for benches should not obstruct circulation or views. Benches should be incorporated into greens and public spaces, adjacent to walkways and at drop-off areas.

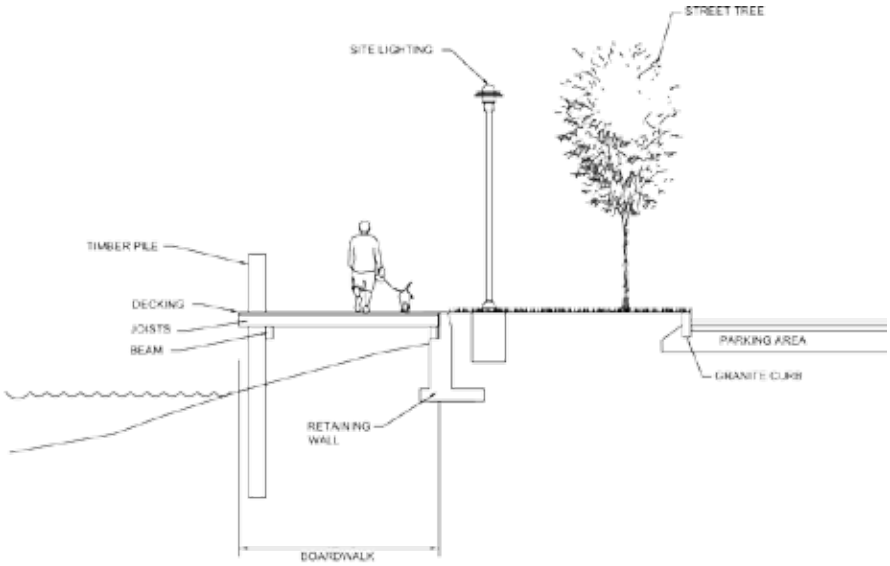
Examples of Appropriate Benches for Mago Point

3.9.4 - Other Design Elements - Public Art

Examples of Appropriate Public Art

3.9.5 - Other Design Elements - Boardwalks

Boardwalks should be accessible from multiple points and connect access to commercial and residential areas. The boardwalk will have a variable width due to varied site constraints but should strive to provide ample room for multiple pedestrians to walk comfortably in two directions with intermittent seating.
In areas where providing a continuous boardwalk is not feasible a “Boardwalk “ stamped and colored concrete should be utilized to connect other boardwalk segments.



Boardwalk - Typical Section

Example of stamped and colored “Boardwalk “ concrete

Example of bird watching boardwalk

PART IV - REFERENCE MATERIALS

4.1 - Identification of Building Components

WATERFORD PLANNING
AND ZONING COMMISSION

MAGO POINT
DESIGN GUIDELINES
WATERFORD,CT