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## Cohousing and the Greater Community: Re-establishing Identity in Taunton's Weir Village

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# Cohousing and the Greater Community

Re-establishing Identity in Taunton's Weir Village





**Cohousing and the Greater Community**  
**Re-establishing Identity in Taunton's Weir Village**  
Andrew Kremzier  
Master of Architecture  
School of Architecture, Art, and Historic Preservation  
Roger Williams University  
12/18/2012





# Cohousing and the Greater Community

Re-establishing Identity in Taunton's Weir Village

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For my family  
Thanks for all the support



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This proposal seeks to bring new life to the former industrial district of the post-industrial city. Existing in a society based on services and technologies, these villages must either adapt to meet the needs of business or serve another purpose within the community. The project for the Weir Village falls into the latter category, as its aim will be to create a cohousing community within Taunton. The new development will strengthen the character of the village and be able to affect the community beyond the site's physical boundaries. It will create affordable alternatives to housing for those who do not fit into the traditional family. Besides the public functions of the cohousing, such as the common house, the development will also have public amenities that the new community can share with the preexisting one. The design will also be influenced by the ideas of New Urbanism and Transit Oriented Development. A shuttle will connect the project to train stations within Taunton that link the city to Boston and other cities in southeastern Massachusetts.

## ABSTRACT







**FRAMEWORK**





*Weir Village, Taunton, Mass.*



View up West Water Street, early 1900s vs. Modern day

## Problem Statement

The American Dream no longer represents the majority of the American population. Long gone are the days of single family homes with white picket fences and two cars for every house. There is an ever increasing number of non-traditional homes. Homes with single parents, childless couples, and elderly couples who do not wish to stay in a large house or move to elderly housing. The housing situation in America needs some serious updating.

The American Dream also creates the problem of **sprawl**. Not only does this have negative effects on transportation, which produces vast amounts of carbon emissions, but it also **separates** people from their neighbors, thus deteriorating the community. The greater the distance between us and our neighbors, the less we feel the need to become involved with them. We become **isolated**, living in cells with no connection to our surroundings.

Historical Image courtesy of the Old Colony Historical Society, Taunton, MA



Cities that rose to prominence during the Industrial Revolution face many challenges in adapting to post-industrial society. Districts that once served as powerful economic forces within these cities now struggle to find suitable functions. These areas are characterized by old mills and factories that are either **abandoned** or house businesses that do not serve the community. Although these industrial regions receive strong recognition within the city, they often **lack an identity** that citizens can connect to. These monuments to past prosperity need to be updated to meet the current needs of the American city and people. The strongest opposition to new development within a town is **nostalgia**. Humans seek comfort in familiarity, even if it does not serve them well.

**Transportation** is becoming an ever growing concern for the contemporary city. Besides the often stated negative affects the personal automobile has on the environment, there are also many negative side effects on the urban fabric. An increase in the number of vehicles creates more congestion and the need for new roads. This often results in urban landscapes that favor the vehicle over the pedestrian.



Bacon Felt Company Building





An old mill building in the Weir that was recently converted into housing. The building also houses a fitness center as well as The Neighborhood Corporation.

An image of the Weir from the early 1900s, showing a much denser fabric that involved the community.



## Project Statement

In order for a place to convey a strong sense of **community**, there must exist a dense urban fabric that encourages interaction between neighbors. Sprawl not only affects the environment and economy, it also discourages interpersonal relationships. The further we are from our neighbors, the less likely we are to become involved with them. **Density** not only encourages neighborliness, it also increases the safety of the area.

This project seeks to reestablish the identity of the Weir as a distinct area of the city as well as link to the future rail line. First and foremost, the inclusion of cohousing will reenergize the area's sense of community as well as provide new housing types for those who do not fit the traditional household. While the cohousing development will have the common house to call its own, the new community will mesh with the preexisting one through the use of **shared public spaces**.

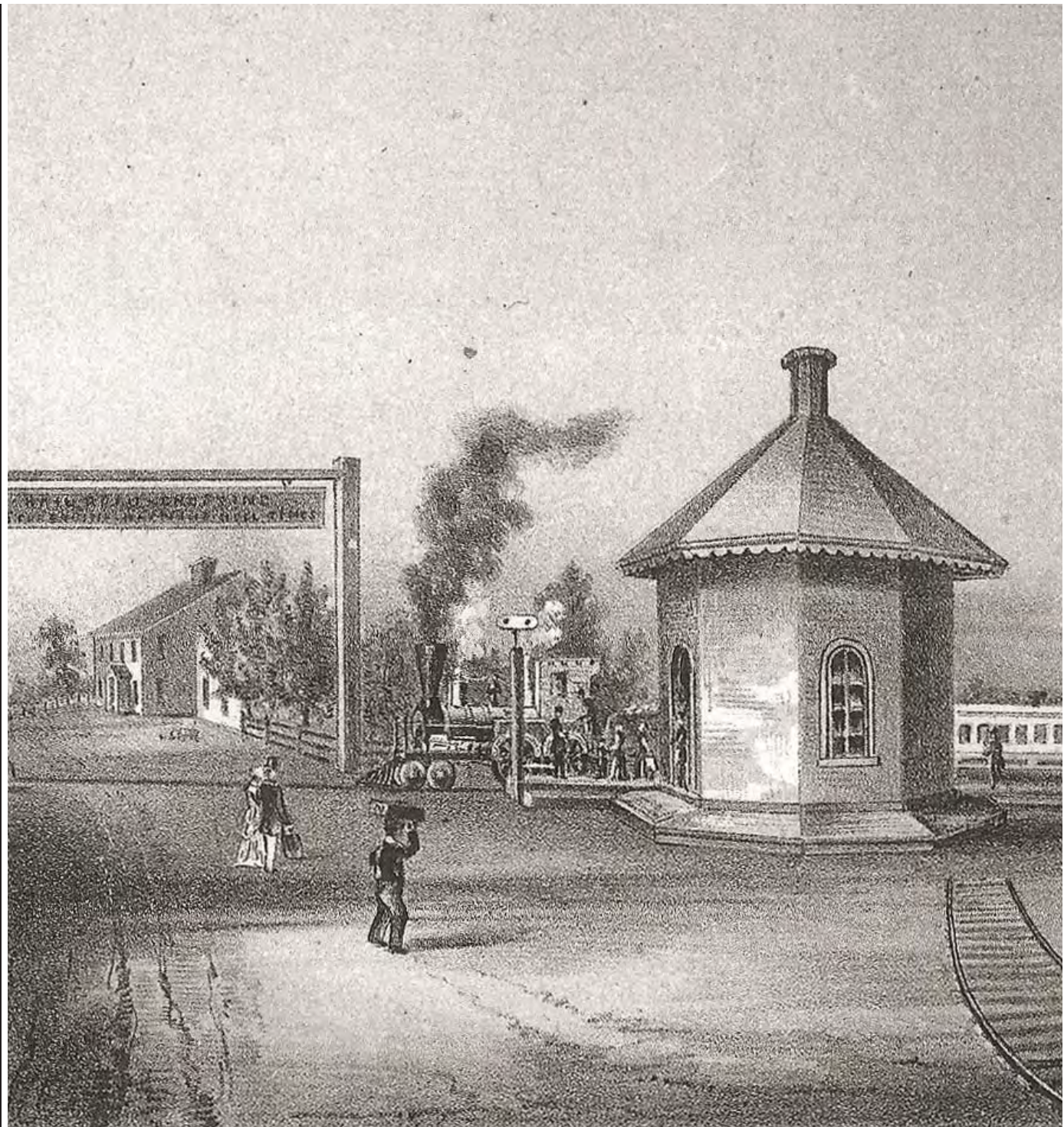
Historical Image courtesy of the Old Colony Historical Society, Taunton, MA



The Weir provides the perfect setting for such a project. The area is already highly recognized within the city, but the industrial district is all but abandoned. The area has recently been rezoned in order allow for mixed use development. Taunton's Office of Economic and Community Development has already suggested that the old F.B. Rogers building be converted into housing. A private developer is also planning to turn one of the factories in the area into lofts. Through **rehabilitation and reuse**, these old factory buildings can be converted into new, **mixed-use developments** without disturbing the existing characteristics of the area. By adapting former landmarks in the area into new functions, citizens can see traces of the past in the contemporary city.

**Transportation** will also play an important role in the area's future development. Cohousing often relies on public transportation or carpooling. A new shuttle route will link the community to other major points in the city as well as connecting to the proposed rail line stops in town, linking the Taunton to other cities in southeastern Massachusetts. This will allow the residents to be able to easily commute to Boston while living in a more suburban area with more affordable rents.

Image courtesy of the Old Colony Historical Society, Taunton, MA



A sketch of the Station House at the Weir that connected the village to other industries in the area.



## Framework

This project aims to reinvigorate the Weir Village through the redesign of its formal industrial district. In doing so, a new Master Plan must be developed for the area. The city's Office of Economic and Community Development wants the area to lose its industrial feel. To do so, some of the existing buildings must be demolished. The older, more historical buildings, however, have the potential to be repurposed for new uses.

Two existing factories on site will be incorporated into the design. The Bacon Felt Company Building will be turned into shops and offices as well as a small art studio and exhibition space. The F.B. Rogers Building, located on the Taunton River, will be turned into a small museum for the Weir Village.

The parcel of land adjacent to the F.B. Rogers Building will be turned into a park. This will bring an emphasis to the site's relationship to the river in a way that the community can value.

One of the buildings that will be demolished for this design houses a skate park, a dance studio, and a music studio. Because these are recreational activities for children and valued by the community, new buildings will be erected to house these facilities. Additional recreational uses that will be introduced into this area are basketball and tennis courts, a playground, and a gym.

An important part of the design will be the cohousing development. This housing will be a microcosm of the design's ideas. In cohousing, a heavy emphasis is placed on community, and everyone must work together to maintain the facilities. Interaction between neighbors is almost mandatory, and neighbors get to know each other much better than other in other housing types. The form and aesthetics of the housing will draw inspiration from the old industrial buildings on site.

In order to bring more business to the area, commercial functions will be incorporated in the master plan. Retail shops and work spaces will bring customers and revenue to the area.

The site will be linked to a proposed transit line for the city. This rail line will link Taunton to Boston and other cities in southeastern Massachusetts. A shuttle will connect the site to the train stops. Dependency on the automobile will be minimized in the design and public transportation will be encouraged.

The rail line to the west of the site will be developed into a bike path that terminates at Broad Cove in Somerset, about 8 miles south of the site.









**SITE**









The Weir Village, located in Taunton, Massachusetts, lies just south of the city's center. Once a site of prosperous economic development, the area has since lost its prominent status and sense of community. The rich history of the Weir provides an excellent setting to explore urban renewal in a post-industrial city. It is situated between two future train stations that will link Taunton to Boston and other cities in south-eastern Massachusetts.





Bacon Felt Company Building



Former industrial building housing recreational activities



View up Fourth Street



F.B. Rogers Building

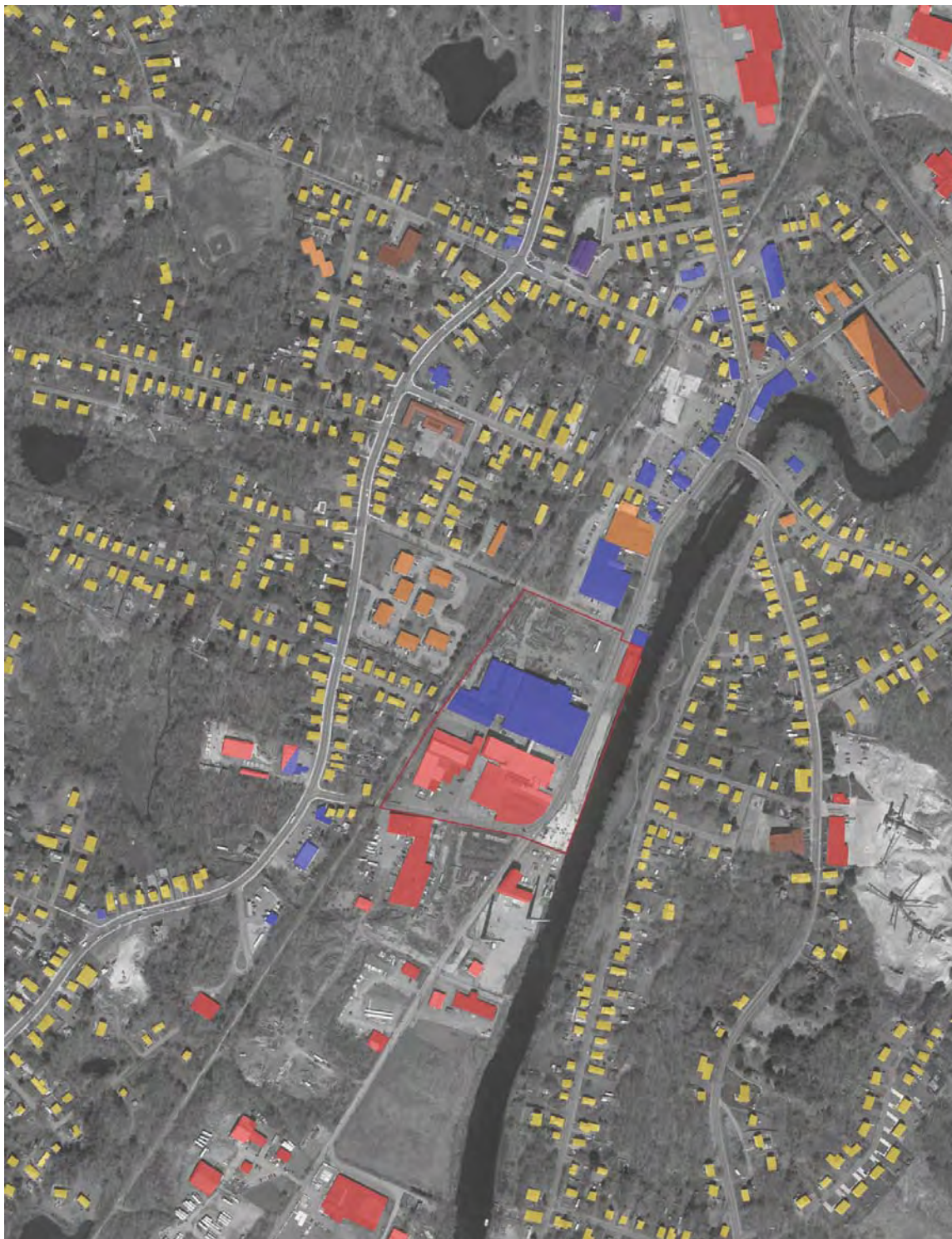




The site reaches as far north as Third Street and extends south to Fifth Street. It reaches across West Water Street, the main artery of the Weir, in order to reach the Taunton River. The western edge of the site is bounded by an unused rail line.













The neighborhoods surrounding the Weir are comprised of mostly single family houses with some schools and churches mixed in. Along West Water Street, there are many commercial and industrial buildings.

#### Land Use

-  Single Family
-  Multi Family
-  Commercial
-  Industrial
-  Religious
-  Institutional

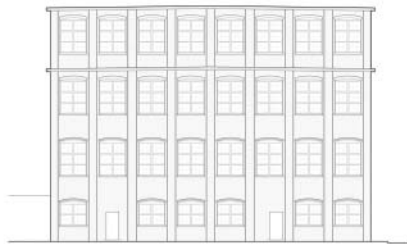




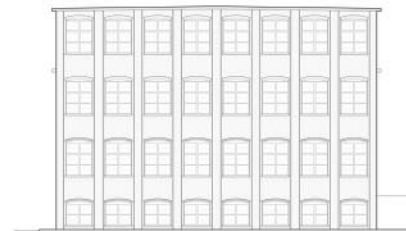




South Elevation



East Elevation

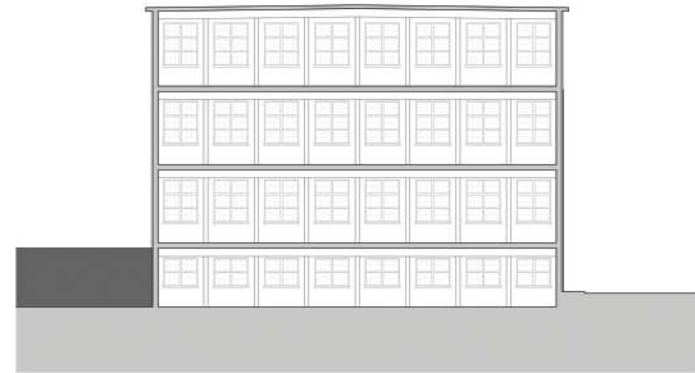


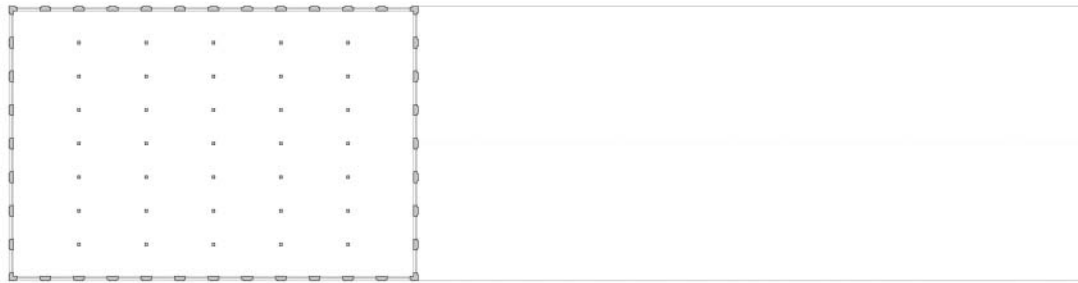
West Elevation



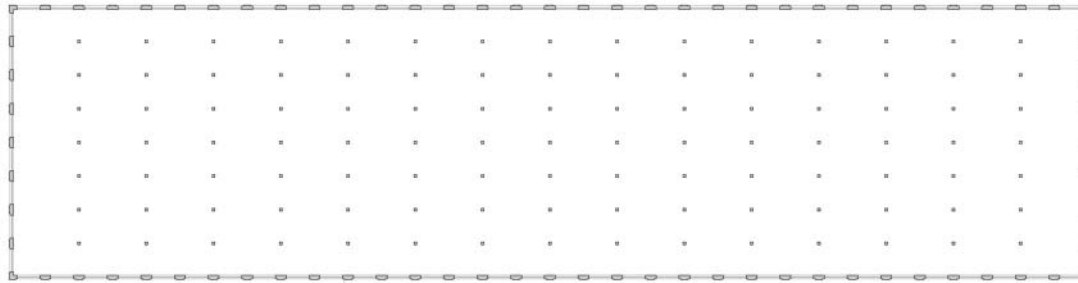
North Elevation

**BACON FELT  
COMPANY**  
73,850 Square Feet

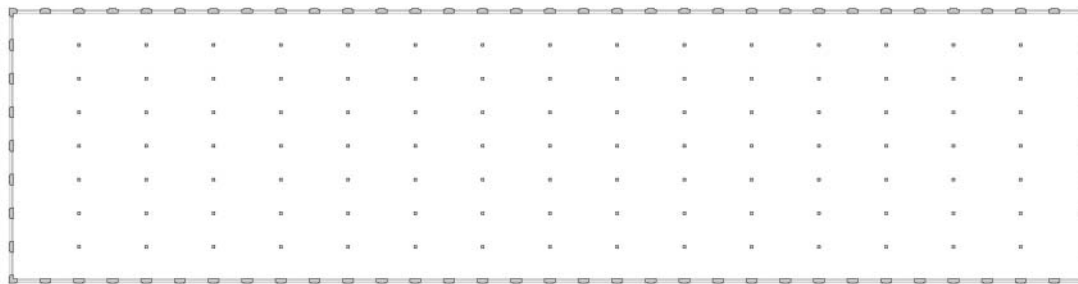




Fourth Floor

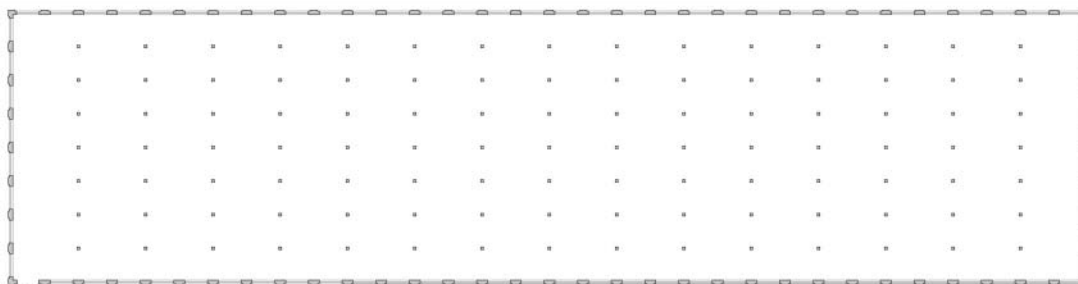


Third Floor



Second Floor

Fourth Street



Ground Floor

West Water Street

The building situated west of West Water Street and south of Fourth Street once housed the Bacon Felt Company. The factory has since been abandoned and bought by a company located in Manhattan. This company hopes to turn the factory into residential lofts.

The plans for future development of both this building and the F.B. Rogers building show that the area is being designed as an area for residential planning.

In this project, the second and third floors of the building will be converted in office space. The fourth floor will become a studio for artists to work and collaborate in, while the ground floor will house an exhibition space and retail spaces.







West Elevation



North Elevation



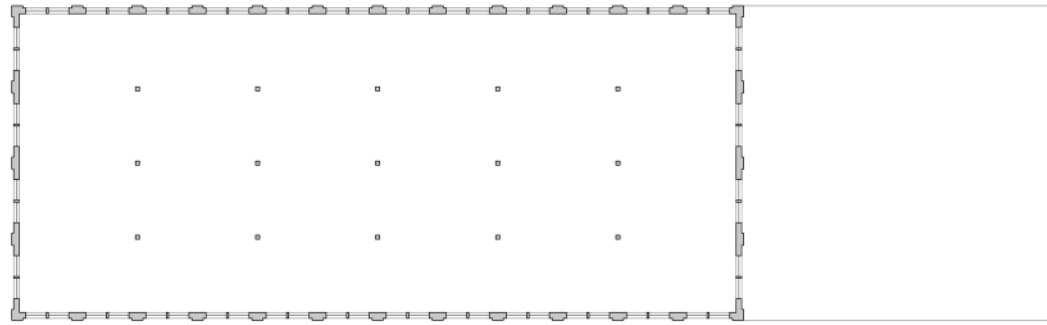
South Elevation



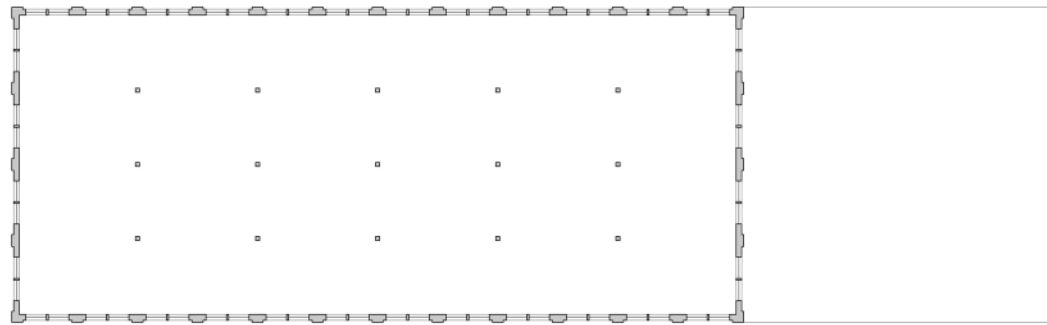
East Elevation

**F.B. ROGERS  
SILVER COMPANY**  
20,300 Square Feet



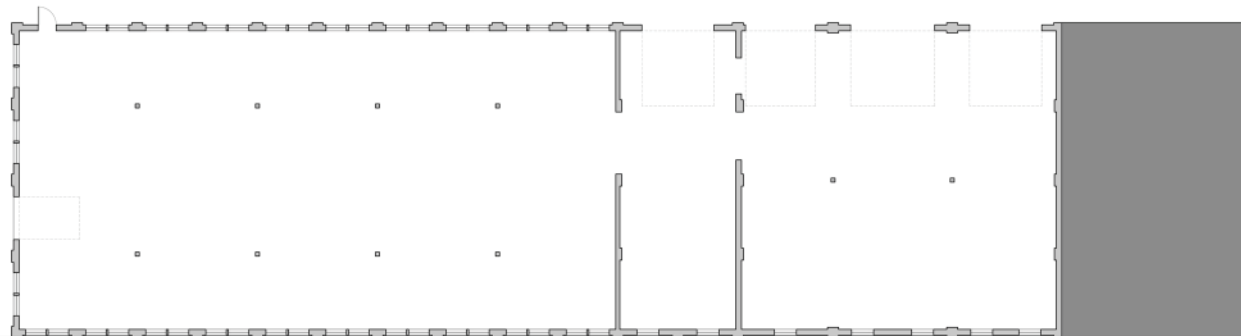


Third Floor Plan



Second Floor Plan

West Water Street



Ground Floor Plan

Taunton River

The building east of West Water Street originally housed the Weir Stove Company and was later used by the F.B. Rogers Silver Company. Most of the complex was torn down in 2009. The remaining portion of the building was used as the foreign goods warehouse.

The property is currently owned by the city of Taunton. The city's Office of Economic and Community Development had sent out a request for proposal but received little feedback. Within the last few years, the area has changed from an industrial zone to mixed use. The city hopes to get rid of the area's industrial feel and create a more community-friendly area.

In their RFP, the city included a design concept they had developed for the building. It included housing with four out of the ten units considered affordable housing. The ground floor was used as a parking garage. The area south of the building where rest of the factory had been torn down is considered a contaminated site, and the city's design had the area converted into a park.

In this project, the building will be converted into a museum space celebrating the history of the Weir Village.





View down the Taunton River



View down the Taunton River



The building during demolition



The building during demolition





Former Factory at corner of West Water and Fifth Street



View up West Water Street

In 2009, most of the F.B. Rogers Silver Company Building was demolished. The city originally planned to keep the building, but due to the toxic nature of silversmith processes, all but the northernmost building was torn down. The land where the rest of the building once stood is now considered a brownfield.

Photos by Marc Belanger

The Weir Village gets its name from the fishing weirs that the native Americans set up in the Taunton River to catch herring. Once the English settles the area, fishing became an important part of the economy. The fish were provided and food source and were also used to fertilize the land. The area became important junction of transportation systems for the city. The Taunton branch railroad had a stop just north of the Weir. Ships would dock in the Taunton river to bring materials to the various mills in the Weir, which included brickmaking, iron, textile, and machinery.

Crocker Brothers & Company

Weir Stove Company

Taunton Iron Works



An 1881 Sanborn Map of the southern Weir Village

Taunton Copper Works

Taunton Iron Works



The same area in 1895





National Silver Company

Glenwood Range Company

Geilich Tanning Company

A Sanborn map of the site in the 1940s

By the end of the 1810's the Weir became Taunton's central river port. Although textiles were the largest industry in the city, the production of cast-iron stoves followed close behind and thrived on the site from the mid-nineteenth century to the mid-twentieth century.<sup>1</sup>

The plot between Third and Fourth streets has held the Taunton Crucible Company, the Taunton Copper Works, the Weir Stove Company, and the National Silver Company.

The area between Fourth and Fifth streets has been home to the Union Stove Lining Company and the Glenwood range Company, the latter of which spanned both plots of the site and occupied the majority of the site in the 1940s.

<sup>1</sup> Hanna, William F. A History of Taunton, Massachusetts.



Major Roads



Weir



I-140



Route 44



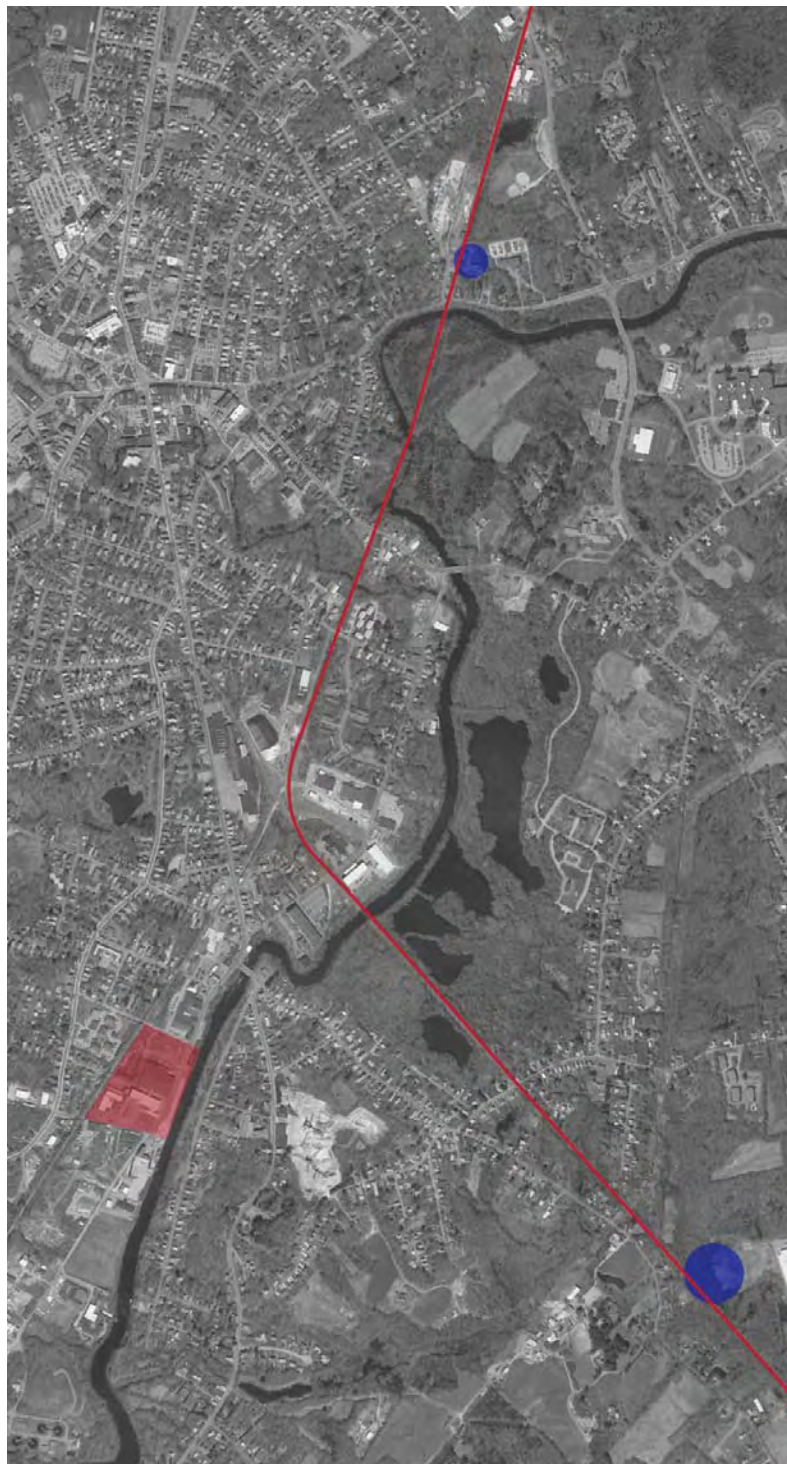
Route 138



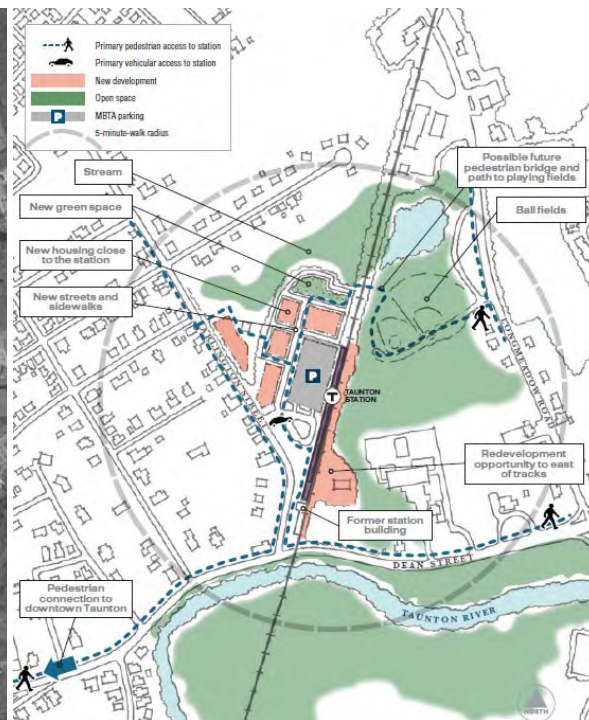
I-24



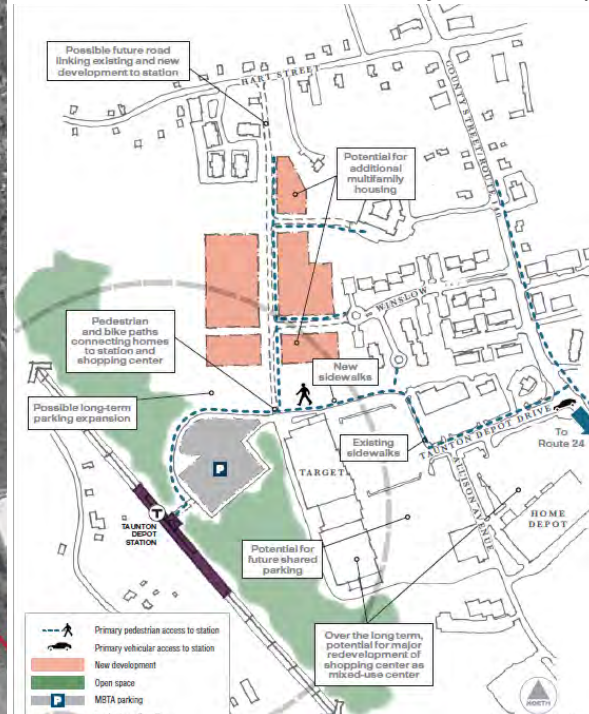




Proposed Rail Line



County Street Rail Stop



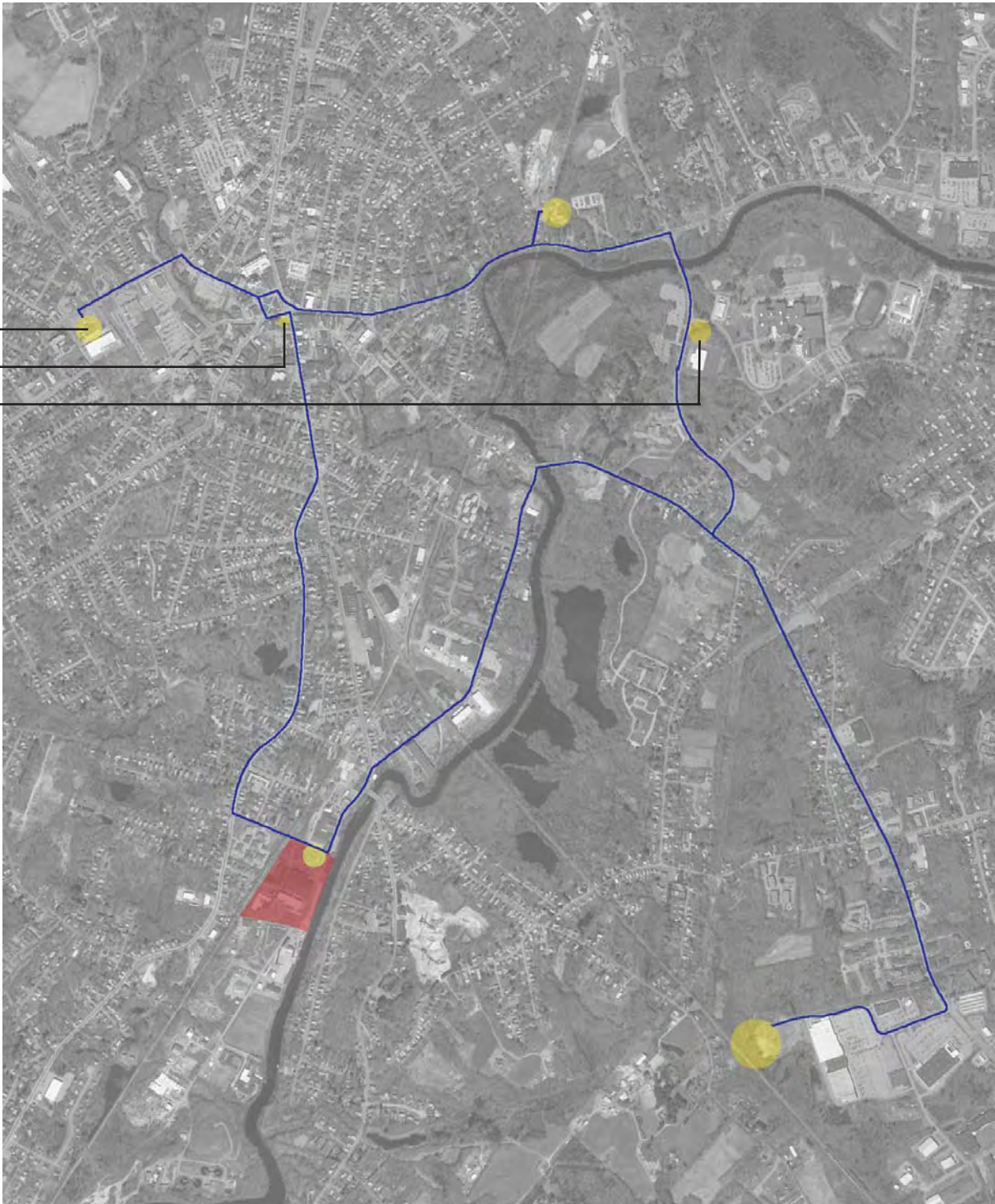
Rail Stop Behind Target

The Weir has become a destination in the city, rather than an area that one wants to inhabit. It is anti-pedestrian, as the vehicle rules the village. It is linked to the downtown center of Taunton by Weir Street, and is close to Route 138, a major traffic route for the city. The intersection of I-24 and I-140 at the outset of Taunton has made it easier for people to leave the city. The proposed south coast rail line would increase the population of the city and allow for easier access to the Weir Village.



In this proposal, a shuttle would connect the new development to the train stations on Dean Street and behind Target. Additional stops would be located at the Greater Attleboro Taunton Regional Transit Authority (GATRA) bus station, downtown Taunton, and Taunton High School.

GATRA Station  
Downtown  
High School



Proposed Shuttle Route





Parks near site

## Parks

The Weir Park runs along the Taunton River across from the site. To the north is Memorial park as well as a baseball field nestled in the residential district.

Future Park





# PROGRAM





	Qty	SF	GSF
<b>Bacon Felt Building</b>			
Artist Studio	3	8,186	24,558
Exhibition Space	1	9,570	9,570
Work Space	3	Varies	25,944
Retail	1	Varies	5,008
		<b>Subtotal</b>	65,080
<b>FB Rogers Building</b>			
Weir History Gallery	1	20,381	20,381
		<b>Subtotal</b>	20,381
<b>Cohousing</b>			
1 Bedroom Unit	18	814	14,652
2 Bedroom Unit	70	1,508	105,560
3 Bedroom Unit	38	2,029	77,102
		<b>Subtotal</b>	197,314
<b>Common House</b>	2		
Entry	1	190	190
Kitchen	1	258	258
Dining	1	3,626	3,626
Daycare	1	689	689
Lounge	1	3,566	3,566
Bathroom	2	124	248
Storage	1	367	367
Laundry	1	120	120
Spare Room	3	325	975
		<b>Subtotal</b>	20,078
<b>Skate Park</b>			
Skate Floor	1	24,856	24,856
Bathroom	2	221	442
Entry+Lockers	1	1,524	1,524
		<b>Subtotal</b>	26,822
<b>Dance Studio</b>			
Performance Space	1	5,275	5,275
Dressing Room	2	328	656
Lounge	1	4,467	4,467
Gym	1	12,500	12,500
Locker Room	2	500	1,000
Class Room	6	2,000	12,000
		<b>Subtotal</b>	35,898
<b>Riverside Park</b>			
Park Space	1	65,000	65,000
		<b>Subtotal</b>	65,000
		<b>Total GSF</b>	430,573

<b>1 Bedroom Unit</b>	SF
Entry	36
Bathroom	67
Living Room	222
Kitchen	275
Bedroom	148
<b>GSF</b>	<b>814</b>

<b>2 Bedroom Unit</b>	SF
Entry	55
Half Bath	37
Living Room	186
Kitchen	193
Office	121
Full Bath	53
Bedroom 1	155
Bedroom 2	148
Terrace	157
<b>GSF</b>	<b>1508</b>

<b>3 Bedroom Unit</b>	SF
Entry	55
Half Bath	37
Living Room	186
Kitchen	193
Office	121
Full Bath	53
Bedroom 1	155
Bedroom 2	148
Bedroom 3	143
Den	137
Terrace	361
<b>GSF</b>	<b>2029</b>





**PRECEDENTS**









Common House

## **TRUDESUND**

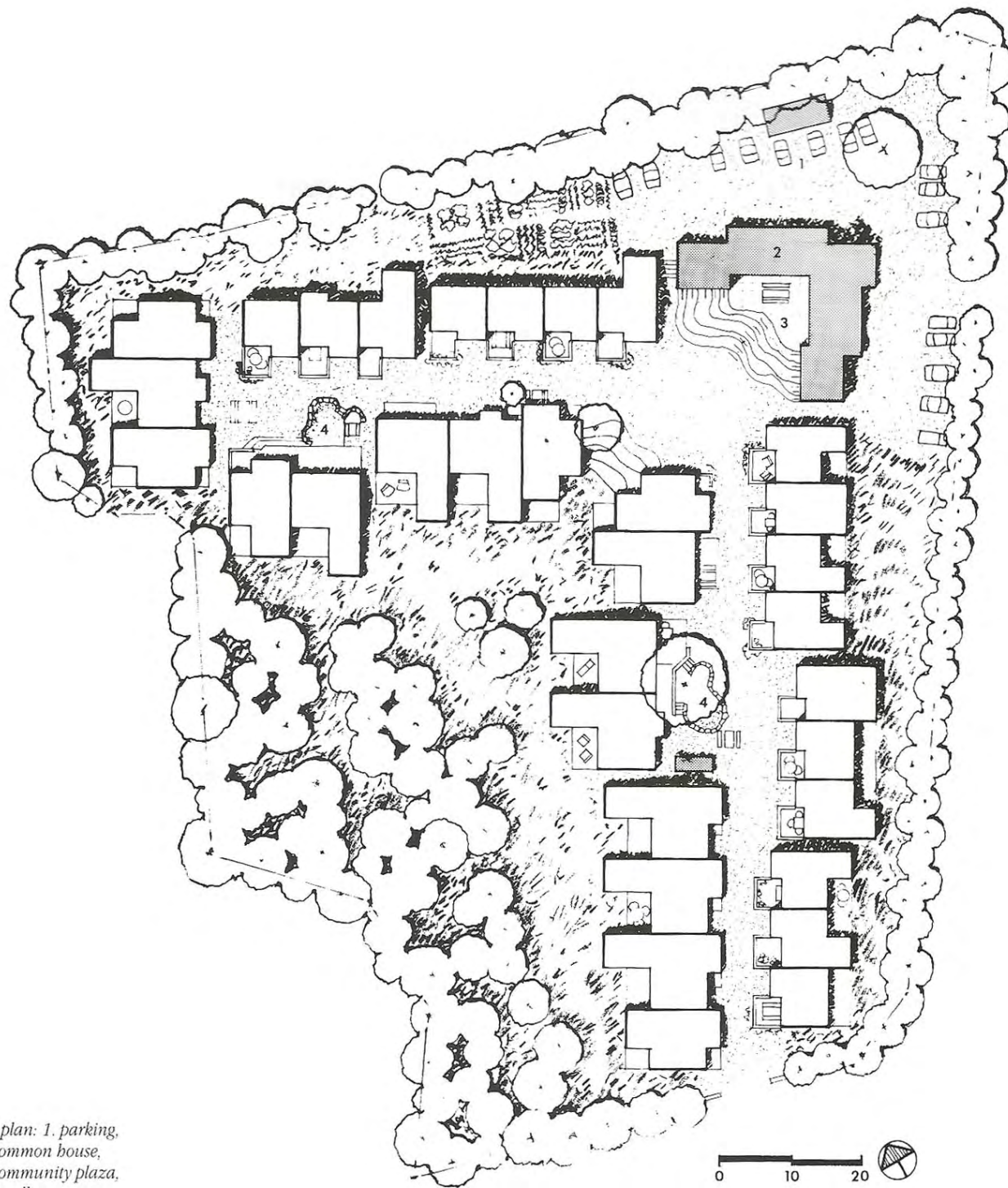
Location: Birkerød, Denmark

Units: 33

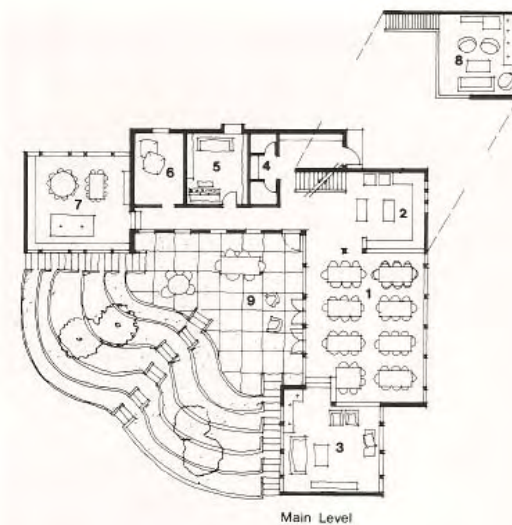
Architect: Vandkunsten

Date: 1981

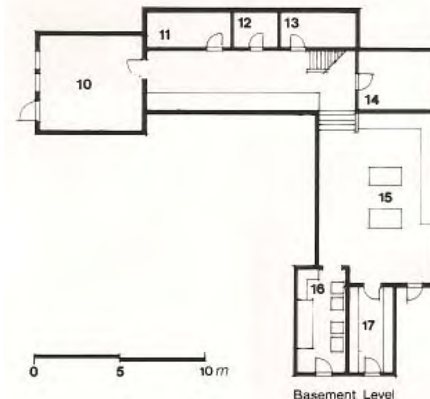




Site plan: 1. parking,  
2. common house,  
3. community plaza,  
4. sandbox.

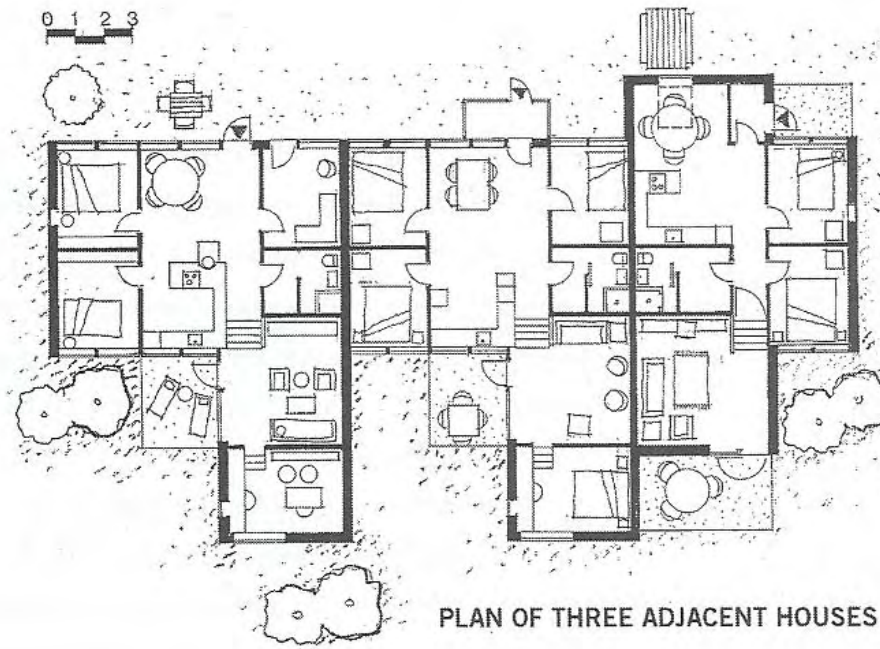
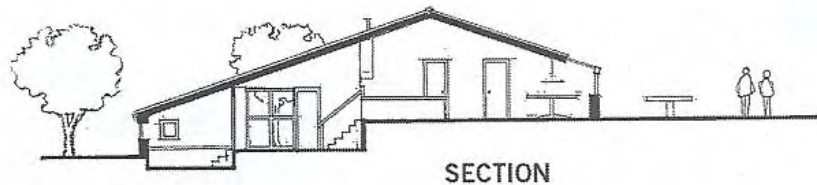
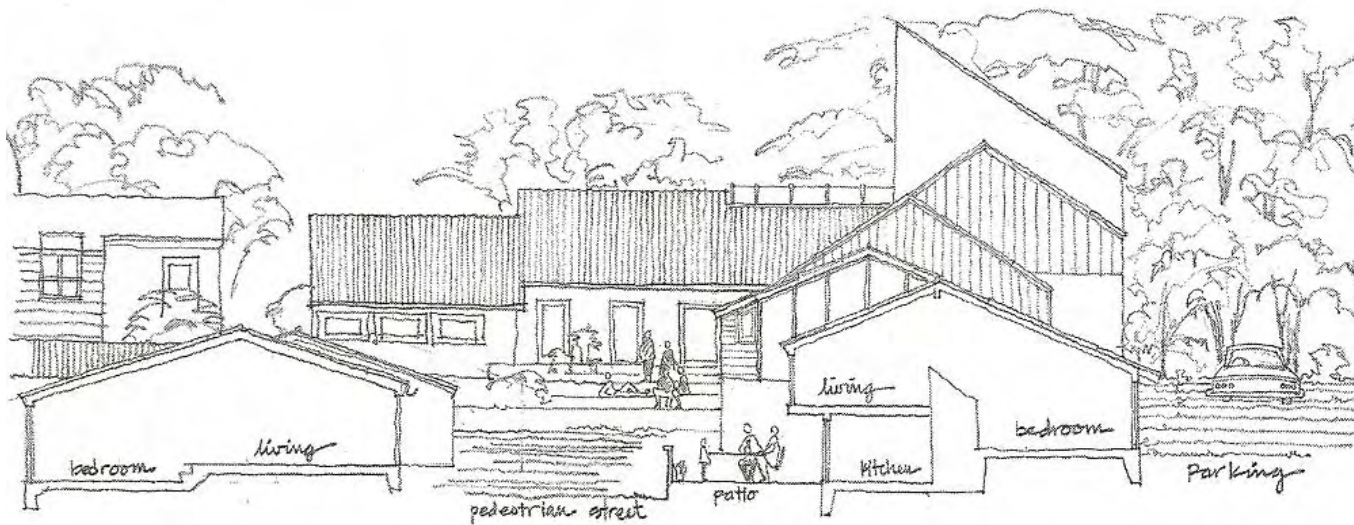


Main Level



Basement Level

Common house floor plans: 1. dining room, 2. kitchen, 3. TV room, 4. bathrooms, 5. guest room, 6. children's pillow room, 7. children's room, 8. library, 9. terrace, 10. teen room, 11. storage, 12. photography darkroom, 13. freezer, 14. furnace, 15. workshop, 16. laundry, 17. store.



This cohousing project is designed as two pedestrian streets lined by residences that meet at a common house. Parking is at the edge of the site close to the common house. The eastern edge of the site has been left in its natural state. The group initially wanted four basic unit designs, but individual preferences resulted in variations, driving up overall costs.

Early meetings for the design decisions brought the residents together early on in the process. By having these meetings, they could ensure that the design would meet everyone's needs. Every adult participates in at least one interest group, which coordinate and maintain all community activities. Besides sharing space common to all residents, some members share cars, boats, and even a vacation house between a few households.<sup>2</sup>

<sup>2</sup> McCamant, Kathryn and Charles Durrett. *Creating Cohousing: Building Sustainable Communities*. pp. 51-58.









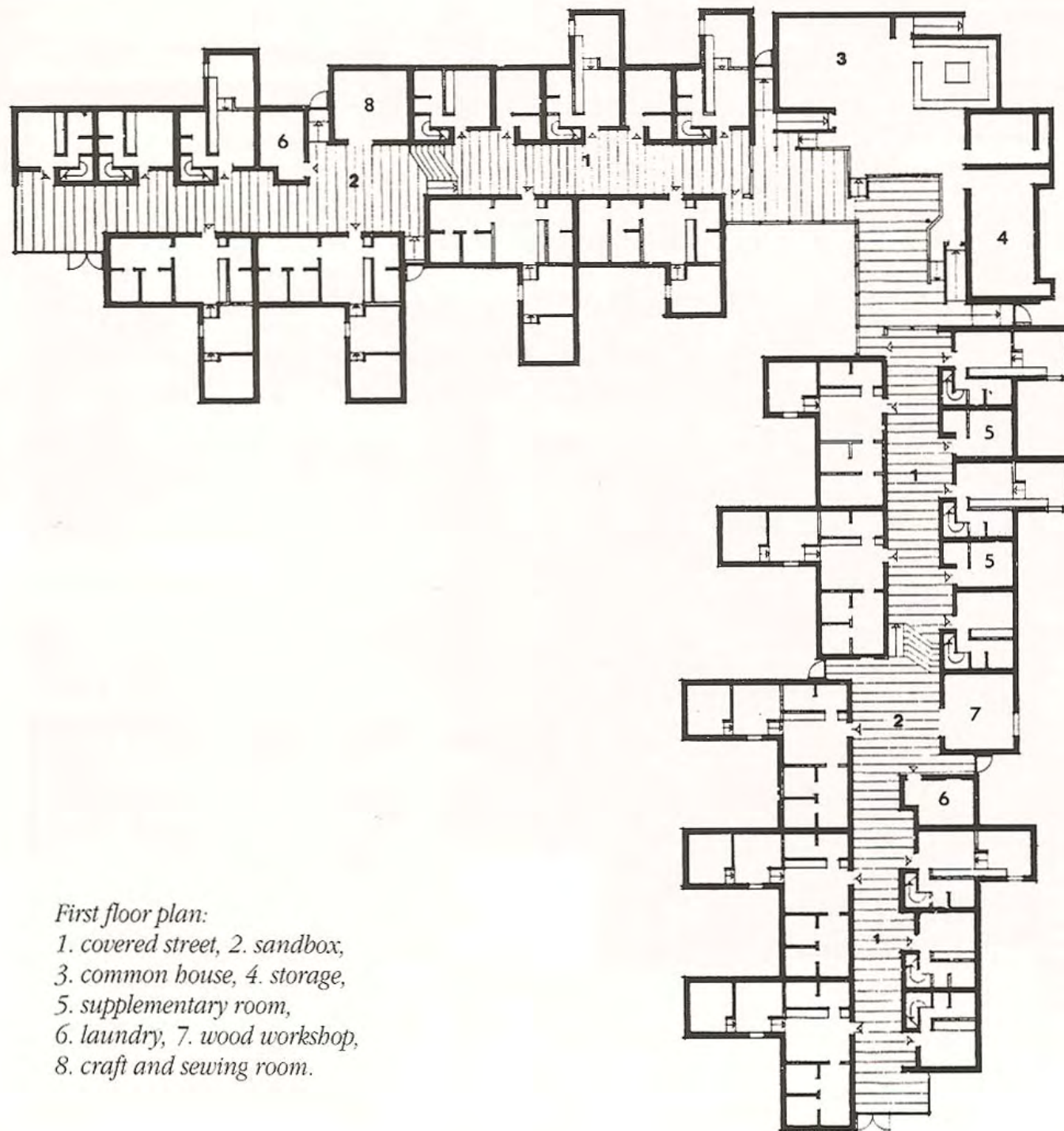
## **JYSTRUP SAVVAERK ET**

Location: Jystrup, Denmark

Units: 21

Architect: Vandkunsten

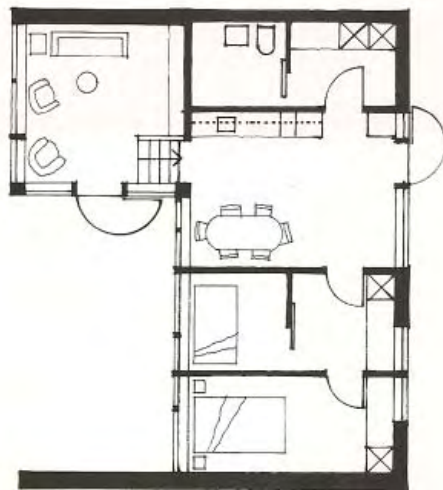
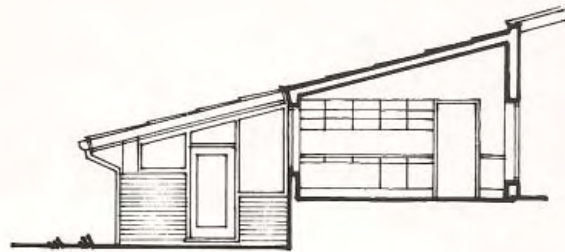
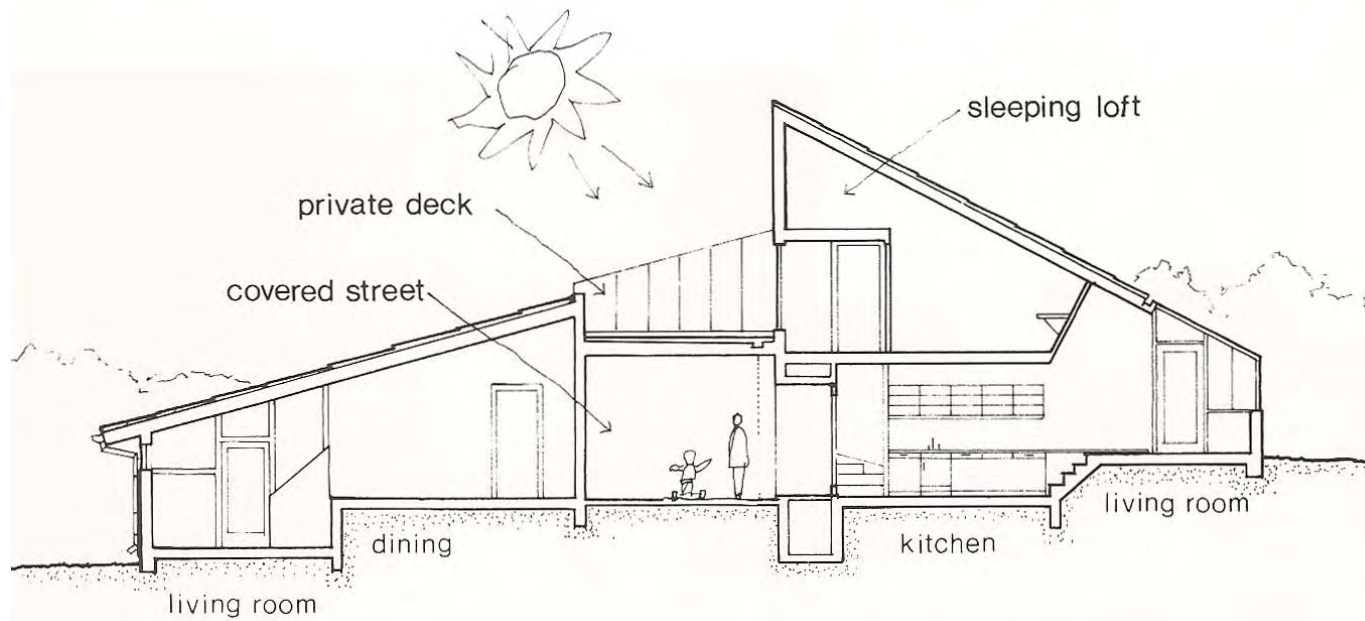
Date: 1984



*First floor plan:*

- 1. covered street, 2. sandbox,*
- 3. common house, 4. storage,*
- 5. supplementary room,*
- 6. laundry, 7. wood workshop,*
- 8. craft and sewing room.*





Unit Layout



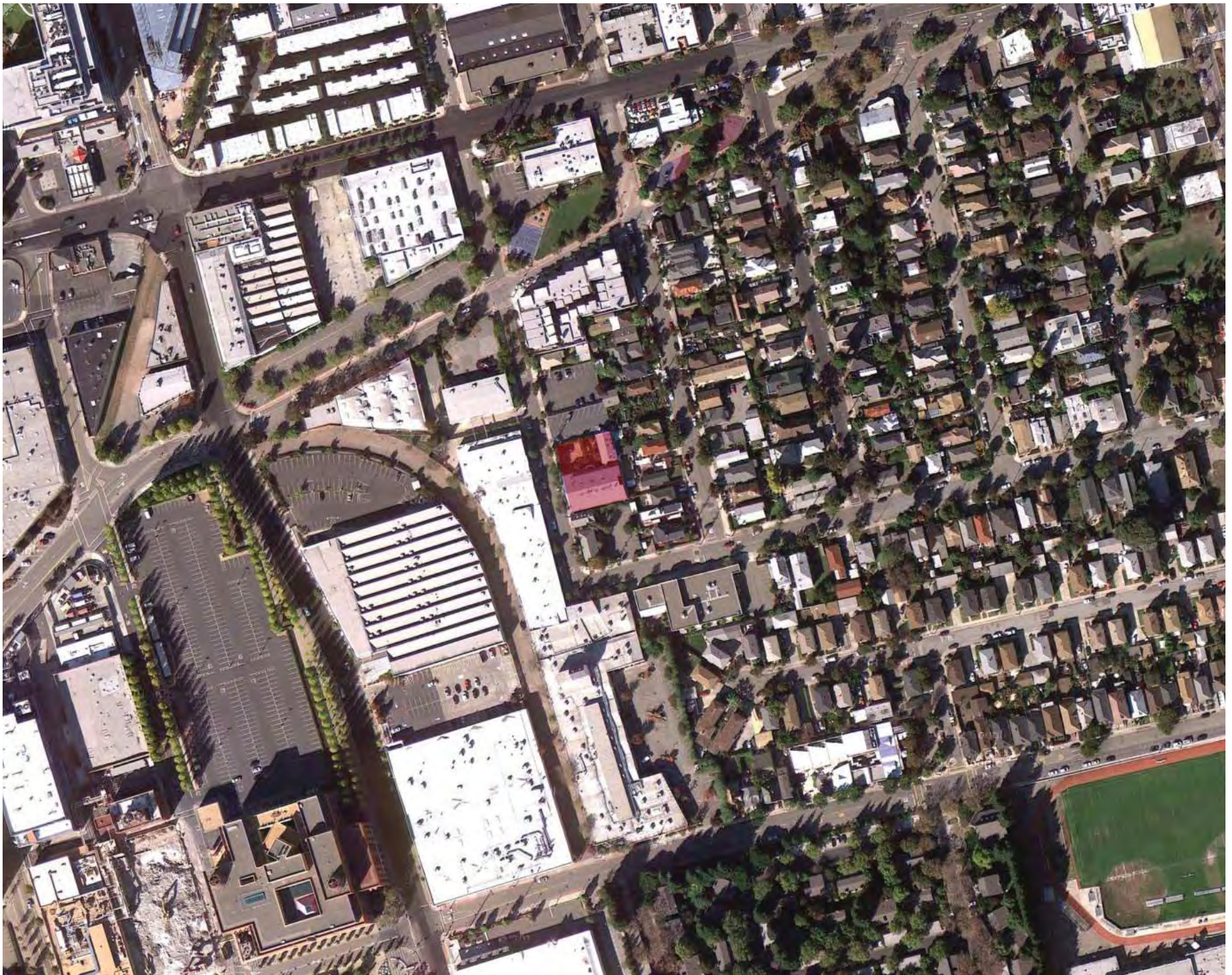
Entrance to Unit and Covered Street

Jystrup Savvaerk Et has a design very similar to that of Trudeslund. Here, however, the residential units are closer together and the space between them becomes a covered street. This street acts as an extension of the common house, where community members can gather together for activities.

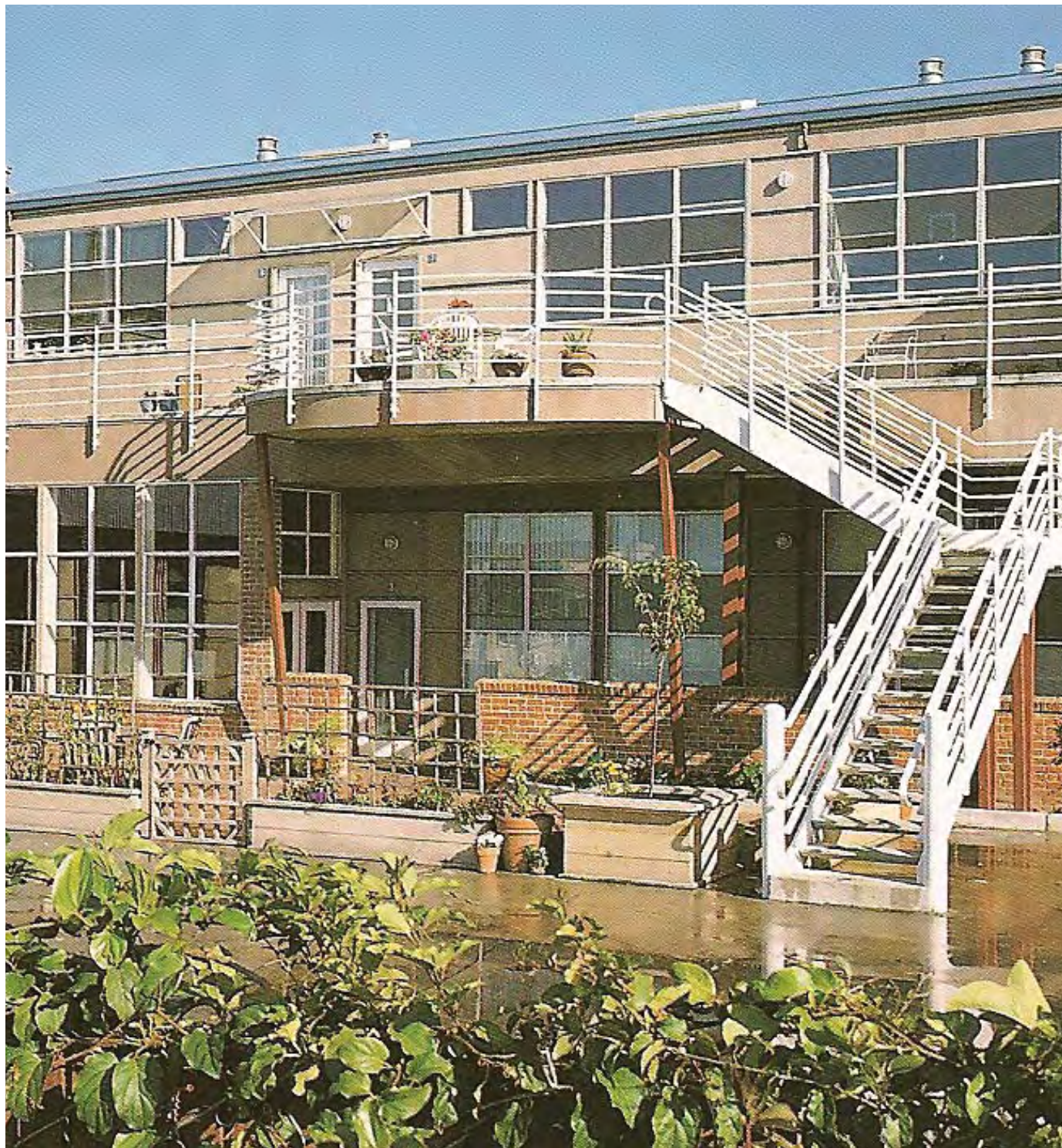
Two-story units run along the outer edge of the design, with one-story units lining the other side. Residents chose to minimize private dwellings in order to maximize the common spaces. Each wing of the design has two “supplementary” rooms with their own bathrooms. These rooms can be used as offices or bedrooms when one needs to escape the somewhat cramped units.<sup>3</sup>

<sup>3</sup> McCamant, Kathryn and Charles Durrett. *Creating Cohousing: Building Sustainable Communities*. pp. 77-82.









## **DOYLE STREET COHOUSING**

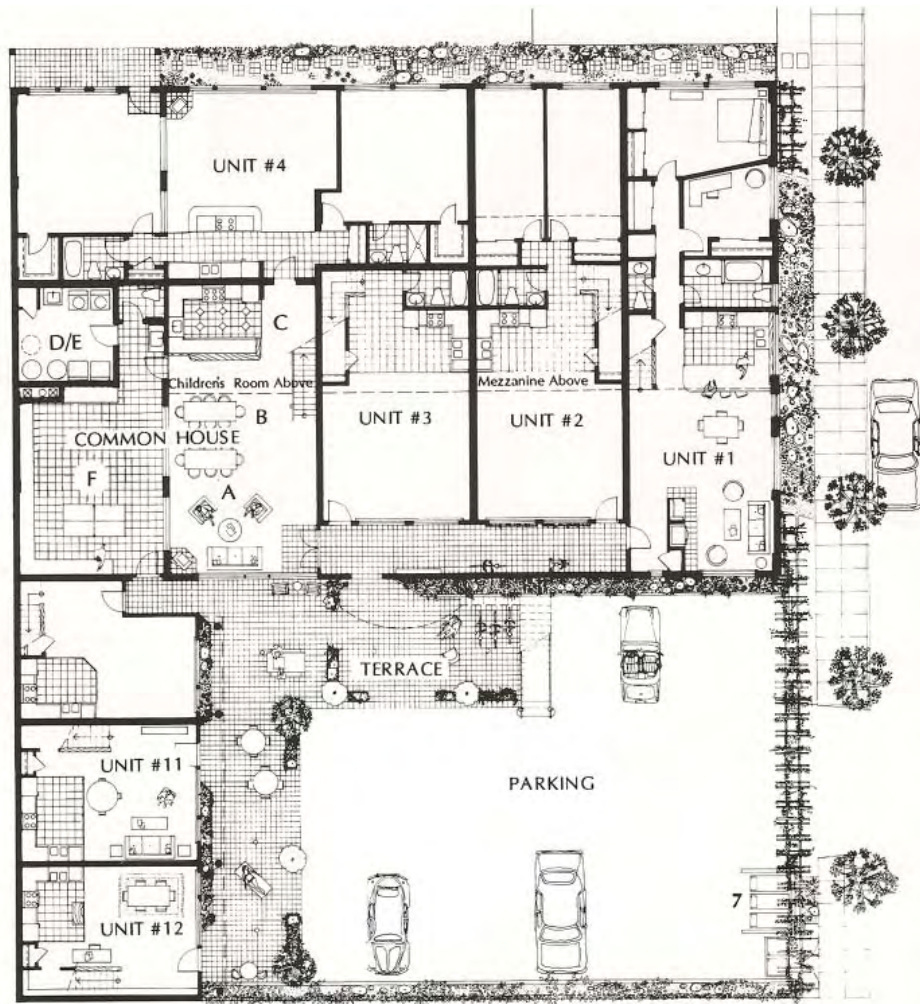
Location: Emeryville, California

Units: 12

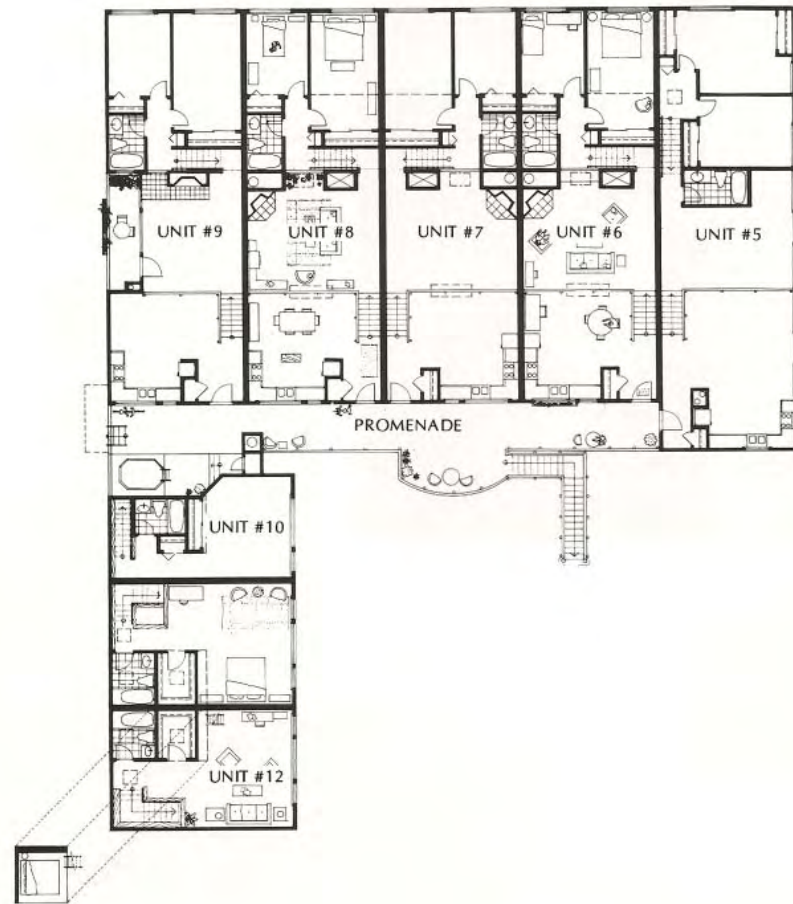
Architect: McCamant & Durrett

Date: 1992



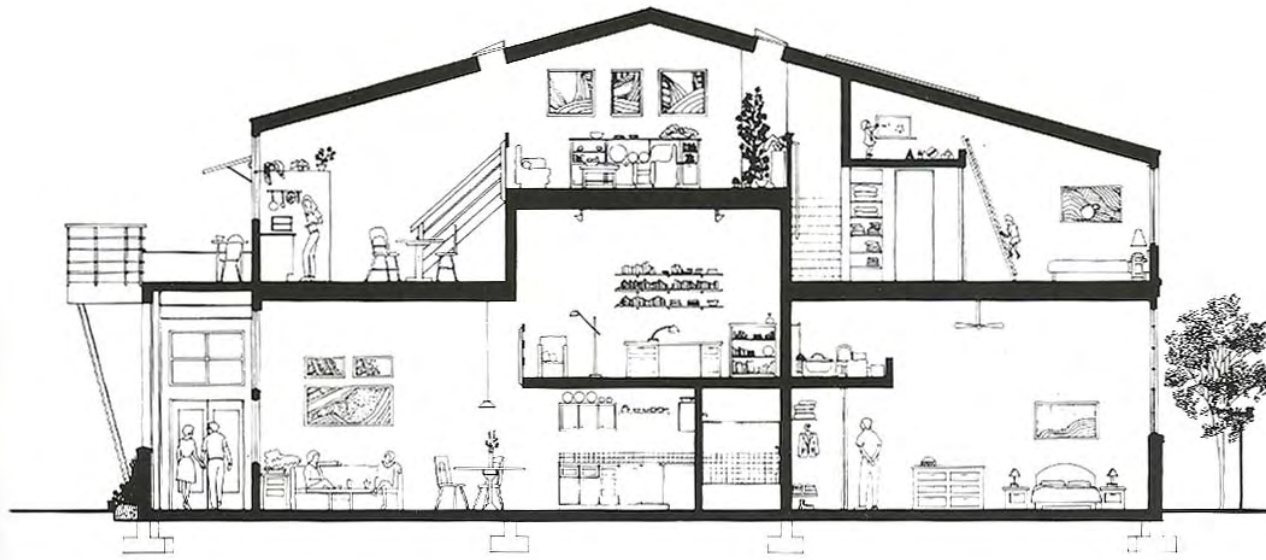


Ground Floor Plan



Second Floor Plan





An old factory building in Emeryville, California has been repurposed to create cohousing. The warehouse was gutted and a second story was built, allowing the architects to design twelve units ranging in size from 780 to 1,600 square feet. The architects took advantage of the high ceilings by placing a loft in every bedroom. Each unit has a patio landscaped by the residents to add greenery to the urban environment. The cohousing is only a few blocks away from a city park and community garden.



The residents saw the project as a practical living environment for their busy lives and a way to ease isolation in the city. The House Rules are important in making sure the members of the community participate in group activities and show commitment to the community and respect for each other.<sup>4</sup>

<sup>4</sup> McCamant, Kathryn and Charles Durrett. Cohousing: A Contemporary Approach to Housing Ourselves. pp. 217-227.

Interior view of one of the units









## **SARGFABRIK**

Location: Vienna, Austria  
Architect: BKK-3  
Date: 1996





Courtyard





Smokestack from former building



Swimming Pool under Courtyard

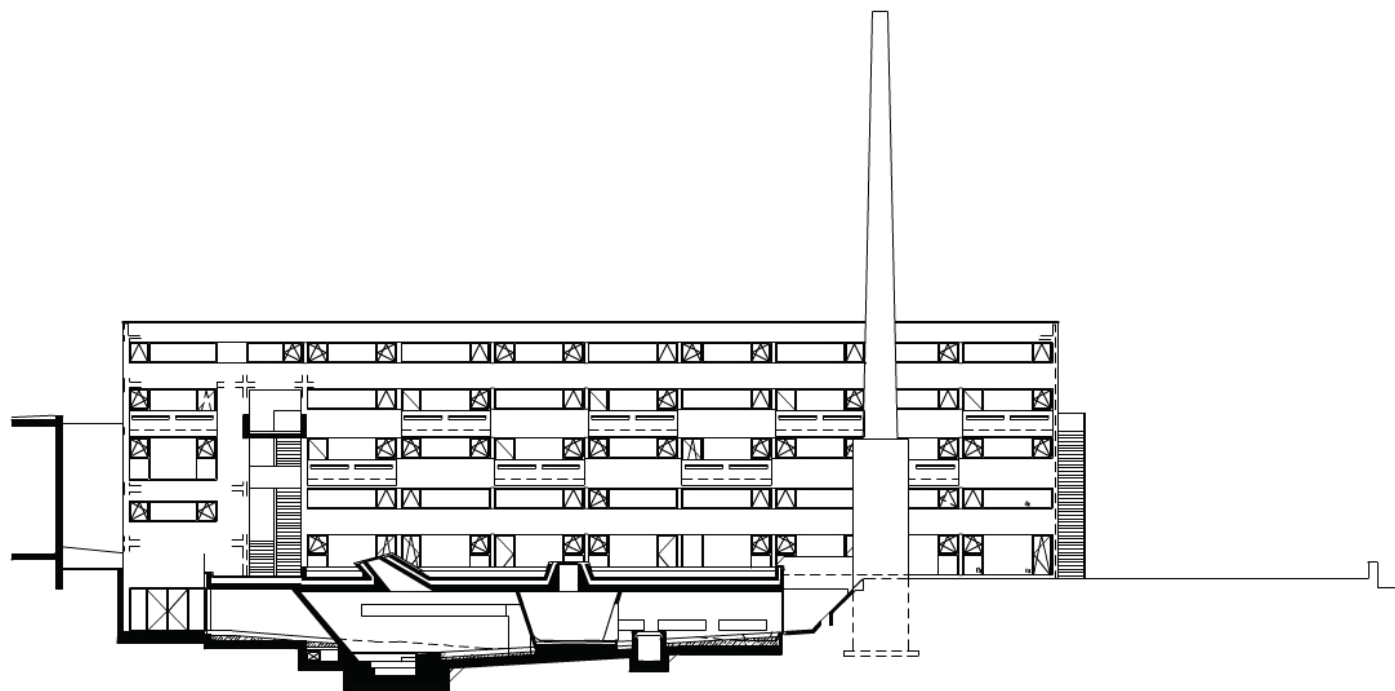
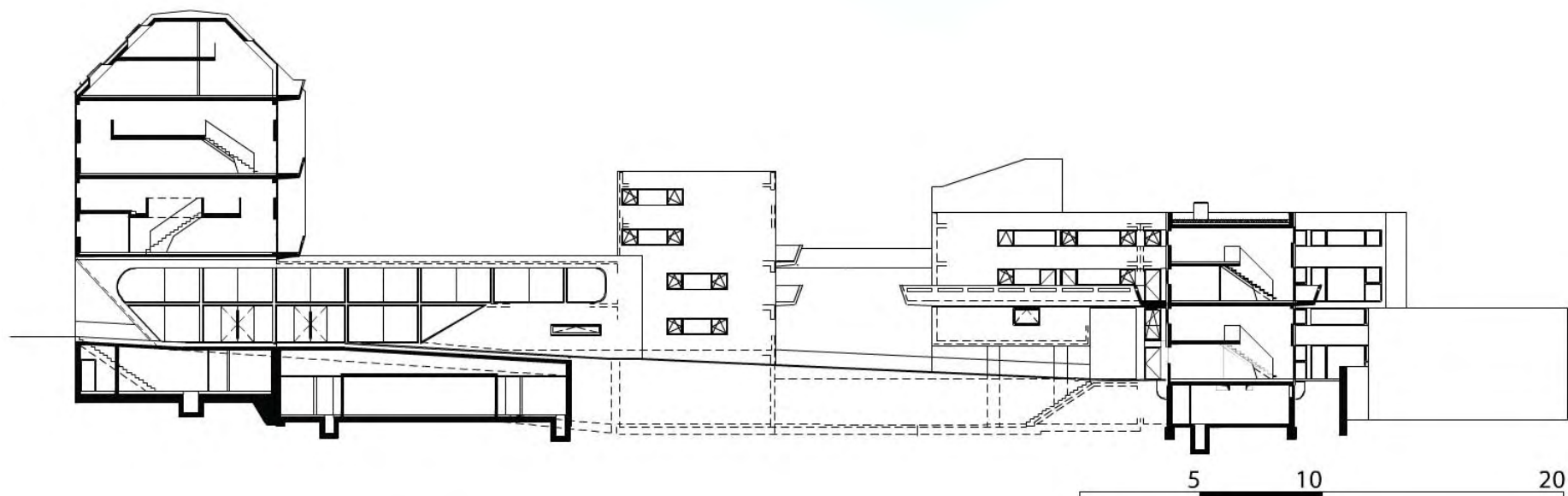


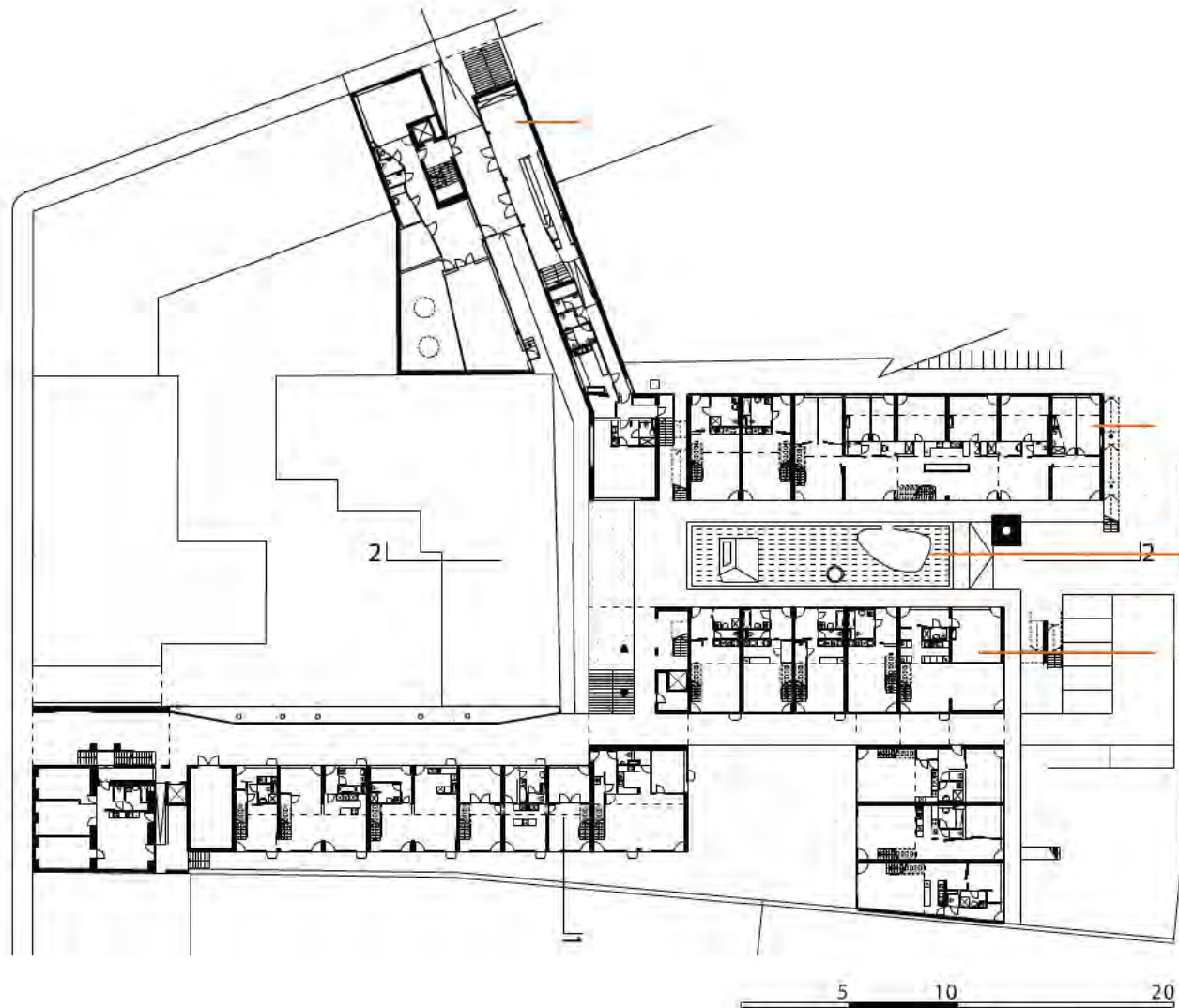
Rooftop Garden

The Sargfabrik is a self-administrated housing and cultural project located in Vienna. In the late 1980s, the Association of the integration of Lifestyles was formed by a group of people who were dissatisfied with the city's housing situation, which they saw as costly and geared towards large families. They sought complete control of the project and wanted to incorporate common living with integration of socially disabled groups, ecological aspects, and a cultural center and without peer pressure.

Previously a coffin factory (from which the project gets its name) the Sargfabrik has since been replaced by a housing complex/community center. The original factory had to be demolished for structural reasons. The only piece that remains from the original building is the chimney. There are around 100 housing units depending on their setup, as some units may be combined with others. The community areas include a restaurant, seminar rooms, a function hall, a kindergarten, a swimming pool, and a sauna, which may be used by people who don't live in the complex. One of the courtyards contains a biotope and a section of the complex has an inhabitable green roof.







The association was able to bypass many of the building codes for the complex by classifying it as a hostel. This way, the number of parking spaces required could be reduced from one per unit to one per every ten units. They were also able to get around the minimum ceiling height requirement of 2.5 meters by shrinking it to 2.26 meters in the bedroom and bathrooms and raising it to 5 meters in the living rooms.<sup>5</sup>

5 BKK-3 Architects Website





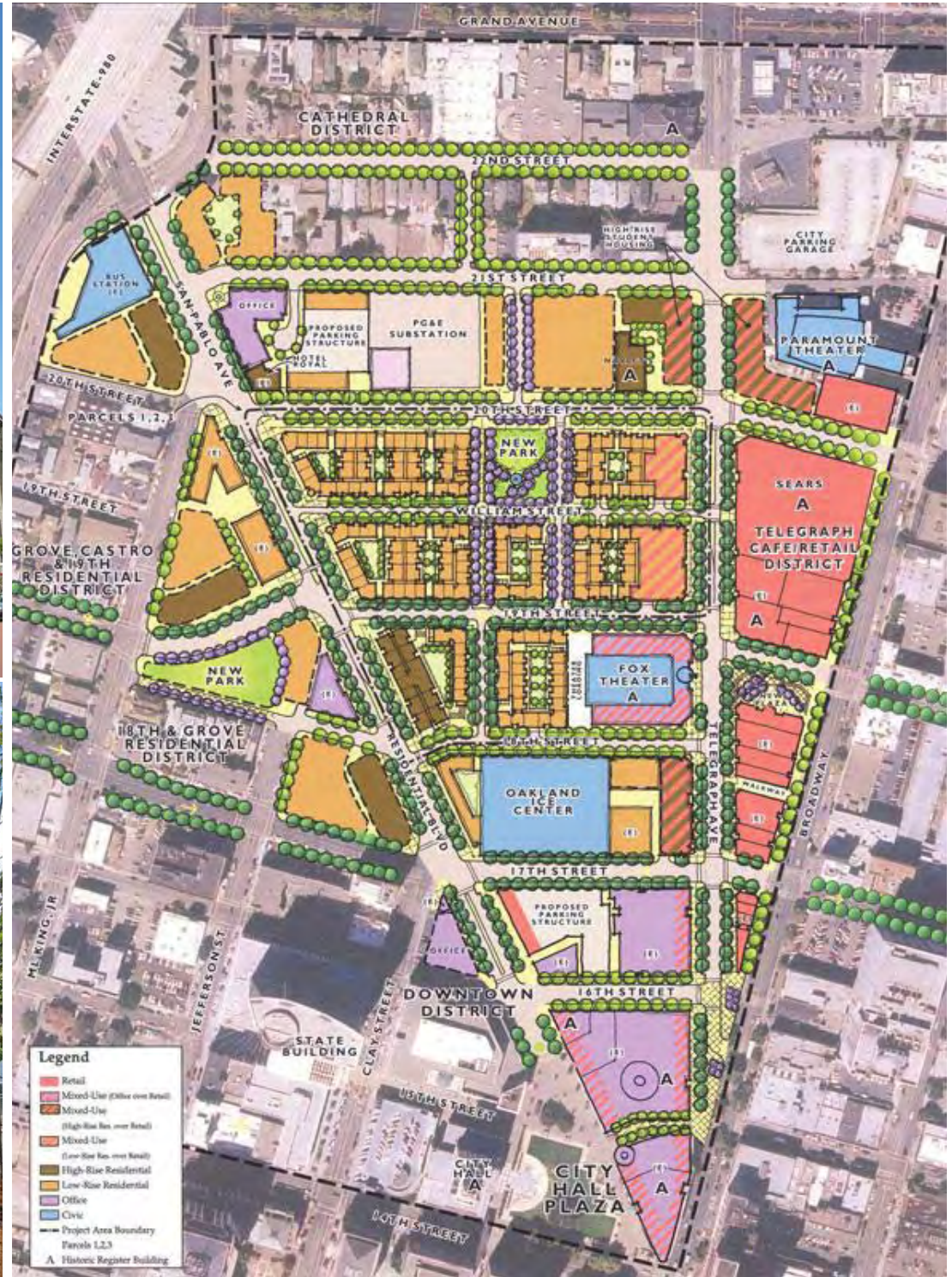




## **UPTOWN DISTRICT**

Location: Oakland, CA  
Architect: Peter Calthorpe  
Date: 2005









The Uptown District is a transit oriented development focused on creating a sense of community in a formerly rundown area of the city. The area was previously occupied by a series of parking lots and vacant buildings. It is adjacent to the Civic Center and downtown areas of Oakland. The project employs several of the principles of New Urbanism, including dwelling units that are oriented toward the street, retail on the ground level facing the sidewalk for a pedestrian-oriented environment, and scale, form, and massing that fit the existing context.

Because Oakland has one of the highest crime rates in the country, safety was a major concern in designing the Uptown District. It was important to create side streets that felt safe with the feeling that neighbors were looking out for one another. This was achieved through mixed-use development that set residential units above the retail on the street to ensure that the area was occupied at all hours of the day.<sup>6</sup>

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<sup>6</sup> Calthorpe Associates Website



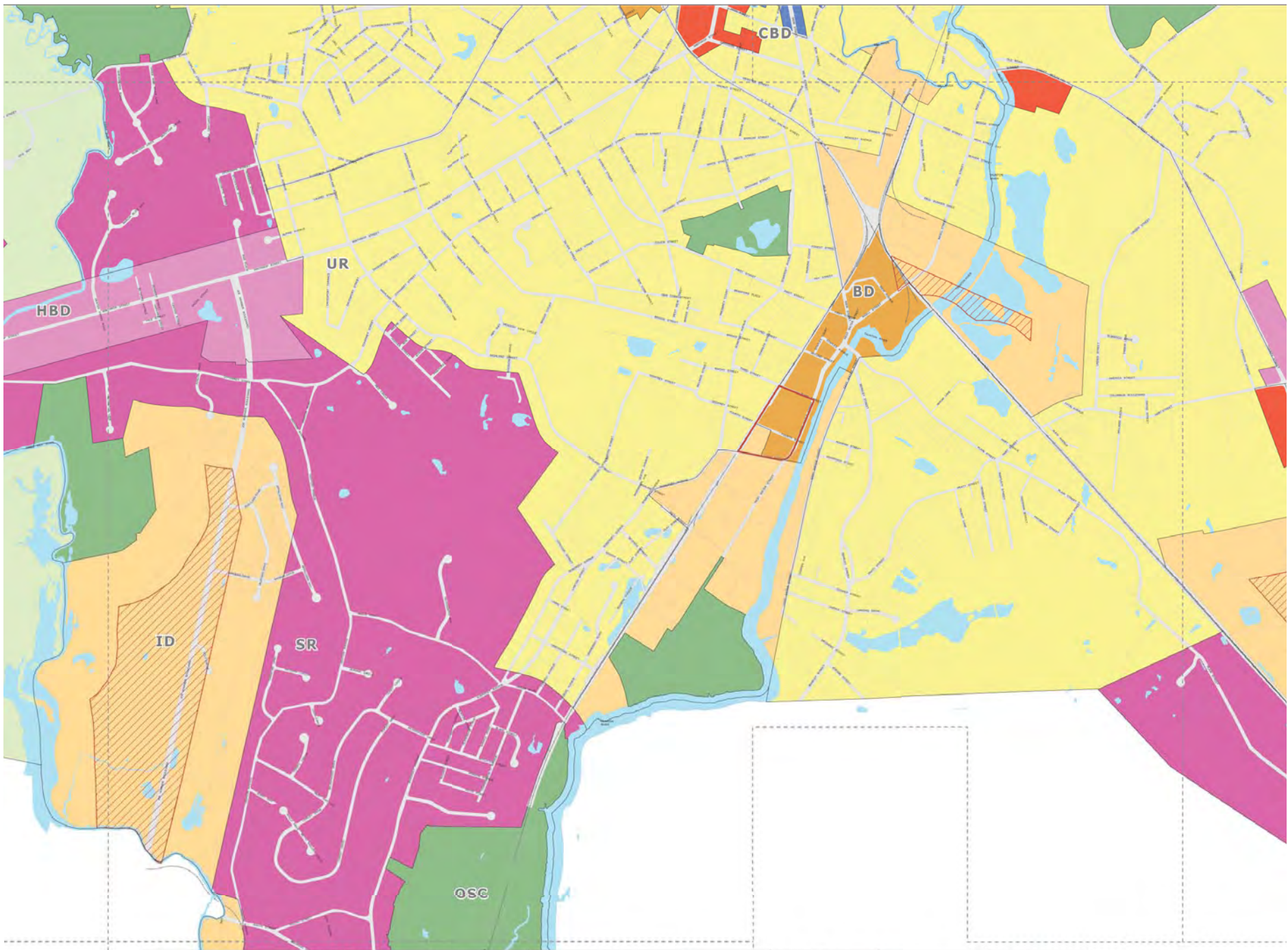


# section 6.3 Intensity of Use Regulations

District	Min. Lot Area *1	Min. Dry Lot Area*1	Minimum Contiguous Frontage	Min. Front Yard Setback	Minimum Side Yard Setback	Minimum Rear Yard Setback	Maximum Height in Stories	Maximum Height in Feet	Maximum Percent Total lot Coverage *2	Maximum Percent Structure Lot Coverage* 3	Maximum FAR to (GFA) Lot Size *4	Other Density Standards *10
<b><u>Rural Residential</u></b>												
All Lots	60,000	43,560	150	40	25	30	2.5	35	40	20	0.5	-
<b><u>Suburban Residential</u></b>												
All Lots	30,000	22,500	125	25	15	20	2.5	35	40	20	0.5	-
<b><u>Urban Residential *5</u></b>												
Residential, 1 to 3 units	15,000	11,250	100	25	15	20	2.5	35	60	40	1	-
and non-residential	43,560	43,560	125	40	40	40	3	40	75	40	-	12 un/ac
Other Residential	43,560	43,560	125	40	40	40	3	40	75	40	-	12 un/ac
<b><u>Office District</u></b>												
Residential (1-3 units)	15,000	11,250	100	25	15	20	2.5	35	-	40	-	-
Mixed Use/ Non-Residential	10,000	7,500	100	25	15	20	5	70	80	40	1.2	12 un/ac
<b><u>Business District</u></b>												
Residential(1-3 units)	15,000	11,250	100	25	15	20	2.5	35	-	40	-	-
Other Residential/ Non- Residential	5,000	5,000	50	10	5	10	3	40	90	90	2.5	32 un/ac
<b><u>Highway Business</u></b>												
Residential, 1 to 3 units	15,000	11,250	100	25	15	20	2.5	35	-	40	-	-
Other Residential	15,000	11,250	150	40	25	50	2.5	35	-	20	-	12 un/ac

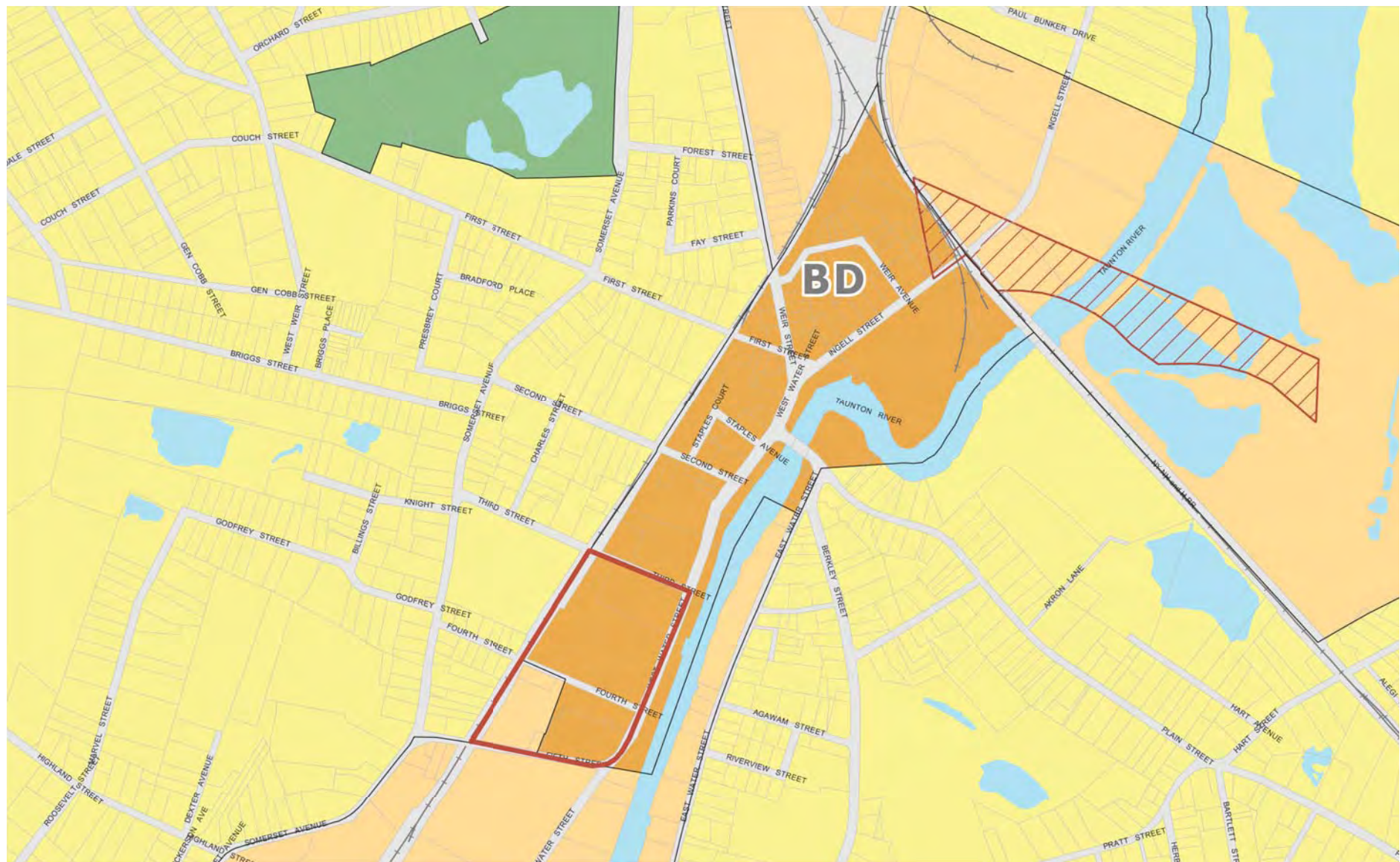
REGULATIONS





<b>LEGEND: Zoning Code</b> <ul style="list-style-type: none"> <li>Urban Residential</li> <li>Rural Residential</li> <li>Open Space/Conservation</li> <li>Suburban Residential</li> <li>Industrial</li> </ul>	<b>Overlay Districts</b> <ul style="list-style-type: none"> <li>Highway Business District</li> <li>Business District</li> <li>Central Business District</li> <li>Office District</li> <li>Airport District</li> </ul>	<b>Other Features</b> <ul style="list-style-type: none"> <li>Aquifer Protection District Overlay</li> <li>Adult Entertainment District Overlay</li> <li>Pond and River (Source: Flyover Data)</li> <li>Current Parcel Boundary</li> <li>Zoning Ordinance Boundary</li> <li>Right of Way</li> <li>Rail</li> </ul>	<b>Map Scale and Index Locator:</b> 1 inch equals 650 feet 0 650 1,300 Feet 	<b>City of Taunton</b> 	Mapping prepared by: <b>APPLIED GEOGRAPHICS, INC.</b> Engineering, Mapping and GIS Services October 2008	<b>Zoning Map Number:</b> <div style="font-size: 2em; color: red; font-weight: bold;">8</div>
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## LEGEND: Zoning Code

	Urban Residential		Highway Business District
	Rural Residential		Business District
	Open Space/ Conservation		Central Business District
	Suburban Residential		Office District
	Industrial		Airport District

## Overlay Districts

	Aquifer Protection District Overlay
	Adult Entertainment District Overlay

## Other Features

	Pond and River (Source: Flyover data)
	Current Parcel Boundary
	Zoning Grid Boundary
	Right of Way
	Rail

Data Taken from Taunton Zoning Ordinance



## 5.1.5 BUSINESS DISTRICT (BD)

The purpose of this district is to designate appropriate areas for commercial uses intended to serve retail sales and service needs at a city wide and neighborhood scale. this district is intended to have architecture with high aesthetic value reflecting the historical character of the business community of Taunton. Multi-family dwelling units are allowed on the upper floors of commercial buildings, creating a mixed-use environment.

## 5.1.7 INDUSTRIAL DISTRICT (ID)

The purpose of this district is to establish and preserve areas that are suitable for the development of industrial and manufacturins uses, warehousing and distribution uses, and commercial activity.

section 6.3 Intensity of Use Regulations

District	Min. Lot Area *1	Min. Dry Lot Area *1	Minimum Contiguous Frontage	Min. Front Yard Setback	Minimum Side Yard Setback	Minimum Rear Yard Setback	Maximum Height in Stories	Maximum Height in Feet	Maximum Percent Total lot Coverage *2	Maximum Percent Structure Lot Coverage *3	Maximum FAR to (DFA) Lot Size *4	Other Density Standards
<b>Rural Residential</b>												
All Lots	80,000	43,560	150	40	25	30	2.5	35	40	20	0.5	-
<b>Suburban Residential</b>												
All Lots	30,000	22,500	125	25	15	20	2.5	35	40	20	0.5	-
<b>Urban Residential *5</b>												
Residential, 1 to 3 units	15,000	11,250	100	25	15	20	2.5	35	60	40	1	-
and non-residential	43,560	43,560	125	40	40	40	3	40	75	40	-	12 un/vac
Other Residential												
<b>Office District</b>												
Residential (1-3 units)	15,000	11,250	100	25	15	20	2.5	35	-	40	-	-
Mixed Use/ Non-Residential	10,000	7,500	100	25	15	20	5	70	80	40	1.2	12 un/vac
<b>Business District</b>												
Residential (1-3 units)	15,000	11,250	100	25	15	20	2.5	35	-	40	-	-
Other Residential/ Non-Residential	5,000	5,000	50	10	5	10	3	40	60	60	2.5	12 un/vac
<b>Highway Business</b>												
Residential, 1 to 3 units	15,000	11,250	100	25	15	20	2.5	35	-	40	-	-
Other Residential	15,000	11,250	150	40	25	50	2.5	35	-	20	-	12 un/vac
Mixed Use/ Non-Residential	15,000	11,250	150	30	25	30	3	40	80	40	1.5	12 un/vac
Motel	30,000	22,500	200	40	40	40	2.5	35	-	40	-	-
<b>Industrial</b>												
Residential (1-3 units)	80,000	43,560	150	40	25	30	2.5	35	-	20	-	-
Non-Residential/ Mixed use	1.5 AC	1AC	150	35	35	50	3	50	80	60	1	6 un/vac
<b>Central Business District</b>												
Residential, 1-3 units	10,000	5,000	50	15	5	10	2.5	35	-	40	-	-
All other Lots	5,000	5,000	50	0	3	0	5	50	90	90	4.5	30'g, 48 un/vac

RESIDENTIAL	DISTRICT								
	RRD	SRD	URD	CBD	BD	OD	HBD	ID	OSC
One Family Dwelling	P	P	P	SP1	SP1	SP1	SP1	SP1	-
Two Family Dwelling	-	-	P	SP1	SP1	SP1	SP1	SP1	-
Three Family Dwelling	-	-	SP1	SP1	SP1	SP1	SP1	SP1	-
Multi Family 4 units or more	-	-	SP2	SP2	SP2	-	-	-	-
Dwelling Conversion	-	-	P	P	P	P	P	P	-
Accessory Dwelling	SP1	SP1	SP1	SP1	SP1	SP1	SP1	SP1	-
Multi Family (4 units plus) use in mixed use buildings	-	-	-	SP1	SP1	SP1	SP1	SP1	-
Group Home	-	-	SP2	SP2	SP2	SP2	SP2	SP2	-
Cluster	SP3	SP3	-	-	-	-	-	SP3	-
Nursing Home	SP2	SP2	SP2	SP2	SP2	SP2	SP2	SP2	-

Business and Industrial Use	Table of Use Regulations									
	District									
	RRD	SRD	URD	BD	CBD	OD	HBD	ID	OSC	FLPLN
Adult Entertainment Uses	-	-	-	-	-	-	-	SP2	-	-
Amusement Park	-	-	-	-	-	-	SP2	SP2	-	-
Animal Grooming	-	-	SP1	P	P	-	P	SP1	-	-
Animal Hospital	-	-	-	SP1	SP2	SP1	SP1	SP1	-	-
Animal Kennel/Pound	SP2	SP2	SP2	SP2	SP2	SP2	SP2	-	-	-
Appliances, Manufacture	-	-	-	SP2	-	-	SP2	P	-	-
Assisted Living	-	-	SP1	SP1	SP2	SP1	SP1	-	-	-
Asphalt Processing/Manuf.	-	-	-	-	-	-	SP2	SP2	-	-
Auditoriums	-	-	-	P	P	-	SP2	SP2	-	-
Automobile/ truck/ tractor Repair/ filling/service	-	-	-	SP2	SP1	-	SP2	SP1	-	-
Automobile Parts/ Rental Agency/ Sales w/ incidental repair	-	-	-	P	P	-	P	SP1	-	-
Washing	-	-	-	SP1	SP1	-	P	SP1	-	-
Wrecking/ junk yard	-	-	-	-	-	-	SP2	SP2	-	-
Bakeries	-	-	-	P	P	-	P	SP1	-	-
Banks	-	-	-	P	P	P	P	SP1	-	-
Barber/ Hair Salon/ Nails/tanning	-	-	-	P	P	-	P	SP1	-	-
Bed & Breakfast	SP1	SP1	SP1	P	P	-	P	-	-	-
Beverages, Bottling	-	-	-	-	-	-	P	P	-	-
Biotech	-	-	-	-	-	-	-	P	-	-
Boat/ship Manufacturing	-	-	-	SP2	-	-	SP2	P	-	-
Body Piercing Est	-	-	-	-	-	-	SP1	SP1	-	-
Bowling Alleys	-	-	-	SP1	SP1	-	P	-	-	-
Building Materials, Manufacture	-	-	-	SP2	-	-	SP2	P	-	-
Building Materials, Sales	-	-	-	P	P	-	P	P	-	-
Bus Terminal/ Station	-	-	-	P	P	P	P	SP1	-	-
casino/ gaming	-	-	-	-	-	-	-	SP2	-	-
Catering/ outside Consumption	-	-	-	P	P	-	P	SP1	-	-
Cemetery	SP2	SP2	SP2	SP2	P	-	SP2	SP2	-	-
Chemical, manufacturing	-	-	-	-	-	-	-	SP2	-	-
Chemical, packaging	-	-	-	SP2	-	-	SP2	SP2	-	-
Circuses/ Temporary	-	-	-	SP2	SP2	-	SP2	SP2	-	-
Clothing, Manufacturing	-	-	-	SP2	SP2	-	SP2	P	-	-
Colleges and Universities	-	-	-	-	-	-	-	-	-	-
Classroom/Buildings	-	-	-	SP2	SP2	SP2	SP2	-	-	-
Dormitories/fraternities/ sororities	-	-	SP2	SP2	SP2	SP2	-	-	-	-
Community Centers	-	-	P	P	P	P	P	SP1	-	-
Cosmetics/Toiletries manufacturing	-	-	-	-	-	-	SP2	P	-	-
Crematoriums	-	-	-	SP2	SP2	-	SP1	-	-	-
Dance Halls	-	-	-	P	P	-	P	-	-	-
Drive-thru estab/acces drive-thru	-	-	-	SP2	SP2	SP2	SP1	SP1	-	-
Eating/Drinking establishments	-	-	-	P	P	SP1	P	SP1	-	-
Take-out only	-	-	-	P	P	SP1	P	SP1	-	-
Any use with entertainment	-	-	-	SP2	SP2	SP2	SP2	SP2	-	-
Feathers/felt/fur/leather Curing/dyeing/processing	-	-	-	-	-	-	-	P	-	-
Fertilizer- Manufacture	-	-	-	-	-	-	SP2	P	-	-
Fish Market	-	-	-	P	P	-	P	SP1	-	-
Fitness Clubs	-	-	-	P	P	-	P	SP1	-	-
Food/ Fish Processing	-	-	-	-	-	-	-	P	-	-
Funeral establishment	-	-	SP1	P	P	-	P	-	-	-
Garbage Incineration/reduction	-	-	-	-	-	-	-	SP2	-	-
Gas- Manufacture	-	-	-	-	-	-	-	SP2	-	-
Gas- Private Utility	-	-	-	SP2	SP2	-	SP2	SP2	-	-
Gas- Public utility	-	-	-	SP2	SP2	-	P	P	-	P
Gas- Storage < 2500 cuft	-	-	-	-	SP2	-	SP2	SP2	-	-
Gas-storage > 2500 cuft	-	-	-	-	-	-	-	SP2	-	-
Generating plant steam/electric	-	-	-	-	-	-	-	SP2	-	-
Glass products- manufacture	-	-	-	SP1	-	-	SP1	P	-	-
Golf Course	P	P	P	P	-	-	-	-	-	P
Golf- Indoor /Outdoor Range	-	-	-	P	SP1	-	P	P	-	-
Grain Storage	-	-	-	-	-	-	-	P	-	-
Gymnasiums	-	-	-	P	P	-	P	P	-	SP1
Heavy Industrial/ Manufacturing (unless specified elsewhere)	-	-	-	-	-	-	-	P	-	-
Helicopter Landing Facility	-	-	-	SP2	SP1	SP2	SP2	SP2	-	-

Use	District									
	RRD	SRD	URD	BD	CBD	OD	HBD	ID	OSC	FLPLN
Hospitals- no custodial care is provided for drug addicts, alcoholics, mentally ill/deficient	SP2	SP2	SP2	SP2	SP2	SP2	SP2	-	-	-
Hospitals- For care of drug addicts alcoholics, mentally ill or deficient	-	-	-	SP2	SP2	-	-	-	-	-
Hotels/ motels	-	-	-	SP2	SP1	SP2	P	SP1	-	-
Ice Manufacture	-	-	-	SP1	-	-	SP1	P	-	-
Ice/ Roller Skating Rink in/outdoor	-	-	-	-	SP1	-	SP1	SP1	P	SP1
Ink/Ribbon Manufacture	-	-	-	SP2	-	-	SP2	P	-	-
Laboratories-Research not used in relation to Hospital/school	-	-	-	SP1	SP1	SP1	-	SP1	-	-
Landscaping/ construction company	-	-	-	-	-	-	SP1	P	-	-
Laundries/ dry cleaning-	-	-	-	P	P	-	P	SP1	-	-
Libraries	-	-	-	P	P	P	P	-	-	-
Light Industrial/ Manufacturing (unless specified elsewhere)	-	-	-	P	P	-	P	P	-	-
Medical & Dental Office/ Clinic	-	-	-	P	P	P	P	SP1	-	-
Meeting/ Banquet Hall	-	-	-	P	P	P	P	SP1	-	-
Museums	-	-	-	P	P	P	P	-	-	-
Newspaper Publishing	-	-	-	P	P	SP1	P	P	-	-
Offices (unless classified elsewhere)	-	-	-	P	P	P	P	SP1	-	-
Offices in Dwelling	-	-	P	P	P	P	P	SP1	-	-
Parking Lot/ Garage-off street	-	-	-	P	P	P	P	P	-	-
Petroleum products refining	-	-	-	-	-	-	-	SP2	-	-
Petroleum products-storage	-	-	-	-	-	-	SP2	SP2	-	-
Photography Studio	SP1	SP1	SP1	P	P	-	P	SP1	-	-
Plastics product manufacture	-	-	-	SP2	SP2	-	SP2	P	-	-
Pool/ Billiard Rooms	-	-	-	SP1	SP1	-	SP1	-	-	-
Printing -Plant	-	-	-	-	-	-	-	P	-	-
Prisons	-	-	-	-	-	-	-	SP2	-	-
Processing (unless classified elsewhere)	-	-	-	SP2	SP2	-	SP2	P	-	-
Radar Facility	SP2	SP2	SP2	SP2	SP2	-	SP2	SP2	-	-
Radio Studio	-	-	SP1	P	P	P	P	P	-	-
Radio/ Television Facilities/Studios	-	-	-	P	P	SP1	P	P	-	-
Railroad Freight Terminal	-	-	-	SP2	-	SP2	SP2	P	-	-
Railroad Passenger Terminal	-	-	SP2	P	P	P	P	P	-	-
Rec. Center community center	SP1	SP1	SP1	P	P	-	P	SP1	-	-
Recreation Center indoors	-	-	-	P	P	-	P	P	-	-
Recreation center outdoors	SP1	SP1	SP1	-	-	-	-	SP1	-	SP1
Recycling, Biodegradable	-	-	-	-	-	-	-	SP2	-	-
Recycling, Other	-	-	-	-	-	-	-	P	-	-
Rental Estab./business	-	-	-	P	P	-	P	SP1	-	-
Repair establishment/ business	-	-	-	P	P	-	P	SP1	-	-
Retail Business,not classified elsewhere	-	-	-	P	P	SP1	P	SP1	-	-
Schools	P	P	P	P	P	-	-	-	-	-
Services(unless classified elsewhere)	-	-	-	P	P	P	P	SP1	-	-
Showroom	-	-	-	P	P	SP1	P	SP1	-	-
Soap/detergents Packaging	-	-	-	P	P	-	P	P	-	-
Solvent Extracting	-	-	-	-	-	-	-	P	-	-
Stadiums	-	-	-	-	-	-	SP2	SP2	SP2	-
Stores/Wholesale-	-	-	-	P	P	-	SP1	SP1	-	-
Tattoo Parlor/ Body Art	-	-	-	-	-	-	SP1	SP1	-	-
Telephone Facility/ exchange	SP1	SP1	SP1	SP1	SP1	P	SP1	P	-	-
Textiles/ Manufacture	-	-	-	SP2	SP2	-	SP2	P	-	-
Theaters	-	-	-	P	P	-	P	SP1	-	-
Truck/ tractor Terminal	-	-	-	-	-	-	SP2	SP2	-	-
Utility	SP2	-	-	SP2	SP2	-	P	SP2	-	-
Warehouses/ storage materials	-	-	-	SP1	SP1	-	SP1	P	-	-
Water/ Sewer- Disposol Plant /Pumping Station	-	-	-	-	-	-	-	SP2	-	-
Wireless Communication Antenna	P	P	P	P	P	P	P	P	-	-
Wireless Communication Facility	SP2	SP2	SP2	SP2	SP2	SP2	SP2	SP2	-	-



## **14.1 CLUSTER RESIDENTIAL DEVELOPMENT**

### **14.1.1 GENERAL**

#### **14.1.1.1 General Description**

A “Cluster Residential Development” shall mean a residential development in which the buildings and accessory uses are clustered together into one or more groups. The land not included in the building site area shall be permanently preserved as open space.

#### **14.1.1.2 Purpose**

A Cluster Residential Development as approved under a Special Permit of the Planning Board allows an alternative pattern of land development to the conventional subdivision. It is intended to encourage the conservation of more significant open space, while at the same time providing for a greater mixture of housing types in the City. Dwelling units shall be constructed in appropriate clusters which are harmonious with neighborhood development and will enhance the ecological and visual qualities of the environment. The overall site design and amenities should improve the quality of living for residents of the development and the City in general.

The following benefits are expected to be gained by the alternative pattern of development which a Cluster Residential Development allows:

Economical and efficient street, utility and public facility installation, construction and maintenance;

Efficient allocation, distribution and maintenance of open space, and the preservation of common land for conservation, agriculture, recreation and general open space use;

Protection of waterbodies, existing and potential municipal water supplies, wetlands, floodplains, agricultural lands, wildlife and other natural resources;

Compatibility with the character of the surrounding residential areas and the protection of real property values;

Housing development which allows for an integration of a variety of housing types in one project, and efficient use of the land to increase the options for affordable housing;

More sensitive siting of buildings and overall site planning; and a better utilization of land in harmony with its natural features and with the general intent of the zoning ordinance through a greater flexibility in design.

#### **14.1.1.3 Objectives**

The following objectives are important in the development of a cluster.

It is desirable to decrease municipal costs and environmental impacts through reduction in the length of streets, utilities, and drainage systems per dwelling units served.

It is desirable to increase the scale of contiguous area assured of preservation in a natural state, and to include off-street pathways and trails, recreation areas open to all residents of the city and wilderness areas.

It is desirable that all existing scenic vistas be respected and preserved and that new scenic vistas be created.

It is desirable to increase vehicular safety by having fewer, better located and designed egresses onto existing streets.

It is desirable to preserve environmental quality by reduction of the total area over which vegetation is disturbed by cut or fill or displacement; by reduction in critical lands (slopes in excess of 8%, land within 100 feet by a water body, wetland or stream having outstanding or rare vegetation) disturbed by construction; reduction of the extent of waterways altered or relocated; reduction in the volume of cut and fill for roads and construction sites.

It is desirable to have the design and location and materials of the structure(s) on the site be sensitive to the natural environmental conditions, vistas and abutting properties.

### **7.1.2 PARKING LOTS**

All parking lots consisting of ten (10) or more parking spaces shall provide two-hundred (200) square feet of interior landscaping for every ten (10) spaces. These landscaping areas shall contain a minimum of two (2) canopy trees, a minimum of ten (10) feet in height and minimum three inch caliper, and two (2) understory trees/shrubs, a minimum of two (2) feet in height. To prevent cars from parking too close to trees or damaging shrubs, a curb or wheelstop shall be provided for interior parking lot landscaped islands.

### **7.3.1 PARKING AND LOADING REQUIREMENTS**

Minimum Parking Requirements

Residential Units: 2 spaces per unit

Assisted Living: 1 space per unit

Retail: minimum 3 spaces, plus 1 space per 300 square feet over 600 square feet gross floor area

Office: minimum 3 spaces, plus 1 space per 500 square feet over 1,000 square feet gross floor area

Industrial uses: minimum 3 spaces, plus 1 space per 700 square feet over 1,400 square feet gross floor area

Restaurants, hotel restaurant, cafeteria, hall, club, theater, bowling alley or other place of assembly: Spaces equal in number to not less than half the seating capacity of each such establishment.

Miscellaneous Uses: minimum 3 spaces, plus 1 space per 300 square feet over 600 square feet gross floor area

Parking Space size: 9 feet by 18 feet, exclusive of driveways

Minimum Aisle Width: The aisle width between parking spaces shall not be less than 24 feet where parking is located on both sides of the aisle.

In the Business District and Central Business District parking may be waived or reduced by the Special Permit or Site Plan Review Granting Authority.



As a mixed-use development, the project will need to meet regulations for several different building types. Groups A-3 and A-4 cover gymnasiums and swimming pools, respectively. Group M will cover the retail portion of the program. Finally, group R-2 will cover the residential units.

The design will also need to account for fire separation between the various types of program, which will essentially, be one hour for buildings equipped throughout with sprinkler systems or two hours for those without.

TABLE 503  
ALLOWABLE BUILDING HEIGHTS AND AREAS<sup>a, b</sup>  
Building height limitations shown in feet above grade plane. Story limitations shown as stories above grade plane.  
Building area limitations shown in square feet, as determined by the definition of "Area, building," per story

GROUP		TYPE OF CONSTRUCTION									
		TYPE I		TYPE II		TYPE III		TYPE IV	TYPE V		
		A	B	A	B	A	B	HT	A	B	
	HEIGHT (feet)	UL	160	65	55	65	55	65	50	40	
	STORIES(S) AREA (A)										
A-1	S	UL	5	3	2	3	2	3	2	1	
	A	UL	15,500	8,500	14,000	8,500	15,000	11,500	5,500		
A-2	S	UL	11	3	2	3	2	3	2	1	
	A	UL	15,500	9,500	14,000	9,500	15,000	11,500	6,000		
A-3	S	UL	11	3	2	3	2	3	2	1	
	A	UL	15,500	9,500	14,000	9,500	15,000	11,500	6,000		
A-4	S	UL	11	3	2	3	2	3	2	1	
	A	UL	15,500	9,500	14,000	9,500	15,000	11,500	6,000		
A-5	S	UL	UL	UL	UL	UL	UL	UL	UL	UL	
	A	UL	UL	UL	UL	UL	UL	UL	UL	UL	
B	S	UL	11	5	3	5	3	5	3	2	
	A	UL	37,500	23,000	28,500	19,000	36,000	18,000	9,000		
E	S	UL	5	3	2	3	2	3	1	1	
	A	UL	26,500	14,500	23,500	14,500	25,500	18,500	9,500		
F-1	S	UL	11	4	2	3	2	4	2	1	
	A	UL	25,000	15,500	19,000	12,000	33,500	14,000	8,500		
F-2	S	UL	11	5	3	4	3	5	3	2	
	A	UL	37,500	23,000	28,500	18,000	50,500	21,000	13,000		
H-1	S	I	1	1	1	1	1	1	1	NP	
	A	21,000	16,500	11,000	7,000	9,500	7,000	10,500	7,500	NP	
H-2	S	UL	3	2	1	2	1	2	1	1	
	A	21,000	16,500	11,000	7,000	9,500	7,000	10,500	7,500	3,000	
H-3	S	UL	6	4	2	4	2	4	2	1	
	A	UL	60,000	26,500	14,000	17,500	13,000	25,500	10,000	5,000	
H-4	S	UL	7	5	3	5	3	5	3	2	
	A	UL	37,500	17,500	28,500	17,500	36,000	18,000	6,500		
H-5	S	4	4	3	3	3	3	3	3	2	
	A	UL	37,500	23,000	28,500	19,000	36,000	18,000	9,000		
I-1	S	UL	9	4	3	4	3	4	3	2	
	A	UL	55,000	19,000	10,000	16,500	10,000	18,000	10,500	4,500	
I-2	S	UL	4	2	1	1	NP	1	1	NP	
	A	UL	15,000	11,000	12,000	NP	12,000	9,500	NP	NP	
I-3	S	UL	4	2	1	2	1	2	2	1	
	A	UL	15,000	10,000	10,500	7,500	12,000	7,500	5,000		
I-4	S	UL	5	3	2	3	2	3	1	1	
	A	UL	60,500	26,500	13,000	23,500	13,000	25,500	18,500	9,000	

TABLE 503—continued  
ALLOWABLE BUILDING HEIGHTS AND AREAS<sup>a, b</sup>

GROUP		TYPE OF CONSTRUCTION								
		TYPE I		TYPE II		TYPE III		TYPE IV	TYPE V	
		A	B	A	B	A	B	HT	A	B
	HEIGHT (feet)	UL	160	65	55	65	55	65	50	40
		STORIES(S) AREA (A)								
M	S	UL	11	4	2	4	2	4	3	1
	A	UL	UL	21,500	12,500	18,500	12,500	20,500	14,000	9,000
R-1	S	UL	11	4	4	4	4	4	3	2
	A	UL	UL	24,000	16,000	24,000	16,000	20,500	12,000	7,000
R-2	S	UL	11	4	4	4	4	4	3	2
	A	UL	UL	24,000	16,000	24,000	16,000	20,500	12,000	7,000
R-3	S	UL	11	4	4	4	4	4	3	3
	A	UL	UL	UL	UL	UL	UL	UL	UL	UL
R-4	S	UL	11	4	4	4	4	4	3	2
	A	UL	UL	24,000	16,000	24,000	16,000	20,500	12,000	7,000
S-1	S	UL	11	4	2	3	2	4	3	1
	A	UL	48,000	26,000	17,500	26,000	17,500	25,500	14,000	9,000
S-2	S	UL	11	5	3	4	3	5	4	2
	A	UL	79,000	39,000	26,000	39,000	26,000	38,500	21,000	13,500
U	S	UL	5	4	2	3	2	4	2	1
	A	UL	35,500	19,000	8,500	14,000	8,500	18,000	9,000	5,500

**TABLE 1004.1.2  
MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT**

FUNCTION OF SPACE	OCCUPANT LOAD FACTOR <sup>a</sup>
Accessory storage areas, mechanical equipment room	300 gross
Agricultural building	300 gross
Aircraft hangars	500 gross
Airport terminal	
Baggage claim	20 gross
Baggage handling	300 gross
Concourse	100 gross
Waiting areas	15 gross
Assembly	
Gaming floors (keno, slots, etc.)	11 gross
Exhibit Gallery and Museum	30 net
Assembly with fixed seats	See Section 1004.4
Assembly without fixed seats	
Concentrated (chairs only-not fixed)	7 net
Standing space	5 net
Unconcentrated (tables and chairs)	15 net
Bowling centers, allow 5 persons for each lane including 15 feet of runway, and for additional areas	7 net
Business areas	100 gross
Courtrooms—other than fixed seating areas	40 net
Day care	35 net
Dormitories	50 gross
Educational	
Classroom area	20 net
Shops and other vocational room areas	50 net
Exercise rooms	50 gross
Group H-5 Fabrication and manufacturing areas	200 gross
Industrial areas	
Inpatient treatment areas	240 gross
Outpatient areas	100 gross
Sleeping areas	120 gross
Kitchens, commercial	200 gross
Library	
Reading rooms	50 net
Stack area	100 gross
Mall buildings—covered and open	See Section 402.8.2
Mercantile	
Areas on other floors	60 gross
Basement and grade floor areas	30 gross
Storage, stock, shipping areas	300 gross
Parking garages	200 gross
Residential	200 gross
Skating rinks, swimming pools	
Rink and pool	50 gross
Decks	15 gross
Stages and platforms	15 net
Warehouses	500 gross

**TABLE 1014.3  
COMMON PATH OF EGRESS TRAVEL**

OCCUPANCY	WITHOUT SPRINKLER SYSTEM (feet)		WITH SPRINKLER SYSTEM (feet)
	Occupant Load		
	≤ 30	> 30	
B, S <sup>d</sup>	100	75	100 <sup>a</sup>
U	100	75	75 <sup>a</sup>
F	75	75	100 <sup>a</sup>
H-1, H-2, H-3	Not Permitted	Not Permitted	25 <sup>a</sup>
R-2	75	75	125 <sup>b</sup>
R-3 <sup>c</sup>	75	75	125 <sup>b</sup>
I-3	100	100	100 <sup>a</sup>
All others <sup>c,f</sup>	75	75	75 <sup>a</sup>

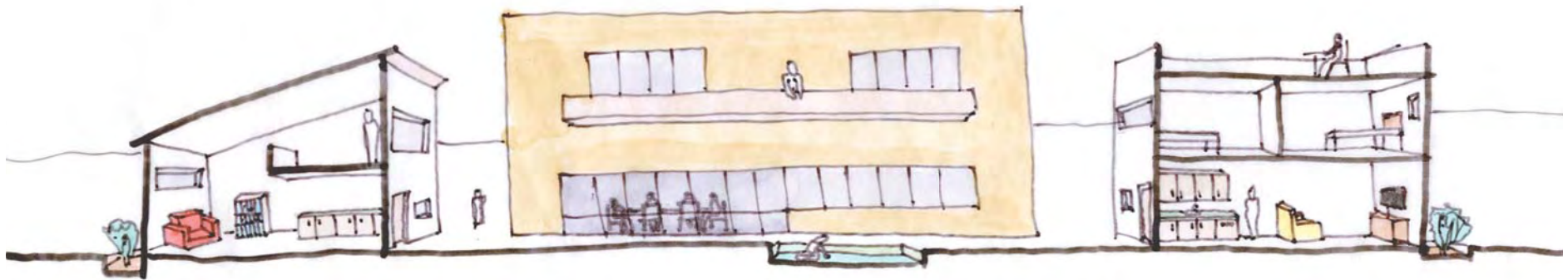
**TABLE 1016.2  
EXIT ACCESS TRAVEL DISTANCE<sup>a</sup>**

OCCUPANCY	WITHOUT SPRINKLER SYSTEM (feet)	WITH SPRINKLER SYSTEM (feet)
A, E, F-1, M, R, S-1	200	250 <sup>b</sup>
I-1	Not Permitted	250 <sup>c</sup>
B	200	300 <sup>c</sup>
F-2, S-2, U	300	400 <sup>c</sup>
H-1	Not Permitted	75 <sup>c</sup>
H-2	Not Permitted	100 <sup>c</sup>
H-3	Not Permitted	150 <sup>c</sup>
H-4	Not Permitted	175 <sup>c</sup>
H-5	Not Permitted	200 <sup>c</sup>
I-2, I-3, I-4	Not Permitted	200 <sup>c</sup>

Using the square footage and the International Building Code, the total number of occupants can be found. After determining the capacity of the building, egress distance can be calculated.







PROCESS





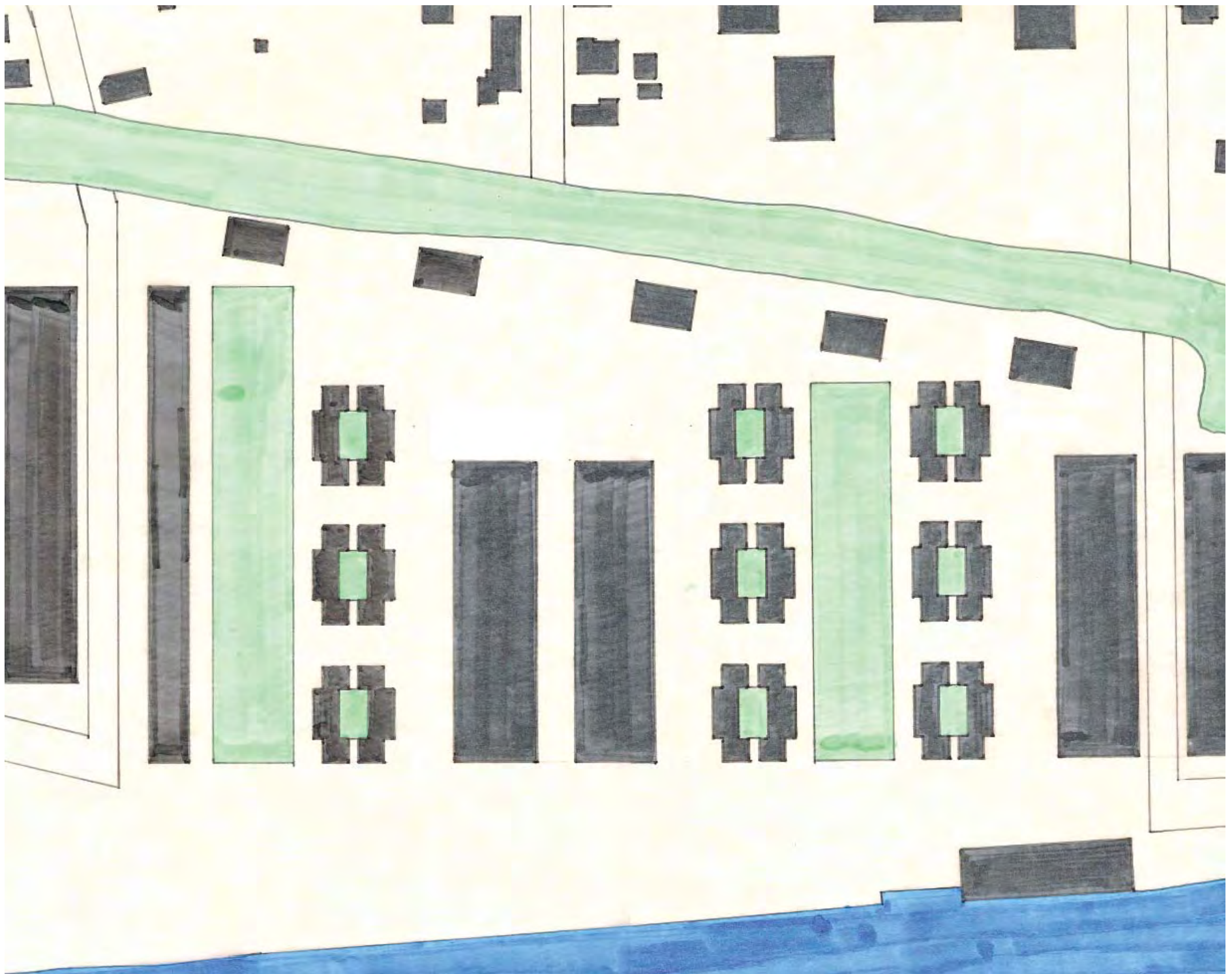


The initial site strategy sought to mesh the residential fabric to the west of the site with the existing industrial fabric on the site. The cohousing units continued into the site and marked their place on the west of the site. To its east was a large public green space where the cohousing residents and other members of the Weir community could interact. The site is buffered on both sides by industrial scale buildings that would hold the social program, including the dance studio, skate park, offices, etc. The strategy was then applied to the industrial areas to the south of the site in a comprehensive plan for the Weir.

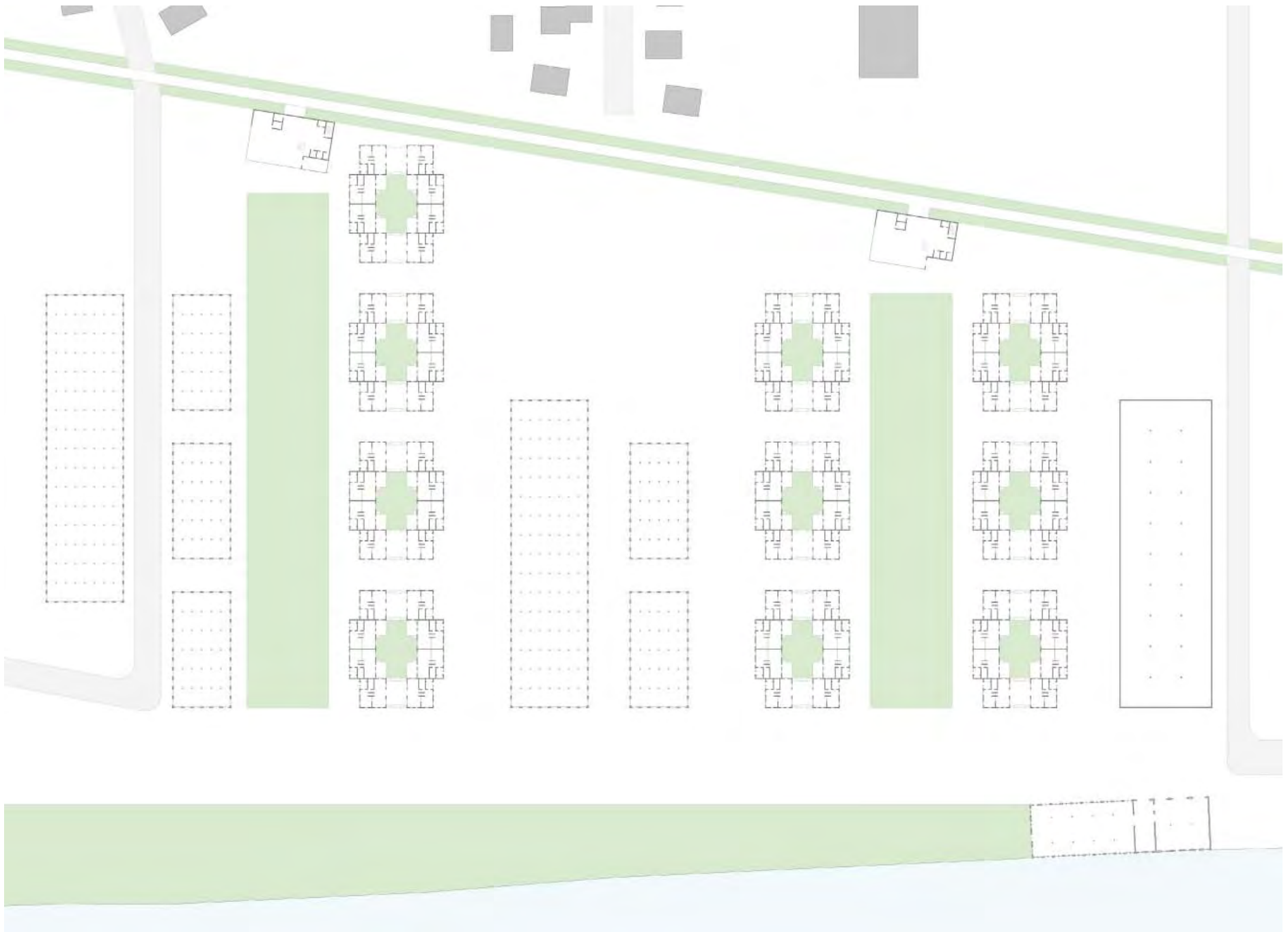


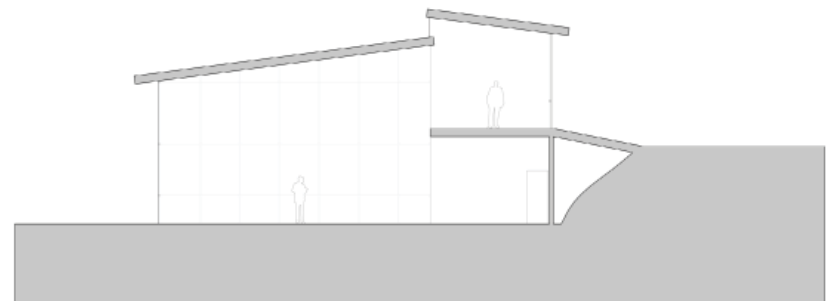
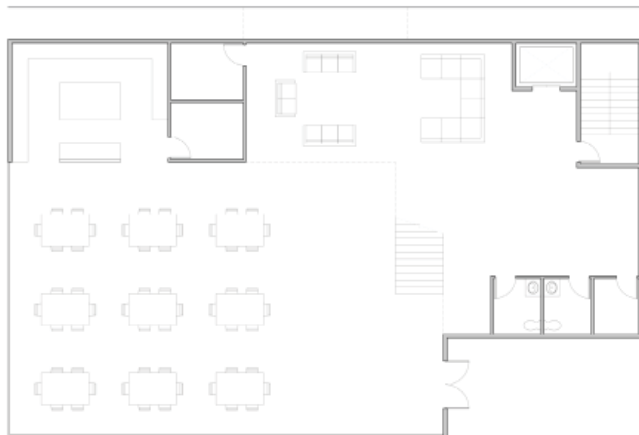




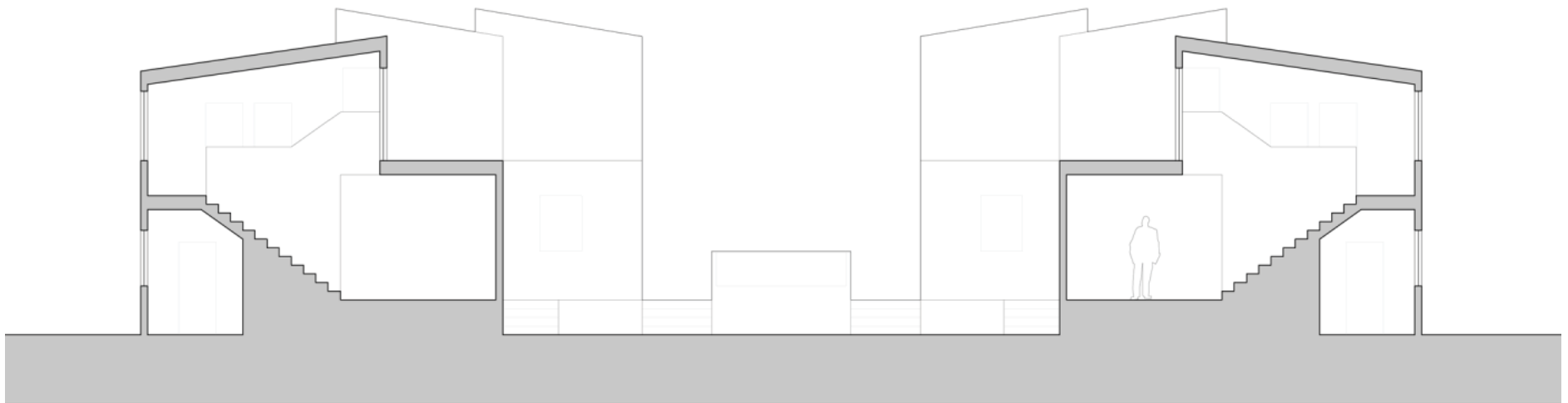
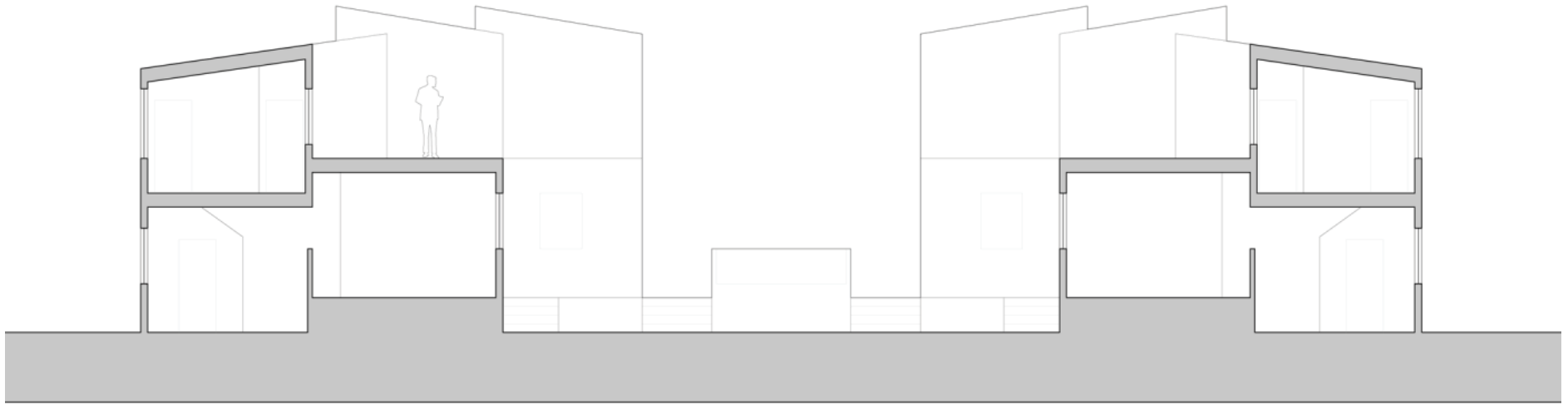


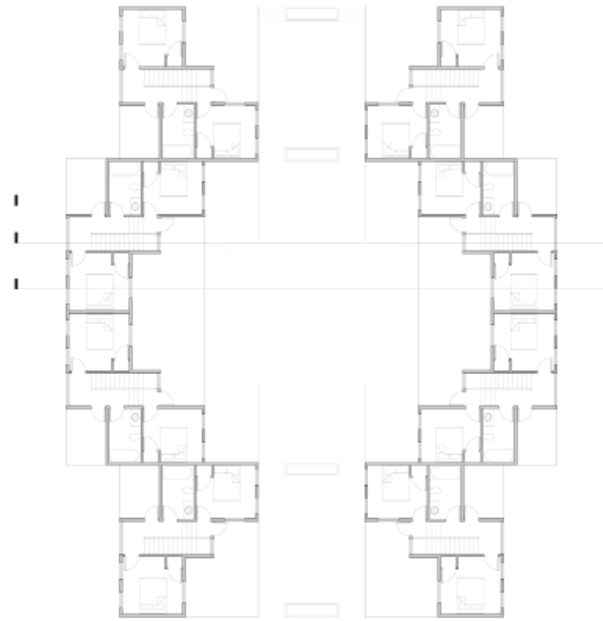
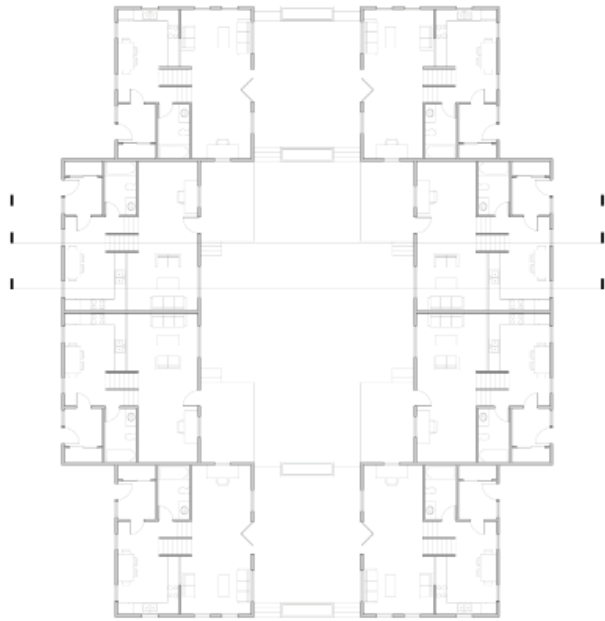




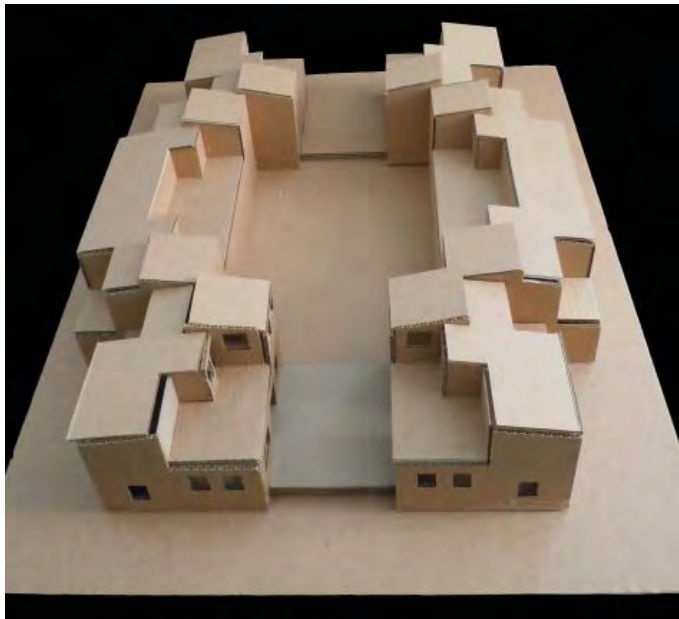




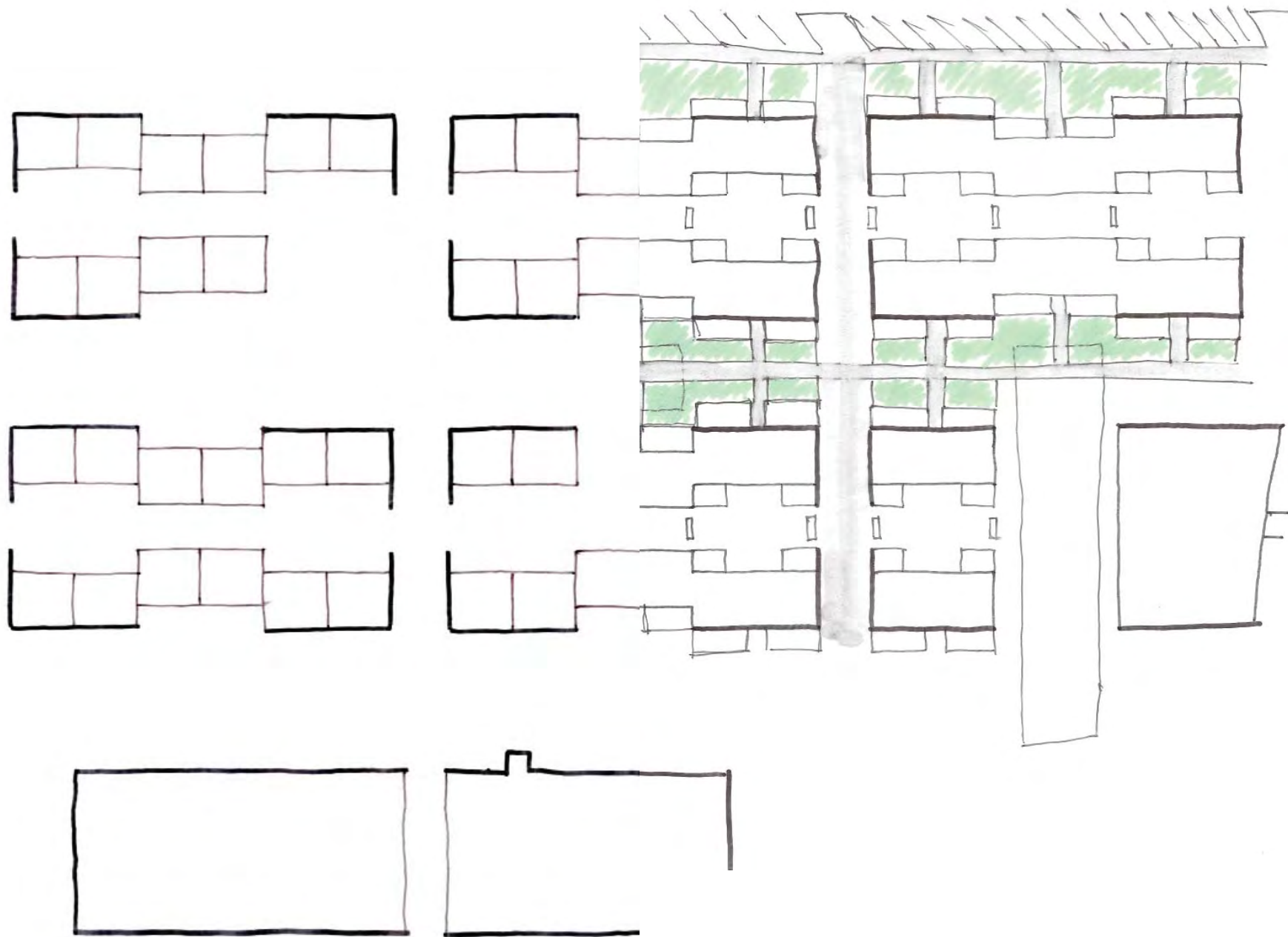


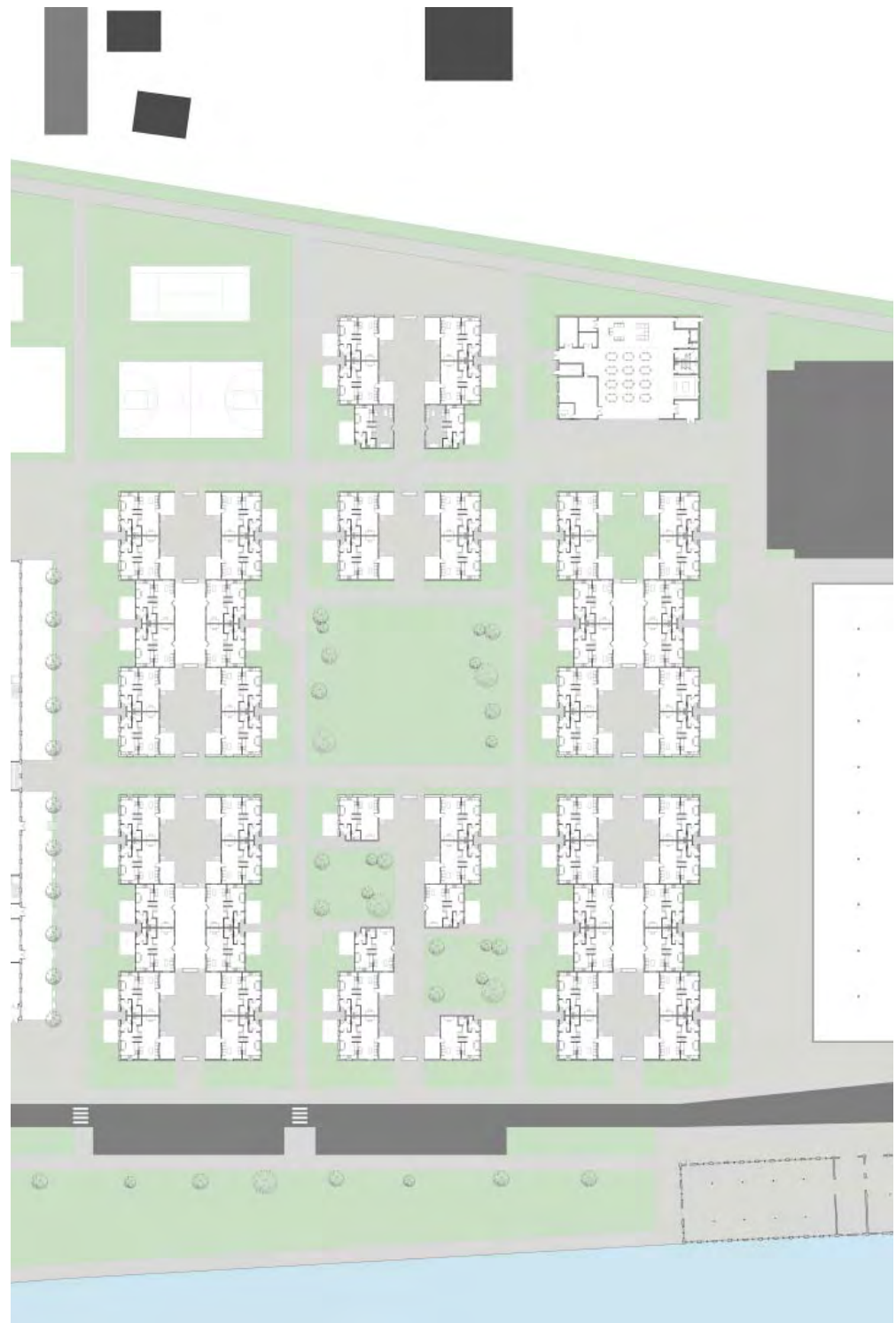
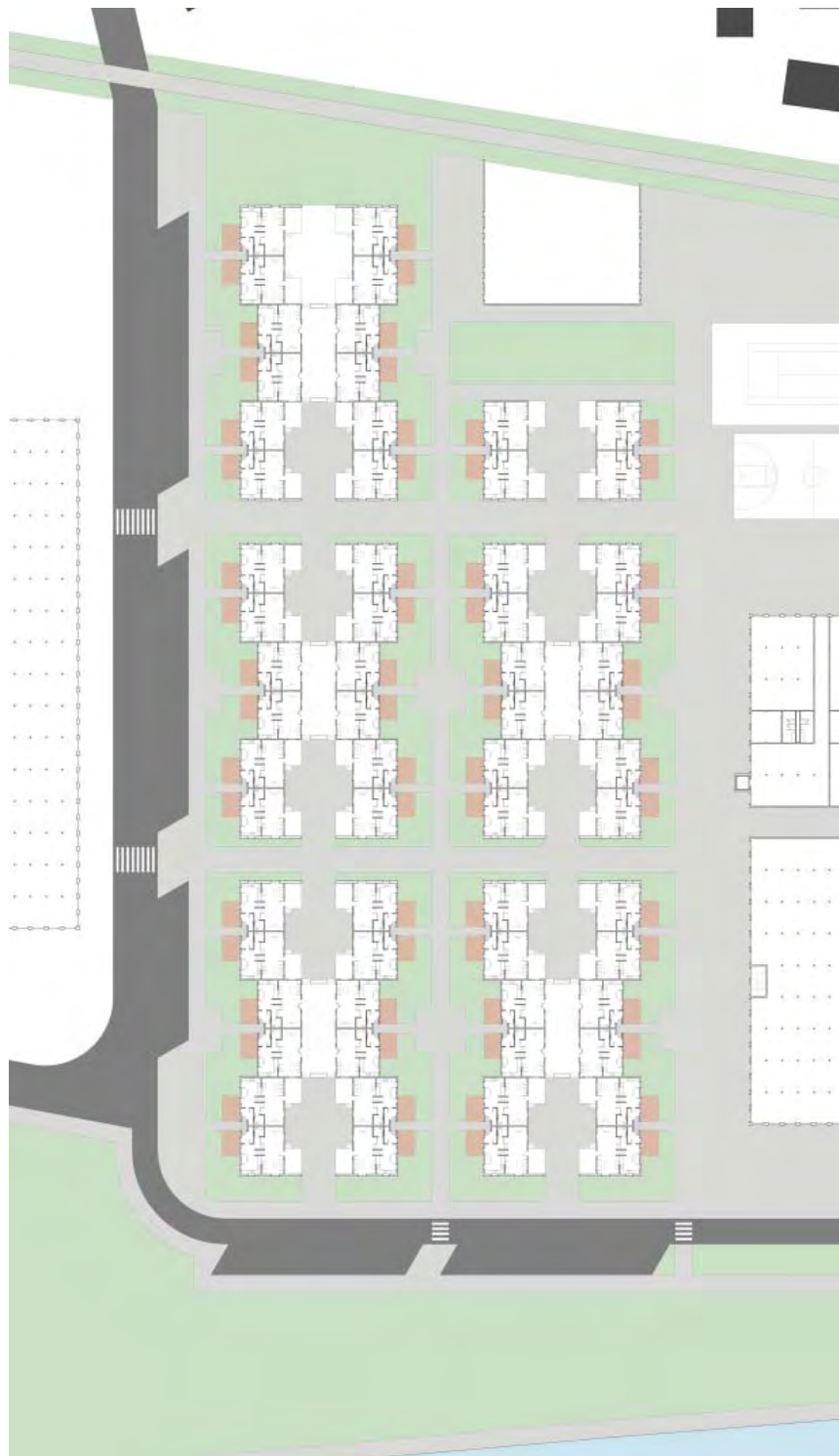


After experimenting with some different site strategies, the cohousing moved through the site creating strong axes from the suburban area to the west to waterfront on the east. The units eventually meshed together into small “neighborhoods.” The common houses moved to the west of the site where they could hook into the burm that the greenway runs atop. At this point, the units were conceptual with a focus on dense living spaces and efficient layouts.

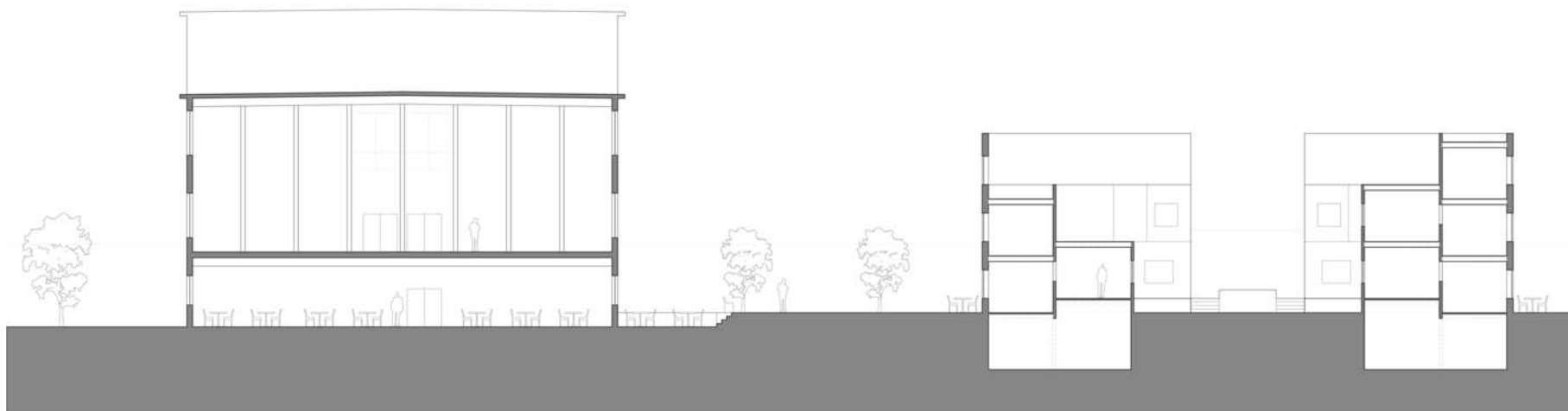
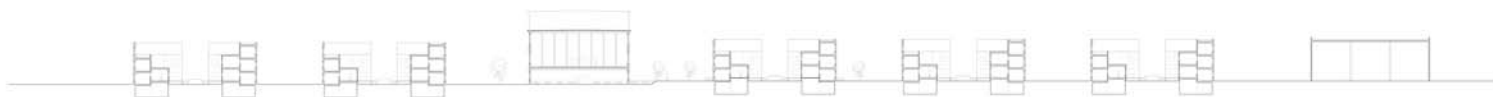


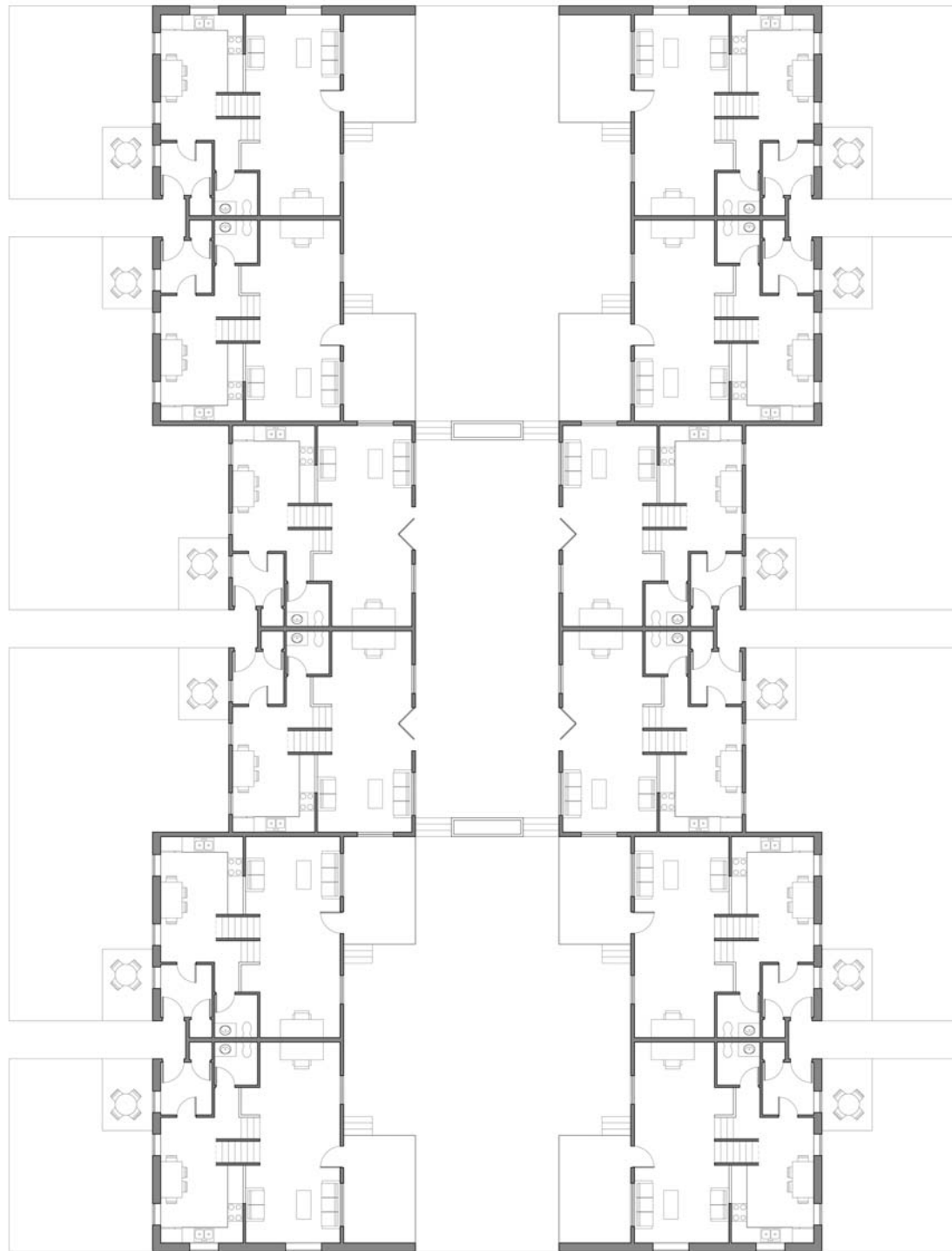








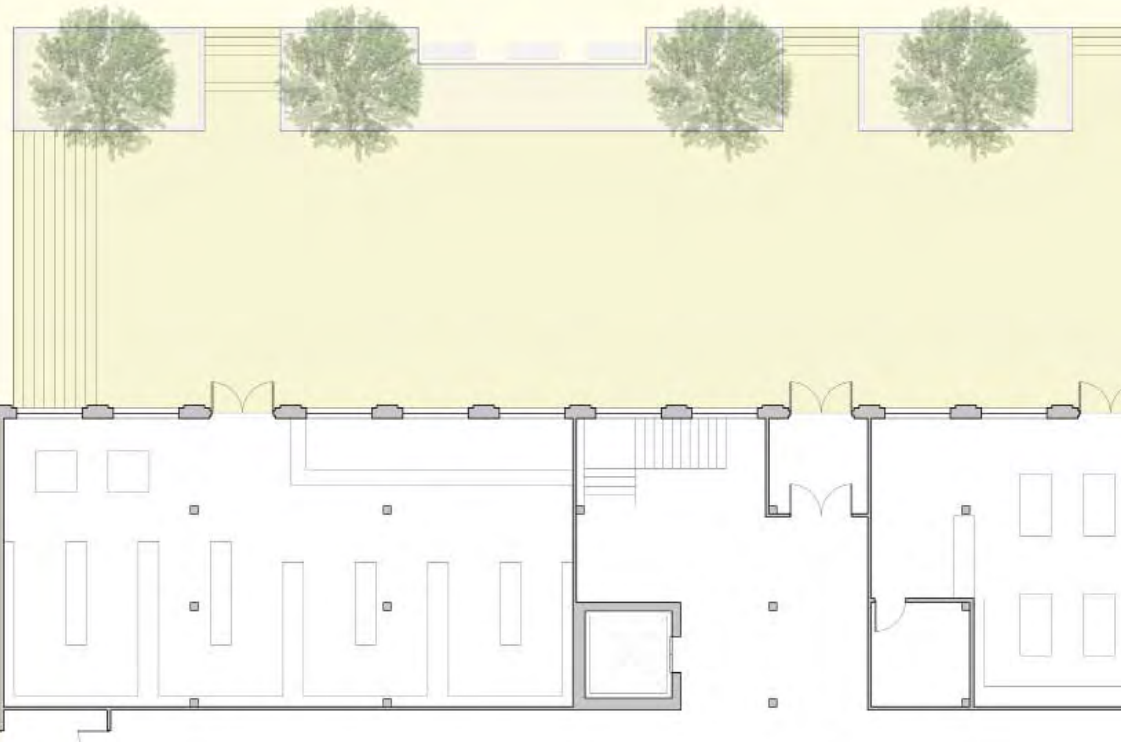
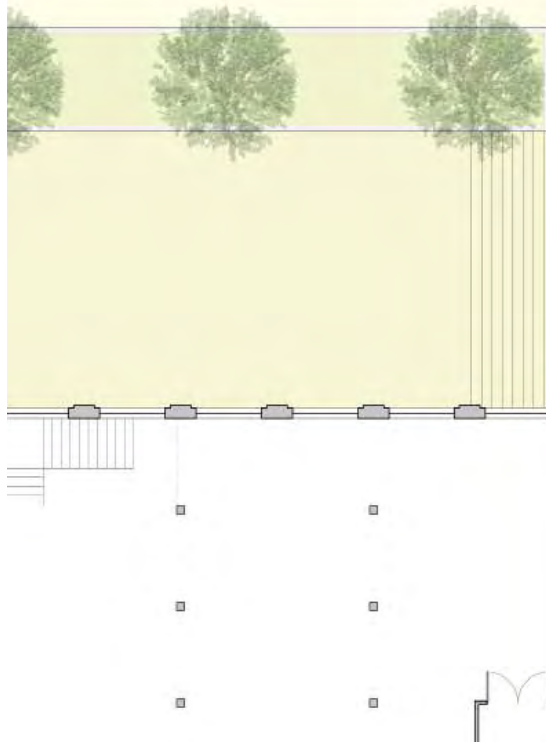
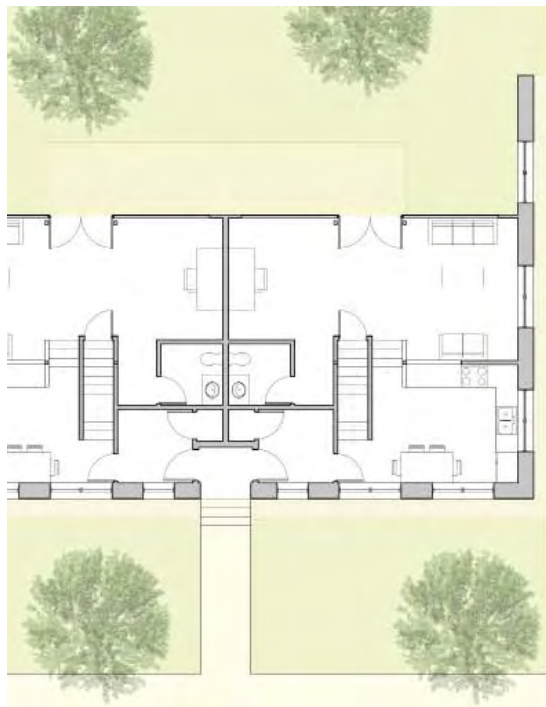




The next iteration saw a great emphasis on densifying the site. This meant adding about fifty more units. The number of industrial scale buildings was reduced since there was more than enough space to accommodate the program. The space between the units and the industrial buildings started to be developed into a pedestrian street. The corner units developed a thick brick shell to mimic the industrial buildings on the site. The inner units were designed in wood like the timber characteristic of the mills' interiors. Some units were eroded away to create public spaces that broke up the regularity of the axes.





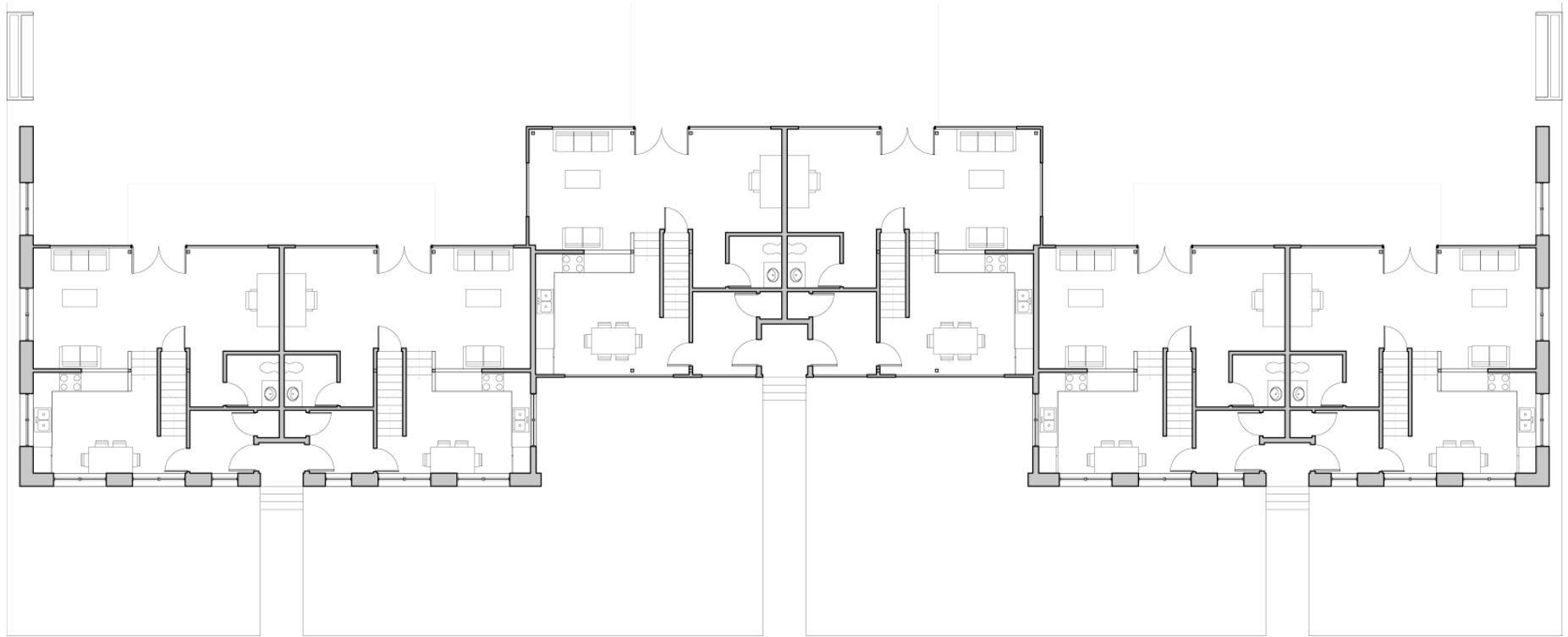


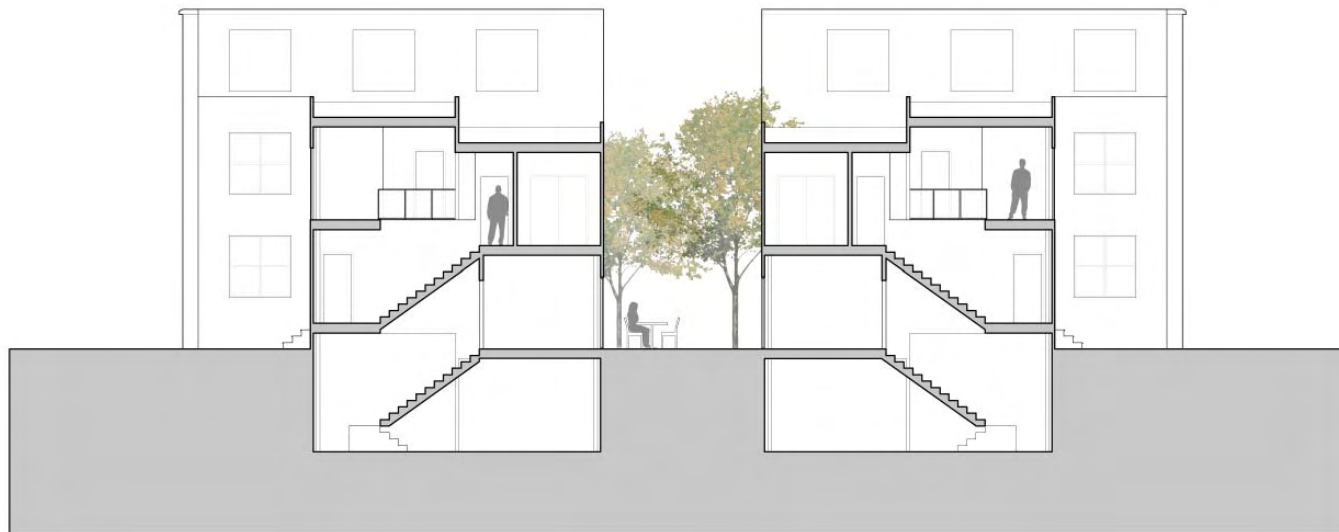






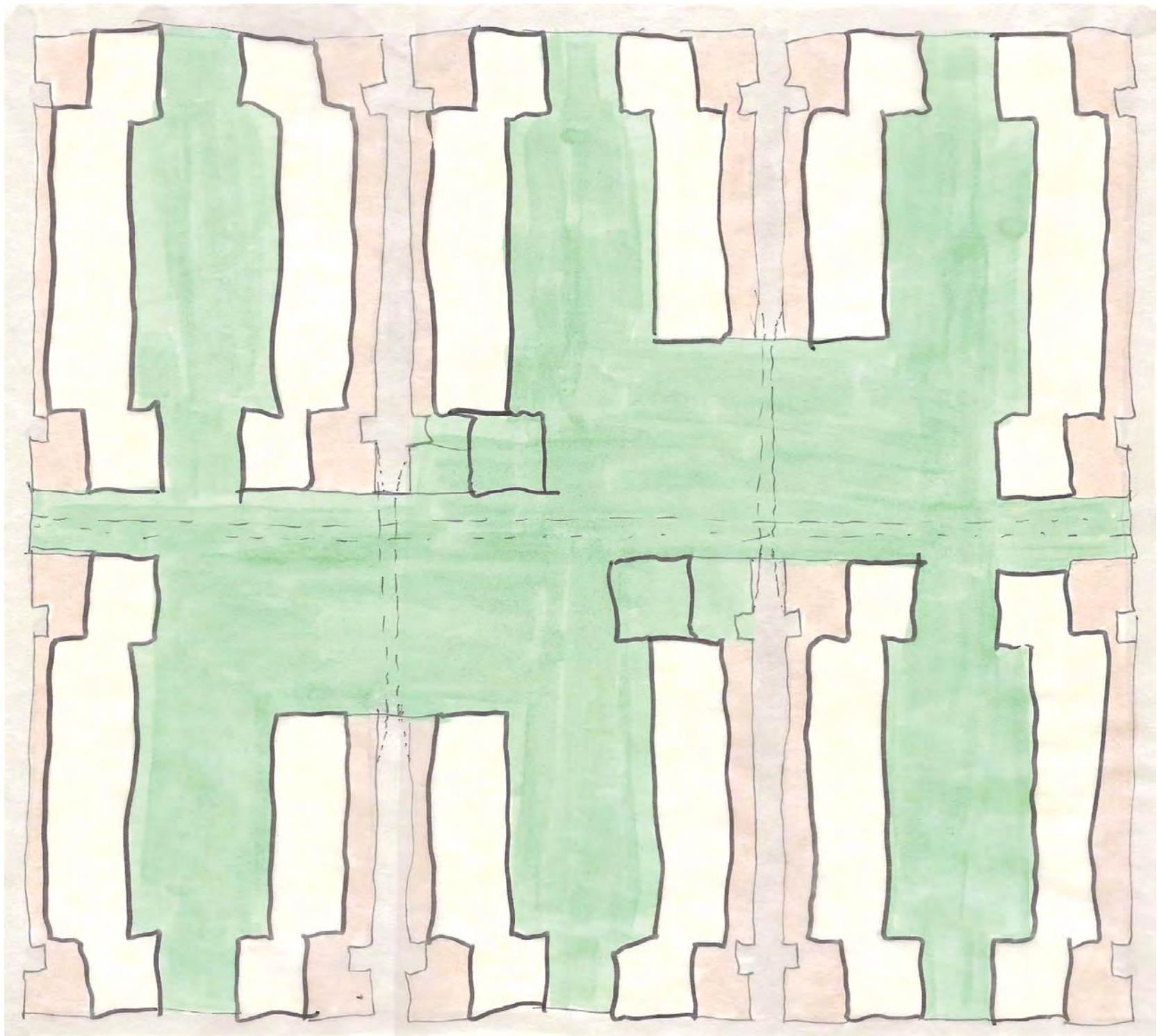


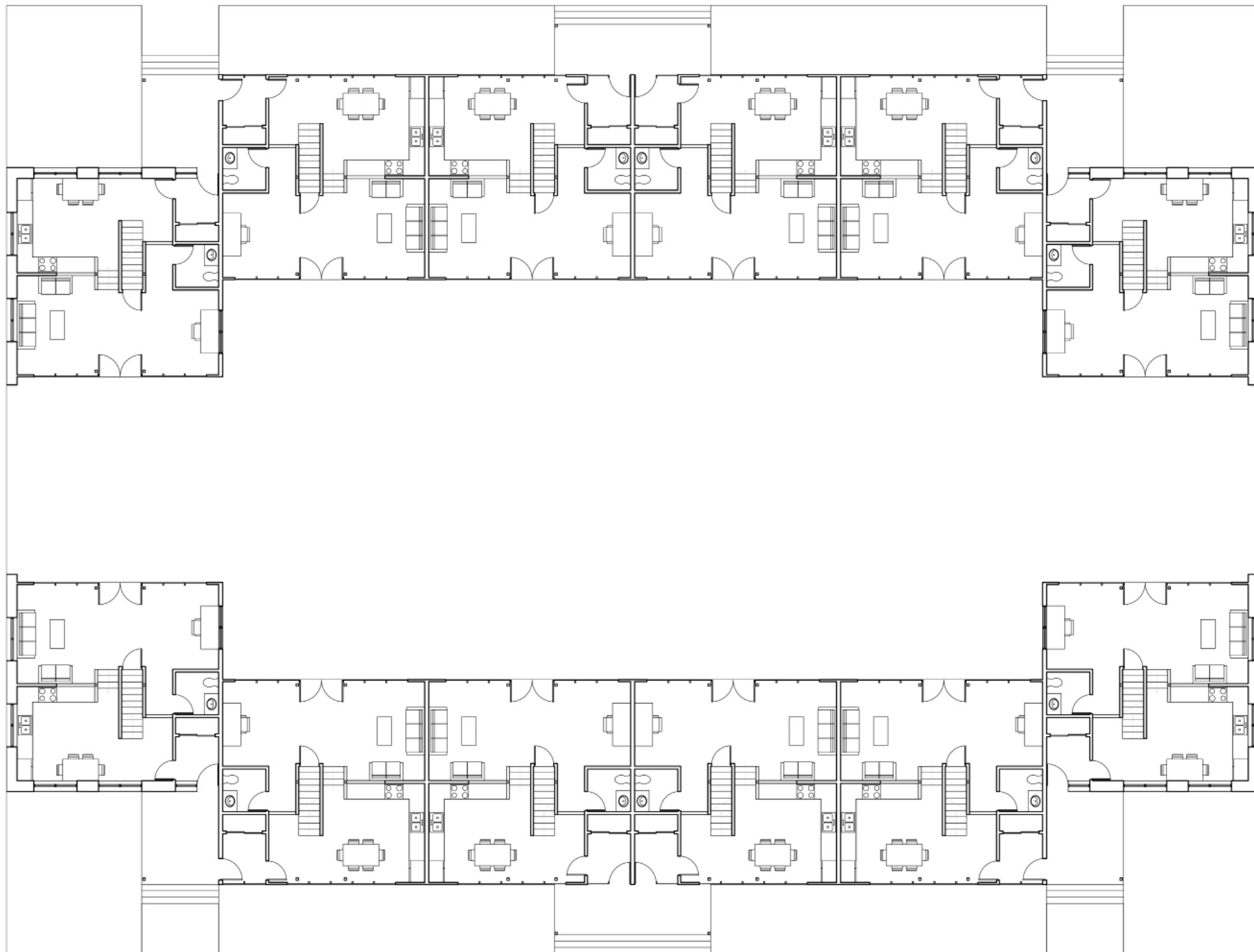




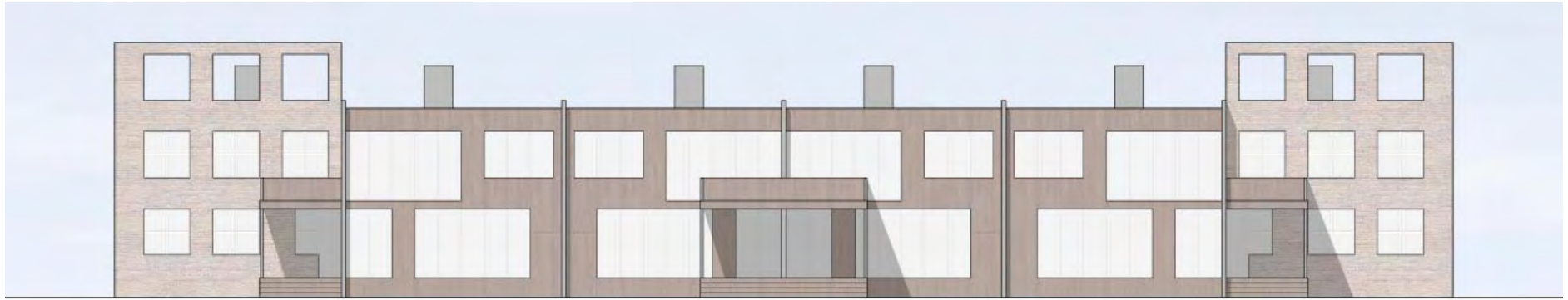
Materiality and greenery were the focus of developing the site plan at this point. The pedestrian street became more detailed, but created a separation between the cohousing and the public spaces. The beginnings of an elevation for the units emerged. The inner wood units were framed by the heavy mass of the corner brick units. The fenestration of the brick units was made to mimic the mills in a repetitive, systemized manner. The wood units allowed for larger windows that did not need to follow a structural bay.

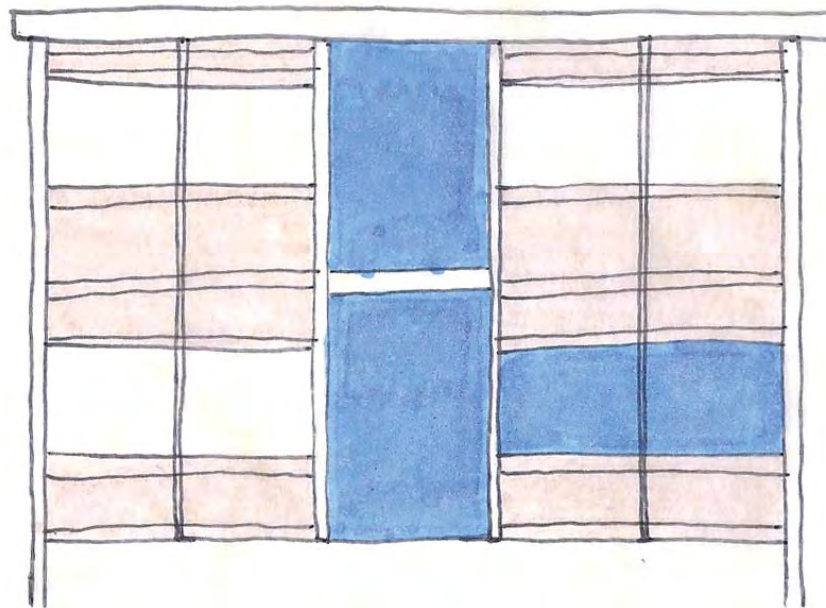
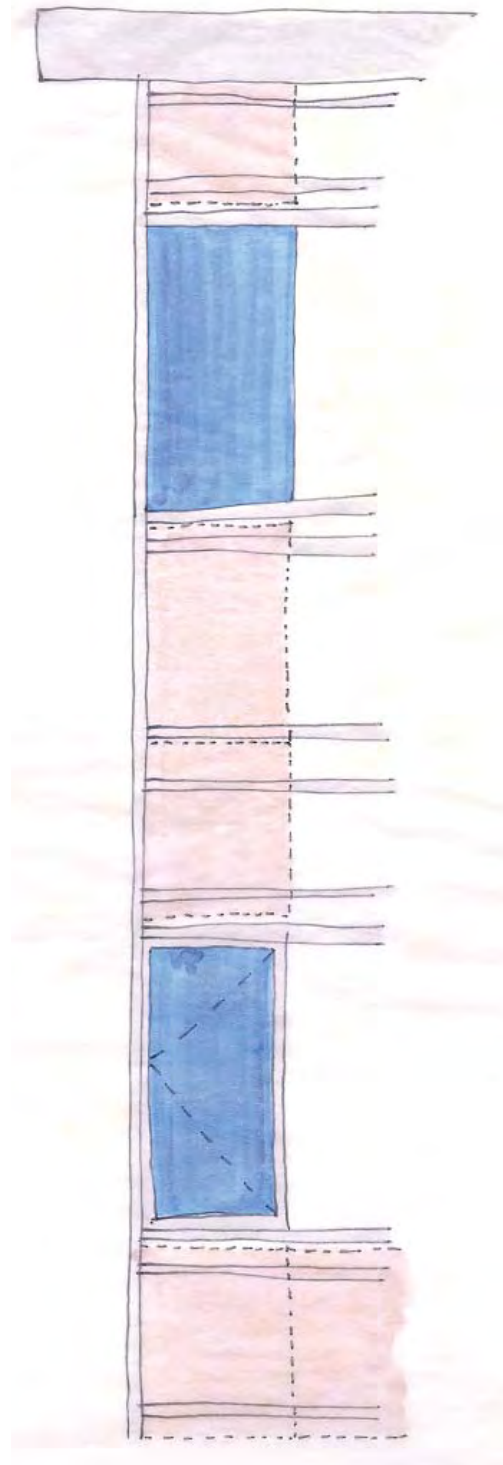












The units were rearranged so that there was a greater green space for each grouping of units. The corners were pushed inwards and the inner units were pushed out. Units were eroded to make a more substantial connection between groupings of units. This also created larger expanses of green space for the cohousing members to share. The result was a built perimeter that was perforated to allow access to the green space. Many iterations of the elevation were done to study the skin of the building. The result was heavy masonry corners framing a lite frame wood and glass panel structure.







**DESIGN**







A master plan was the first step in developing the site. Groupings of units stretch from the west side of the site to the east, linking the greenway to the waterfront. The common houses for the cohousing units were built into the greenway to allow access from both sides. These buildings house a large kitchen and dining space as well as a daycare, guest rooms, laundry, and lounge space. In addition to the existing industrial building in the middle of the site which houses commercial and work spaces, two larger scale building were designed to incorporate social program including a skate park to the south, and a gym and dance studio to the north. A communal garden and a basketball and tennis courts are placed along the greenway to be shared between members of the cohousing and the Weir as a whole.

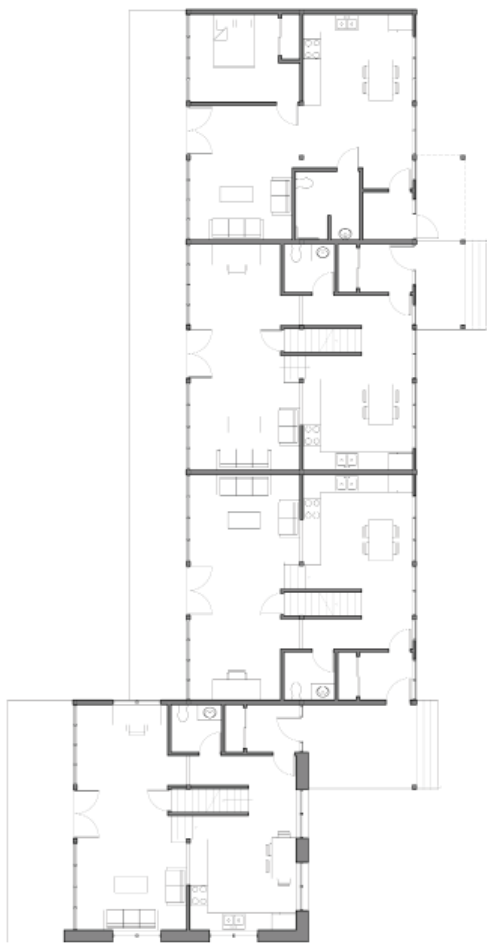
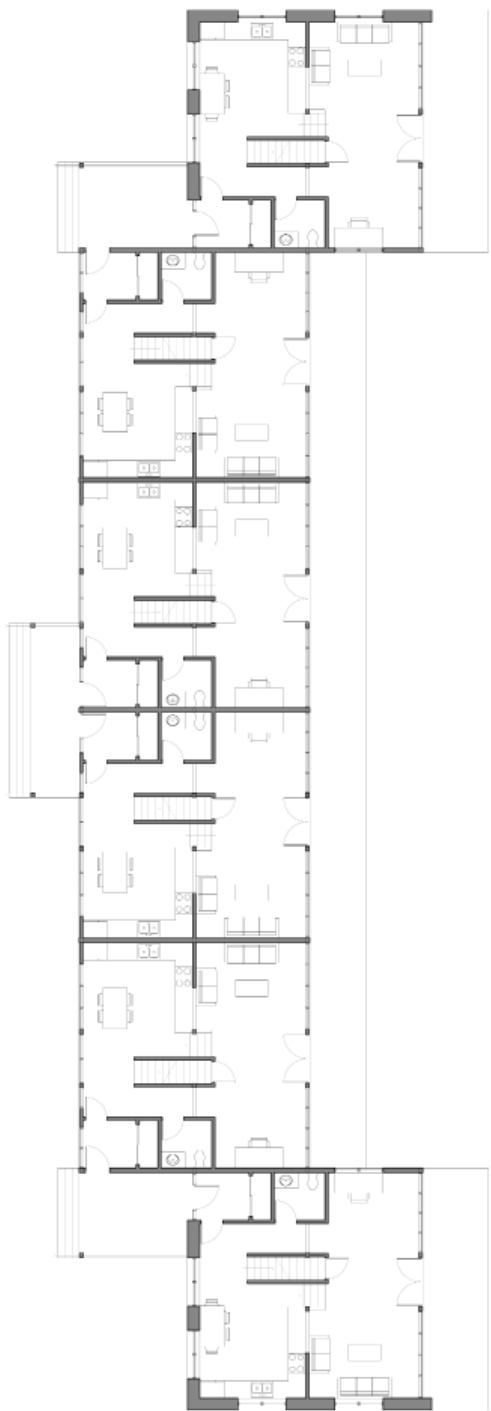








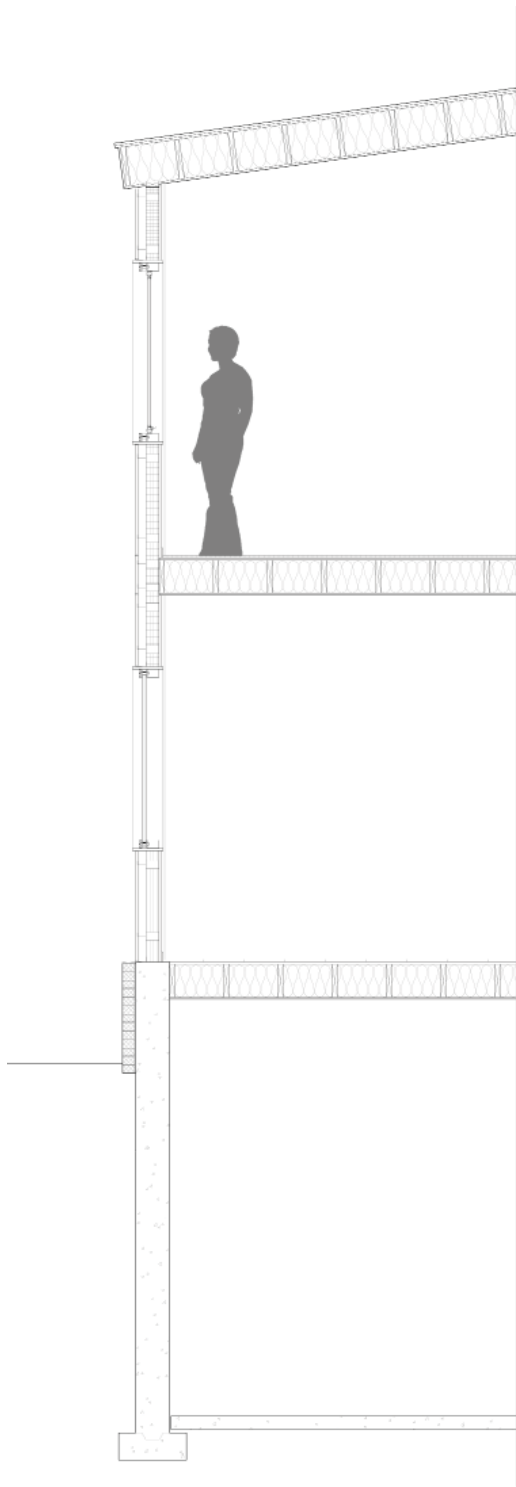
















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