

**PUBLIC NOTICE
TOWN OF HOPKINTON, RHODE ISLAND**

Notice is hereby given that the Planning Board of the Town of Hopkinton will conduct a public hearing on _____ at 7:00 p.m. at the Hopkinton Town Hall, One Town House Road, Hopkinton, Rhode Island on the following proposed amendment to the Land Development and Subdivision Regulations of the Town of Hopkinton. Opportunity shall be given to all persons interested to be heard upon the matter of the proposed ordinance. The following proposed amendments are under consideration and may be adopted and/or altered or amended prior to the close of the public hearing without further advertising, as a result of further study or because of the views expressed at the public hearing. Any alteration or amendment must be presented for comment in the course of the public hearing. The proposed amendments are available for review and/or purchase at the Town Clerk's Office between the hours of 8:30 a.m. and 4:30 p.m., Monday through Friday, excluding Holidays.

Note: Words set as ~~strikeover~~ are to be **deleted** from the ordinance; words set in **bold** are to be **added** to the ordinance.

The Planning Board of the Town of Hopkinton hereby adopts the following amendments to the Hopkinton Land Development and Subdivision Regulations:

Section 1. The Hopkinton Land Development and Subdivision Regulations, adopted on November 29, 1995, revised on August 16, 2000, which is a part of the Town of Hopkinton Code of Ordinances, as the same may have been heretofore amended, is hereby amended as follows:

Article II. Definitions

(Insert in alphabetical order within existing list of definitions)

Accessory structure. A building customarily incidental and subordinate to the principal use of the land.

Ancillary commercial. Ancillary commercial/retail use and/or structure with 13,000 square-feet gross floor area or less devoted to any one actual commercial/retail use and generally within walking distance of employment centers, hotel/conference centers, or residential areas.

Buildable land. Land that may be used to erect a structure or structures and which excludes the following features and/or characteristics:

- **Fresh water wetlands and the associated perimeter setback/buffer area within fifty feet of the edge of any bog, marsh, swamp or pond; or any applicable 100-foot or 200-foot riverbank perimeter setback/buffer, as defined by Rhode Island General Laws Section 2-1-20, as amended;**

- Areas within a High Flood Danger zone, as defined by Section 33 of the Hopkinton Code of Ordinances, Appendix A, Zoning, as amended;
- Land within any publicly or privately held easement on which above-ground utilities, including, but not limited to, electrical transmission lines are constructed; and,
- Land with slopes in excess of fifteen percent.

Buffer/Buffer Zone. Land which is maintained in either a natural or landscaped state, and which is used to screen and/or mitigate the impacts of development on surrounding areas, properties or rights-of-way. Grading or clearing is prohibited in buffer zones, except for approved and/or authorized driveway or roadway access. Buffer zone boundaries shall be demarcated by granite bounds or other permanent markers and be set forth as a conservation restriction contained in the deed of the subject property. The buffer conservation restriction shall run with the land and survive in perpetuity. Buildable land area in the buffer zone may be used to determine density of development for the entire parcel.

Buildings, multiple on one lot. More than one principal building/structure on a lot with similar uses, mixed uses, or accessory uses, individually or in combination.

Highway commercial. Highway commercial development including stand-alone retail development or multiple tenant retail development with anchor stores with buildings of more than 13,000 square feet of gross floor area.

Impact statement. A report outlining the impacts, internal and external, to the project site of a proposed development on categories set forth by the reviewing authority deemed necessary and reasonable to determine appropriate project impacts and mitigation.

Single-use residential use. Single household attached or detached housing and multi-household housing including traditional 2 to 4 unit buildings, which look like single-family houses, townhouses, row houses, or apartments. Single-use residential use may not be combined with any use other principal use.

Transportation Demand Management. Techniques to encourage the use of alternatives to the single-occupant vehicle such as carpools, vanpools, transit, bikes and walking. Additional strategies include alternative work hour programs (flex-time, compressed work week and telecommuting) and parking management tactics (preferential parking for carpools).

Village center. Area within 500 feet of the village landmark in the Village Mixed Use Zone.

Village Band 1. Area from 500 to 1,250 feet of the village landmark in the Village Mixed Use Zone.

Village Band 2. Area within the Village Mixed Use Zone beyond 1,250 feet from the village landmark.

Village landmark. An identifiable landmark, such as a statue or village crossroads, located at the center or heart of a development, used as the point from which to measure distances for decreasing density of development emanating therefrom.

Article IV. E. Exit 1 Development Area

A special development area entitled the “Exit 1 Development Area” was created in Section 4 of the Hopkinton Zoning Ordinance to provide mixed-use development regulations for an 800-acre area adjacent to the Connecticut line at the I-95 Exit 1 interchange. The Hopkinton Official Zoning Ordinance Map was revised to establish the Exit 1 Development Area as set forth in the Exit 1 Development Area Zoning Ordinance District Map, which is incorporated herein by reference. The Exit 1 Development Area is intended to accomplish the following objectives:

- Encourage economic development with increased employment opportunities;
- Preserve natural resources and views along I-95 as a distinct welcome to the State of Rhode Island through designation of buffer zones, facilitated by incentive zoning;
- Assure that sufficient setbacks are provided for any future interstate widening;
- Preserve the views and character of Route 3 south of I-95 and along Maxson Hill Road through designation of buffer zones, facilitated by incentive zoning;
- Enable a range of mixed uses in the same building, within multiple buildings on the same parcel, and in adjacent buildings on separate parcels, utilizing performance and incentive zoning to protect health, safety and welfare;
- Provide a range of housing types to meet the needs of residents at all life stages;
- Enable attractive density of development by creating a public or private water district and by requiring innovative and advanced onsite wastewater treatment systems (OWTS) such as distributive wastewater treatment;
- Encourage multimodal transportation opportunities with sidewalks, greenway trails, and bicycle facilities;
- Include transportation demand management techniques to reduce parking demand and associated traffic volumes;
- Encourage bicycling as a seasonal means of transportation;
- Provide attractive landscaping and encourage low impact design; and,
- Improve structure designs by providing architectural standards and greater flexibility for locating uses while remaining sensitive to environmental features and impacts.

Four districts are created within the Exit 1 Development Area. Districts are designated as the Technology Campus Zone, the Office Mixed Use Zone, the Village Mixed Use Zone and the Residential/Conservation Zone. The geographic

boundaries, use regulations, dimensional regulations and development application review process for the Exit 1 Development Area are set forth at Section 5 of the Hopkinton Zoning Ordinance.

1. *Review Process:* All projects and proposals to use any and all parcels within the Exit 1 Development Area are considered land development projects pursuant to Section 5.1 of the Hopkinton Zoning Ordinance and shall be subject to review as a land development project, pursuant to Article V. of these Regulations. The checklist requirements for each stage of review for any land development project are also applicable for any Exit 1 Development Area land development project as set forth in these Regulations.

2. *Exit 1 Development Area Regulations.*

A. *Ashaway River Greenway:*

The Planning Board shall require that the Ashaway River Greenway be constructed on parcels adjacent to the Ashaway River (parcels 9/10/11/12/12A/21/22) as part of the project review and permitting process. This trail shall provide access to natural resource areas, fishing areas and other recreational opportunities, as appropriate. The following standards shall apply to all projects and shall be established at the cost of the applicant and/or property owner:

1. A 30-foot wide, unpaved walking trail shall be cleared and marked as determined by the Planning Board outside the Ashaway River, wetland and riverfront resource areas by the property owner, the Hopkinton Land Trust, or other body designated by the Planning Board.
2. The greenway shall be open and available to the public.
3. Informal access to the Ashaway River from the Wellstown Road bridge shall be retained for fishing.
4. The 30-foot minimum width greenway shall be maintained by the property owner, the Hopkinton Land Trust, or other body designated by the Planning Board.

Incentives shall be utilized to provide property owners/developers the opportunity for reasonable economic return for provision of the Ashaway River Greenway by enabling increased density on buildable portions of the remaining parcel. At the discretion of the Planning Board, building height restrictions and parking requirements may be adjusted to accommodate additional gross floor area as compensation for the provision of the greenway.

B. *Infrastructure:*

It is the responsibility of an applicant and/or owner to construct traffic improvements and other improvements for mitigation as demonstrated through the Impact Statement and Planning Board review, construct roads, sidewalks, plant street trees at 35-foot intervals where requested by the Planning Board, and install underground utilities and ornamental lighting for new public roadways, where feasible and/or as required.

All applicants for property south of I-95 within the Exit 1 Development Area are required to connect to any future public or private water supply, if available.

All applicants for property south of I-95 shall provide innovative and/or advanced onsite wastewater treatment systems (OWTS) such as distributive wastewater treatment.

C. Dimensional Regulations:

See applicable tables provided in Article IV.E.3 for each district.

D. Design standards for light industrial, ancillary and highway commercial and multi-family residential:

Design standards for commercial use (highway/commercial, ancillary commercial and mixed use) shall be in accordance with the Town of Hopkinton Design Review Standards, Adopted June 2, 2004 or as amended.

- 1. Single-story manufacturing use shall be developed in a manner that reflects a commitment to functional efficiency and quality appearance, particularly where activities adjoin more sensitive areas, or abut residential zones or uses.**
- 2. Metal structures are prohibited.**
- 3. The façade shall have an attractive main entrance using substantial external materials such as brick. Building sides, and rear shall also include well-thought design.**
- 4. Public entrances shall be easily identified and distinct from the remainder of the building either through architectural form or use of color, material, and texture.**
- 5. Building color shall be limited to four colors for use on the base, walls, trim, and roof. Ancillary areas such as loading, service and employee areas shall be consistent with the overall design.**

E. Exit 1 Development Area Guidelines:

The Exit 1 Development Area Guidelines are considered a policy and regulatory tool for use by the Planning Board and prospective applicants to guide and regulate the type, arrangement, configuration, intensity and mix of land uses within the district and may be amended by the Planning Board from time to time. The Guidelines are incorporated herein by reference as if set forth herein fully and shall have the full force and effect of these Regulations.

F. Landscaping:

To the maximum extent possible, the natural landscape shall be preserved.

Buildable Area Requirements

1. Landscaping shall reflect the site as a whole, integrating the various elements of site design into the plan with the surrounding landscape elements and processes. Effort shall be made to use native plants with high wildlife value and aesthetic interest.
2. Shade trees shall be provided along street frontage at 35-foot intervals (exclusive of designated I-95, Route 3, and Maxson Hill Road buffers).
3. A landscape plan shall be provided with a list of proposed species and quantities for review and approval.
4. A three-year bond shall be posted to assure the viability of plant material.
5. It shall be the responsibility of the applicant to construct and maintain 5-foot minimum width concrete sidewalks either along the frontage.

Parking Area Requirements

1. Parking and loading/service areas shall include a 5-foot wide landscaped evergreen visual screen.
2. Shade trees shall be planted in a planting strip at 35-foot intervals around the perimeter.
3. 10 square feet of internal landscaping shall be provided for each parking space.
4. The ends of each row of parking shall be terminated by a 5-foot by 18-foot landscaped island.
5. 20 percent of the parking area shall be shaded by trees with a 15-foot radius within five years.
6. Each tree shall be surrounded by a minimum of 180 square feet of unpaved area.

Parking areas for non-residential use adjacent to a residential zone district boundary line shall include a 25-foot landscaped evergreen visual screen. Such screen shall be located adjacent to, but not within a designated buffer zone.

G. Buffer Zones/Incentive Zoning:

Buffer zones extending 100 feet from the right-of-way line of I-95, Route 3 and Maxson Hill Road protect the character and historic context of the community.

1. I-95 Northbound Buffer Zones

- Located on parcels 64, 65, and 56 and identified on the Exit 1 Development Area map, serves as the gateway into Rhode Island from the south. Preservation of this area is critical in maintaining the agricultural character of Rhode Island, and Hopkinton in particular. Residents and visitors view the rolling hills and open fields located here as a place marker – entering rural Rhode Island.

- The I-95 northbound buffer zone shall include an additional 25-foot vegetated screen, where necessary, to assure that future development is adequately screened from the road.
2. **Route 3 Buffer Zones:**
 - Located along parcels south of I-95 on the east side of Route 3 (parcels 24/25) and west side of Route 3 (parcels 13A/13C/20/21/21A/22/64), identified on the Exit 1 Development Area map. Preservation of these areas is critical in maintaining the farmsteads, open fields and woodlands associated with Hopkinton.
 - The Route 3 buffer zone shall include an additional 25-foot vegetated screen, where necessary, to assure that future development is adequately screened from the road. Such vegetative screen shall be constructed adjacent to and not within the 100-foot buffer zone.
 3. **Maxson Hill Road Buffer Zones:**
 - Located along Maxson Hill Road (parcels 23/25/54/55/55A/56/62A) and identified on the Exit 1 Development Area map, serves as the visual screen to existing residential development along Maxson Hill Road. Preservation of this buffer area ensures the wooded character of this neighborhood.
 - The Maxson Hill Road buffer zone shall include the cleared utility corridor and require an additional 25-foot vegetated screen, where necessary, to assure that future development is adequately screened from the road and from adjacent developed parcels west of Maxson Hill Road. Such vegetative screen shall be constructed adjacent to and not within the 100-foot buffer zone.

Incentives in the form of density bonuses have been established in exchange for maintaining the regulatory 100-foot wide buffer zones and any additional 25-foot vegetated screen. Incentives shall be utilized to provide property owners/developers the opportunity for reasonable economic return for preserving buffer zones by enabling increased density on buildable portions of the remaining parcel. At the discretion of the Planning Board, building height restrictions and parking requirements may be adjusted to accommodate additional gross floor area as compensation for preserving regulatory buffers.

The following regulations apply to land area designated within the established buffer zones and identified in the Exit 1 Development Area map:

1. Grading or clearing is prohibited in buffer zones, except for approved and/or authorized driveway or roadway access.
2. To protect the rural character and to not adversely affect traffic flow, driveway access shall either be combined with adjacent properties, with the centerline along the property line, or the driveway centerline shall not be within 250 feet of the driveway centerline of adjacent properties.
3. Buffer zone boundaries shall be demarcated by granite bounds or other permanent markers and be set forth as a conservation restriction contained in the deed underlying a buffer zone within the property conveyance.

4. The buffer conservation restriction shall survive in perpetuity.
5. Buildable land area in the buffer zone and 25-foot vegetated screen shall be used to determine density of development for the entire parcel.

H. Signage Window:

A 200-foot wide signage window adjacent to I-95 northbound and straddling parcels 64 and 65 within the Technology/Campus Zone has been established to provide an opportunity for attractively landscaped signage in accordance with the Hopkinton Zoning Ordinance, Section 27-Signs.

1. Signage may be provided for Parcel 64 or 65 development or for “Welcome to Rhode Island” signage.
2. Off-site signage shall not be considered for the signage window, in accordance with state billboard regulations.

I. Impact Statement:

Applicants for any and all retail projects with gross floor area of 30,000 square-feet or more, per building, shall prepare an Impact Statement addressing existing conditions, project impacts, and proposed mitigation.

1. The scope of the Impact Statement shall be defined by the Planning Board at the initiation of the project review process. The Planning Board retains the right to hire a consultant to assist in developing the project scope, Impact Statement review, and in review and approval of compensatory mitigation.
2. The project application fee shall be set at \$3,000 per each 30,000 square-foot (or fraction thereof) of gross floor area (or fees sufficient) to hire said consultant.
3. An Impact Statement shall be prepared in accordance with Article II. Definitions of these Regulations and address freshwater wetlands, natural heritage sites, noise and air quality, solid waste generation, historic and archaeological areas, schools, traffic/roads, soils, vegetation, wildlife, groundwater, police/fire, and lighting.
4. The Impact Statement shall also address economics, employment, and best management practices for stormwater management.
5. The applicant shall satisfactorily mitigate project impacts for Planning Board approval.

J. Parking:

Vehicle Parking

Vehicle parking space requirements by use, for each zone, are defined by the maximum total to be provided.

1. Parking lots shall be located to the rear and sides of buildings.
2. A network of raised and landscaped sidewalks shall provide access through parking lots located more than 50 feet from building entrances.
3. Shared use of motor vehicle parking is strongly encouraged, however parking spaces for one use shall not be considered as providing the required spaces for any other use, except when it can be clearly demonstrated that the need for parking occurs at different times. A shared parking agreement

between adjacent property owners shall be required as part of development plan review. Change in use of parcels subject to a shared use agreement shall require Planning Board review to determine if the current agreement remains valid, or if additional parking shall be required. The Planning Board reserves the discretion to approve reduced parking configurations based on the above provisions.

4. The Planning Board reserves the discretion to approve reduced or additional parking as warranted based on proposed use and industry parking standards.
5. At the discretion of the Planning Board, location of any parking required to meet future demand may be designated on plan but remain unpaved.
6. Designation of priority carpool or van-pool parking spaces, participation in ride-share organizations, and /or shared parking agreements may be used to reduce number of parking spaces.

Vehicle parking requirements by use throughout zones:

<i>Mixed-Use/Ancillary/Highway Commercial</i>	4.25 spaces per 1,000 GFA
<i>Light-Industrial</i>	2 spaces for every 3 employees
<i>Mixed-Use/Office</i>	3 spaces per 1,000 GFA
<i>Mixed-Use/Multi-Family Residential</i>	1.5 spaces per unit or 1.1 spaces per unit senior housing

Vehicle parking requirements specific to use within a zoning designation include:

<i>Office/Mixed-Use Zone</i> <i>Hotel/Conference:</i>	1 space per room, and additional 5% of total spaces for staff
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Village Mixed-Use Zone

- a. Access to parking for buildings located within 500 feet of the village center/landmark shall be provided via shared alley/access ways to enhance walkability and to maximize shop frontage along village streets.
- b. On-street parking shall be permitted within the Village Mixed-Use Zone.

Bicycle Parking

Applicable to all uses and zones (exclusive of the Residential/Conservation Zone and single-family use within the Village Mixed-Use Zone):

1. At least two bicycle parking or storage spaces shall be created for each commercial use.
2. Any property owner required to have bicycle parking may elect to establish a shared bicycle parking facility with any other property owner in close proximity.

3. At least 50-percent of long-term bicycle parking shall be sheltered from the weather.

K. Vehicular, pedestrian and bicycle circulation:

Every effort shall be made to preserve the Route 3 visual corridor by limiting the number of new curbcuts and intersections along the roadway.

1. Roadway access to future development on parcel 25 south of I-95 and east of Route 3 shall be limited to two (2) roadway access points, one coincidental with Wellstown Road, and the second, further south along parcel 25 frontage.
2. Centerlines of driveways along Route 3, north of I-95, shall be not less than 250 feet apart.
3. Consideration shall be given to construction of a continuous street network within the interior of parcel 25 to avoid cul de sacs and to assure vehicular and pedestrian connections within the village.
4. Consideration shall be given to the use of roundabouts to facilitate internal circulation from the village center to Frontier Road.
5. The Planning Board reserves the right to require an easement for pedestrian and vehicular access to existing or future developments on abutting properties for access management to facilitate pedestrian access and to minimize curb cuts.
6. Separate truck access shall be considered for Highway Commercial development to minimize traffic conflicts.
7. Sidewalks shall be constructed along both sides of new roadways.

L. Low Impact Design and Operation:

Low impact design is especially important to protect the quality and quantity of the sole-source Ashaway aquifer.

1. Proposed developments shall incorporate sustainable low impact design methodologies to work with the landscape. Methodologies shall focus on runoff prevention and the treatment of stormwater with bioretention by diverting drainage from pavement and roofs to vegetated swales or rain gardens.
2. Liquid propane gas shall be the preferred fossil fuel for development within the Ashaway aquifer.

3. Exit 1 Development Area Districts

The four districts which comprise the Exit 1 Development Area are the: Technology Campus Zone, Office Mixed-Use Zone, Village Mixed-Use Zone, and, Residential/Conservation Zone. Specific regulations/guidelines and provisions have been established and outlined for each zone.

A. Technology Campus Zone

Purpose: To provide a mixed-use zone which incorporates light industrial/manufacturing campus concepts and opportunities for ancillary and highway commercial development. The Technology Campus Zone:

- Assures mixed use with emphasis on employment opportunities;
- Features easy access from I-95 to minimize traffic volumes on local roads;
- Emphasizes pedestrian access to local destinations within the campus and the Ashaway River Greenway;
- Encourages low impact design to protect the quality of the underlying Ashaway River aquifer and associated resources.

Location: Parcels 9, 10, 11, 12, 12A, 13, 13A, 13B, 13C, 22, 64, and 65 with frontages on Route 3, Wellstone Road and Gray Lane south of I-95. Parcels 1, 1A, 1B, 2, 3 (exclusive of portion currently zoned RFR-80), 4, 7, 57 (exclusive of portion currently zoned RFR-80), and 59 north of I-95.

Permitted uses: Permitted uses are listed in the District Use Table, set forth in Section 5. District use regulations, Hopkinton Zoning Ordinance.

Restrictions: In addition to the standards set forth at Article IV.E. 2 Exit 1 Development Area Regulations matters, the following restrictions applies to all projects within the Technology Campus Zone:

1. Highway commercial uses shall be limited to the area bounded by I-95, Route 3, and Gray Lane (parcels 13/64/65) as indicated in the Exit 1 Development Area map and identified as Highway/Commercial (“HC”).

Technology/Campus Dimensional Guidelines:

Requirement	Light- Industrial/ Manufacturing ¹	Ancillary Commercial	Highway Commercial ¹	Institutional/ Municipal/ Open Space ²
Lot Area (Minimum)	40,000 sf	10,000 sf	140,000 sf	N/A
Lot Area (Maximum)	N/A	40,000 sf	300,000 sf	N/A
Lot Frontage (Minimum)	150'	125'	200'	N/A
Setbacks				
Front (maximum)	25'	10'	25'	N/A
Side (minimum)	25'	10'	20'	N/A
Rear (minimum)	75'	65'	100'	N/A
Buffer ³	15'	15'	15'	N/A
Height				
Main Structure ⁴ (Maximum)	3 Stories / 35'	3 Stories/ 35'	3 Stories/ 35'	3 Stories/ 35'
Accessory Structure ⁴ (Maximum)	25'	25'	25'	25'
Percent Coverage ⁵ (Maximum)	90%	90%	90%	90%

¹ No Light-Industrial/Manufacturing or Highway Commercial structure shall be located within one hundred feet of a residential zone district boundary line

² Dimensional guidelines shall reflect those of adjacent, developed properties.

³ Properties adjacent to I-95 shall maintain a 15-foot building setback that shall be located adjacent to, but not within the buffer and 25-foot landscaped screen.

⁴ The view of rooftop mechanical equipment shall be adequately screened from sight at all property lines. Maximum building height for non-manufacturing uses shall include a pitched roofline along the upper floor to lessen the visual mass of the structure.

⁵ The maximum percent of the lot area, which may be covered by buildings and impervious surfaces.

B. Office Mixed Use Zone

Purpose: To provide a mixed-use zone which incorporates office and commercial use and opportunities for service businesses attractive and supportive to the needs of local employers and employees, the town and the region. The Office Mixed Use Zone.

- Assures mixed use with emphasis on employment opportunities including Class A office space, hotel / conference use, golf course and ancillary commercial use,
- Features easy access from I-95 to minimize traffic volumes on local roads,
- Emphasizes pedestrian access to local destinations including a proposed village center (see Village Mixed Use Zone),

Density of development shall be centered on Frontier Road and a new village main street (see Village Mixed-Use zone).

Location: Parcels 23, 24, 54, 55, 55A, 56, 60, 61, 62, 62A, 63 with frontage on Route 3, Frontier Road, and Maxson Hill Road.

Permitted uses: Permitted uses are listed in the District Use Table, set forth in Section 5. District use regulations, Hopkinton Zoning Ordinance.

Office Mixed Use Zone Dimensional Guidelines Table:

Requirement	Ancillary Commercial	Office	Hotel/ Conference ¹
Lot Area (Minimum)	10,000 sf	40,000 sf	30 acres
Lot Area (Maximum)	40,000 sf	N/A	N/A
Lot Frontage (Minimum)	125'	125'	200'
Setbacks			
Front (maximum)	10'	40'	50'
Side (minimum)	10'	20'	40'
Rear (minimum)	65'	100'	100'
Buffer ²	15'	15'	15'
Height			
Main Structure ³ (Maximum)	3 Stories/ 35'	6 Stories/ 75'	6 Stories/ 75'
Accessory Structure ³ (Maximum)	25'	25'	25'
Percent Coverage ⁴ (Maximum)	90%	60%	60%

¹ No Hotel/Conference structure shall be located within one hundred feet of a residential zone district boundary line.

² Properties adjacent to I-95 shall maintain a 15-foot setback that shall be located adjacent to, but not within the buffer and 25-foot landscaped screen.

³ The view of rooftop mechanical equipment shall be adequately screened from sight at all property lines. Maximum building height for non-manufacturing uses shall include a pitched roofline along the upper floor to lessen the visual mass of the structure.

⁴ The maximum percent of the lot area, which may be covered by buildings and impervious surfaces.

C. Village Mixed Use Zone

Purpose: To provide a mixed-use zone which incorporates a village-style density of development reminiscent of historic New England town centers where first floor commercial and office uses, upper level office or residential use, and civic or institutional uses front a town common and village main street. The Village Mixed Use Zone:

- Assures mixed use, including residential and office use above first floor retail in the village center,
- Facilitates a range of mixed uses in the same building, in adjacent buildings and within buildings on the same parcel,
- Encourages walking and bicycle access,
- Promotes integrated physical design and public open space/parks,
- Facilitates interaction among activities to assure a vibrant community,
- Provides a decreasing density of development from a designated town /landmark to designated buffer zones along Route 3 and Maxson Hill Road as a transition zone to existing residential development.

To replicate historical patterns of development typical in a New England village and to avoid a sprawl pattern of development, a transect or geographical cross-section shall be defined in the Village Mixed Use Zone. Land within 500 feet of the Village Center shall have the densest development with two surrounding bands of decreasing density:

1. Village Center – Area within 500 feet of the village landmark.
2. Band 1 – Area from 500 to 1,250 feet of the village landmark.
3. Band 2 – Area within the Village Mixed Use Zone beyond 1,250 feet from the village landmark.

Location: Parcel 25 with frontage on Route 3 and Maxson Hill Road.

Permitted uses: Permitted uses are listed in the District Use Table, set forth in Section 5. District use regulations, Hopkinton Zoning Ordinance.

Restrictions: In addition to the standards set forth at Article IV.E. 2 Exit 1 Development Area Regulations matters,, the following restrictions apply to all projects within the Village Mixed Use Zone.

1. Development within 500 feet of the designated village landmark shall be limited to mixed-use development including retail, office, residential and municipal/institutional use. Village Center mixed use structures shall include at a minimum, residential and commercial use, commercial and office use, office and retail use, or office and residential use.
2. Single-use residential development is prohibited within 500-feet of the designated village landmark. Attached single-family units on the same lot shall be prohibited within 500 feet of the identified village landmark.
3. Detached single-family residential development on a single lot or multiple buildings on the same lot are prohibited less than 1,250-feet from the identified village landmark.

Residential use: Single-use residential development shall be in accordance with Article IV.A. Residential Cluster Developments.

1. A yield plan shall be conducted to identify the number of single-family units permitted on buildable land, utilizing a conventional subdivision layout for 30,000 square-foot lots. The number of units allowed with the Residential

Cluster Development shall be equal to the number identified with the yield plan.

2. Fifty-percent of the parcel shall be preserved as open space to create an interconnected network of protected open space with adjacent parcels, to preserve natural resources, and to provide buffers between development, habitat, parks, surface water, farms and forests. The Planning Board reserves the right to require that applicants locate preserved open space contiguous to existing open space located on adjacent properties to preserve green corridors/networks.
3. Lot Size within the Village Mixed Use Zone is modified as follows: with the installation of a verifiable central water supply and construction of central water distribution system and with the installation of a distributive denitrification OWTS, the Planning Board will consider a reduction in residential lot size in the Village Mixed Use Zone as outlined:

<i>Type</i>	<i>Minimum Lot Size</i>
Single-Family Detached Dwelling Structure	15,000 square feet
Two-Family, Single-Family Attached or Duplex Dwelling Structure	30,000 square feet
Townhouse, Row House, or Other Multifamily Dwelling Structure	40,000 square feet

***Note:** All sewerage disposal systems located in any common open space area shall be owned and maintained by an owners association.

Park and recreation use: The following shall be provided to serve residents of the Village Mixed Use Zone and to promote integrated physical design and public open space/parks. The buildable areas of park and recreation sites shall be considered usable areas in determining the yield plan for residential development. See Exit 1 Development Area Development Guidelines for accepted uses.

1. An appropriately scaled town common or park shall be provided at the village center/landmark to serve as a public gathering space.
2. A 5-acre parcel shall be designated as a Gateway Center. Said gateway shall be located on Route 3 and provide access to both the interior street network and Route 3.

Village Mixed Use Dimensional Guidelines Table:

Requirement	Mixed-Use Commercial/ Office/ Residential	Single Use Office Building	Ancillary Commercial	Multi-Family Residential ¹	Single Family Residential	Institutional/ Municipal ²
Lot Area (Minimum)	18,000 sf	10,000 sf	10,000 sf	21,000 sf	15,000 sf ³	N/A
Lot Area (Maximum)	25,000 sf	40,000 sf	40,000 sf	25,000 sf	30,000 sf	N/A
Lot Frontage (Minimum)	130'	125'	125'	65'	100'	N/A
Setbacks						
Front	0'	10'	10'	25'	25'	N/A
Side	5'	10'	10'	10'	10'	N/A
Rear	40'	65'	65'	65'	20'	N/A
Buffer ⁴	N/A	15'	15'	15'	15'	N/A
Height						
Main Structure ⁵ (Maximum)	3 Story/ 35'	3 Story/ 35'	3 Story/ 35'	3 Story/ 35'	3 Story/ 35'	3 Story/ 35'
Acc. Structure ⁵ (Maximum)	3 Story/ 35'	25'	25'	25'	25'	25'
Percent Coverage (Maximum) ⁶	90%	90%	90%	60%	50%	N/A

¹ 15 % of multifamily housing shall be affordable as defined by the Town of Hopkinton Affordable Housing Plan.

² Dimensional guidelines shall reflect those of adjacent, developed properties (*see Residential Use*).

³ Lot size with off-site well and off-site distributive wastewater treatment (*see Residential Use*).

⁴ Properties adjacent to Route 3 and Maxson Hill Road shall maintain a 15-foot building setback that shall be located adjacent to, but not within the 100-foot buffer and adjacent 25-foot landscaped screen.

⁵ The maximum building height shall be three full stories, not to exceed 35 feet in height, along the village main street with a two-story maximum height on adjacent streets, not to exceed 35 feet in height. Buildings two stories or less shall include pitched rooflines along the upper floor to lessen the visual mass of the structure. The view of rooftop mechanical equipment shall be adequately screened from sight at all property lines.

⁶ The maximum percent of the lot area, which may be covered by buildings and impervious surfaces.

D. Residential/Conservation Zone

Purpose: To provide a high-density residential zone which provides housing options for assisted living, congregate housing, nursing home, college dormitories, or multifamily residential while protecting open space. Multi-unit residential construction shall assure that 50 percent of the developable property is maintained as conserved open space. Conservation development shall be required for single-family residential development to retain a minimum of 50 percent of the parcel as

permanently protected open space. Conservation development shall preserve important natural and cultural resource areas while assuring that the number of units identified in preparation of an RFR-80 yield plan may be developed on smaller lots.

Location: Parcels 20, 21, and 21A with frontage on Route 3 south of I-95 and portions of Lots 57 and 3 north of I-95 currently zoned RFR-80.

Permitted uses: Permitted uses are listed in the District Use Table, set forth in Section 5. District use regulations, Hopkinton Zoning Ordinance.

Residential use: Single-use residential development shall be in accordance with Article IV.A. Residential Cluster Developments.

1. A yield plan shall be conducted to identify the number of single-family units permitted on buildable land, utilizing a conventional subdivision layout for 80,000 square-foot lots. The number of units allowed with the Residential Cluster Development shall be equal to the number identified with the yield plan.
2. Fifty percent of the parcel shall be preserved as open space to create an interconnected network of protected open space with adjacent parcels, to preserve natural resources, and to provide buffers between development, habitat, parks, surface water, farms and forests.

Section 2. The Town Clerk is hereby authorized to cause said changes to be made to the Land Development and Subdivision Regulations of the Town of Hopkinton.

Section 3. These Regulations shall take effect upon its passage.

Duly adopted by the Planning Board at their meeting on the ____ day of _____, 2007.

ATTEST: _____
Planning Board Secretary

Advertised in the Westerly Sun on the ____ day of _____, 2007.