



MEMORANDUM

DATE: December 8, 2006 (REV December 15, 2006)

TO: Ashley Hahn, Hopkinton Town Planner

CC: Ken DeCosta

FROM: Pamela Sherrill, AICP

RE: **Hopkinton – Exit 1 Master Plan Draft Concepts**
Pare Project No. 06226.00

Pare Corporation has prepared a master plan concept for the Exit 1 planning area south of I-95 for discussion at the December 11, 2006 Ad Hoc Committee Meeting. Revisions for the entire planning area including areas both north and south of I-95 are based on feedback from the Ad Hoc Committee Meeting and a December 12, 2006 meeting with RI Statewide Planning Program. The master plan concept represents a balance between economic development and preservation of rural character, based on feedback from several meetings to date:

- September 25, 2006 Ad Hoc Committee Meeting
- October 5, 2006 meeting with property owners
- November 15, 2006 Ad Hoc Committee Meeting
- November 28, 2006 meeting held at RI Statewide Planning Program attended by the Hopkinton planner, planners from Statewide Planning, and Pare Corporation planners to discuss potential mixed use zoning opportunities
- December 11, 2006 Ad Hoc Committee Meeting
- December 12, 2006 meeting held at RI Statewide Planning Program attended by the Ashley Hahn and Bill DiLibero, Town of Hopkinton; Kevin Flynn, George Johnson and Blanche Higgins from RI Statewide Planning Program; and Pam Sherrill, Pare Corporation.

Exit 1 Mixed Use Zoning

Mixed-use zoning is proposed for the planning area as indicated in the amended graphic. The zoning reflects the opportunity for the Exit 1 planning area to become an attractive employment center which balances environmental protection with light industrial uses, Class A office space, and retail and commercial development. It will also allow a diversity of residential opportunities other than single-family detached units on 80,000-square foot or larger lots. This zoning is intended to encourage economic development; to preserve natural resources and open space between Ashaway and future density of development near the interstate; to assure that sufficient setback is provided to buildings with any future interstate widening; to preserve views from the interstate; and to improve design by providing architectural standards and greater flexibility for siting while remaining sensitive to environmental impacts.

This master plan provides guidance for development for coming decades, recognizing that neither current nor projected short-term economic demand requires full implementation. By amending zoning to enable mixed use, property owners may be assured of economic return (through development or transfer of development rights), a predictable approval process, and assurance that development of adjacent parcels will be compatible.

Proposed mixed uses south of I-95 are made feasible by providing both public water and distributive wastewater treatment. Development in areas north of I-95 would continue to be served with onsite wells and individual sewer disposal systems (ISDS). Municipal services assure that an attractive density of development may be achieved south of I-95 while retaining buffer areas to adjacent neighborhoods and I-95, transferring development rights to utility service areas to create a definite break between Ashaway and a future village center, and protecting important natural and cultural resource areas.

The proposed master plan recognizes the importance of municipal action to facilitate both economic development and preservation of key resources through four primary actions:

- Acquisition of a 6.4-acre portion of Parcel 24 on Route 3 as a Gateway
- Facilitation of municipal (or district) water and sewer service
- Revision of Hopkinton Zoning and Land Development Regulations:
 - Mixed use zoning recommendations outlined through this master planning process
 - Amendment of zoning ordinance to include the Planned Unit Development (PUD) ordinance. A PUD application would therefore require Planning Board and not Town Council approval.
 - Implementation of zoning for Conservation Development as outlined in the Rhode Island Conservation Development Manual.
See www.dem.ri.gov/programs/bpoladm/suswshed/pdfs/condevbr.pdf.
 - Implementation of Transfer of Development Rights with assignment of incentives for use. See www.dem.ri.gov/programs/bpoladm/suswshed/pdfs/tdrreprt.pdf.
 - Implementation of RIDEM Rural Design Manual recommendations.
See <http://www.dem.ri.gov/programs/bpoladm/suswshed/desmanul/toc.html>.

This public investment is necessary to encourage balanced economic development and preservation of Hopkinton's rural character, especially in the Exit 1 planning area.

A municipal gateway, three separate mixed-use zones, and a residential / conservation zone are proposed. Each area emphasizes a different range of uses to encourage compatible development.

Gateway

Municipal acquisition of a 6.4-acre portion of the Pugh farm on Route 3, Parcel 24, is recommended to create a Gateway to Hopkinton, to a new village center, and to Rhode Island. A gateway at this location provides the following opportunities:

- Preservation of scenic views of a prime agricultural field and farmstead fronting on Route 3 (Pugh farm)
- Location for a seasonal farmers market with easy highway access

- Site for a distributive wastewater treatment system. A location south of the farmhouse is suitable for groundwater infiltration (ChB soil type: Canton and Charlton very stony fine sandy loams, 3 to 8 percent slopes), is outside existing wellhead protection areas, and is outside a possible 1,750-foot wellhead protection area for a public well proposed on Parcel 9. The site at Elevation 140 is appropriate to serve the majority of development south of I-95 and east of Route 3 via a gravity sewer collection system.
- Location for a multipurpose recreational field and a playground to serve needs of Town, regional, and planning area residents.

Technology Campus Mixed Use Zone

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

- Assures mixed use with emphasis on employment opportunities,
- Features easy access from I-95 to minimize traffic volumes on local roads,
- Includes flexible minimum lot size,
- Emphasizes pedestrian access to local destinations within the campus and to the Ashaway River Greenway,
- Includes transportation demand management techniques to reduce parking requirements and associated traffic volumes,
- Encourages bicycling as a seasonal means of transportation,
- Provides design guidelines, requires attractive landscaping and buffering, and encourages low impact design to protect the quality of the underlying Ashaway River aquifer and associated resources.

Density of light industrial/office development is centered on Gray Lane and Route 3 north of I-95. Density of highway retail/commercial development is centered on Wellstown Road. A public water supply well is proposed on Parcel 9, to utilize water quality and quantity available in the Ashaway aquifer. Development shall be in accordance with RI Department of Health regulations for a public water supply well(s) and wellhead protection area(s).

Location: Parcels 9, 10, 11, 12, 12A, 13, 13A, 13B, 13C, 22, 62C, 64, and 65 with frontage 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.

Conservation Easement or TDR sending zone: To retain rural character, preserve Parcels 3 and 4 (114 acres, total) north of I-95 as agricultural or open space through transfer or purchase of development rights. These parcels are only accessible via a frontage road from Exit 93 in North Stonington, CT.

Prohibited uses: Manufacturing and other uses with the potential to release hazardous materials to the environment (see RI Department of Health *Rules and Regulations Pertaining to Public Drinking Water* Appendix 4, List of Potential Sources of Groundwater Contamination, and sewage disposal systems), automotive uses including sale and repair, and storage trailers and outdoor storage of goods associated with commercial use. Food service drive-up windows shall be prohibited to encourage pedestrian access from adjacent uses. Total commercial land use shall not exceed 100,000 square feet of gross floor area south of I-95 and 15,000 square feet GFA north of I-95.

Encouraged uses: Encouraged mixed uses include light industrial manufacturing/technology office park uses that emphasize employment opportunities. Ancillary commercial/retail uses include a bank, restaurant, day care, dry cleaner, coffee shop, and drug store that meet needs of Technology Campus employees and shall be within walking distance (1,000 feet) of light industrial development. Highway commercial/retail uses shall include a 30 percent landscape requirement, include low impact design to reduce environmental impact, and shall conform to building design standards, as outlined below. Highway commercial/retail uses shall be limited to the area bounded by I-95, Route 3, Wellstown Road and Gray Lane.

Distribution of uses: Floor area distribution of uses within the Technology Campus Mixed Use Zone includes 50 percent light industrial/manufacturing and 50 percent ancillary and highway commercial/retail. Major land development projects for parcels of twenty or more acres shall require submission of a Planned Unit Development option utilizing this distribution of uses. The burden of proof is on the applicant to demonstrate why the subject parcel is not suitable for this distribution. Such proof may be that an amended distribution of uses brings the overall distribution of uses within the zone to the target distribution.

Building setbacks: Encourage flexible setbacks to assure that development protects natural resources, respects the rights of adjacent property owners, and provides visual buffers to Route 3 and I-95.

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

Design standards for light industrial, ancillary and highway retail/commercial and multi-family residential: Architectural design shall reflect New England character in building material, massing, scale and roofline. A diversity of roof heights, gable orientations and volumes in new buildings shall be considered. Articulation of building facades with retail store windows fronting the street and overhangs / awnings shall be considered to provide an attractive and dynamic building front for pedestrians. New buildings shall be designed with traditional New England roof forms such as gambrel, gable and hipped roofs, and may include spires and clock towers that exceed the maximum building height (on approval of the Planning Board). Architectural elements such as dormers shall be in proportion with the overall building and shall also be in keeping with the surrounding building context. Exaggerated or excessively large (or small) architectural elements shall be avoided. Traditional and contemporary architectural detailing which creates variety, interest and texture on new buildings and additions and which is compatible with the historic character of the Town is encouraged. Traditional building materials such as shingles, wood clapboards, brick and stone shall be used for the exterior skin of new construction or additions. These materials shall be considered for all buildings or portions of buildings facing public or private streets. Large-scale development should take the form of village-like groupings of small scale buildings rather than a large individual structure or box-like building set back on a large expanse of paved parking. New buildings shall not be large, bulky masses, but shall be scaled down into groups of smaller attached or detached structures.

Parking: Parking shall be encouraged to the rear and sides of buildings. Parking lots shall include 10 percent landscaped areas (minimum of one landscaped space per 10 spaces). Light industrial: a maximum of 2 spaces for every three employees. Retail/commercial use shall provide parking at a maximum of 6.5 parking spaces for every 1,000 square feet of gross floor area up to 10,000 square feet and 4.75 parking spaces for every 1,000 square feet of gross floor area greater than 10,000 square feet. Property owners and tenants shall work with ride-share organizations in both Rhode Island and Connecticut to minimize dependence on single occupant vehicles for commuting. The maximum number of parking spaces may be reduced by designating preferential spaces for carpools and vanpools. 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 may be submitted as part of the master plan application.

Vehicular, pedestrian and bicycle circulation: A network of sidewalks and multiple use facilities shall be designed to promote pedestrian and bicycle use as alternative modes of travel and to encourage healthy lifestyles. An allowance (or easement) may be required 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. A network of curbed and landscaped sidewalks shall provide access through parking lots located more than 50 feet from building entrances.

Buffer zones: The rural view of adjacent landscapes is important for motorists on I-95, especially for those entering Hopkinton and the State of Rhode Island northbound from Connecticut. The buffer zone shall assure sufficient building setback to accommodate future highway widening. A 150-foot buffer shall be maintained in perpetuity along parcels abutting the state highway line on I-95. Areas currently mowed as agricultural fields shall be maintained as fields within 125 feet of the highway layout line (outer buffer zone) to maintain the agricultural character of the corridor from the highway. A 25-foot wide inner buffer zone shall be planted with 6-foot minimum evergreens to screen the view of adjacent development from the interstate. Areas currently wooded are to be maintained as wooded within the 150-foot buffer zone. A 400-foot wide signage window straddling Parcels 64 and 65 provides an opportunity for attractively landscaped signage not to exceed xx feet in height or xx total square feet in area, in accordance with Section xxx. Signage may be provided for Parcels 64 or 65 development or for “Welcome to Rhode Island” signage. Off-site signage shall not be considered for the signage window, in accordance with state billboard regulations.

Ashaway Greenway: An unpaved walking trail shall be cleared and marked outside Ashaway River wetland and riverfront resource areas. This trail shall provide access to natural resource areas, fishing areas and other recreational opportunities, as appropriate. This greenway shall be a resource for employees and shall be open to the public. Informal access to Ashaway River from Wellstown Road bridge shall be retained for fishing.

Low Impact Design: Proposed developments shall incorporate sustainable low impact design methodologies to work with the landscape, focus on runoff prevention by using narrow roadways and permeable paving on sidewalks and overflow parking areas, and treating stormwater with bioretention by diverting drainage from pavement and roofs to vegetated swales or rain gardens. Low impact design is especially important to protect the sole-source Ashaway aquifer.

Office Mixed Use Zone

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

- Assures mixed use with emphasis on employment opportunities,
- Features easy access from I-95 to minimize traffic volumes on local roads,
- Includes flexible minimum lot size,
- Emphasizes pedestrian access to local destinations including a proposed village center (see Village Mixed Use Zone),
- Includes transportation demand management techniques to reduce parking demand and associated traffic volumes,
- Encourages bicycling as a seasonal means of transportation,
- Provides attractive landscaping, and encourages low impact design.

Density of development centers on Frontier Road and a new village main street. A water district storage tank shall be located on or near the highest point on Parcel 62A.

Location: Parcels 23, **24 (exclusive of the Gateway),** 54, 55, 55A, 56, 60, 61, 62, 62A, 63 with frontage on Route 3, Frontier Road, and Maxson Hill Road.

TDR sending zone: To retain rural character and provide a buffer between proposed development and I-95 and remote areas of Maxson Hill Road, Transfer of Development Rights is recommended from Parcel 56, portions of Parcel 55A **and 62A** along Maxson Hill Road extending south from the rear line of Parcel 55 to the Frontier Road / Maxson Hill Road intersection (including an area along a National Grid utility lines and /or easement) to remaining Office Mixed Use Zone parcels.

Prohibited uses: Retail use exceeding 20,000 square feet of sales floor area, automotive uses including sales and repair, and storage trailers and outdoor storage of goods associated with commercial use. Food service drive-up windows shall be prohibited to encourage pedestrian access from adjacent uses.

Encouraged uses: Encouraged mixed uses include Class A office space, hotel conference center, restaurant, golf course. Total commercial land use not to exceed 75,000 square feet of gross floor area (excluding hotel/conference center).

Distribution of uses: Floor area distribution of uses within the Office Mixed Use Zone includes 50 percent office, 49 percent commercial/retail (including hotel/conference), and 1 percent residential. TDR sending zone incentives shall be distributed in the same ratio. Major land development projects for parcels of twenty or more acres require submission of a Planned Unit Development option with this distribution of uses. The burden of proof is on the applicant to demonstrate why the subject parcel is not suitable for this distribution. Such proof may be that an amended distribution of uses brings the overall distribution of uses within the zone to the target distribution.

Building setbacks: Encourage flexible setbacks to assure that development protects natural resources, respects the rights of adjacent property owners, and provides visual buffers to Route 3, I-95, and Maxson Hill Road.

Building heights: The maximum building height shall be six stories for a hotel/conference center in areas where the building footprint is below a surface elevation of 250 feet above sea level (USGS). A hotel /conference center where the building footprint is constructed above that elevation shall be limited to three stories to preserve the view from adjacent properties and I-95 and to assure that development is in scale with Hopkinton character. The view of rooftop mechanical equipment shall be adequately screened from sight at all property lines. Maximum building height for all other uses shall be three stories or less, regardless of use and shall include pitched rooflines on the upper floor to lessen the visual mass of the structure.

Design standards: See Campus Mixed Use Zone

Parking: See Campus Mixed Use and Section 28 of the Hopkinton zoning ordinance. Shared parking is encouraged.

Vehicular, pedestrian and bicycle circulation: See Campus Mixed Use Zone and Village Mixed Use Zone. Proposed village main street provides connections to the proposed village center, Frontier Road, and parcels north of Frontier Road. A roundabout south of Frontier Road provides a focus for office development while encouraging low travel speeds and safe traffic and pedestrian operations at a primary roadway intersection.

Buffer zones and low impact design: See Campus Mixed Use Zone

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,
- Encourages walkability and bicycle access,
- Promotes integrated physical design and public open space/parks,
- Facilitates interaction among activities to assure a vibrant community.

Density of development shall be focused on a new village main street and adjacent street network with buffering from Route 3 and Maxson Hill Road. Density of development shall decrease west, south and east from a village common or village center to undeveloped buffers along Route 3 and Maxson Hill Road to provide a transition zone to existing development. A transfer of development rights from a sending area at the south end of the village will enable dense development in the village.

Location: Parcels 25, 26, 27, 28, and 29 with frontage on Route 3 and Maxson Hill Road.

TDR sending zone: To retain rural character and provide a buffer between proposed development and Ashaway, Transfer of Development Rights is recommended from a sending area including Parcels 26, 27, 28, and 29 and including agricultural fields fronting on Route 3 within Parcel 25 (see graphic) to a receiving area in the proposed village center.

Prohibited uses: Drive-up windows, automotive sales and services. Total commercial land use not to exceed 100,000 square feet total gross floor area.

Encouraged uses: Encouraged uses to include office, small-scale retail and services (5,000 to 10,000 square feet gross floor area), upper level residential, municipal facilities (library, community center, school) and religious assembly on or adjacent to the proposed village main street. Uses such as outdoor recreation (golf), indoor recreation (theaters and bowling), nurseries/garden centers, and a supermarket are appropriate uses in outlying areas of the zone.

Distribution of uses: Floor area distribution of uses within the Village Mixed Use Zone includes 30 percent office, 30 percent commercial/retail, 30 percent residential, and 10 percent institutional/municipal. TDR sending zone incentives shall be distributed in the same ratio. Major land development projects for parcels of ten or more acres require submission of a Planned Unit Development option with this distribution of uses. The burden of proof is on the applicant to demonstrate why the subject parcel is not suitable for this distribution. Such proof may be that an amended distribution of uses brings the overall distribution of uses within the zone to the target distribution.

Residential use: Diverse housing stock shall increase the range of options for residents with different income levels and at different life stages, and shall provide housing for those employed within the village at Exit 1. Residential uses on the upper levels of buildings on the village main street are encouraged. Surrounding development may include multi-story multi-family residential use within 1,000 feet walking distance of a new village center / town common. Traditional multifamily housing forms with 3 or 4 units per structure shall be encouraged with 20-foot setbacks, front porches, and parking to the rear. Areas more than 1,000 feet from the village center may be developed as attached or detached single family units on 10,000 square foot lots upon buildout of the village center. Residential units shall include 15% affordable as defined by the Town of Hopkinton Affordable Housing Plan.

Vehicular circulation: A new north-south village main street shall provide primary access from Route 3 and Frontier Road through the Office Mixed Use and Village Mixed Use Zones. The village main street shall minimize wetland crossings and provide access to interior portions of Parcel 25. Access to Route 3 shall be limited to two locations, one at the Wellstown Road/Route 3 intersection, and one at the south end of Parcel 25. A secondary collector street network shall provide access to neighborhoods and outlying commercial development, avoiding additional traffic volumes along Maxson Hill Road (with the exception of emergency vehicles). A continuous street network within the interior of Parcel 25 shall be required to avoid cul de sacs and assure vehicular and pedestrian connections within the village. Allowance or easements for pedestrian or vehicular access to adjacent properties may be required to reduce curb cuts and encourage access management. All streets shall include sidewalks and on-street parking.

Building setbacks: Encourage zero-lot lines on the village main street with increasing setbacks up to 20 feet encouraged in areas surrounding the village center. Flexible setbacks to assure that development protects natural resources, respects the rights of adjacent property owners, and provides visual buffers to Route 3 and Maxson Hill Road. Reduced building setbacks encourage a walkable neighborhood.

Building heights: The maximum building height shall be four full stories along the village main street with a three-story maximum height on adjacent streets. Buildings three 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.

Design standards: See Campus Mixed Use Zone

Parking: Parking shall be located to the rear and sides of buildings wherever possible to maintain a pedestrian-friendly environment. Parking lots shall include 10 percent landscaped areas (minimum of one landscaped space per 10 spaces). See Campus Mixed Use Zone for parking requirements for non-residential uses. Multifamily residential uses shall provide parking for 1.5 vehicles per unit with 1.1 spaces provided for senior housing. Shared use of parking is encouraged (see Campus Mixed Use Zone).

Vehicular, pedestrian and bicycle circulation: A network of sidewalks and multiple use facilities shall be designed to promote pedestrian and bicycle use as an alternative mode of travel and to encourage healthy lifestyles. This network shall connect residential areas with retail/office areas and with recreation opportunities at the Gateway. The Board may require allowance for pedestrian and vehicular access to existing or future developments on abutting properties in order to facilitate pedestrian access and to minimize curb cuts. See Campus Mixed Use Zone for access management requirements.

Bicycle parking: At least one long-term bicycle parking or storage space shall be created for each residential unit. At least two bicycle parking or storage spaces shall be created for each commercial use. 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. At least 50% of long-term bicycle parking shall be sheltered from the weather.

Buffer zones: A 100-foot wide vegetated buffer shall be maintained along Route 3, parcels not located in the Exit 1 planning area, and Maxson Hill Road. The Maxson Hill Road buffer zone shall include the cleared utility corridor and require an additional 20-foot vegetated screen where necessary, to assure that future development is adequately screened from the road. Agricultural fields within 100 feet of Route 3 shall be maintained in current use to protect scenic vistas. Where currently wooded, this buffer shall not be cleared or graded. Designated TDR sending areas and extensive wetlands that limit the development potential on Parcel 28 presently serve to effectively buffer development from Ashaway.

Low Impact Design: See Campus Mixed Use Zone

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 retained as conserved open space. Conservation development shall be

required for single-family residential use to retain a minimum of 50 percent of the parcel as permanently protected open space to preserve important natural and cultural resource areas (including buffers to both Route 3 and the Ashaway River) 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.

Prohibited use: Mixed use.

Encouraged uses: Development is limited to high density residential or single family homes on small lots with significant open space or conserved areas. Multiple structures for residential purposes may be built or located upon any single lot in the Residential/Conservation zone.

Buffer zones: A 100-foot wide vegetated buffer shall be maintained along Route 3 and parcels not located in the Exit 1 planning area. Where currently wooded, this buffer shall not be cleared or graded.

Building setbacks, building heights, design standards: See Campus Mixed Use Zone

Multifamily parking: See Village Mixed Use Zone

Vehicular, pedestrian and bicycle circulation, Ashaway River Greenway and low impact design: see Campus Mixed Use Zone. Low impact design is especially important to protect the sole-source Ashaway aquifer.