

TOWN OF HOPKINTON

Master Plan 2007



Hopkinton Planning Board
Hopkinton Master Plan Committee
January 22, 2007



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Hopkinton Planning Board

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ACKNOWLEDGEMENTS

The Hopkinton Master Plan is a blueprint for our future that will help to guide our choices and decisions as a Town. The Plan discusses current and projected needs, establishes goals and identifies some of the ways we can achieve these goals together. The Board feels that the Plan is realistic and optimistic – we can achieve these goals if there is a collective will to do so, and if we do, Hopkinton will continue to be the place we are proud to call home.

The Planning Board thanks all those who participated in the development of the Master Plan, especially the members of the Master Plan Committee who tirelessly sought public input and understanding of complex issues, and Judi Barrett of Community Opportunities Group, Inc., who edited and designed the final document.

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MASTER PLAN GOALS & RECOMMENDATIONS

LAND USE

GOAL: Coordinate residential development in order for Town services to keep pace with growth.

- The Town must ensure that residential development does not outpace its ability to provide services such as water, sewer, roads, solid waste disposal, schools, public safety and others.

GOAL: Protect critical natural resources.

- Incorporate all areas that should be included in the Water Resources Protection Overlay District (WR-POD). New municipal water supplies and wells serving condominium developments, including their respective Zone II and Zone III areas, should be protected by the WRPOD.
- Increase the amount of permanent open space through continued use of OSLPD while investigating other means to mitigate or remediate the effects of development.
- Preserve wildlife corridors to protect wildlife resources.

GOAL: Encourage commercial, industrial and multi-family uses that are compatible with surrounding neighborhoods and Hopkinton's rural-residential character.

- Consider requiring buffer zones between land uses. Buffers help to separate and screen uses and retain green space as surrounding land is developed.
- Encourage site development standards that follow the natural features and contours of the land:
 - Minimize visual impacts: avoid placing structures in open fields or on ridge lines and locate

residences adjacent to tree lines and wooded field edges.

- Retain rural features: incorporate existing farm or cart roads into subdivision designs, preserve stone walls and mature trees, preserve as much as possible old homes, barns and other rural structures.
- Minimize site disturbance: roads should follow existing contours and avoid boulevard or straight entrances, require more open space in conventional developments and minimize disturbances on individual lots.

GOAL: Ensure that future development, especially in the vicinity of Lake Maspenock, Echo Lake, Hopkinton Reservoir and Lake Whitehall, is appropriate and environmentally responsible.

GOAL: Develop a consistent strategy to address Chapter 61, 61A and 61B parcels that become available to the Town through its right of first refusal.

- Incorporate the work of the Land Use Study Committee, the Land Evaluation Study (1997) and Cost of Community Services (COCS) model criteria to rank potential land acquisitions.

GOAL: Retain a consultant to review and address Hopkinton's zoning to facilitate desirable growth.

- Consider land that might be earmarked for rezoning to support desirable commercial and industrial growth.
- Consider properties that might be especially suited to preservation or municipal use.

- Update the Hopkinton Zoning Bylaw to ensure its functionality, clarity and purposefulness for implementing the Master Plan.
- Consider Smart Growth initiatives, such as mixed-use zoning.
- Study options other than rezoning to maximize use of existing commercial properties, particularly in the downtown area.
- Explore pre-permitting to encourage desirable development in targeted areas.
- Address zoning that supports downtown revitalization initiatives.



NATURAL, CULTURAL & OPEN SPACE RESOURCES

GOAL: Retain the rural and historic fabric of Hopkinton.

- Improve public awareness of historically and architecturally significant structures through increased education, signage, publicity and events.
- Increase awareness of the advantages of historic preservation in the early stages of land planning, development review or improvements to public facilities.
- Develop incentives and alternate financing mechanisms for historic preservation.
- Implement Town bylaws that encourage, require or reward the preservation of historic resources.

GOAL: Preserve and enhance large tracts of privately owned open land in agricultural, recreational, or undeveloped use.

- Provide incentives for owners of large parcels to maintain their land as open space. Prioritize properties such as Weston Nurseries, Hopkinton Country Club, the fish and game clubs, the New England Laborers Training Center, state-owned land, and ecologically sensitive areas adjacent to

Lake Maspenock, Lake Whitehall, and Hopkinton Reservoir.

- Work with organizations such as HALT, Massachusetts Audubon, The Trustees of Reservations, the Trust for Public Land and Sudbury Valley Trustees to protect and preserve open land.
- Use the 1997 Land Evaluation Study, the Land Use Study Committee and the Cost of Community Services Study as resources to assist in land acquisition planning, and maintain a dialogue with Chapter 61, 61A and 61B property owners.
- Use MassGIS and other GIS resources for planning and resource management. Investigate “green printing” to identify areas of significance that should be acquired and/or preserved as open space.
- Support the Open Space Preservation Commission’s efforts to obtain open space and conservation restrictions for the Town, and provide adequate resources in the Open Space Preservation Fund for the Commission’s preservation and public education work.

GOAL: Link public, private and semi-public open spaces together to form corridors for wetlands, wildlife and recreational uses.

- Create open space links and corridors, using tools such as OSLPD, land trusts, donations of land, and conservation easements. Prioritize pedestrian links

between Whitehall State Park and the Upton State Forest, and between Whitehall State Park and the Fruit Street property.

- Create a Wildlife Corridor Overlay District to protect and enhance important wildlife habitat areas.
- Support efforts to create trail development and maintenance policies, and seek funds for implementation.

GOAL: Document the Town’s natural resources and features and encourage responsible land planning.

- Protect the quality of surface water, groundwater and wetlands by reducing stormwater runoff from new development.
- Investigate regulations to protect water resources from excess nitrogen, nitrate-nitrogen, phosphates and viral discharge. Nitrogen and phosphates are two of the largest contributors to lake pollution and eutrophication (plant and algal growth) in Massachusetts lakes – usually associated with large septic systems and stormwater runoff.
- Investigate ways to preserve the views from the road, lakes, high points, and across fields. Implement regulations to preserve viewsheds.
- Encourage property owners to protect their land in perpetuity. Provide technical assistance and information about tax and other benefits that can be achieved from conservation easements, donations, remainder interests, charitable annuities, purchase of development rights, and conservation restrictions.
- Consider nominating the areas surrounding Lake Whitehall, Lake Maspenock, and Hopkinton Reservoir for designation as Areas of Critical Environmental Concern (ACEC). ACECs have been under discussion by the Planning Board, Board of Health and Conservation Commission for several years. The Town should decide whether to proceed with the public information sessions and application process required for an ACEC nomination.



HOUSING & RESIDENTIAL DEVELOPMENT

GOAL: Provide sound and affordable housing for all ages and income levels.

- Continue to provide affordable housing units through the Local Initiative Program and negotiation with private developers.
- Continue programs and initiate new programs to ensure that existing affordable units are not lost from the Chapter 40B Inventory.
- Use Community Preservation Act (CPA) funds to create and preserve affordable housing.
- Establish a local program to help homeowners rehabilitate existing housing to meet code requirements and allow the elderly to make modifications to their homes. Assist with grant writing for funds as available.
- Monitor changes in the type of housing proposed in planned developments to ensure a balanced mix of housing options.

GOAL: Provide for a variety of housing types within the rural residential character of Hopkinton.

- Ensure the preservation of existing older homes that have historical and architectural significance to the Town.

- Establish design/architectural review by the Design Review Board for multi-family residential dwelling proposals.

GOAL: Explore increasing rental options in Town.

ECONOMIC DEVELOPMENT

GOAL: Focus on Downtown Revitalization.

- The Downtown Revitalization Committee (DRC) is working on a comprehensive strategy to revitalize the downtown area. The Planning Board and others should continue to work with the DRC on zoning changes and site development standards that will facilitate downtown improvements.

GOAL: Encourage new businesses through zoning, tax incentives, infrastructure improvements, and marketing Hopkinton; and working with the Chamber of Commerce and the Economic Commission Development and Finance Authority (ECDFA) to achieve these ends.

- Work with land owners on zoning changes to encourage industrial and commercial development and protect the Town's character. For example, consider:
 - Increasing the amount of land zoned for industrial use on Lumber Street.
 - Rezoning land between Elmwood Park and Wood Street, and from Wood Street south along the west side of I-495.
 - Increasing the height limits for buildings on South Street and Lumber Street.
 - Continue to review industrial uses, development standards and permitting procedures to ensure they are appropriate and address the needs and concerns of non-residentially zoned property owners.
 - Explore planned commercial and office developments along West Main Street near the I-495



interchange, and a hotel overlay district in the same area; and commercial and office development on Main Street to complement downtown retail.

- Wherever possible, the Town should encourage small commercial establishments as an alternative to large shopping centers.
- Finally, Hopkinton should capitalize on its Economic Target Area designation and consider hiring an Economic Development Officer to promote and facilitate desirable development.

GOAL: Increase and diversify the utilization of non-residentially zoned areas.

- Maximize the use (and value) of existing commercial and industrial land. The Planning Board expects that future commercial and industrial uses will be located in the existing commercial and industrial districts wherever possible because rezoning will be difficult, infrastructure is established there and the supply of other suitable land is shrinking. The use intensity and capacity of existing districts must be studied and infill development should be encouraged. Toward these ends, the Town should:
 - Study zoning and infrastructure requirements to determine the additional development potential of already developed parcels.
 - Encourage research and development, light manufacturing, warehousing, bio-technology,

computer hardware/software, services, restaurants and offices on South Street.

- Support the ECDDA in its efforts to attract and retain industries in Hopkinton.
- Ensure that land set aside for non-residential uses is available for those uses in the future and avoid encroachment by uses incompatible with future industry.

GOAL: Incorporate economic growth in the Town's long-range fiscal planning.

- The Town should continue to include economic growth in its fiscal planning, and consider policies and investments that will enhance Hopkinton to the business community. Land use decisions should be supported by valid planning considerations as well as revenue considerations.
- Use the Land Use Study Committee's fiscal impact model as a tool to evaluate financial impacts of land use choices, and update the model each year.

GOAL: Provide adequate utilities in commercial and industrial areas, especially water and sewer.

- Hopkinton needs sewage treatment capacity (regional, local or package) to service existing South Street establishments, and provide sewer service to the industrially zoned areas of Elmwood Park. In addition, water and sewer service need to be extended to the industrially zoned areas on Lumber Street.

GOAL: Develop specific design standards for the business and industrial zoning districts.

- The Planning Board should work with the Downtown Revitalization Committee, the ECDDA and other local officials to establish commercial and industrial design standards. The standards should address building bulk, height, setbacks, design, parking, traffic flow and site planning so that the new construction is compatible with the surrounding area and minimizes adverse visual and environmental impacts.



COMMUNITY FACILITIES AND SERVICES

GOAL: Protect land around existing and future public water supplies.

- Prohibit potentially harmful land uses within aquifer recharge areas and monitor the effectiveness of the Water Resources Protection Overlay District (WRPOD) and DEP regulations. Hopkinton's WRPOD has been updated in the past to comply with DEP regulations for land use controls in Zone I, II and III, and A, B and C, and to add new Zone I, II and III areas as they are delineated. Hopkinton should continue to update the WRPOD bylaw to match or exceed state regulations and protect new public water sources.
- Support the efforts to search for new water sources and protect the surrounding area from harmful uses.

GOAL: Encourage aquifer recharge.

- Study methods to encourage recharge in new developments, such as requiring that a percentage of building lots retain natural ground cover, including paved areas in calculations of maximum lot coverage, or requiring on-site stormwater recharge.

GOAL: Provide adequate space for Town facilities.

- Support the fundraising efforts and building expansion plans of the Library Board of Trustees, and support the new facility's operating requirements.
- Explore the potential for regionalizing the Fire Department and combining life safety efforts with neighboring communities.
- Study the need for future fire substations in areas with new development and identify potentially suitable sites.

GOAL: Provide sewer service to areas of greatest need.

- Provide municipal sewer service to industrial and commercial uses and areas.
- Provide municipal sewer service to areas with a high percentage of failing septic systems coupled with few repair options.

GOAL: Study and plan sewer build-out to support land use planning.

- Work cooperatively to ensure that sewer service is limited to areas with critical needs or areas targeted for higher-density development. The Planning Board, Board of Health and DPW Advisory Committee need to work together to ensure that sewer is used where and when appropriate.
- Study, with input from the Board of Health, state-of-the-art sewer solutions or alternative systems, using the CWMP as a guide. For the Woodville area, identified as a priority for sewer service, consider alternatives such as small treatment plants in order to discourage over-development.

GOAL: Improve existing recreation facilities and create new facilities to serve the needs of Hopkinton residents.

- Support the Parks and Recreation Commission's efforts to improve and develop active recreation facilities, and encourage enhancements to exist-

ing facilities such as Reed Park, Sandy Beach and EMC² Park.

- Provide adequate maintenance for all recreational facilities to allow for safe enjoyment and use by residents.
- Develop playing fields and walking trails at Fruit Street, and complete the Fruit Street Conservation Restriction (CR) to permanently protect 145 acres of land.
- Provide recreational facilities that meet the needs of the schools and all residents. Explore needs for other types of recreational facilities, e.g. a pool or an ice rink.
- Provide parking and signage where public hiking trails exist or are being developed.

GOAL: Provide additional land to meet existing and future needs for cemetery space.

TRANSPORTATION

GOAL: Improve & maintain the existing transportation system to provide adequate service to accommodate future growth.

- Ensure that the Department of Public Works (DPW) can maintain existing roads through an adequately funded maintenance program.
- Work with the DPW to develop design standards for old paper streets that will not be discontinued and could be proposed for construction in the future.

GOAL: Coordinate with regional & state agencies to assist in meeting federal Clean Air Act requirements & other federal and state environmental laws & policies.

- Encourage residents and employers to promote the use of public transportation, carpooling, vanpools and the use of commuter rail alternatives. Hopkinton could consider working with other towns

in the region to encourage transportation demand management (TDM) practices as part of the review process for major industrial development projects.

The 1990 Clean Air Act and subsequent amendments require states to improve air quality and maintain an improved air quality in the future.

- Provide all-day parking and/or shuttle service for carpooling and rail commuters.

GOAL: Provide alternatives to automobile transportation.

- Improve pedestrian safety by providing sidewalks along heavily traveled routes throughout the Town.
- Make downtown more accessible for pedestrian and bicycle users, thus reducing traffic and congestion, and provide for full accessibility for persons with disabilities.
- Provide pedestrian links from Hopkinton to the MBTA station in Southborough on Route 85.

- Develop implementation plans for the Upper Charles Trail, and for providing bikeways around Hopkinton and connecting to other surrounding communities.

GOAL: Improve public safety by addressing hazardous intersections.

- Address identified problems at the following intersections: Wood Street/West Main Street, Pleasant Street/West Main Street, Main Street/Grove Street/Cedar Street, and West Main Street/School Street.
- Consider redesigning the Wood St./West Main St./Main St. intersection in order to allow large trucks to turn west onto West Main St. from Wood St. This would reduce truck traffic on Elm St., a heavily developed residential street that serves the Elmwood School and two condominium developments.

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LAND USE

The Land Use element of a master plan provides a policy framework for managing growth and change. *Land use* refers to residential, commercial, industrial and institutional development, along with open land, natural resources and roadways. The location, physical arrangement and intensity of land uses come together to create *land use patterns*, which tell the story of a community's physical evolution from rural settlement to modern suburb.

A majority of the land in Hopkinton remains forest-covered and undeveloped. Most of the vacant land is zoned for residential use, but zoning alone does not determine how land is used now or will be used in the future. Other laws and regulations that work in conjunction with zoning, such as wetlands protection and Title V, exert considerable control over the development of land and the intensity of land use. For example, Hopkinton's multi-family and townhouse developments usually have fewer units than allowed by zoning because wetland constraints and the difficul-

ties of providing on-site wastewater disposal systems made the maximum permissible density unattainable. Developers of single-family homes often encounter the same kinds of challenges. In addition, factors such as ownership, deed restrictions and perpetual conservation restrictions may prevent or substantially limit future land use change.

Planning for the future requires an analysis of how land is currently zoned for various uses and how much development the available supply of land can support. A mismatch of zoning, land supply and future needs for homes, businesses, municipal or school facilities, and parks and open space means that communities need regulatory and non-regulatory techniques to implement their master plans. A good example is Hopkinton's long-standing commitment to open space zoning and open space acquisitions, which together have helped to preserve the rural-residential qualities that residents cherish.

MASTER PLAN SURVEY

[The Master Plan Committee conducted an informal community survey for this Master Plan Update. Excerpts from the Committee's survey report are printed here and at the beginning of each chapter.]

COMMUNITY CHARACTER

About 1,300 survey respondents included notes to describe what they value most about Hopkinton. Most comments included phrases such as: beauty, character, charm, community, country living, home town, quiet, rural, (good/great) schools, location, proximity to major highways and Boston, open space, lakes, natural resources, parks, and quality of life.

COMMERCIAL-INDUSTRIAL GROWTH

Respondents supported small and/or independent businesses, commercial development that enhances downtown, and discreet or non-intrusive industry.

RATE OF DEVELOPMENT

Hopkinton's residential growth rate concerned many survey respondents. They recognized the effects of housing growth on taxes, the Town's character, traffic, woodlands and natural habitat. "Slow down residential growth" was the second most frequently cited desire when respondents said what they would want to change in Hopkinton.

DOWNTOWN REVITALIZATION

Downtown revitalization is clearly important to Hopkinton residents. Nearly 350 people commented on changes they would like to see in the downtown area, ranging from "a facelift" and "spruce it up" to "more

historic preservation" and "move the gas stations." Hopkinton residents want to identify with their downtown as a place to shop and congregate.

OPEN SPACE & NATURAL RESOURCES

The overwhelming majority of comments on open space show that residents want to protect Hopkinton's landscapes and assure that new development respects natural resources. Common interests identified by respondents include protecting water supplies, restricting tree-cutting, preserving wildlife habitat and saving open space.

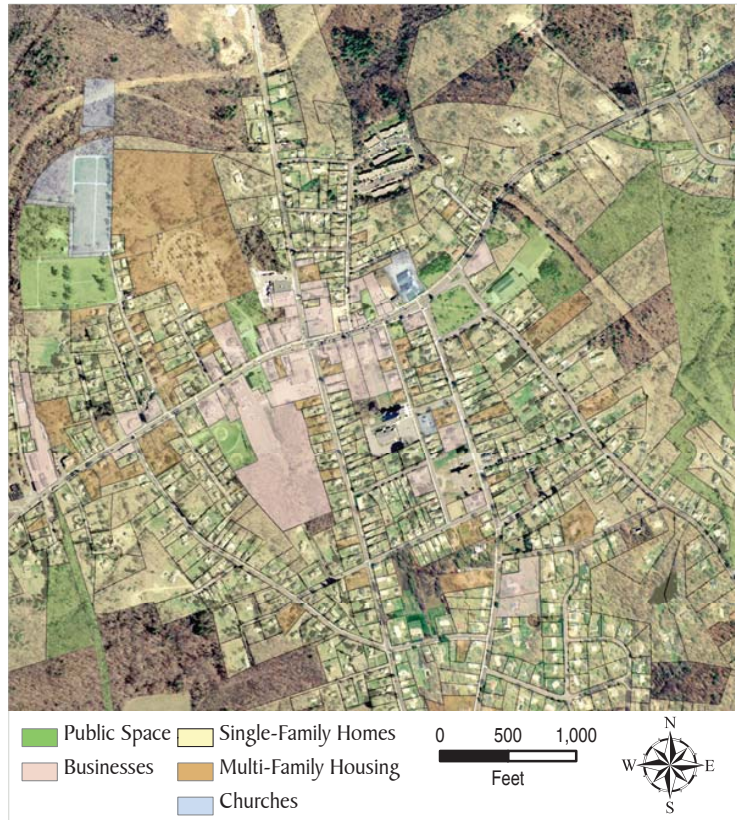
HOPKINTON TODAY

Hopkinton's landscape includes a rich collection of ledges, hills, open and forested land, several large bodies of water, and streams that run throughout the Town. These features define Hopkinton's natural beauty and contribute indelibly to its physical form. Nodes of early settlement can be seen in Woodville and Hopkinton Center, while historic homes and the agricultural outbuildings of farms and wood lots still stand throughout East Hopkinton and along older, outlying roadways such as Lumber Street, Pond Street, Fruit Street and Elm Street. Although a considerable amount of development has occurred since the Master Plan was adopted in 1993 and updated in 1999, Hopkinton still has large tracts of vacant land that provide color, texture and a mosaic of rural imagery in a rapidly changing town.

Community Character

Hopkinton's family-oriented traditions are reflected in its land use pattern, for in many ways the Town has evolved as a community built for families. Spacious single-family homes, schools and places to play form a dominant impression of Hopkinton, much like its open space and scenic vistas. The large, expensive new homes built in Hopkinton today address market preferences for the same type of product in other affluent suburbs, yet the Town's recent subdivisions belie the diversity found in its single-family home inventory and the distinctive character of its older neighborhoods. The street network hints at these differences, for Hopkinton roads document the Town's evolution from rural village to industrial center and modern suburb.

Land use in Hopkinton is framed by long, radial roadways that converge in the downtown area and run outward to the region's historic economic centers, notably Framingham, Milford and Marlborough. The linear village of Woodville is nestled along one of these roadways, Wood Street, just east of Whitehall Brook and north of the small ponds that became Lake Whitehall in the late 1800s. Woodville evolved around water-dependent industries that tapped the hydro-power of Whitehall Brook. Today, many of Hopkinton's older roads double as rural arterials carrying through traffic



The compact form and interconnected streets in Hopkinton Center preserve the Town's 19th-century moment as a small industrial community.

and local streets serving residential land uses. Historic homes stand along Pond Street, West Elm Street, Lumber Street and Hayden Rowe Street, often surrounded by newer houses that were built as farming became increasingly uneconomic.

In contrast, Hopkinton Center's compact development pattern includes a grid of interconnected streets with a shape that bears an unmistakable relationship to the curve of the old Milford-Woonsocket railroad tracks. The image of a thriving, densely settled commercial center surrounded by rolling hills and farms inspired O.H. Bailey's 1880 panoramic map, which depicts a Hopkinton that differs significantly from the place many people describe as Hopkinton today. Only two years after Bailey's map was published, a fire destroyed 14 manufacturing buildings and all but assured the collapse of Hopkinton's shoe and boot industry. Nonetheless, the imprint of Hopkinton's industrial period endures in the unique configuration of streets in Hopkinton Center.

As development gradually extended into outlying rural areas, a new street hierarchy with roads reflecting the design principles of their day was etched into the land. Hopkinton's suburban transition can be seen in the curvilinear looped roads that serve postwar subdivisions such as Eastview Road and Robbern Road (between Hayden Rowe Street and Holt Road), or Priscilla Road, an "eyebrow" subdivision off West Elm Street. Sub-collectors such as Briarcliff Drive and Thayer Heights Road followed, along with numerous culs-de-sac thought to encourage neighborhood identity, provide privacy and separate residences from through traffic. Teresa Road off Hayden Rowe Street is a classic 1970s subdivision, comprised of a deep access road that serves multiple interior culs-de-sac, all surrounded by single-family homes. More recent examples of the same type of street hierarchy exist throughout East Hopkinton and south of Lake Whitehall in the western part of town, attesting to the conversion of large tracts of land to new development.

Not surprisingly, the views from the road change dramatically from one end of Hopkinton to the other, and these views shape the Town's character. From the vistas across Lake Whitehall or Weston Nurseries to the intimacy of Woodville and the deep forests along Winter Street, views from the road reveal the mix of historic and contemporary land uses that make Hopkinton so inviting to those who live and work here.

LAND USE CHARACTERISTICS

Residential Development

Data from the Assessor's Office and Bureau of the Census indicate that from 1993-2004, the total number of housing units in Hopkinton increased from 3,700 to 5,025, or 1,325 new units. Nearly all of the 5,888 acres of land in residential use today consists of detached single-family homes (94%), the predominant form of development in Hopkinton. A comparatively



O. H. Bailey's panoramic map of Hopkinton, published two years before the fire that destroyed several shoe and boot factory buildings in Hopkinton Center. (Library of Congress, American Memory.)

small amount of land (136 acres) has been developed for condominiums, with a total of 352 units in place, approved and under construction, or completed but not yet occupied in 2005. The Town also has some older, two-family and three-family homes and a small collection of older multi-family buildings, located mainly in downtown neighborhoods, on Hayden Rowe Street and in Woodville. In addition, the Housing Authority owns a small senior housing development on the periphery of downtown Hopkinton.

Hopkinton's single-family residential development pattern is hardly homogenous. Many streets in Hopkinton are lined with single-family homes, yet the houses vary considerably by age and style, such as historic residences that lie close to the road and face the street, and newer homes with fairly uniform setbacks that reflect the impact of zoning. Although most developments built since the late-1980s include clusters of single-family homes and common open space, the Town also has some large-lot development, such as estate lots, and approximately 590 acres in very large parcels that have some potential for future subdivision. Several of these large, potentially developable parcels lie east of Route 85, and in many cases the existing single-family homes are quite old.

Commercial and Industrial Development

Commercial uses occupy approximately 140 acres of land in Hopkinton. The commercial property inventory includes small retail establishments, a supermarket, pharmacy, restaurants, office space, a lumber yard, truck terminals, warehouse and distribution facilities, auto repair facilities, and membership-only outdoor recreation facilities. A majority of Hopkinton's commercial development exists in and adjacent to the downtown area and around the I-495 interchange.

Over time, the Industrial District on South Street has attracted a number of industries, notably EMC Corporation, Hopkinton's largest private-sector employer. Manufacturing, warehouses, research and development facilities and industrial-office space occupy about 693 acres of industrial land in Hopkinton, while a granite quarry, a gas production plant, natural gas storage and other utilities account for approximately 342 acres. A large facility for household, construction and industrial recycling, and composting for industrial and commercial yard waste, has been approved by the Board of Appeals and is expected to be on-line in the near future.

Mixed Uses

Hopkinton has several properties with multiple uses, such as housing units with an associated business or commercial buildings with upper-floor apartments, which collectively account for 165 acres of land. About half of the multiple-use properties are single-family homes with attached business or professional offices: larger than home occupations and operating in residential neighborhoods, mainly as non-conforming uses. The rest of the mixed-use inventory includes commercial buildings with apartments, a separate residence or a small industrial use on the same parcel. Hopkinton's mixed-use properties tend to be old and well-established, for most of the buildings date to late 19th century. Although limited in number, these properties comprise a recognizable part of the land use pattern in areas such as Hayden Rowe Street, Wood Street and portions of Main Street.

Institutional Uses

As a small suburb, Hopkinton does not have large amounts of land devoted to institutional uses:

QUICK FACTS: CURRENT LAND USE STATISTICS

RESIDENTIAL USES

Residential Use	Parcels	Acres
Single-Family Homes	4,190	5,426
Condominiums*	352	363
Two-Family Homes	62	74
Three-Family Homes	20	10
Multi-Family	16	10

*Condominium count represents number of condominium units, not parcels with condominium developments.

COMMERCIAL USES

Class of Use	Parcels	Acres
Hospitals (Veterinary Clinic)	1	1
Commercial Storage/Distribution	7	35
Retail Trade, Restaurants	14	18
Gas Stations, Auto Repair	16	15
Offices, Banks	19	24
Public Services	1	3
Child Care Facilities	2	3
Commercial Recreation	2	42

INDUSTRIAL USES

Class of Use	Parcels	Acres
Manufacturing, R&D, Office	38	693
Mining, Sand & Gravel	7	136
Public Utilities	48	206

MIXED USES

Class of Use	Parcels	Acres
Predominantly Residential	24	85
Predominantly Commercial	16	69
Other	2	11

INSTITUTIONAL USES

Class of Use	Parcels	Acres
Municipal Uses	8	8
Public Schools	6	187
Private Educational, Charitable	6	138
Religious Uses	16	73
Cemeteries	7	20
Long-Term Care Facilities	1	10

Source: Hopkinton Assessor's Office, FY2005.

schools, colleges or universities, libraries, museums, churches, hospitals or nursing homes, non-profit charitable organizations, cemeteries, or government buildings. For the most part, institutional uses in Hopkinton consist of schools, churches and a limited number of non-profit services. Approximately 325 acres of land are used for public and private educational uses, 73 acres for religious uses, 20 acres for cemeteries, and another 18 acres for various municipal uses, non-profit cultural organizations, and supportive housing and long-term care facilities. Many of these uses, notably the public schools, include land used for other purposes such as outdoor recreation facilities.

Open Land

Open Land refers to undeveloped parcels in private or public ownership, including land used for conservation, parks and recreation purposes, and future town or school facilities. Today, Hopkinton has 5,950 acres of open land, of which approximately 3,450 acres are privately owned and potentially available for development (Map 1). Although many parcels have development potential, other parcels are constrained by covenants or deed restrictions, inadequate or no access, wetlands, or soils unsuitable for development, and these conditions limit the probability of a change in use or simply prohibit it. It is important to note that open land is not the only available development option because large parcels with a residence and enough land for further subdivision may also generate growth in the future.

- **Chapter 61, 61A, 61B.** More than 2,000 acres of Hopkinton's open land consists of land under Chapter 61, 61A or 61B agreements and related large parcels that include the home or business of the property owner. Virtually all of the Chapter 61, 61A or 61B inventory in Hopkinton is zoned for residential development.
- **Vacant Residential Land.** Hopkinton has 2,900 acres of vacant, privately owned land zoned for residential use. Slightly more than half of the acres in these parcels have severe development constraints.
- **Vacant Commercial & Industrial Land.** Hopkinton has less than two acres of vacant commercial land and approximately 97 acres of vacant industrial land. However, nearly 80% of the industrial



Trail leading into the woods on the Phipps property, a recent conservation land acquisition.

land has limited use potential due to wetlands, access or other constraints.

- **Public Open Space.** The Town of Hopkinton, state agencies and non-profit land trusts own a considerable inventory of open land that is protected from future development, or very unlikely to be developed due to the public purposes for which the land was originally acquired. In addition to land used for schools and municipal facilities (institutional uses), the Town owns approximately 770 acres of open land, much of it perpetually restricted for conservation and open space, and about 22% of it restricted to protect existing or future drinking water supplies. Land acquired for public water supplies remains protected from development unless or until the wells are permanently decommissioned.

From 1992-2004, the Town's land holdings increased by 444 acres, primarily because of three land acquisitions: the Terry property for new schools and open space, land on Fruit Street for water supply, open space and other public purposes, and the Cameron Highlands conservation area opposite Lake Whitehall.

- **The Towns of Ashland and Upton** collectively own 31 acres in Hopkinton: Ashland, for water supply purposes and Upton, for conservation land (Peppercorn Hill).
- **The Commonwealth of Massachusetts** owns more than 1,600 acres of permanently protected, state-owned open space in Hopkinton, mainly in two areas: Whitehall State Park around Lake Whitehall and the Hopkinton State Park adjacent to the Hopkinton Reservoir. These properties are managed by the Department of Conservation and Recreation (DCR).
- **Land Trusts.** Conservation organizations such as the Massachusetts Audubon Society, Sudbury Valley Trustees and the Hopkinton Area Land Trust (HALT) own about 287 acres of land in Hopkinton for conservation and open space purposes.
- **Common Open Space.** There are 676 acres of common open space in private developments, nearly all created under the Open Space and Landscape Preservation Development (OSLPD) bylaw. In fact, open land preserved as a direct result of new development increased by 295% from 1992-1998 and another 48% from 1998-2004. In many cases, these parcels are owned and managed by HALT, while homeowners associations own other parcels.

ESTIMATE OF VACANT LAND BY ZONING DISTRICT				
Zoning District	Total Acres	% Total Acres in Zone	Acres Undeveloped	In %
Residence A	704.5	4.4%	167.7	23.8%
Residence B	3,802.7	25.5%	1,909.3	50.2%
Residence Lake Front	277.5	1.7%	77.6	27.9%
Agricultural	10,663.0	66.0%	6,669.6	62.6%
Business	60.3	0.4%	2.4	4.0%
Rural Business	25.3	0.2%	6.2	24.6%
Industrial	545.8	3.4%	127.0	23.3%
Professional Office	85.2	0.5%	55.0	64.6%

Hopkinton also has two zoning overlay districts: the Flood Plain District and the Water Resources Protection Overlay District (WRPOD). The Flood Plain district covers areas within the 100-year flood plain as determined by the Federal Emergency Management Agency (FEMA). The Water Resources Protection Overlay District covers the aquifers contributory to the Town's wells on Fruit Street and Donna Pass and the aquifer around Echo Lake, one of Milford's drinking water sources. It also includes the radii around four condominium development water supplies and the entire Zone II and Zone III for wells serving the Town of Ashland and Town of Holliston. Each district regulates activities in the affected areas in addition to the underlying zoning district requirements.

In Hopkinton, the Planning Board has authority to issue a Special Permit for alternatives to conventional single-family home development. In 1988, Town Meeting established the OSLPD bylaw to encourage "cluster" housing in layouts that preserve land as permanent open space. Owing to the Planning Board's success at encouraging developers to apply for OSLPD permits instead of filing conventional subdivision plans, most developments built during the 1990s included permanently protected open space. In 2000, Town Meeting changed the bylaw by making OSLPD a mandatory process unless the Planning Board agrees that a site is not suitable for OSLPD design.

LAND USE REGULATION

Zoning

Hopkinton has eight zoning districts at the present time (Map 2). About 66% of the Town is in the Agricultural District, a traditional, large-lot residential zone, and 31% in the Residence A, Residence B and Residence Lake Front Districts, where smaller minimum lot sizes tend to reflect development patterns already in place when Hopkinton adopted zoning. The remaining 4% is in the Business, Rural Business, Industrial and Professional Office Districts combined.

Hopkinton also has allowed multi-family housing in all residential zoning districts since the early 1970s, beginning with the “Garden Apartments in Residential Districts” bylaw. This concept was adapted later to create a Senior Housing Development bylaw. Together, the Garden Apartments and Senior Housing bylaws have produced about 300 condominiums in Hopkinton (condominiums also have been produced through comprehensive permits). A similar theme led to the Campus-Style Development bylaw, which promotes building clusters around urban and natural open space on larger sites in the Industrial and Rural Business Districts.

Other Regulations

The Planning Board, Board of Appeals, Conservation Commission, Board of Health, and Historic District Commission all have roles in reviewing and approving development in Hopkinton. Under the Zoning Bylaw, the Planning Board and Board of Appeals have authority to issue special permits, and the Massachusetts Subdivision Control Law gives the Planning Board jurisdiction over any division or subdivision of land.

The Massachusetts Wetlands Protection Act (G.L. c.131, Section 40) and the Hopkinton Wetlands Protection Bylaw, both administered by the Hopkinton Conservation Commission, help to protect wetland resources from adverse effects of new development. By law, the Hopkinton Board of Health has authority to review, approve or disapprove on-site wastewater disposal systems, not only as administrators of Title V of the Massachusetts Environmental Code but also through its own wastewater regulations.

Finally, Hopkinton has two local historic districts: the Hopkinton Center District and the Woodville Historic District. In these areas, construction activity affecting the exterior of buildings is subject to review and approval by the Historic District Commission.

LAND USE CHANGE

Measured by population growth, Hopkinton has ranked among the state’s most rapidly growing towns for more than 20 years. It joined a handful of Middlesex County communities that had a higher population growth rate during the 1990s than in the decade following World War II, yet all of the other communities are cities that lost population to the suburbs after 1950: Everett, Cambridge, Malden, Lowell and Somerville. Compared to surrounding towns, Hopkinton has absorbed a large share of the region’s incoming population and not surprisingly, the Town’s population growth runs parallel to a large amount of new residential development.

Land use change can be measured in parcel acres by class of use or by acres *covered* by various uses. *Land coverage* is a more accurate way of representing what people see on the ground or in aerial photographs. It also has the advantage of being measurable over a long period of time, for land coverage records dating to 1971 have been digitized and interpreted according to

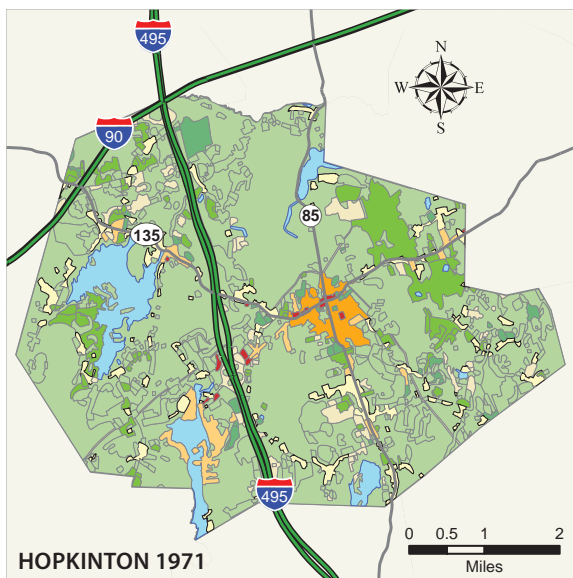
ACRES OF LAND USE CHANGE IN HOPKINTON, 1971-1999			
Land Use (Coverage)	1971	1985	1999
Agricultural Land	1,278.83	1,162.98	876.69
Forest	12,443.07	11,657.92	9,906.90
Wetlands & Water Resources	1,196.45	1,197.50	1,199.78
Recreation	142.32	165.09	187.13
Civic Space	182.36	159.59	240.23
Multi-Family Housing	6.99	12.62	55.40
Moderate-Density Housing	676.61	946.07	1,137.10
Low- & Very-Low-Density Housing	912.67	1,484.45	3,153.56
Commercial	56.00	78.64	123.25
Industrial	0.00	137.20	181.61
Transportation	486.12	489.85	502.47
Other	<u>457.96</u>	<u>347.44</u>	<u>275.26</u>
Total Acres	17,839.37	17,839.37	17,839.37
Summary Statistics			
% Land Use			
Agriculture	7.2%	6.5%	4.9%
Forest	69.8%	65.3%	55.5%
Residential	8.9%	13.7%	24.4%
% Low-Density	57.2%	60.8%	72.6%
Source: MassGIS.			

a consistent land use classification scheme. Moreover, land coverage can be reported regionally, which helps to place local land use patterns and land use change in a larger geographic context. The disadvantage is that since land coverage statistics depend on periodic flyovers of the entire state, the most recent data reflect conditions visible from the air in 1999.

In Hopkinton's region, Framingham is the only community that experienced relatively few land use changes from 1971-1999, and this is because Fram-

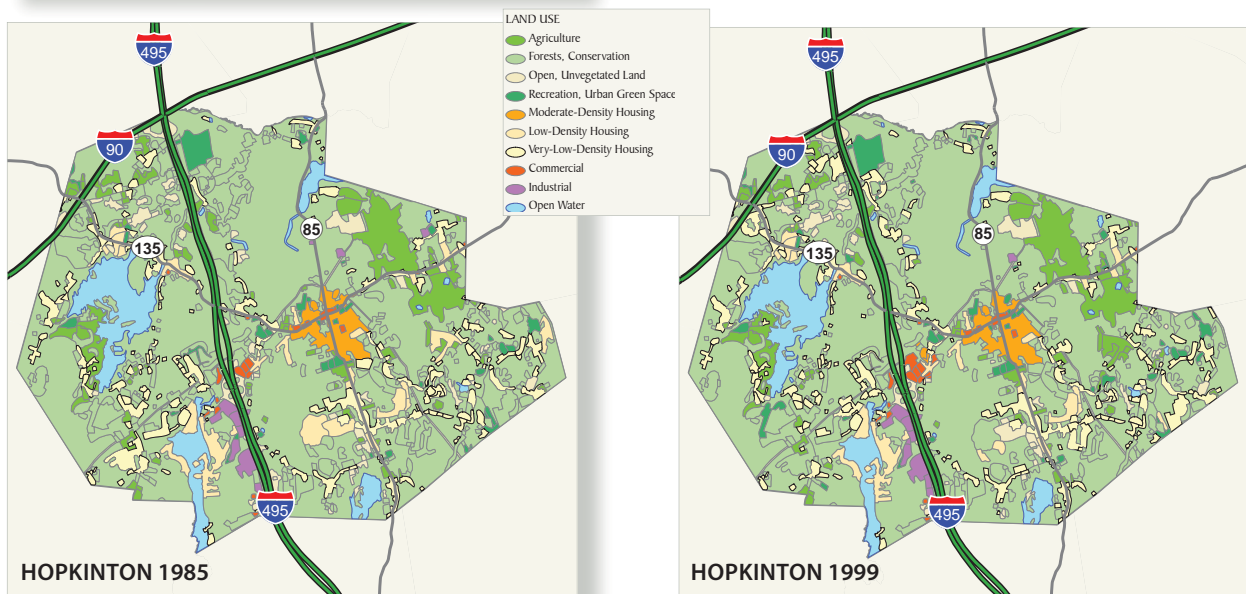
ingham has been a maturely developed economic center for many years. However, growth has extended throughout the region over the past three decades, mainly in the form of new low-density housing development and to a lesser extent, new industrial development. In Hopkinton, more than 2,700 acres of forest-covered or agricultural land were converted to homes and 182 acres to industry, largely responding to the completion of I-495. The effects of regional highway construction can also be seen in Westborough and Milford, and in communities served by interconnecting roadways, such as Ashland and Holliston.

30 Years of Growth and Change



Hopkinton has clearly absorbed a considerable amount of new development since the early 1970s. The vast majority of this growth has replaced forest-covered land with low-density housing. By 1999, however, the Town had lost a larger percentage of its 1971 agricultural land than forested land – and in 1971, Hopkinton had lost 41% of the agricultural land that existed in 1951. These local statistics mirror the decline in farming statewide, which can be traced to the acceleration of suburban development after World War II.

Residential development is not the only land use change that has occurred in Hopkinton. The Town has also built new schools and recreation facilities to accommodate population growth, and nearly all of the industrial development that exists off South Street today has been constructed since the early 1970s.



FUTURE DEVELOPMENT POTENTIAL

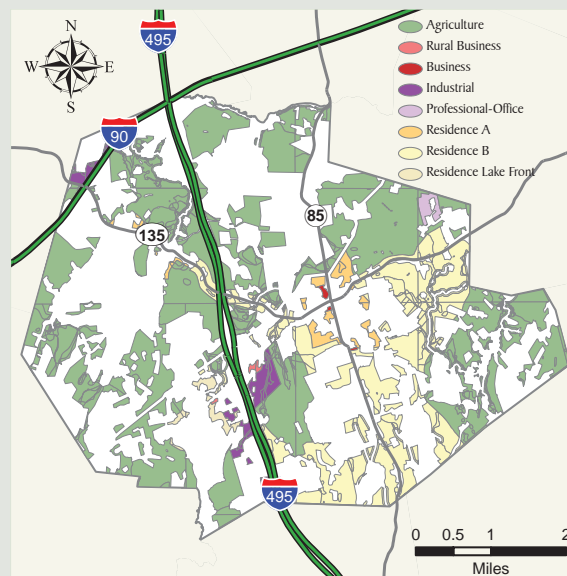
Several years ago, the Massachusetts Executive Office of Environmental Affairs (EOEA) commissioned studies to determine the future build-out potential of every city and town in the state. The studies used Geographic Information System (GIS) technology to identify developed land and absolute constraints on new development, estimate the available land supply, and calculate how much development could occur under a community's current zoning regulations.

According to EOEA's analysis, Hopkinton had 7,614 acres of potentially developable land in 1999. The build-out analysis concluded that if all of the land were developed under present zoning, Hopkinton's population would reach a maximum of 18,350 people. It also estimated new-growth impacts of 1,671 additional (new) K-12 students, 2,785 additional housing units, 47 additional road miles, 4,846,298 sq. ft. of additional commercial and industrial floor area, additional residential water demand of 568,090 gallons per day (gpd) and additional commercial and industrial demand of 363,472 gpd. Since then, about 1,000 acres have been developed or preserved as permanent open space, and the Town's population has increased from 13,346 (Census 2000) to 14,500 (2005; Town of Hopkinton). Significantly, school enrollments have already increased by 698 students, or 42% of the total school population growth reported in the build-out study.



Views of Hopkinton's most well-known working landscape: Weston Nurseries, East Hopkinton.

Hopkinton Build-Out Study: Potentially Developable Land by Zoning District (EOEA/MAPC, 2000)



ISSUES & OPPORTUNITIES

Weston Nurseries

Hopkinton's largest private landowner, Weston Nurseries, owns more than 1,000 acres of agricultural-horticultural land in East Hopkinton. Today, this family-owned business plans to sell 700 acres and downsize its operation. Since the property is under Chapter 61A agreements, the Town has a right of first refusal to purchase the land before the owners can sell to a developer. Given the implications of a large amount of new development in East Hopkinton, the Board of Selectmen created a Land Use Study Committee in 2005 to explore the Town's options and generally address other properties under Chapter 61, 61A or 61B agreement. Town Meeting subsequently voted to fund an East Hopkinton Master Plan, which is being carried out under the direction of the Planning Board.

The Land Use Study Committee identified several criteria for acquiring some or all of the Weston Nurseries land, such as the potential for a public-private partnership to generate tax revenue; enhance the quality of life for residents, especially direct abutters; or protect open space, unique features with ecological, agricultural,

horticultural or scenic significance. Further, the LUSC commissioned a fiscal impact model to test various reuse scenarios for the property. Two additional studies of the Weston Nurseries property were completed in 2006. The Metropolitan Area Planning Council (MAPC) examined redevelopment possibilities for the Weston Nurseries land and prepared an analysis of regional impacts (Hopkinton, Ashland and Southborough). In addition, MIT graduate students prepared a site analysis and reuse options as part of a field project directed by Dr. Eran Ben-Joseph.

Fruit Street Property

In 2004, Hopkinton purchased 257 acres on Fruit Street for water supply and other public purposes. The Town is currently implementing a Master Plan Environmental Impact Report (EIR) that determined the amount of development that can occur on the property. The property has been planned for a municipal well, wastewater treatment facility and an assortment of active and passive recreation uses, including 145 acres to be protected in perpetuity with a conservation restriction. Additional uses are also planned, such as a new elementary school and affordable housing.

LAND USE GOALS

GOAL: Coordinate residential development in order for Town services to keep pace with growth.

- The Town must ensure that residential development does not outpace its ability to provide services such as water, sewer, roads, solid waste disposal, schools, public safety and others.

GOAL: Protect critical natural resources.

- Incorporate all areas that should be included in the Water Resources Protection Overlay District (WR-POD). New municipal water supplies and wells serving condominium developments, including their respective Zone II and Zone III areas, should be protected by the WRPOD.

- Increase the amount of permanent open space through continued use of OSLPD while investigating other means to mitigate or remediate the effects of development.
- Preserve wildlife corridors to protect wildlife resources.

GOAL: Encourage commercial, industrial and multi-family uses that are compatible with surrounding neighborhoods and Hopkinton's rural-residential character.

- Consider requiring buffer zones between land uses. Buffers help to separate and screen uses and retain green space as surrounding land is developed.
- Encourage site development standards that follow the natural features and contours of the land:
 - Minimize visual impacts: avoid placing structures in open fields or on ridge lines and locate residences adjacent to tree lines and wooded field edges.
 - Retain rural features: incorporate existing farm or cart roads into subdivision designs, preserve stone walls and mature trees, preserve as much as possible old homes, barns and other rural structures.
 - Minimize site disturbance: roads should follow existing contours and avoid boulevard or straight entrances, require more open space in conventional developments and minimize disturbances on individual lots.

GOAL: Ensure that future development, especially in the vicinity of Lake Maspenock, Echo Lake, Hopkinton Reservoir and Lake Whitehall, is appropriate and environmentally responsible.

GOAL: Develop a consistent strategy to address Chapter 61, 61A and 61B parcels that become available to the Town through its right of first refusal.

- Incorporate the work of the Land Use Study Committee, the Land Evaluation Study (1997)

and Cost of Community Services (COCS) model criteria to rank potential land acquisitions.

GOAL: Retain a consultant to review and address Hopkinton's zoning to facilitate desirable growth.

- Consider land that might be earmarked for rezoning to support desirable commercial and industrial growth.
- Consider properties that might be especially suited to preservation or municipal use.
- Update the Hopkinton Zoning Bylaw to ensure its functionality, clarity and purposefulness for implementing the Master Plan.
- Consider Smart Growth initiatives, such as mixed-use zoning.
- Study options other than rezoning to maximize use of existing commercial properties, particularly in the downtown area.
- Explore pre-permitting to encourage desirable development in targeted areas.
- Address zoning that supports downtown revitalization initiatives.

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NATURAL, CULTURAL & OPEN SPACE RESOURCES

The Natural, Cultural & Open Space Resources element addresses three related planning issues: environmental quality, historic preservation, and open space. In Hopkinton, these issues play a crucial role in defining the Town’s rural-residential character and the quality of life that residents enjoy. Open space and water resources supply context for many of the historic homes and agricultural out-buildings that remain today, and provide outstanding recreational opportunities.

HOPKINTON TODAY

Water Resources

Watersheds. Hopkinton’s 27.85 square-mile area lies within three major watersheds. As shown in Map 3, about 75% of the Town is in the Concord River watershed, which includes many subwatersheds or smaller drainage basins for tributaries such as the Sudbury River, which runs along Hopkinton’s northern boundary. The rest of



Wildflowers abound in Hopkinton’s forests.

MASTER PLAN SURVEY

NATURAL ASSETS

Most survey respondents cited Hopkinton’s beauty, character, open space, lakes, natural resources, parks and quality of life as values they appreciate. When respondents identified more than one valued attribute, Hopkinton’s “rural nature,” public schools, sense of community, open space and natural resources topped the list.

DESIRE TO PRESERVE

The comments on open space and natural resources show that many survey respondents want to protect and maintain Hopkinton’s existing landscapes. Still, a few respondents said Hopkinton pays too much

attention to preserving open space. The comments on open space included concerns such as:

“It disheartens me to see all the development that destroys the beautiful forests we have.”

“Stop wasting money on Open Space that is not buildable anyway.”

“...an office park like the one that was proposed a few years ago near the State Park would be good if there is a lot of open space, so that wildlife is not totally displaced and local views are not impacted.”

“I would like the remaining open space preserved, like the original Master Plan specified.”

HISTORY & COMMUNITY CHARACTER

Respondents generally gave high marks to Hopkinton’s historic homes and “upscale as well as historic” atmosphere. At times, appreciation for older homes overlapped with concerns about large new homes, yet many respondents also liked Hopkinton’s high property values – a condition partially attributable to large new homes. The survey reveals some tensions between a desire for “traditional New England-style housing” and high home values.

Hopkinton is divided in roughly equal proportions by the Charles River and Blackstone River watersheds. The Charles River watershed encompasses 35 cities and towns, from the river's headwaters in Hopkinton to Boston and Cambridge, where it discharges into Massachusetts Bay. Lake Maspenock drains to the Blackstone River via the Mill River.

Open Water. Hopkinton has four large man-made water bodies: Lake Whitehall and Lake Maspenock (North Pond), both classified as Great Ponds, along with Echo Lake and the Hopkinton Reservoir. Small ponds can be seen in other locations, notably Ice House Pond on Main Street, Blood's Pond between South Mill Street and North Mill Street, and Duck Pond on Saddle Hill Road. Approximately 6% of the Town's total area consists of open water.

Waterways. Rivers, streams and many small brooks form an intricate network throughout Hopkinton and contribute to the Town's natural beauty. Whitehall Brook, which feeds the headwaters of the Sudbury River in the Westborough Cedar Swamp, was dammed in the late 1800s to establish the Whitehall Reservoir (Lake Whitehall). Indian Brook runs generally



Vernal pool at Berry Acres, a tract of town-owned open space on West Main Street opposite Ice House Pond. (Photo by Miles Crettien)

through the geographic center of town and feeds the Hopkinton Reservoir. Other noteworthy streams include Cold Spring Brook, which feeds Blood's Pond in the southeastern section of Hopkinton and the Ashland Reservoir; and Beaver Brook, which feeds the Charles River. In turn, these watercourses intersect with smaller streams and brooks all over town.

Wetlands. Wetlands cover approximately 15% of Hopkinton's land area. Along with their associated buffer zones and setbacks, wetlands directly influence more than 30% of the town. Deciduous forested swamps make up most of the wetlands in Hopkinton, but shrub swamps and pockets of deep swamp occur west and north of Lake Whitehall. In addition, Lake Whitehall contains floating islands formed from sphagnum moss. Loosely tethered to the lake bottom in shallow areas, these islands contain a vegetation community similar to that found in quaking bogs.

According to the Natural Heritage and Endangered Species Program (NHESP), Hopkinton has 13 certified *vernal pools* and many more potential (estimated) vernal pools that have not been certified. A vernal pool is a temporary woodland pond that holds water for a few months during the spring or summer and dries up for the rest of the year. Since it cannot support adult fish populations, the vernal pool provides essential breeding and habitat area for certain amphibians, reptiles and other species.

PROTECTING WETLANDS AND WATER RESOURCES

- The **Conservation Commission** administers the Massachusetts Wetlands Protection Act, M.G.L. c. 131, Section 40, and the Hopkinton Wetlands Bylaw.
- The **Board of Health** has authority over new construction and upgrades of on-site wastewater disposal systems under Title V of the Massachusetts Environmental Code and local septic system regulations.
- Through zoning, the Town regulates land use, density and use intensity in the Water Resources Protection Overlay District (WRPOD), which includes Zone II-Zone III of groundwater supplies and Zones A-B-C of surface water supplies.
- Also through zoning, the **Planning Board** encourages developers to locate buildings and roadways away from wetlands by making Open Space & Landscape Preservation Development a preferred method of new residential development.

Aquifers. Hopkinton depends almost entirely on groundwater for its drinking water supply, but the Town does not have an extensive system of aquifers, and the known aquifers are neither large nor particularly high-yield except for an area around Fruit Street. Of the 902 acres of identified aquifers in Hopkinton, nearly 75% are medium-yield, or capable of supplying 100-300 gallons per minute (gpm).

Public Water Supplies. Hopkinton provides drinking water to residents and businesses from five 24" gravel-packed wells: three on Fruit Street and two off Charles McIntyre Lane and Donna Pass. Echo Lake is a surface water supply serving Milford. In addition to the lake itself, virtually all of its watershed and tributaries are located in Hopkinton. Similarly, Ashland owns a well near the Hopkinton Reservoir which supplies water to both Ashland and Hopkinton, and Ashland's Zone II and III extend into Hopkinton.

Water Quality. The Massachusetts Department of Environmental Protection (DEP) is responsible for monitoring water quality throughout the state and submitting periodic reports to the federal government under Sections 303(d) and 305(b) of the Clean Water Act. Map 4 shows that DEP has classified several water bodies, streams and brooks in Hopkinton as "Category 5" impaired waters under Section 303(d). A "Category 5" water quality rating means the affected water body is already impaired or seriously threatened and requires a "Total Maximum Daily Load" (TMDL) determination, or an analysis of the maximum amount of pollutants the water can receive without violating water quality standards. Hopkinton's Category 5 waters include:

- Lake Whitehall
- Lake Maspenock
- Hopkinton Reservoir
- Indian Brook
- Sudbury River (Partial)
- Charles River (Partial)

Other surface waters in Hopkinton have been designated as "Outstanding Resource Waters," a regulatory term applied to watersheds in which one or more

water resources have "outstanding socioeconomic, recreational, ecological and/or aesthetic values." DEP generally prohibits discharge permits in these areas. Echo Lake and its surrounding watershed, which drains to the headwaters of the Charles River, and the full length of Whitehall Brook are classified as Outstanding Resource Waters.

Geology, Topography and Soils

Geology. Hopkinton's hills and valleys were largely formed by glacial activity that occurred more than 120,000 years ago. The glacier's retreat 12,000 years ago left much of Hopkinton bedrock overlain by *glacial till*, or poorly-sorted material that includes sands, gravels, and rocks. Approximately 71% of the Town is composed of glacial till, which helps to explain Hopkinton's poor farming conditions. Hopkinton's bedrock consists almost entirely of granite, and ledge outcroppings can be seen everywhere. Along Pond St. and Lumber St. and in other areas, bedrock outcroppings exist as ledges and sheer cliffs. Much of the Town's undeveloped land is hilly, with a significant amount of ledge and very little flat land.

Topography. Hopkinton's topography descends sharply toward the lakes and reservoirs, supporting a diverse landscape of rolling hills, open fields and large wetland areas that render portions of Hopkinton unbuildable. The Town's highest elevation reaches 590 feet above mean sea level (MSL), and its lowest point, about 250 feet above MSL. The east and northern sections of Town are generally lower in elevation than the central and southern sections. Hopkinton's overall elevation is the highest in Middlesex County.

Soils. Hopkinton soils are sloping, thin and rocky. More than 50% of the Town is covered by the Hollis, Paxton, Canton and Scituate soil groupings. Mucks are found in wetlands and along waterways. Generally, Hopkinton's soil is composed of rocky unsorted loam in deposits up to 38 inches thick, laid over hardpan. The soils are poorly sorted and not well suited for agriculture. Hardpan is firmly packed, fine loamy sand, and while the soil above the hardpan has good drainage characteristics, the underlying hardpan is much less permeable. Due to the thickness of the soil, the amount of water it can contain is limited.

Vegetation

Forests. Despite the amount of growth that has occurred in Hopkinton over the past 20 years, the Town remains predominantly forested. Its southern New England hardwood forest is dense and consists primarily of red and white oak and white pine. The understory includes shrubs such as huckleberry, mountain laurel, sweet pepperbush, viburnums, and witch hazel, and herbs and vines such as wintergreen, Canada mayflower, partridge berry, wild sarsaparilla, ferns, ground pine, cat briar, and wild grape.

Many of the tree species in Hopkinton represent *climax vegetation*, or the ultimate vegetation the land will progress to absent a change in environmental conditions. For example, the white pine stands will eventually evolve to typical northern hardwood habitat. There are a few hemlock stands located in cooler areas, such as protected valleys and southern slopes. New England's largest certified Hemlock tree is located off Winter Street next to the Town Forest. There are two significant stands of northern white cedar: northwest of Hopkinton center in Cedar Swamp and Rice Swamp and southeast of Lake Whitehall.

Plants. Hopkinton supports a variety of common plants and several uncommon plant species, including the Pink Lady Slipper, Jack-in-the-pulpit, Yellow

Lady Slipper, Trillium, and Indian Pipe. Two rare or endangered plant species have been observed in Hopkinton: Dwarf Mistletoe, a state-listed species of special concern, and the endangered Vasey's Pondweed.

Wildlife Resources

Priority Habitat. Hopkinton contains significant wildlife resource areas (Map 5). An extensive network of riparian corridors encompasses more than 2,200 acres of land, notably in association with Lake Whitehall, Indian Brook, Beaver Brook and Cold Spring Brook. NHESP has classified about 2,000 acres of land and water in Hopkinton as priority habitat for rare, endangered or threatened species. Approximately 90% of the priority habitat is also designated "core habitat," or critical habitat areas needing a long-term protection strategy.

Living Waters. A special state program focused on aquatic biodiversity, the Living Waters Program, recognizes all of Lake Whitehall as Living Waters Core Habitat and about 3,700 acres around the lake (extending into Westborough) as supporting watershed, i.e., areas with a high potential to enhance or degrade Living Waters habitat. In addition, portions of two Areas of Critical Environmental Concern (ACEC) extend into Hopkinton: the Westborough Cedar Swamp ACEC and the Miscoe-Warren-Whitehall Waters ACEC.

CHANGE IN OPEN SPACE BY OWNERSHIP, 1992-2005						
Current Use or Owner	Acres of Land			% All Open Space		
	1992	1998	2006	1992	1998	2006
Commonwealth of Massachusetts	2,490	2,514	2,544	45%	41%	40%
Agricultural/Horticultural Ch. 61A	1,082	1,013	1,066	20%	17%	17%
Recreational, including Ch. 61B	609	568	491	11%	9%	8%
Municipal (1)	448	781	1,100	8%	13%	17%
Forestry Ch. 61	453	494	468	8%	8%	7%
N.E. Laborers Training Center	130	127	135	2%	2%	2%
YMCA	123	123	123	2%	2%	2%
Homeowners Associations (2)	116	237	260	2%	4%	4%
Massachusetts Audubon Society	45	45	45	1%	1%	1%
Agricultural/Horticultural, Not Ch. 61A	7	69	0	0.1%	1%	0%
Hopkinton Area Land Trust (HALT) (3)	0	57	189	0%	1%	2%
Sudbury Valley Trustees	0	53	53	0%	1%	1%
TOTAL	5,503	6,081	6,474			

Notes: (1) Municipal includes 17 acres owned by the Town of Upton Conservation Commission; (2) An additional 22.1 acres have been set aside for open space in developments but has not been conveyed as of 12/31/06. (3) An additional 68.8 acres have been set aside in developments but not conveyed as of 12/31/06.

Open Space

Saving open space has been a long-standing priority in Hopkinton, and the results can be seen just about everywhere. Fields and forests draped across a rolling landscape define Hopkinton's scenic beauty and provide many of the images people think of when they describe the "feel" of the Town. Open space supports wildlife habitat and mobility, protects the quality and supply of drinking water, and shelters streams and wetlands from adverse impacts of development. It also contributes to the appearance of Hopkinton neighborhoods, for open space preserves a sense of rural identity in areas that have undergone rapid development.

Unrestricted Open Land. In Hopkinton today, there are approximately 3,450 acres of privately owned open land with no deed restrictions or other legal mechanisms to prevent development. Another 2,132 acres

PROTECTING OPEN SPACE

- Under special legislation enacted in 1999, the **Open Space Preservation Commission** purchases and manages open space on behalf of the Town. In addition, it recently published the **Hopkinton Trail Guide** to promote public access to Hopkinton's open space.
- The **Community Preservation Committee** funds open space acquisitions, such as the Phipps Property on Winter Street (2004) and land adjacent to Lake Whitehall (2006).
- Since the late 1980s, the **Planning Board** has worked with developers to save more than 700 acres of open land through the **Open Space & Landscape Preservation Development** Bylaw.
- The Town maintains active partnerships with local and regional conservation trusts, such as the **Hopkinton Area Land Trust**, the **Sudbury Valley Trustees**, and **Massachusetts Audubon Society**.

LARGE TOWN-OWNED PARCELS		
Location	Name/Use	Acres
Fruit Street	Former Pyne Property	257.11
Wood Street	Cameron Highlands - Trails	126.35
Pond Street	Town Forest - Trails	119.66
Hayden Rowe Street	Hopkins School & High School	118.00
Alprilla Farm Road	Potential Future Well Site	100.29
Fruit Street/North Street	Town Wells	85.75
Hayden Rowe Street	Middle School	36.90
Joseph Rd./Daniel Road	Colella's Park	33.58
Prestwick Drive	Hopkinton Crossing Open Space - Trails	31.18
West Main Street	Berry Acres - Trails	28.70
Lumber Street/Glen Road	Wildwood Glen Open Space - Forest	25.77
College Street	College Rock Park and adjacent land - Trails	24.40
Whitehall/Wood Street	Whitehall Estates	23.00
Saddle Hill Rd./Equestrian Drive	Equus Hill Est. & Lodge Corp. - Forest	22.73
Carriage Hill Rd./Hearthstone Road	Hearthstone Open Space - Forest	22.26
Elm Street	Elmwood School	19.30
Hayden Rowe Street	EMC Park & Hopkinton Community Playground	17.52
Winter Street	Whisperwood Preserve Open Space - Forest	16.25
Daniel Shays Road	Athletic field and pond	15.43
Wood Street	Reed Park - athletic fields, tennis courts	14.16
Cedar Street	Terry Park - Forest	13.00
Lumber Street	Forest	13.00
Mayhew Street	Cemetery	11.85
Ash Street	Center School	11.70
Clinton Street	Forest	10.00

* Locations in bold indicate those where lots have been combined.

are temporarily protected by Chapter 61, 61A or 61B agreements, which provide tax incentives for land retained in active agricultural, forest or recreational use. In East Hopkinton, the New England Laborers Training Center and YMCA hold 258 acres of open land that is unlikely to be developed, but neither property is permanently protected.

Protected Land. Hopkinton also has a great deal of open space protected in perpetuity – that is, land owned by the Hopkinton Conservation Commission and Open Space Preservation Commission, or private non-profit land trusts, privately owned but subject to a conservation restriction, or state-owned for parkland or water supply purposes (Map 6). For example, the Massachusetts Audubon Society, the Sudbury Valley Trustees and HALT own a combined total of 287 acres, and private homeowner associations own 260 acres created by the OSLPD bylaw. In addition, the state owns 2,544 acres at Hopkinton State Park, Whitehall State Park and the Upton State Forest. The Town itself owns 1,338 acres for municipal and other uses, though not all of the land is protected in perpetuity. Since 1992, Hopkinton's land holdings have increased significantly due to major purchases such as the Terry Farm, Cameron Highlands and the Fruit Street property.

Historic Preservation

The buildings in Hopkinton express the stages of development that make up the Town's history. Extant one- and two-story dwellings from the 18th century reflect the moderate and utilitarian lifestyle of the early settlers. Many well-preserved examples from the Federal Period exhibit the Town's growing affluence in the early 19th century. Several are of brick construction, and on East Main Street there are at least two fine examples of the use of local granite to build an entire building. The predominant style of Hopkinton's historic homes dates to the mid-1800s, with gable ends oriented to the street, defining modest 1½-story dwellings as well as in large, elaborate, templar gable-end Greek Revival and Italianate structures.

Building activity was sparse at the end of the 19th century when the Town's industrial base waned and its growth rate declined, so only a few buildings date to the Queen Anne, Colonial Revival, and Early Mod-

PRESERVING HISTORIC PROPERTIES

- The **Historic Preservation Bylaw** requires the **Historical Commission** to review all demolition permits for structures more than 75 years old.
- The **Community Preservation Committee** funds historic preservation projects, such as the **Train Depot Restoration**, the **Whitehall Gate House Restoration**, restoration of an old school house on Hayden Rowe and an old barn on Town property.
- The Town has established two local historic districts: the **Hopkinton Center Historic District** (1979) and the **Woodville Historic District** (2005).
- The **Historical Commission** sponsors a historic placard program to sell wooden placards for display on older homes in Hopkinton ("circa 1750"). Today, the placards can be seen on more than 100 homes around Town.
- Hopkinton worked in partnership with state government to repair the dam embankments and spillways for **Whitehall Pond** (Winter Street) and **Blood's Pond** (South Mill Street).

ern Periods. Between the wars (1920-45), summer cottages were built around Lake Maspenock and Lake Whitehall, but little new development occurred elsewhere. Since the early 1970s, residential development has soared in Hopkinton and this can be seen in the variety of styles found in new subdivisions today.

Hopkinton has taken several steps to protect its historic resources. Specifically, the Town has formed a Historical Commission, created two local historic districts, enacted a historic preservation (demolition delay) bylaw, adopted the Community Preservation Act (CPA), and repaired historically significant public buildings. Access to CPA funds has allowed Hopkinton to invest in historic preservation to a degree seldom done before. Still, many historically important homes and businesses remain at risk. From 1998-2004, 33 homes built prior to 1940 were demolished and replaced with new structures.

ISSUES

Open space, historic preservation and resource protection are important to Hopkinton's character and quality of life. Protecting open space, especially near lakes, streams, ponds and aquifers, helps to assure clean, unpolluted sources of drinking water and unpolluted lakes, ponds and streams for hiking, boating and fishing.

Changes in land use patterns from growth and development can dramatically alter a community's appearance and the quality of its environment. Large tracts of open land still exist in Hopkinton, particularly in East Hopkinton, where the Town has decided to prepare an area plan largely due to the pending sale of Weston Nurseries. In the future, it will be challenging for Hopkinton to harness the power of development to meet a growing community's needs for places to live and work and simultaneously provide the resources to save its most important open space.

Just as loss of open land affects a community's visual image and environmental quality, the gradual loss of older homes alters the view from the road and reduces its housing diversity. In Hopkinton, 30% of the housing stock is over 50 years old. Moreover, 438 existing homes were built before 1900 and 41 pre-date 1800. Older homes contribute to the Town's character and streetscape. In many built-out suburbs around Boston, older homes in deteriorating condition often attract investors seeking new development opportunities. As the supply of developable land declines in Hopkinton, the Town's historic housing stock will be increasingly at risk. Protecting Hopkinton's historic homes and character will be a continuing need.

RESOURCE PROTECTION GOALS

GOAL: Retain the rural and historic fabric of Hopkinton.

- Improve public awareness of historically and architecturally significant structures through increased education, signage, publicity and events.
- Increase awareness of the advantages of historic preservation in the early stages of land planning,



Blazed trails maintained by the Hopkinton Open Space Preservation Commission, Hopkinton Area Land Trust (HALT) and other local organizations encourage residents to use and appreciate the Town's open space.

development review or improvements to public facilities.

- Develop incentives and alternate financing mechanisms for historic preservation.
- Implement Town bylaws that encourage, require or reward the preservation of historic resources.

GOAL: Preserve and enhance large tracts of privately owned open land in agricultural, recreational, or undeveloped use.

- Provide incentives for owners of large parcels to maintain their land as open space. Prioritize properties such as Weston Nurseries, Hopkinton Country Club, the fish and game clubs, the New England Laborers Training Center, state-owned land, and ecologically sensitive areas adjacent to Lake Maspenock, Lake Whitehall, and Hopkinton Reservoir.
- Work with organizations such as HALT, Massachusetts Audubon, The Trustees of Reservations, the

Trust for Public Land and Sudbury Valley Trustees to protect and preserve open land.

- Use the 1997 Land Evaluation Study, the Land Use Study Committee and the Cost of Community Services Study as resources to assist in land acquisition planning, and maintain a dialogue with Chapter 61, 61A and 61B property owners.
- Use MassGIS and other GIS resources for planning and resource management. Investigate “green printing” to identify areas of significance that should be acquired and/or preserved as open space.
- Support the Open Space Preservation Commission’s efforts to obtain open space and conservation restrictions for the Town, and provide adequate resources in the Open Space Preservation Fund for the Commission’s preservation and public education work.



Stone arched footbridge over the Sudbury River.

GOAL: Link public, private and semi-public open spaces together to form corridors for wetlands, wildlife and recreational uses.

- Create open space links and corridors, using tools such as OSLPD, land trusts, donations of land, and conservation easements. Prioritize pedestrian links between Whitehall State Park and the Upton State Forest, and between Whitehall State Park and the Fruit Street property.
- Create a Wildlife Corridor Overlay District to protect and enhance important wildlife habitat areas.
- Support efforts to create trail development and maintenance policies, and seek funds for implementation.

GOAL: Document the Town’s natural resources and features and encourage responsible land planning.

- Protect the quality of surface water, groundwater and wetlands by reducing stormwater runoff from new development.
- Investigate regulations to protect water resources from excess nitrogen, nitrate-nitrogen, phosphates and viral discharge. Nitrogen and phosphates are

two of the largest contributors to lake pollution and eutrophication (plant and algal growth) in Massachusetts lakes – usually associated with large septic systems and stormwater runoff.

- Investigate ways to preserve the views from the road, lakes, high points, and across fields. Implement regulations to preserve viewsheds.
- Encourage property owners to protect their land in perpetuity. Provide technical assistance and information about tax and other benefits that can be achieved from conservation easements, donations, remainder interests, charitable annuities, purchase of development rights, and conservation restrictions.
- Consider nominating the areas surrounding Lake Whitehall, Lake Maspenock, and Hopkinton Reservoir for designation as Areas of Critical Environmental Concern (ACEC). ACECs have been under discussion by the Planning Board, Board of Health and Conservation Commission for several years. The Town should decide whether to proceed with the public information sessions and application process required for an ACEC nomination.



HOUSING & RESIDENTIAL DEVELOPMENT

The Housing element of a master plan examines market trends, development regulations, the impact of housing policy on the social and economic make-up of a community, and housing needs that remain unmet by ordinary market forces. Many small towns and suburbs find it difficult to plan for future housing needs because residential development signifies loss of open space, population growth and rising costs of community services. Opinions about housing, taxes and open space often fuse during a master plan process and drive many land use policy decisions, sometimes at the expense of sound planning and social fairness.

Hopkinton is a very desirable place to live, and it is a particularly desirable place for families. Its land use regulations favor traditional single-family home development and the results are consistent with the Town's image of itself. Still, this policy preference for single-family homes is not the only factor that makes conventional housing the centerpiece of most new development in Hopkinton. The Town has allowed



Historic Greek Revival residence in Hopkinton.

other types of housing for more than 35 years, and from time to time the development pipeline diversifies. Market demand and the development challenges and cost associated with ledge, steep slopes and wetlands also play a major role in determining what developers propose and how much housing is actually built in Hopkinton.

MASTER PLAN SURVEY

A recurring theme from the Master Plan Survey is concern about the environmental, social and fiscal impacts of new homes. Survey respondents focused on three issues: residential growth, housing affordability, and housing diversity.

RESIDENTIAL GROWTH RATE

The survey respondents said Hopkinton is growing too fast. When asked what they would like to change about Hopkinton, respondents ranked "slow down residential growth" second out of 14 topics. Concerns ranged from impacts on natural resources -- "more planting of trees when we tear ones down" -- to higher tax bills -- "Where is

the money going? It seems that with all the million dollar homes with few children, there should be plenty of money."

HOUSING AFFORDABILITY

Many respondents cited high property values as one of Hopkinton's strengths. One commenter said he appreciates living in Hopkinton because of "the profit I make when I sell my house." Other respondents said they worry about the shortage of affordable housing for their children, senior citizens and public employees. Some said they wanted to "keep the middle class in town," and "let our teachers, firefighters and police officers afford to live here,"

while others expressed concern about Hopkinton's changing demographic profile.

HOUSING DIVERSITY

Many survey respondents said they appreciate the opportunities Hopkinton offers to move up to larger, more valuable homes. Still, other respondents said Hopkinton needs a balanced mix of housing. They called the development of large new homes "a disturbing trend" that threatens natural resources. They also saw the loss of older homes to demolition-rebuild projects as further evidence of Hopkinton's market appeal to upper-income families.

HOPKINTON TODAY

Few statistics provide more evidence of Hopkinton's desirability than the sheer amount of residential development that has occurred since the last Master Plan Update. Hopkinton's housing inventory increased by 10 percent from 1998-2004, and detached single-family homes accounted for 97% of all new units. Today, Hopkinton has a total of 5,085 housing units, 85% of which are single-family homes.

Hopkinton's recent housing growth has occurred primarily in subdivisions approved and constructed since 1990. Nearly all of the town's subdivisions include open space by design, with homes grouped in clusters around the site. In December 2006, six subdivisions with a combined total of 136 lots were under construction in Hopkinton, only one filed as a conventional plan. For the first time in several years, there are no single-family subdivision plans approved and planning construction.

The number of townhouse and multi-family dwellings changed very little for several years, but the Planning Board has seen renewed interest in condominium development. While single-family homes still dominate the market, 262 multi-family units were approved between January 2000 and December 2006, including 140 in mixed-income housing developments (comprehensive permits). Once built, these recently approved units will represent a 60% increase in Hopkinton's multi-family housing inventory.

HOUSING CHARACTERISTICS

Location and Density

Hopkinton's history, topography, wetlands and water resources, and zoning policies have contributed to its varied residential development pattern. By zoning district, the highest-density housing is found in the Business District in Hopkinton Center and adjacent Residence A neighborhoods. Not surprisingly, the Agricultural District has the lowest-density housing be-



Residential development in Hopkinton includes a variety of forms. This image depicts the traditional neighborhood development found in Hopkinton Center, multi-family housing adjacent to downtown, a typical pattern of frontage lots built along a major through street (Ash Street), a conventional subdivision (Teresa Road) and a small Open Space and Landscape Preservation Development (Stone Crossing Way).

cause it requires a larger minimum lot area (60,000 sq. ft.) than Hopkinton's other residential zoning districts. A majority of the town's land – about 65% – is in the Agricultural District.

Age, Structural Features & Values

The effects of new growth can be seen in the age distribution of Hopkinton's homes. Nearly half of the town's existing housing inventory was built between 1980 and 2000, mainly in rural areas south and west of Lake Whitehall and east of I-495 along the southern end of town. About 30% of the town's housing stock is more than 50 years old, including 438 homes built before 1900 and 41 that pre-date 1800. In 1989, Hopkinton completed a comprehensive historic resources survey that describes the historical and architectural significance of its older homes.

Statistics from the assessor's office reinforce what is visually obvious from the road: Hopkinton's new single-

family homes are much larger and equipped with more amenities than most of its older housing stock. Of the 4,159 single-family homes on the tax rolls in 2005, 24% were built from 1995-2004. However, the same housing units accounted for 33% of the town's aggregate single-family home floor area and generated 36% of aggregate single-family home values. They are somewhat taller than the average house in Hopkinton, they have substantially larger footprints, more bathrooms, and very high-quality finishes. A comparison of building values makes these differences particularly obvious, for the average value of homes built since 2000 is 1.7 times higher than the average single-family building value for the town as a whole – excluding the value of the land. The rapid addition of so many spacious, high-end homes in Hopkinton's housing market helps to explain the 65% increase in average single-family property values that occurred from 2000-2005.

RESIDENTIAL DWELLING UNITS BY ZONING DISTRICT								
Type	RA	RB	RLF	A	B	BR	I	Total
Detached single-family home	677	1,155	417	1,979	40	9	1	4,728
With accessory apartment	4	6	6	8	1	0	0	25
Condominium/Townhouse	66	197	0	130	0	0	0	400
Two-family home	68	34	2	10	6	0	0	120
Multi-family dwelling	80	17	0	0	132	0	0	229
Multiple homes on one parcel	0	8	10	8	0	0	0	26
Congregate residence	2	2	0	3	0	0	0	7
Total	897	1,419	435	2,145	179	9	1	5,085

Source: Hopkinton Planning Department, November 2006; building permits issued through August 2006.



Pinecrest Village Homeownership Opportunity Program (HOP) development.

HOUSING OPTIONS

Affordable Housing

A state law passed in 1969 requires all cities and towns to provide their regional fair share of housing for low- and moderate-income people. When less than 10% of a community's housing is affordable under the comprehensive permit law (G.L. c.40B, ss. 20-23, or Chapter 40B), developers proposing to build low- or moderate-income housing may seek waivers from zoning and other local regulations in order to make their projects financially feasible. Hopkinton currently has 165 units on the official Chapter 40B Subsidized Housing Inventory, or 3.65% of its Census 2000 year-round housing units (4,521). These 165 units represent a 40-unit increase since 2004, when the town completed an affordable housing plan, yet Hopkinton remains well below the 10% statutory minimum.

Local officials recognize that Hopkinton needs more affordable housing and they see affordability as a major priority for the town. Still, high-growth communities like Hopkinton face tough challenges when it comes to increasing the supply of affordable homeownership and rental units: high land values, difficult-to-develop land, and limited access to adequate utilities (mainly sewer service) serve as real constraints. To meet the 10% minimum, Hopkinton needs a total of 452 affordable housing units on the Subsidized Housing Inventory: 287 more than it has today. However, each community's percentage of affordable units is based on the number of year-round units reported in the most recent federal census. When Census 2010 statistics are released, Hopkinton's estimated Chapter 40B obligation will be 509 units and in 2020, 536 units. Since the amount of market-rate housing development far exceeds the amount of affordable housing develop-

ment, the gap between existing affordable units and the 10% minimum effectively widens every year.

Comprehensive permit developments are not the only source of affordable housing in Hopkinton. The Hopkinton Housing Authority (HHA) owns and manages rental housing for low-income families, the elderly and persons with disabilities, and provides Section 8 vouchers to low-income tenants in private housing. In 2001, the HHA closed the waiting list for its six two- and three-bedroom family units because there had been no turnover in occupancy since June 1999. However, the HHA hopes to build 12 family housing units on land next to the new Senior Center. Based on characteristics of households on the HHA's waiting list, about 65% of the demand is for 2-bedroom units, 27% for 3-bedroom units, and 8% for first-floor one-bedroom units – the latter representing applications from senior citizens who seek small, accessible housing units.

Age-Restricted Housing

Age-restricted housing for “over-55” households has gained popularity throughout the Boston metropolitan area since the mid-1990s. In Hopkinton, the Planning Board has approved an over-55 development under the Senior Housing Development Bylaw, but comprehensive permits have also been issued for mixed-income over-55 developments. As of December 2006, there were 143 age-restricted housing units within developments under construction. When these projects are completed, Hopkinton's senior housing inventory will offer a total of 234 units, including 50% with affordable sale price or rent restrictions. The HHA's existing elderly rental housing represents about 39% of the total.

Multi-Family Housing

Unlike many small towns, Hopkinton chose years ago to adopt zoning that provides for a mix of homes. For example, multi-family housing is allowed by special permit in all of residential zoning districts, and Hopkinton also allows conversions of older homes to multi-unit buildings. Hopkinton's long-standing commitment to housing diversity can be seen in these zoning bylaws:

Garden Apartments (1970): The Planning Board may grant a special permit to develop multi-family

housing on sites with 10-30 acres of useable land. Density is controlled by a maximum of eight *bedrooms* per acre, which effectively caps the density at four *units* per acre (two bedrooms per unit). At least 30% of the site must be preserved as open space. Although the bylaw is called “Garden Apartments,” all of the developments have produced for-sale (condominium) units.

Senior Housing Development (1999): Much like Garden Apartment developments, Senior Housing communities can be built on parcels of 10-30 useable acres at an average density of eight bedrooms per acre, with 30% of the site held as open space, by special permit. Unlike Garden Apartment developments, Senior Housing projects may be designed to include a large percentage of single-family units in addition to multi-family units. All units are age-restricted, i.e., at least one of the owners must be 55+.

Village Housing Development (2004): This bylaw allows the Planning Board to grant a special permit for affordable housing on 5-20 acres of useable land. The maximum density is 10 units per acre; the maximum unit size, three bedrooms; and the minimum open space requirement, 15% of the site. All Village Housing units must be eligible for the Subsidized Housing Inventory and remain affordable in perpetuity.

Accessory Family Dwelling (1993): Accessory family dwelling units (sometimes known as “accessory apartments”) are allowed inside a single-family home, and they must be occupied by a family member or person 60 years or older. The size of an accessory unit is capped at 800 square feet.

Conversions of Residential Property (1991):

Existing residences may be converted to multi-family rental units, up to a maximum of four.

In addition, Hopkinton's **Duplexes Bylaw (2003)** allows duplexes in the A, RA, and RB districts by special permit, provided that one the units is affordable and protected by a deed restriction in perpetuity.

RECENT HOUSING INITIATIVES

Despite the town's efforts, Hopkinton has very few multi-family developments and a housing inventory with a limited mix of options. Virtually all new single-family homes are beyond the reach of first-time homebuyers. According to Census 2000, Hopkinton was one of five Middlesex County towns in which the asking price for every home on the market exceeded \$300,000. Site conditions such as topography and wetlands, along with wastewater disposal constraints, often make moderate- to higher-density housing difficult to develop. The most obvious residential mix can be found in the seamless co-mingling of single-family, two-family, and small multi-unit residences in Hopkinton's older, traditional neighborhoods.

Since the 1999 Master Plan, Hopkinton has pursued several initiatives to provide more housing choices in addition to the recently adopted zoning bylaws listed above:

Community Preservation: the "EMC House." In a public-private partnership, Hopkinton used Community Preservation Act (CPA) revenue to relocate, modernize and enlarge a single-family house donated by EMC Corporation. After receiving Department of Housing and Community Development (DHCD) approval of the "EMC House" as a Local Initiative Program (LIP) unit, Hopkinton sponsored a lottery and sold the home to an income-eligible family in 2004.

Preservation of Chapter 40B Units. Three of Hopkinton's 19 affordable homeownership units at Pinecrest Village converted to market-rate housing upon resale because the deed restrictions were flawed, the town did not receive enough notice that the units were for sale, or DHCD did not exercise its right of first refusal to acquire units. Similar problems place 13 more units at risk at the Pinecrest Village and Wood Hollow developments. The Planning Department has worked with DHCD to address these issues and prevent the loss of other affordable units. As each Pinecrest Village unit is offered for sale, DHCD has been subsidizing the purchase price in order to make the unit more affordable to qualified buyers and to replace flawed deed riders.



The EMC House Local Initiative Program Unit (2004).

Hopkinton Housing Plan. In 2004, Hopkinton hired a consultant to help the Community Housing Task Force and Planning Department write a housing plan. The Housing Plan analyzes housing needs, opportunities and barriers; documents current and recent housing initiatives; and recommends future actions. According to the Housing Plan, Hopkinton's four affordable housing priorities should include rental units for lower-income families, rental units that are suitably designed for senior citizens and persons with disabilities, homeownership units for moderate-income families and elders, and homeownership units for middle-income homebuyers -- people priced out of the market by Hopkinton's rapidly escalating single-family and condominium sale prices. In 2005, DHCD approved Hopkinton's Housing Plan as a Chapter 40B affordable housing production plan.

Fruit Street Master Plan. In 2002, Hopkinton purchased 257 acres of land on Fruit Street. A Concept Master Plan for the property calls for a variety of uses, including up to 80 units of affordable housing on about 12 acres of the site. The town is currently examining infrastructure, design and feasibility considerations.

Community Housing Task Force. In 2001, the Planning Board appointed an ad hoc committee to study the town's housing needs, research housing programs and policies in other towns, and set goals to guide the development of a comprehensive housing plan for Hopkinton.

IMPLEMENTATION STATUS: HOPKINTON HOUSING PLAN (2004)	
Recommendation	Comments
Establish one standing Housing Committee for the Town.	Completed (2004)
Modify zoning to encourage affordable housing units (e.g., Village Housing Bylaw)	Completed; Village Housing bylaw adopted at Town Meeting 2004.
Study feasibility of building affordable housing on Fruit Street property.	Ongoing; Fruit Street Master Plan includes 12 acres for affordable housing.
Supplement existing accessory dwelling unit bylaw to allow affordable accessory apartments.	Inactive; Bylaw change defeated at Town Meeting 2004.
Establish an overlay zoning provision to allow frontage waivers to support affordable housing on infill lots.	Inactive.
Modify existing zoning to facilitate conversion of large single-family residences to multi-family housing.	Inactive.
Petition legislature for an Affordable Housing Trust Fund.	Completed (2005).
Commit a minimum percentage of annual CPA revenue to affordable housing.	Completed; 10% CPA revenue dedicated to affordable housing.
Provide training to the Community Housing Task Force	Ongoing; Grants have been awarded to HCHTF Inc.
Adopt 40B comprehensive permit design guidelines and review criteria.	Ongoing; Under consideration by the Zoning Board of Appeals.
Require 40B comprehensive permit applicants to pay fees for peer review.	Ongoing; Under consideration by the Zoning Board of Appeals.
Designate an individual officer of the Town to negotiate with comprehensive permit applicants.	Inactive; Currently not under consideration by the Zoning Board of Appeals.
Prepare and submit a housing plan to DHCD.	Completed; Housing Plan approved by DHCD in 2005

Hopkinton Community Housing Task Force, Inc.

Hopkinton residents formed a new non-profit housing development corporation, the Hopkinton Community Housing Task Force, Inc. The HCHTF is a spin-off initiative by members of the Planning Board's earlier housing study committee.

The Planning Department estimates that Hopkinton has about 8,800 acres of potentially developable land zoned for residential uses. While age-restricted housing seems fiscally beneficial and many developers want to build these kinds of projects, a rapid proliferation of over-55 developments may limit housing opportunities for other people.

ISSUES

Hopkinton attracted so many new families during the 1990s that its under-18 population growth rate ranked third in the state. For towns that absorbed a large share of the state's new housing, there were profound impacts on the cost of community services on one hand, and housing prices on the other hand. Although larger lot sizes could reduce future development, residents at the "Hopkinton at the Crossroads Forum" recognized that "large lots drives up acquisition costs." Still, they questioned promoting compact development to provide more affordability because "dense housing drives up service costs."

The Planning Board believes that housing affordability is an important priority for this Master Plan. The Town's existing zoning tools and other means of creating affordable housing, through new construction or conversion of existing market-rate homes to permanently affordable units, could help to address the Board's desire for more rental options similar to that which already exists in Hopkinton: units in small, two- to four-family homes, which fit well with the architectural styles and scale of other development in established neighborhoods.

HOUSING GOALS

GOAL: Provide sound and affordable housing for all ages and income levels.

- Continue to provide affordable housing units through the Local Initiative Program and negotiation with private developers.
- Continue programs and initiate new programs to ensure that existing affordable units are not lost from the Chapter 40B Inventory.
- Use Community Preservation Act (CPA) funds to create and preserve affordable housing.
- Establish a local program to help homeowners rehabilitate existing housing to meet code requirements and allow the elderly to make modifications to their homes. Assist with grant writing for funds as available.

- Monitor changes in the type of housing proposed in planned developments to ensure a balanced mix of housing options.

GOAL: Provide for a variety of housing types within the rural residential character of Hopkinton.

- Ensure the preservation of existing older homes that have historical and architectural significance to the Town.
- Establish design/architectural review by the Design Review Board for multi-family residential dwelling proposals.

GOAL 3. Explore increasing rental options in Town.

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ECONOMIC DEVELOPMENT

Economic development represents the ongoing efforts of a city or town to improve the well-being of its residents. Communities need a secure, diverse and growing economic base to provide employment opportunities for residents of all educational and age levels, to make goods and services available locally, and to help finance local government services such as public schools, public safety and public works. Often, “economic development” is used to describe commercial or industrial zoning or tax base expansion, but these concepts are not the same. Zoning without a shared understanding of the kind of economy a community wants to build may enable new business growth, but it does not automatically lead to an economy that improves the well-being of a local population.

The purpose of a master plan’s Economic Development element is to plan for business, employment and tax base needs and guide local economic development initiatives. In Hopkinton, these initiatives should balance the desire for tax revenue with the rural-residen-



EMC Corporation on South Street in Hopkinton, the Town’s largest private-sector employer.

MASTER PLAN SURVEY

Respondents to the Master Plan Survey generally recognized the relationship between residential growth and taxes. Many believed the Town should promote new commercial or industrial development to generate revenue. The survey highlights several concerns, including:

DOWNTOWN

Residents want to make Downtown Hopkinton more attractive. Some survey respondents noted that downtown revitalization is not only about new stores and restaurants, but also historic preservation, signage, lighting, and burying utility lines. Other respondents yearned for a different mix of businesses: “Give the downtown

area character and charm by bringing in more businesses...like Main St. Café,” and “move the gas stations.”

THE ECONOMY & TAX BASE

When asked what they would want to change about Hopkinton’s economy, respondents said downtown revitalization (#1), slow residential growth (#2), lower taxes (#3) and increase commercial growth (#4). Still, the survey reveals the mixed feelings residents have about accommodating non-residential growth. Some respondents said Hopkinton has a “perfect combination of open space, quaint businesses, good schools... unspoiled,” yet others said the Town has

a “good balance...but needs to expand commercial base.”

GOODS & SERVICES

Many residents value the absence of chain stores and large-scale commercial/retail development. Respondents said they like Hopkinton because it is “not overdone with big businesses and large retail stores.” Some thought more commercial development could occur on South Street or in “well situated” or “hidden” areas, or “within neighborhoods.” They also said the Town needs neighborhood businesses, i.e., “general” convenience stores. As one commenter noted, “I’m driving too much. Need more in-town shops.”

tial character that residents value. While economic development through commercial and industrial growth is important to many residents, others are concerned with protecting the Town's character – expressed in words such as the “the feel of town” and “the people factor.” Achieving balance between these objectives is one of the challenges that Hopkinton will face in the coming years. Also, Hopkinton's place in the regional economy and its employment growth will be shaped in part by conditions elsewhere in the MetroWest area. The economic characteristics of a region contribute to the success of actions to strengthen and sustain a local economy.

QUICK FACTS ABOUT HOPKINTON'S LABOR FORCE				
Characteristic	1990	2000	Absolute Change	% Change
Population	9,191	13,346	4,155	45.2%
Labor Force				
Population >16	6,829	9,243	2,414	35.3%
Labor Force	5,165	6,724	1,559	30.2%
Participation Rate	75.6%	72.7%		
Employed	4,958	6,625	1,667	33.6%
Unemployment Rate	4.0%	1.5%		
Educational Attainment				
Population >25	5,969	8,401	2,432	40.7%
College Degree	1,501	2,984	1,483	98.8%
Graduate Degree	1,084	1,863	779	71.9%
Journey to Work				
Worked Locally	917	1,331	414	45.1%
Drove Alone	4,085	5,559	1,474	36.1%

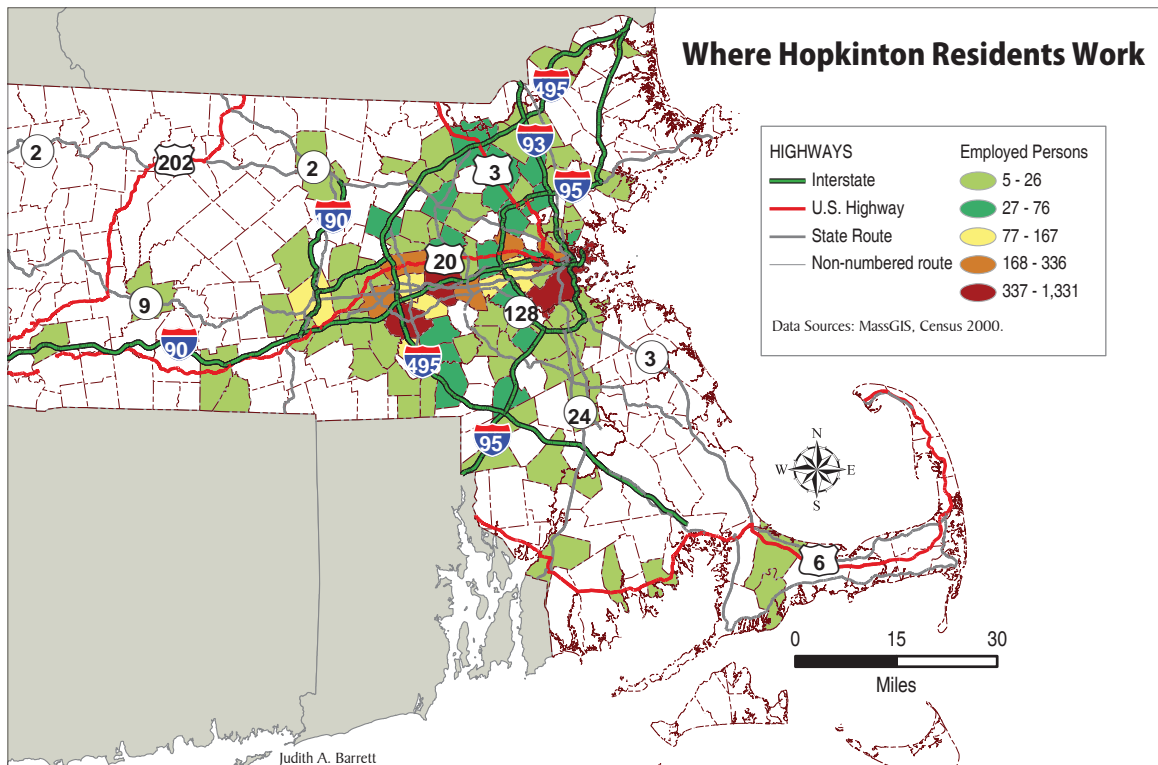
Sources: U.S. Census Bureau, MA Division of Career Services.

HOPKINTON TODAY

Labor Force

Just as Hopkinton experienced significant population growth during the 1990s, it also absorbed significant growth in the size of its labor force. From 1990-2000, the labor force in Hopkinton increased by 30.2%, to 6,724 people. The Town's

unusually high labor force participation rate of 72.7% sheds light on the age make-up of its population. Among persons over 16, the proportion of working-age adults in Hopkinton is larger than that of the state as a whole; similarly, a smaller percentage of Hopkinton's



over-16 population is comprised of retirees. Since 2000, Hopkinton's labor force has increased again by approximately 11%, which exceeds the Town's estimated population growth rate of 5.1%.

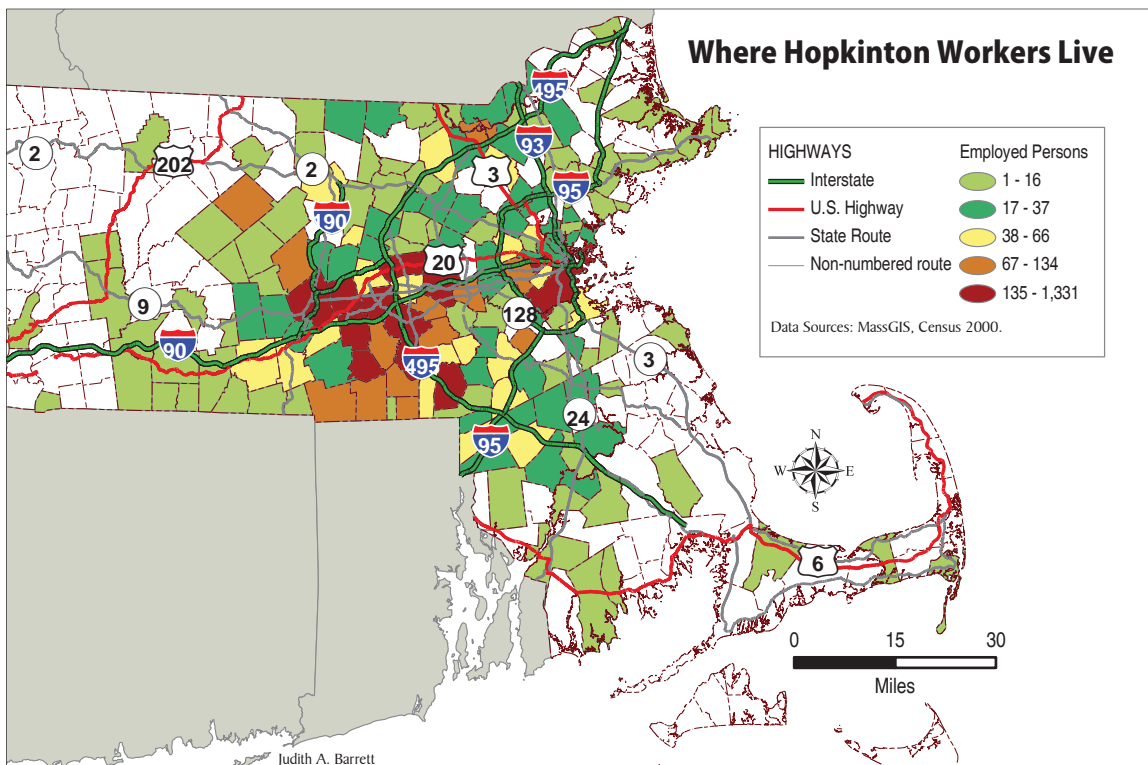
Hopkinton generally has a well-educated, highly paid labor force. More than 58% of Hopkinton's over-25 population holds a college, professional or graduate degree, a statistic that places Hopkinton far ahead of the state as a whole (34%). Its residents tend to be employed as managers and professionals in research and development, science and technology, health and human services, and education. Hopkinton also surpasses the state for residents employed at home (5.1%) or as self-employed business owners (7.9%). Moreover, the Town's unemployment rate typically runs below that of the state or Middlesex County, and this was true even during the recession of the early 1990s. From 2000-2005, Hopkinton's annual unemployment rates ranged from a high of 5% in 2003 to a low of 2.0% in 2000. In contrast, statewide unemployment rates ranged from a high of 5.4% (2003) to a low of 2.6% (2000).

Except for self-employed people with a local business, most Hopkinton residents work in Boston or elsewhere in Middlesex County. About 90% of the Town's

residents commute to work by car, usually traveling more than a half-hour each way. Although 30% of all employees statewide work in the same town they live in, only 20% of Hopkinton's labor force has a local job. Since average wages paid by Hopkinton establishments tend to be very high compared to other communities nearby or throughout the larger (Boston) labor market area, it would not be surprising to find a larger percentage of locally employed people in Hopkinton than in other communities. This is not the case, however, and to some extent the difference may reflect a mismatch between the occupations and career interests of the labor force and the types of jobs represented in Hopkinton's employment base.

Employment and Wages

Hopkinton has a fairly large employment base relative to the size of its labor force. Aggregate employment in Hopkinton translates into about 1.1-1.2 local jobs per person in the labor force – higher than the ratio found in most Massachusetts suburbs yet lower than the optimum ratio for a sustainable economy (1.25-1.5). However, the number of jobs in Hopkinton declined by approximately 15% from 2001-2004, so the jobs-to-labor-force ratio was stronger five years ago than it is today.



During the last half of the 1990s, Hopkinton absorbed a 47% increase in the number of employers doing business in town and attracted job growth in all sectors except trade, with manufacturing, services, government, and finance leading the way. Like many other communities, Hopkinton has lost some of its manufacturing employment since 2000, yet compared to Middlesex County or the Boston area labor market, goods-producing employment still makes up a much larger share of Hopkinton's total employment.

Measured by "location quotients," or the ratio of an industry's share of local employment to that of a larger region, Hopkinton stands out for the prevalence of goods-producing jobs, which includes not only manufacturing but also the construction trades. Still, the industries that dominate Hopkinton's employment base – goods-producing industries and wholesale trade – differ from the the industries that employ most Hopkinton residents and this may contribute to the relatively small percentage of the labor force that works locally. While Hopkinton residents are somewhat more likely than residents statewide to work in manufacturing, they are much more likely to work in the professional, scientific, management and health care industries, all noticeably underrepresented in the Town's employment base.

Despite the Town's production-oriented economy, wages have fallen in the past few years, echoing the loss of jobs that occurred in the same period. In 1999, the average annual wage paid by a Hopkinton employer was \$80,564, which placed the Town among the top 10 communities in Eastern Massachusetts for high-

LOCATION QUOTIENTS: LOCAL EMPLOYMENT BY INDUSTRY (2004)			
INDUSTRY CLASS	Local Employment	LOCATION QUOTIENTS	
		Local to County	Local to Labor Market Area
Total, All Industries	7,418	1.00	1.00
Goods-Producing Domain	3,950	3.20	4.21
Construction	338	0.91	1.02
Manufacturing	32	0.15	0.18
Service-Providing Domain	3,468	0.56	0.54
Trade, Transportation & Utilities	796	0.58	0.59
Wholesale Trade	422	1.07	1.34
Retail Trade	285	0.37	0.37
Transportation & Warehousing	89	0.45	0.37
Information	78	0.22	0.31
Financial Activities	217	0.66	0.34
Finance & Insurance	191	0.81	0.37
Real Estate & Rental and Leasing	26	0.28	0.22
Professional & Business Services	754	0.51	0.60
Professional & Technical Services	480	0.54	0.70
Administrative & Waste Services	255	0.63	0.62
Education & Health Services	1,050	0.65	0.61
Health Care & Social Assistance	547	0.67	0.52
Leisure & Hospitality	365	0.64	0.55
Arts, Entertainment, & Recreation	161	1.77	1.36
Accommodation & Food Services	205	0.43	0.37
Other Services	116	0.49	0.45

Source: Massachusetts Department of Workforce Development; Community Opportunities Group, Inc.

wage employment. By 2004, the average annual wage had dropped to \$77,168 – still high for the MetroWest region, yet clearly an indicator of weaker economic times.

Growth in the number of business establishments is helping to expand Hopkinton's economy and tax base, but compared to the late 1990s, job creation and job retention rates have recently declined. From 1998-2001, the average number of jobs per employer was 20-21; together, the loss of employment and gains in the number of businesses caused the average to drop to about 16 jobs per employer by 2004.

Some of the most significant job losses have occurred in industries that pay relatively high wages, namely

manufacturing and professional-technical services, while job growth has occurred in industries that often pay fairly low wages, e.g., accommodations and food service, and semi-skilled jobs in health care, education and social services. There is not a clear pattern of job gains or losses by wage levels, however, because in the past four years, retail employment has dropped while high-paying jobs in finance and wholesale trade have increased.

New Construction

The strength of Hopkinton's construction industry is evident not only in employment statistics, but also building permits. New residential construction is a key economic indicator, and Hopkinton building statistics show that the Town is very attractive to new investment. More than 1,700 residential building permits have been issued in Hopkinton since 1990, mainly for high-end single-family homes.

Tax revenue from new growth has consistently made up a larger percentage of each year's tax levy in Hopkinton than in the state as a whole. Since 1992, Hopkinton's percentage of new-growth tax revenue has been 2.5 to 3 times the state average, with residential

development contributing 60-90% of all new-growth revenue. In 2000 alone, new growth generated \$107 million in additional assessed valuation, including \$91 million from residential construction. Most of this growth stemmed from the previous year's housing starts, when Hopkinton issued the second largest number of new residential building permits per year (182) since 1990.

Household Wealth & Consumer Spending

A community's economy is shaped by the wealth and consumer spending power of its households. Today, Hopkinton has the state's 25th highest median family income. Due to the amount of growth Hopkinton has absorbed in the past two decades, its state rank for total household wealth, measured by median *household* income, has changed: from 64 (out of 351 cities and towns) in 1980 to 23 in 2000. Similarly, its state rank for equalized valuation (EQV) per capita is 37. Despite the Town's substantial household wealth, its base of retail trade is very small, and retail expenditures made locally comprise a fraction of actual household spending power. Annual retail sales in Hopkinton are \$4,200 per capita, which is extremely low for the MetroWest region or Middlesex County. The Town

ACTUAL & POTENTIAL RETAIL SALES, HOPKINTON REGION (2002)				
COMMUNITY	Per Capita Income	Income Ratio	Population Estimate (2002)	Retail Sales Potential
Ashland	\$31,641	1.22	15,392	\$215,764,001
Framingham	\$27,758	1.07	66,827	\$821,814,630
Holliston	\$32,116	1.24	13,989	\$199,040,682
HOPKINTON	\$41,469	1.60	13,930	\$255,922,465
Marlborough	\$28,723	1.11	38,144	\$485,388,814
Milford	\$23,742	0.91	27,309	\$287,247,878
Westborough	\$35,063	1.35	18,543	\$288,046,632
COMMUNITY	Actual Retail Sales	Retail Sales Per Capita	\$ Sales Import/ (Leakage)	% Sales Potential
Ashland	\$136,795,000	\$8,887	(\$78,969,001)	-36.6%
Framingham	\$1,315,369,000	\$19,683	\$493,554,370	60.1%
Holliston	\$69,799,000	\$4,990	(\$129,241,682)	-64.9%
HOPKINTON	\$58,253,000	\$4,182	(\$197,669,465)	-77.2%
Marlborough	\$585,158,000	\$15,341	\$99,769,186	20.6%
Milford	\$540,807,000	\$19,803	\$253,559,122	88.3%
Westborough	\$445,321,000	\$24,016	\$157,274,368	54.6%

Source: Economic Census 2002, Community Opportunities Group, Inc. Economic Census geographic data are unavailable for communities with <10,000 population.

“leaks” about 77% of its total retail spending to other communities that offer more goods and services, such as Framingham, Milford and Westborough.

Economic Forecast

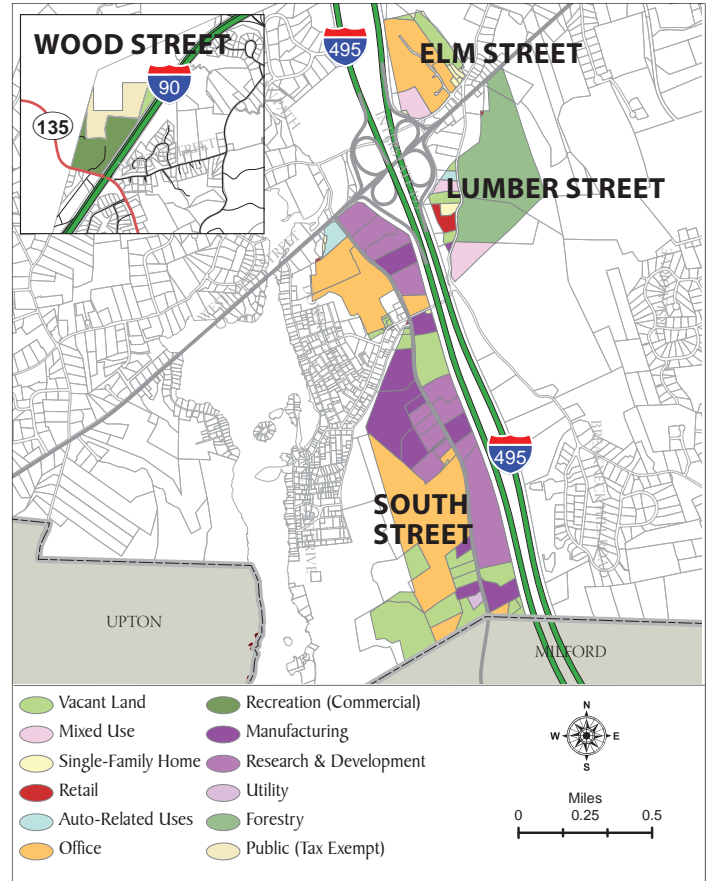
MAPC recently prepared long-term community employment forecasts. In the MAPC region, which includes 101 Boston-area cities and towns, total employment is projected to grow 6% from 2000 to 2020, to nearly 2 million people. In Hopkinton, employment is expected to grow from 9,357 workers in 2000 to 10,304 in 2010 and 11,005 in 2020, or a 20-year increase of 17.6%. However, these estimates are based on statistical formulas that do not account for changes in the economy.

LAND USE POLICIES

Hopkinton has two primary types of business development today: office park, industrial park and warehouse space, located mainly in the vicinity of South Street/I-495, and nodes of commercial space along the West Main Street/Main Street corridor, which includes the downtown area. The mix and intensity of uses in these areas are quite different due to zoning and historic development patterns.

Industrial Development

In support of industrial and office development, Hopkinton has a 546-acre Industrial District and an 85-acre Professional-Office District. The zoning bylaw also provides special permit procedures and development standards for campus-style office parks. Most of the industrially zoned land is along South Street adjacent to I-495, with smaller pockets of industrial land on Lumber Street and Elm Street just east of I-495, and Wood Street in the northwest part of town. The Professional-Office District, located in East Hopkinton, currently includes an office development owned by Liberty Mutual. All of Hopkinton’s industrial and office parks have access to public water except Lumber Street, and sewer service also is available on South Street and around the I-495 interchange.



Existing land uses in Hopkinton’s industrial districts.

The Town wants to encourage more office park opportunities through new development and redevelopment of existing sites. To lure economic growth, Hopkinton recently obtained an Economic Target Area (ETA) designation from the state’s Economic Development Coordinating Council. An ETA designation puts Hopkinton on the map from a marketing perspective and offers access to programs such as Tax Increment Financing (TIF) and District Improvement Financing (DIF): incentives for businesses to locate, relocate, and redevelop in a community.

Unlike other towns with extensive nonresidential development along Routes 85, 20, 9, 109 and 126 and near the I-495 interchanges, Hopkinton’s commercial and industrial areas are fairly inconspicuous. In the future, Hopkinton may experience increased development pressure at the I-495 interchange. Accommodating growth there may require significant traffic improvements. The Town will need to decide what makes economic sense for that area, considering sound

planning principles, environmental impacts and sustainable contributions to the tax base. A unique plan for the I-495 interchange should be considered.

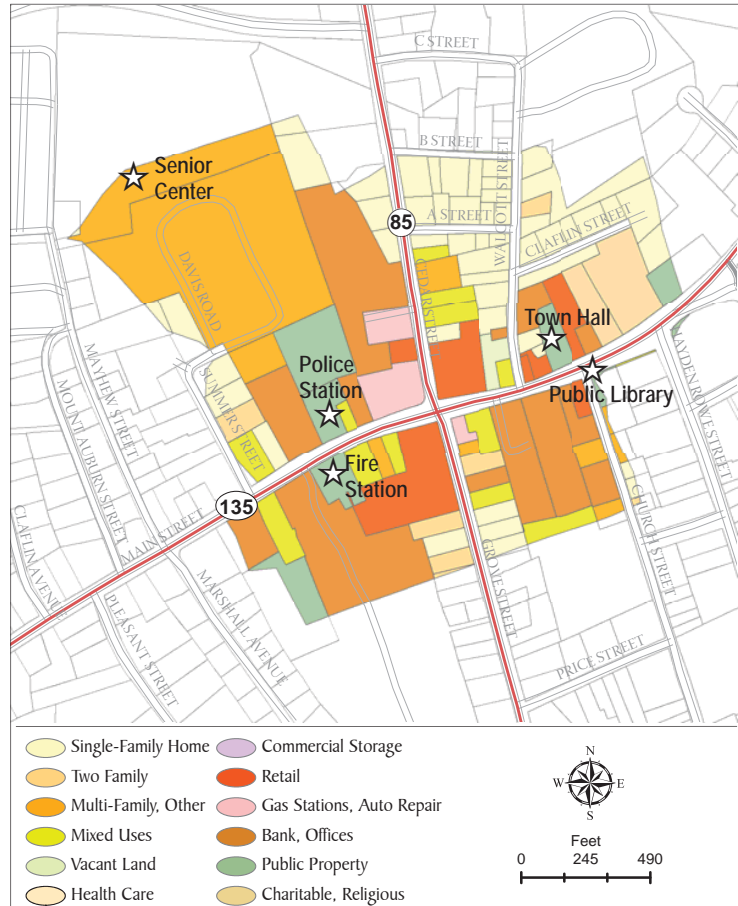
Until recently, the amount of land used for industrial purposes included about 100 acres on Fruit Street, owned by the former Pyne Sand and Gravel company. In 2003, the Town purchased the property for water supply and other municipal purposes. Hopkinton currently has 182 acres of vacant land for industrial and office park development, although more than half of it is limited by wetlands, access or other constraints.

Commercial Development

By tradition, commercial development in Hopkinton has been oriented toward service businesses, small retail and specialty shops, and professional or business offices. The Town’s small-scale commercial base seems to appeal to many residents, in contrast to larger commercial developments such as the shopping centers and hotels found in surrounding communities. At the 2006 Annual Town Meeting, voters agreed to rezone five contiguous parcels at the West Main Street/South Street intersection to facilitate the redevelopment of obsolete property and provide for additional commercial uses. It has been estimated that up to 150,000 square feet of additional retail and office space could be developed on the land as a result of the zoning change.

For the past few years, the Downtown Revitalization Committee (DRC) has been investigating opportunities to make the downtown area a more vital, attractive commercial node. The DRC’s objectives include respecting the historic character of downtown, improving downtown’s appearance, developing a village center concept, attracting more businesses, restaurants and specialty shops, expanding the library, developing a multi-purpose community center and youth center, solving traffic and parking issues, and creating a distinctive identity for the downtown area.

Recently, the DRC prepared downtown design guidelines and worked with the Zoning Advisory Committee and Planning Board to propose changes to the



Existing land uses in the downtown Business District.

Business District regulations. New regulations approved at the 2006 Annual Town Meeting encourage the traditional built form and use mix found in central business districts, such as buildings located close to the street, and upper-story residential and office space. The regulations also allow a parking facility by special permit in order to provide more off-street parking.

ISSUES

Hopkinton residents clearly want to see the downtown area revitalized. From Ash Street to Wood Street along Main Street and within a block north and south of Main Street, Hopkinton has an opportunity to create a “hub” for the Town, with shops and services that visually enhance the character of the Town. Shops, restaurants and businesses will generate additional tax revenue and supply goods and services used by residents. Since some of this area is within the Hopkinton Center Historic District, adaptive reuse or



Main Street in Hopkinton's downtown, with a variety of small businesses. The Downtown Revitalization Committee hopes to improve the image and vitality of the downtown area through a comprehensive strategy that includes zoning, design standards and public realm improvements.

redevelopment projects may be more challenging for some design professionals. However, they should be encouraged in order to enhance downtown and guide new commercial growth toward an area with existing businesses, roads and adequate utilities.

An important challenge for Hopkinton is recognizing the difference between "economic development" and commercial and industrial zoning. Economic development is about building a durable local economy that improves the quality of life for people in a community or a region; commercial and industrial zoning is an essential tool for economic development and tax base expansion, but on its own, zoning does not build an economy. For example, many Central Massachusetts towns still have large farms and very little commercial development, yet the farms, farm-related businesses and value-added producers employ many people in the region. Similarly, rural populations in Berkshire County often depend on self-employment, home occupations and tele-commuting for their livelihoods because commercial development is so sparse. In these and other cases, local economic development initiatives have been tailored to the realities of the regional economy, and communities in Eastern Massachusetts face a similar challenge.

Today, residential properties generate 85% of Hopkinton's tax levy and commercial or industrial properties, 15%. Depending on the mix of businesses and industry and the Town's tax rate policies, increasing the commercial and industrial share of the tax base to

18%-20% could require 400-550 acres of land under Hopkinton's existing zoning. The Town will need to attract and retain the highest value uses in order to make the most efficient use of its available land supply. Wherever possible, the Town also needs to attract high-value uses that also provide high-quality jobs compatible with the needs of its labor force.

ECONOMIC DEVELOPMENT GOALS

GOAL: Focus on Downtown Revitalization.

- The Downtown Revitalization Committee (DRC) is working on a comprehensive strategy to revitalize the downtown area. The Planning Board and others should continue to work with the DRC on zoning changes and site development standards that will facilitate downtown improvements.

GOAL: Encourage new businesses through zoning, tax incentives, infrastructure improvements, and marketing Hopkinton; and working with the Chamber of Commerce and the Economic Commission Development and Finance Authority (ECDFA) to achieve these ends.

- Work with land owners on zoning changes to encourage industrial and commercial development

and protect the Town's character. For example, consider:

- Increasing the amount of land zoned for industrial use on Lumber Street.
- Rezoning land between Elmwood Park and Wood Street, and from Wood Street south along the west side of I-495.
- Increasing the height limits for buildings on South Street and Lumber Street.
- Continue to review industrial uses, development standards and permitting procedures to ensure they are appropriate and address the needs and concerns of non-residentially zoned property owners.
- Explore planned commercial and office developments along West Main Street near the I-495 interchange, and a hotel overlay district in the same area; and commercial and office development on Main Street to complement downtown retail. Wherever possible, the Town should encourage small commercial establishments as an alternative to large shopping centers. Finally, Hopkinton should capitalize on its Economic Target Area designation and consider hiring an Economic Development Officer to promote and facilitate desirable development.

GOAL: Increase and diversify the utilization of non-residentially zoned areas.

- Maximize the use (and value) of existing commercial and industrial land. The Planning Board expects that future commercial and industrial uses will be located in the existing commercial and industrial districts wherever possible because rezoning will be difficult, infrastructure is established there and the supply of other suitable land is shrinking. The use intensity and capacity of existing districts must be studied and infill development should be encouraged. Toward these ends, the Town should:
 - Study zoning and infrastructure requirements to determine the additional development potential of already developed parcels.
 - Encourage research and development, light manufacturing, warehousing, bio-technology,

computer hardware/software, services, restaurants and offices on South Street.

- Support the ECDEFA in its efforts to attract and retain industries in Hopkinton.
- Ensure that land set aside for non-residential uses is available for those uses in the future and avoid encroachment by uses incompatible with future industry.

GOAL: Incorporate economic growth in the Town's long-range fiscal planning.

- The Town should continue to include economic growth in its fiscal planning, and consider policies and investments that will enhance Hopkinton to the business community. Land use decisions should be supported by valid planning considerations as well as revenue considerations.
- Use the Land Use Study Committee's fiscal impact model as a tool to evaluate financial impacts of land use choices, and update the model each year.

GOAL: Provide adequate utilities in commercial and industrial areas, especially water and sewer.

- Hopkinton needs sewage treatment capacity (regional, local or package) to service existing South Street establishments, and provide sewer service to the industrially zoned areas of Elmwood Park. In addition, water and sewer service need to be extended to the industrially zoned areas on Lumber Street.

GOAL: Develop specific design standards for the business and industrial zoning districts.

- The Planning Board should work with the Downtown Revitalization Committee, the ECDEFA and other local officials to establish commercial and industrial design standards. The standards should address building bulk, height, setbacks, design, parking, traffic flow and site planning so that the new construction is compatible with the surrounding area and minimizes adverse visual and environmental impacts.

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COMMUNITY FACILITIES & SERVICES

Community facilities and services are the civic building blocks of a city or town. A community facility is any municipal property developed and used for public purposes, such as a town hall, a library or schools, and parks, playgrounds and public utilities. The Community Facilities and Services element of a master plan analyzes the municipal and school service needs of a community's population, institutions, businesses and industry. Its purpose is to guide facilities planning and capital improvement priorities so that local governments can respond to future development in an orderly way.

The challenge of facilities planning is that population growth alone does not dictate municipal and school service needs. The age make-up of a community's population, where residents live and work, their household incomes, and what they expect from local government all play an important role in determining whether a town has adequate public facilities. Like other attractive suburbs, Hopkinton will most likely find that

over time, its facility needs will change not only due to population growth, but also to changes in the size and composition of its households and the percentage of its population in the labor force. Moreover, *where* new development occurs may affect siting decisions and priorities for new municipal and school facilities.

HOPKINTON TODAY

Public Buildings & Services

Town Hall. All of Hopkinton's traditional local government services are located in the Town Hall at 18 Main Street (Map 7). Built in 1902, the Town Hall is a Classical Revival style building in the Hopkinton Center Historic District and it is Hopkinton's only civic building. The present Town Hall was constructed on the site of its predecessor, an Italianate municipal building destroyed by the fires that swept through Hopkinton Center in the late 19th century. For Hopkinton, it is historically important that Hopkinton

MASTER PLAN SURVEY

CITIZEN PARTICIPATION

Many respondents to the master plan survey gave high marks to Hopkinton's community spirit, values and "involved townspeople." Several said they value the level of volunteerism in town, and the "open meeting type of government & dedication of town employees/ volunteers."

COST OF SERVICES

Many survey respondents had concerns about the cost of growth and they wondered if the Town is spending taxpayer dollars wisely. For example:

"The town has grown to the point that the substantial budget should have a professional manager."

"Hopkinton is a great town, but the cost to live here is becoming unaffordable."

"...just because a department wants a brand new vehicle or a few more employees, does not mean they have to have them."

SCHOOLS

Survey respondents generally praised the Town's public schools, yet some questioned school spending and Hopkinton's investment in new schools. These views came through in comments

such as, "The schools should stop confusing education with buildings," and "I think it is great we have maintained our schools, but I am concerned we have done so at the cost of other town services."

RECREATION

Respondents said the Town needs "more non-sport kid friendly places to assemble" and an "emphasis on something besides soccer fields." Others said Hopkinton should focus on maintaining existing facilities, e.g., "I would like to see EMC Park kept up. As things break no one is fixing them."

Center has always served as the seat of local government, beginning with the first meeting house that was built on the Town Common ca. 1725. Today's Town Hall has fairly limited office, meeting and storage space for the number of functions it supports. It has 17,684 sq. ft. of floor area, including second-floor meeting rooms and a small first-floor conference room that are used frequently throughout the day and evening hours by citizen volunteers and employees. Most departmental offices are operating at or in excess of their design capacity. Town Hall is accessible to persons with disabilities.

Department of Public Works. By special act of the legislature, Hopkinton consolidated its Highway, Water and Sewer Departments into a single Department of Public Works (DPW) in 1998, and designated the Board of Selectmen to serve as the Town's board of public works. Located at 81 Wood Street, the DPW's facilities include a small, 4,200 sq. ft. cinder-block building with office and storage space for the Highway and Water Departments, and a trailer for the Sewer Department. Since the existing space is inadequate, the DPW has tried to meet some of its immediate needs for office and equipment storage space at the Town's recently acquired property on Fruit Street. The longer-term solution proposed by the DPW Building Committee calls for a new facility on Fruit Street, with 12,500 sq. ft. of office space, 18,800 sq. ft. of garage space, a truck wash area, fuel island, sand and salt storage and 10 bins for miscellaneous materials.

Police Department. The Hopkinton Police Station opened in June 2004. A state-of-the-art facility with 18,000 sq. ft. of floor area, the new police station is expected to meet Hopkinton's needs indefinitely.

Fire Department. The Hopkinton Fire Department operates two facilities: its headquarters (Station 1) at 73 Main Street and a substation (Station 2) at 238 Wood Street. Originally designed as a public safety building for both the police and fire departments, Station 1 was constructed in 1955 and upgraded and expanded in 1997. Its administrative space and vehicle/equipment storage areas are inadequate, and Station 1 is currently being utilized to its full design capacity. In response to the Fire Department's space needs, Town



Hopkinton Public Library.

Meeting appropriated funds for plans and construction documents for fire station improvements in May 2006.

Station 2 was built in 1965 to replace the Engine House Pond station. It includes two bays facing Wood Street and a small storage bay on the west side. The existing crew quarters, dispatch area and window and door systems need to be upgraded. Today, Station 2 is not staffed.

Public Library. The Hopkinton Public Library was built in 1895 and expanded in 1967 by incorporating an adjacent building that formerly housed Saint Paul's Church. The Library is owned, managed and maintained by the Board of Trustees. Population growth and significant changes in the types of services supported by public libraries over the past 30 years mean that Hopkinton's library is running out of space. Accordingly, the Board of Trustees plans to expand the facility from its present 5,000 sq. ft. to about 20,000 sq. ft. The new facility will offer more space for the children's wing, the young adult wing and history collections, as well as a reading area, small meeting spaces

and additional parking. The proposed renovation also will improve access for persons with disabilities.

Senior Center. After operating a senior center in the basement of Town Hall for many years, the Council on Aging opened a new 15,000 sq. ft. senior center in 2006. The building is located adjacent to the Hopkinton Housing Authority's elderly housing on Davis Road.

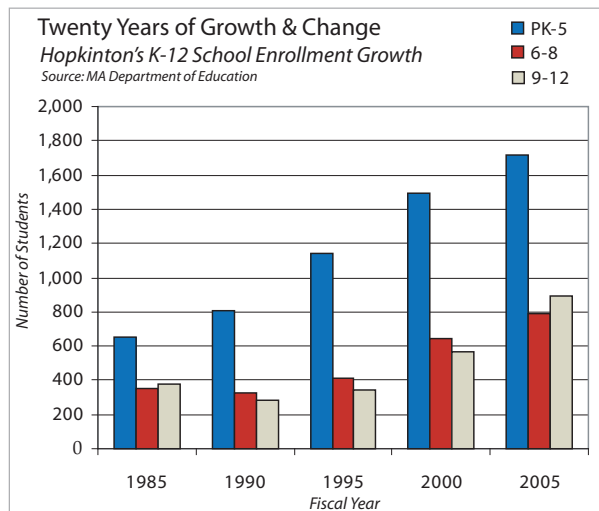
Public Schools

Hopkinton has a renowned K-12 public school system that contributes significantly to the Town's reputation as a desirable place to live. For example, Hopkinton High School was recently ranked among the nation's top 1,200 high schools, and it also received a School of Excellence award from the Massachusetts Alliance for Arts Education.

The seemingly relentless school-age population growth that has occurred in Hopkinton over the past decade led to major investments in new public school buildings and land to accommodate them, beginning with the Terry property acquisition on Hayden Rowe Street in the mid-1990s. Today, the Hopkinton School Department serves 2,000 more students than the Town's total K-12 enrollment reported in 1985, and a majority of the increase occurred after 1994, when housing starts accelerated following the recession. Currently operating school buildings include:

- **Center School**, built in 1928, with approximately 52,000 gross sq. ft.
- **Elmwood School**, built in 1964, with 80,000 gross sq. ft. This school currently uses additional modular classrooms to meet space needs.
- **Hopkins School**, built in 1997, with 75,000 gross sq. ft.
- **Hopkinton Middle School**, built in 1954, with 140,000 gross sq. ft.
- **Hopkinton High School**, built in 2001, with 189,500 gross sq. ft.

The School Administration leases space in a building across the street from the Middle School.



In May 2005, Hopkinton re-established the Elementary School Building Committee to develop design and construction plans for a new elementary school/early childhood center on the Fruit Street property. However, as of the summer of 2006, the design work has been on hold due to the latest student enrollment forecast showing a significant decline in elementary school population over the next ten years. Nevertheless, uncertainties over the future use of the Weston Nurseries property and potential development of other large parcels of land leave open the possibility of a resumption in school enrollment growth. The School Committee is monitoring the situation carefully to determine the appropriate course of action. School facility studies prepared for the Hopkinton School Committee five years ago determined that renovating or expanding the Center School would be infeasible due to parking, traffic flow and utility issues, coupled with building deficiencies that make the school substandard under current state guidelines.

Earlier enrollment forecasts suggested that Hopkinton's public schools could face a shortage of 12-29 classrooms in the next 10 years, depending on the amount of new residential growth that occurs

Recreation Facilities and Programs

Outdoor recreation facilities exist throughout Hopkinton, yet the Town has a number of unmet needs. Except for school gymnasiums, Hopkinton does not have any indoor recreation facilities, such as an indoor

pool or athletic complex, or a youth center or community center. The Parks and Recreation Department offers an impressive range of programs for persons of all ages, including a popular summer program for children, swimming lessons at Sandy Beach, kayaking and sailing, tennis lessons, and training clinics in all of the major youth sports, arts and crafts, and sports activities and leisure programs for adults. Demands for active and passive recreation have increased with household and population growth, and the Town has found it difficult to accommodate them.



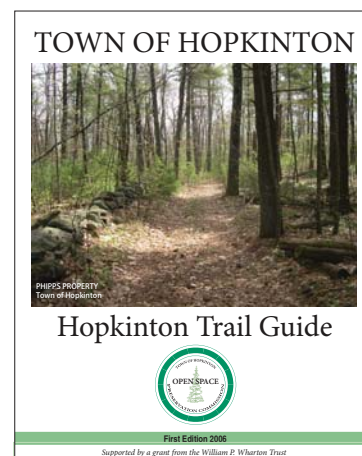
The Elmwood School playing fields, which absorb about 650 hours of use per year – in contrast to the recommended 100 hours per year considered “ideal” by industry standards. (Photo courtesy of Al Rogers, Parks and Recreation Commission.)

Playing Fields. Hopkinton has a shortage of playing fields for organized sports. Residential growth has strained the capacity of existing facilities, and overuse means the Town’s fields are not properly rested. In 1999, three Little League baseball fields were developed at the Head of the Charles/EMC Park. While this project addressed then-pressing needs for baseball fields, the same cannot be said for other organized sports, notably soccer. From 2002-2005, the number of children registered for soccer programs in Hopkinton increased from 1,400 to 2,000, while Little League participation increased from 940 to 1,210 children in the same period. Lacrosse, football and Babe Ruth teams account for another 900 players, and adult soccer and softball, about 400 participants. Although Town Meeting supported construction of a new athletic field complex on Fruit Street in 2006, voters at the annual town election rejected a proposal to exempt the project’s debt service from the levy limit under Proposition 2½.

Parks and Playgrounds. The Town owns and manages several public parks, and the elementary schools have playgrounds for young children. In 2000, local volunteers completed the Hopkinton Community Playground and addressed a long-standing need for large playground space. Town-owned parks with active recreation facilities include Reed Park (Parker Point Road), Sandy Island Beach at Lake Maspenock (Hayward Street/Lake Shore Drive), Carrigan Park (Marshall Street), the Fruit Street Property, and the Head of the Charles/EMC Park (Hayden Rowe Street).

Trails. Hopkinton’s last Open Space and Recreation Plan (2001) reports that many residents would like

the Town to provide bicycle trails and more walking/hiking trails. An extensive network of walking trails exists on state-owned land, but there are few marked trails on Town-owned land, and Hopkinton does not have any bicycle trails. In an effort to increase public awareness of the public access trails that do exist in Hopkinton, the Open Space Preservation Commission published the **Hopkinton Trail Guide** in 2006, which features several Town-owned properties as well as land owned by the Hopkinton Area Land Trust (HALT) and the Commonwealth. In November 2005, the Board of Selectmen appointed a seven-member Hopkinton Trails Committee to develop a comprehensive town-wide trails policy.



Town Common

Hopkinton’s signature public park, the Town Common, serves as the starting point for the Boston Marathon. The Town Common runs along Main Street from Hayden Rowe Street to Ash Street, and includes a gazebo, benches, Veterans Memorials and walking

paths. It supports a variety of cultural events, such as Concerts on the Common, sponsored by the Parks and Recreation Department, and the PolyArts program, which began in the 1970s as a public exhibit of works by local artists and gradually evolved into a major regional crafts show.

Terry Farmhouse

The Town has leased the Terry farmhouse and barn on Hayden Rowe Street to the Cultural Arts Alliance (CAA). The organization's mission is to strengthen the alliance between the community and the literary, fine and performing arts. The farmhouse is used as gallery, office and classroom space. The barn will be used for performing arts purposes. Fundraising is underway to renovate and expand the building to support a wide variety of cultural events.

Cemeteries

The Town owns seven cemeteries and historic burial grounds. The Cemetery Department's office is located at the Mount Auburn Cemetery at Mount Auburn Street and Mayhew Street. The last Master Plan (1999) recommended investigating needs for future cemetery space, but to date the Town has not acquired additional land for this purpose. Cemetery space needs are now at a critical level.

Municipal Utilities

Public Water Service. The Water Department provides drinking water to 3,000 residential, commercial and industrial customers, including 56% of the Town's homes. Hopkinton operates five water supply wells in two areas: wells 1, 2 and 3, off Fruit Street, and wells 4 and 5, off Charles McIntyre Lane and Donna Pass (Map 8). The Town owns 85 acres around the Fruit Street wells and 3.7 acres around wells 4 and 5.

In February 1999, Hopkinton entered into a 25-year agreement with the Town of Ashland to develop new wells and construct a filtration plant next to the Hopkinton Reservoir. The new treatment plant went on line in 2003, and the new supply source is expected to provide 300,000-1,000,000 gpd. Hopkinton currently relies upon the Ashland wells as a source of drinking water. In addition, the Town has acquired land for two future well sites: the Alprilla Farm property, with a potential yield of 300 gallons per minute (gpm), and

the Fruit Street property, with a potential yield of 800 gpm. In 2005, Town meeting appropriated funds to develop the "H-2" well site on Fruit Street.

Like other public water systems, Hopkinton is subject to the Massachusetts Water Management Act, which regulates the amount of water that can be withdrawn from groundwater and surface water sources. The Town's water withdrawal permit currently authorizes up to 940,000 gpd, and any increase must be approved by the Massachusetts Department of Environmental Protection (DEP). Under criteria established by the Massachusetts Water Resources Commission, several river basins throughout the state have been classified as "high stress," a designation that usually imposes stringent water conservation requirements on communities seeking to amend their water withdrawal permits. Although Hopkinton is not located within the areas designated as "high stress," DEP recently reduced all water withdrawal permits in the Upper Charles Basin, a move that affected Milford and Holliston.

DEP regulations define three "zones of contribution" to a well:

- **Zone I**, the protective radius around a well, is usually 400 feet for municipal water supplies. Private wells serving more than 25 people also qualify as public water supplies and they, too, must comply with state wellhead protection requirements. Hopkinton has several, including The Preserve on Rt. 85, The Village at Highland Park on Cedar Street Ext., Deerfield Estates, the YMCA and the Laborers Training Center on East Street.
- **Zone II** is "that area of an aquifer which contributes water to a well under the most severe pumping and recharge conditions that can be realistically anticipated," a standard determined by prolonged pump tests.
- **Zone III** includes the entire area within which groundwater and surface water drain into Zone II, i.e., the Zone II watershed.

Hopkinton owns the Zone I radius around its wells, with the exception of Fruit Street, which passes through Zone I of wells 1, 2, and 3. The Town also protects its wells and the water supplies of adjacent towns through the Water Resources Protection Over-

lay District (WRPOD), which prohibits and regulates potentially harmful uses in the watershed. In May 2006, town meeting amended the boundaries of the WRPOD.

Water Storage Facilities. Hopkinton has three water storage facilities with a combined capacity of 2.6M gallons, and the average tank level is 1.65M gallons. In 2004, Hopkinton's average daily water consumption was 860,540 gallons with 1.91 days of water storage in reserve – without a fire or water main break. The Town has purchased land for an additional storage tank off Lumber Street, but currently there are no plans to develop one.

Public Sewer Service. Hopkinton began to provide municipal sewer service in 1989. When the initial three-phase system was completed in 1997, it served 1,122 customers. From 1997-1999, the fourth and fifth phases were built to serve about 420 homes in the vicinity of Charlesview, Hayden Rowe Street and Thayer Heights. Construction of the sixth phase, for the South Street area, began in 1998. It included plans to tie into Milford's sewer system. Unfortunately, Phase 6 remains unfinished because the connection to Milford never occurred. The sewer collection pipes are in place, but Phase 6 customers have not been connected.

Hopkinton's agreement with Westborough accommodates existing need, but Westborough has no room for expansion. The agreement allows Hopkinton to discharge an average daily flow of up to 400,000 gallons per day (gpd) of wastewater to the Westborough wastewater treatment facility (WWTF), or any combination of septage wastes and wastewater, up to a maximum of 42,000 gallons per week of septage and 350,000 gallons per day of wastewater, average daily flow. The maximum daily flow occurring within a 24-hour period is 525,000 gallons.

About 40% of the Town has access to sewer service. Hopkinton's sewer policy assigns high priority to areas with the greatest environmental and public health needs and areas designated for industrial growth. From the Town's point of view, sewer service for South Street is critical because attracting and retaining industrial development requires adequate public utilities. A Comprehensive Wastewater Management Plan (CWMP) process began in 2001, and the final phase of

the study was submitted in 2004. The purpose of the state-mandated CWMP is to provide a framework for addressing a community's future wastewater needs.

Permitting for a Town Wastewater Treatment Facility (WWTF) on the Fruit St. property is underway with construction planned to begin in 2007. The facility will process and treat 100,000 gpd initially and will have expansion potential for 350,000 gpd.

ISSUES

Municipal Buildings & Services

To maintain high-quality services, Hopkinton recently built several new public facilities: the Hopkins School, Hopkinton High School, the Police Station and the Senior Center. Residents have been very willing to finance capital projects, yet a recent proposal to build new athletic facilities on Fruit Street failed to win enough votes for a debt service exemption under Proposition 2½, so the project is on hold.

Hopkinton's annual debt service has risen dramatically in the past few years, now equal to about 16% of the total operating budget. Residents may hesitate to authorize more borrowing because the cost of the additional debt service will be borne mainly by homeowners. However, Hopkinton still has many public facility needs. For example, the Town may need to build another elementary school, and improvements to the fire station, library and playing fields seem inescapable. The Town Hall is a pleasant, well-maintained building, but some offices are congested and the adequacy of existing space needs to be evaluated. It may be necessary for Hopkinton to reassess its approach to capital planning and consider ways to compete for state grants. In addition, the Town should continue to acquire land for municipal, cemetery and recreation facilities, and to protect drinking water supplies.

Governance

Hopkinton voters recently approved a new charter that establishes a Board of Selectmen-Town Manager form of government. Until this year, the Town was governed under a combination of general laws and special acts of the legislature, and its form of government was highly decentralized. The new charter introduces more cen-

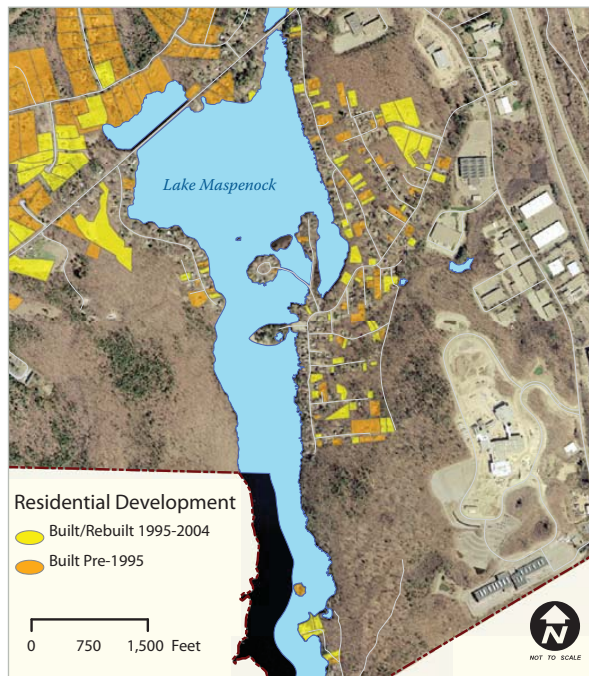
tralization by establishing the positions of Town Manager and Finance Director, and changing the Police Chief's position from a "weak" to "strong" chief, much like the Fire Chief. It also institutes a recall provision. In contrast, the charter preserves the Town's existing elected boards and their functions remain semi-independent of the Board of Selectmen-Town Manager, e.g., the Cemetery Commission, Parks and Recreation Commission, Planning Board and Library Trustees. The new charter seems to promote balance between centralizing the Town's administrative and financial operations and retaining a traditional participatory style of government.

A change in government structure often brings about significant changes in a community's approach to budgeting, capital planning and personnel management, in part by establishing clear lines of authority. It also tends to change the way boards and committees work, even when a new charter or special act does not directly affect them. Hopkinton's new charter may have implications for space use and future space planning at Town Hall, and the Town will want to consider this in any future renovation or expansion plans.

Municipal Utilities

Public Water Service. Adequate recharge for the aquifers serving Hopkinton and adjacent communities is very important for protecting the quantity and quality of public drinking water. As Hopkinton develops, more land area becomes impervious and opportunities for groundwater recharge decrease. Reduced recharge may result in declining water quality, a condition that could have adverse impacts on Hopkinton's long-term economic development goals and the health and welfare of the Town as a whole.

Water mains should be extended for residential service only if the Town has enough supply, the extensions are consistent with an adopted policy or plan, and an effective water conservation program is in place. For example, water should be provided to areas with failing private wells and fire protection needs, and to commercial and industrial users. In fact, attracting commercial and industrial growth and retaining existing businesses would be nearly impossible without municipal water.



Lots with new homes or substantially reconstructed homes in the Lake Maspenock area.

Demand for access to public water will most likely increase as growth continues and additional supply becomes available. Hopkinton needs to decide if providing water town-wide is desirable or achievable. The inability to obtain water from the Town or a private well has not made many lots unbuildable except where smaller lots can be developed if they connect to the municipal system. However, while providing Town water may have little impact on Hopkinton's ultimate build-out, it could hasten the build-out process.

Public Sewer Service. Future extension of sewer service should continue to be guided by environmental considerations on one hand, and industrial and commercial development objectives on the other hand. The costs and benefits of a future expansion need to be weighed carefully, for any expansion of the sewer system will require major capital investment. For the most part, sewer service has not spurred a significant amount of residential growth. Areas served by the Town's sewer system were largely developed and experiencing severe problems. Often they included vacant lots that were not large enough to support a Title 5 septic system, but while some lots became buildable as a result of sewer service, the number was small compared to the total area served. Generally, lots

considered unbuildable prior to sewer had high water tables or wetlands that precluded development.

The notable exception is Lake Maspenock, which is surrounded by small lots that pre-date zoning. While municipal sewer service made a number of these lots developable, the modest amount of new growth triggered by sewer service is less important than the improved water quality at Lake Maspenock. If sewer service is extended to other maturely developed residential areas, consistent with past policy, the impact on future residential growth will most likely be small. However, extending sewer lines into areas with significant environmental issues can increase the development potential of abutting vacant land. To assure that the Town understands the consequences for growth, the Planning Department should always be consulted about proposed sewer extensions.

Providing sewer service to more commercial and industrial properties would significantly enhance their attractiveness for new business development. Businesses want sewer service, and they make siting decisions based in part on access to it. Hopkinton's available commercial and industrial land is in short supply. Since these types of land uses often require large on-site septic systems, sewer service would make it possible to increase the amount of commercial or industrial development on suitably zoned land.

For older residential areas with failing septic systems or serious environmental problems, the Town should consider other alternatives. Upgrading existing systems or designing small treatment facilities would be preferable to extending sewer service, in part to protect already-stressed water resources. In addition, while providing sewer service has improved water quality in Hopkinton, at some level it may be detrimental to water quantity. Hopkinton is located in three river basins: the Concord, Blackstone and Charles. When water drawn from them is discharged to the Westborough WWTF, local aquifers lose recharge. State regulations make this kind of inter-basin transfer very difficult and in some areas, nearly impossible. Development of the WWTF on Fruit St. and discharge of the water there will increase aquifer recharge in Hopkinton.

Recreation Facilities

Hopkinton is experiencing more demand for additional playing fields, swimming facilities, and indoor recreational space. Growth in total population, private sports organizations, and intramural and interscholastic sports programs in the schools largely explain the additional demand, particularly for playing fields. Although the greatest demand for recreational facilities comes from organized sports programs for children and youth, there is also demand for recreational and exercise facilities for adults and seniors.

Surveys conducted in 2006 for the update to the Open Space and Recreation Plan demonstrated significant interest in bicycle trails, but to date they have not been developed. Survey respondents indicated that bike trails and walking/hiking areas were the two most important recreational facilities needed in Hopkinton. If designed and constructed to cross through and connect open spaces and neighboring communities, bicycle trails would also address Hopkinton's long-standing desire for greenbelts, as identified in previous master plans and open space plans. The survey results also underscored the need for playing fields and indoor recreation facilities.

Despite the amount of permanent open space in Hopkinton, there has been little new trail development and only a few established trails have been blazed and mapped. Hopkinton needs to develop more trails and provide parking at trail heads. The Open Space Preservation Commission's recent trail guide is a first step toward enhancing trail access in Hopkinton, but more trails should be blazed and publicized.

COMMUNITY FACILITIES & SERVICES GOALS

GOAL: Protect land around existing and future public water supplies.

- Prohibit potentially harmful land uses within aquifer recharge areas and monitor the effectiveness of the Water Resources Protection Overlay District (WRPOD) and DEP regulations. Hopkinton's WRPOD has been updated in the past to com-

ply with DEP regulations for land use controls in Zones I, II and III and A, B and C, and to add new Zones I, II and III as they are delineated. Hopkinton should continue to update the WRPOD bylaw to match or exceed state regulations and protect new public water sources.

- Support the efforts to search for new water sources and protect the surrounding area from harmful uses.

GOAL: Encourage aquifer recharge.

- Study methods to encourage recharge in new developments, such as requiring that a percentage of building lots retain natural ground cover, including paved areas in calculations of maximum lot coverage, or requiring on-site stormwater recharge.

GOAL: Provide adequate space for Town facilities.

- Support the fundraising efforts and building expansion plans of the Library Board of Trustees, and support the new facility's operating requirements.
- Explore the potential for regionalizing the Fire Department and combining life safety efforts with neighboring communities.
- Study the need for future fire substations in areas with new development and identify potentially suitable sites.

GOAL: Provide sewer service to areas of greatest need.

- Provide municipal sewer service to industrial and commercial uses and areas.
- Provide municipal sewer service to areas with a high percentage of failing septic systems coupled with few repair options.

GOAL: Study and plan sewer build-out to support land use planning.

- Work cooperatively to ensure that sewer service is limited to areas with critical needs or areas targeted

for higher-density development. The Planning Board, Board of Health and DPW Advisory Committee need to work together to ensure that sewer is used where and when appropriate.

- Study, with input from the Board of Health, state-of-the-art sewer solutions or alternative systems, using the CWMP as a guide. For the Woodville area, identified as a priority for sewer service, consider alternatives such as small treatment plants in order to discourage over-development.

GOAL: Improve existing recreation facilities and create new facilities to serve the needs of Hopkinton residents.

- Support the Parks and Recreation Commission's efforts to improve and develop active recreation facilities, and encourage enhancements to existing facilities such as Reed Park, Sandy Beach and EMC² Park.
- Provide adequate maintenance for all recreational facilities to allow for safe enjoyment and use by residents.
- Develop playing fields and walking trails at Fruit Street, and complete the Fruit Street Conservation Restriction (CR) to permanently protect 145 acres of land.
- Provide recreational facilities that meet the needs of the schools and all residents. Explore needs for other types of recreational facilities, e.g. a pool or an ice rink.
- Provide parking and signage where public hiking trails exist or are being developed.

GOAL: Provide additional land to meet existing and future needs for cemetery space.

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TRANSPORTATION

The Transportation element of a Master Plan addresses the movement of people and goods within a community and across regional transportation networks. A transportation network is comprised of roads, bridges, public transportation facilities – such as airports, trains, commuter rail, rapid transit, marine terminals and piers – together with pedestrian and bicycle facilities. The goals of a transportation plan are to serve existing and future land use patterns, provide mobility options, maximize public safety, make efficient use of public funds, and promote improvements that protect the built and natural environment. The Master Plan should be used as guidance for addressing the impacts of local, state and federal transportation policies.

The effects of population and employment growth in Hopkinton and neighboring towns can be seen in increased traffic during peak and off-peak hours. In the past decade, Hopkinton absorbed a 45.2% population increase, a 53% increase in the number of local em-



Wilson Street, one of Hopkinton's 17 designated Scenic Roads.

ployers and a 123% increase in local jobs. The number of Hopkinton households with three or more cars also increased by 77%, and the average number of vehicles per household, from 1.95 to 2.03. Changes that occurred locally and region-wide help to explain the

MASTER PLAN SURVEY

Not surprisingly, survey respondents had many things to say about traffic in Hopkinton and the need for more transportation options, particularly ways to get around without a car.

Traffic/Pedestrian Flow

Respondents said they were concerned about downtown traffic congestion, especially at Routes 135/85. Some worried about the speed of trucks passing through town, and others said traffic reduces Hopkinton's attractiveness because it makes walking so undesirable. Ideas suggested by some survey respondents include "Reroute traffic around Town," "Install more traffic signals to discourage cross-

town travel," "Create a 'walkable town,'" and "Make downtown a good place to stroll."

Route 135/85 Intersection

Most respondents who commented on traffic specifically cited the Route 135/85 intersection as a major priority. Suggestions ranged from adding a left turn lane or a green arrow light to straightening out the intersection.

Main Street

The most frequent complaints from survey respondents included traffic volumes, speed and truck traffic on side streets. Some respondents thought traffic should be rerouted.

Other suggestions included changing the posted speed limit on Main Street, adding a blinking light at Wilson Street.

Pedestrian & bicycle access

The survey reinforces that Hopkinton residents want more – and better – sidewalks.

Many comments focused on the aesthetics of downtown sidewalks, but respondents also mentioned needs for sidewalks along Wood Street and Elm Street. In addition, they wanted a town-wide bicycle trail connected to other towns, rail trails, and trails and sidewalks on the north end of town.

growth in traffic observed on local streets and regional highways that cross through the Town.

HOPKINTON TODAY

Roads

Hopkinton is served by 124.03 miles of roadways, nearly all maintained by the Town. Like any road network, Hopkinton's includes a hierarchy of streets that serve different functions, from long-distance travel to commuting to work, shopping errands in adjacent communities, or trips between home and the downtown area, schools, parks and community institutions. The road network (Map 9) consists of major regional highways, arterials, collector streets and local streets.

- **Interstate Highways.** Two interstate highways cross Hopkinton and connect at a major interchange along the Town's northern boundary: I-90 (Massachusetts Turnpike) and I-495. Interstate highways are controlled access roads, i.e., roads with a limited number of access and exit points, designed to carry large volumes of traffic between states and across metropolitan areas.

I-90 was built during the mid-1950s and widened in 1970. I-495 is Boston's outer-circumferential highway, extending from the New Hampshire border to Cape Cod at a radius of about 30 miles from the city. The portion that runs through Hopkinton was completed in 1969, providing ready access to the region's employment, retail and service centers. Most of Hopkinton's industrially zoned land is near the West Main Street exit off I-495.

- **Arterials and Collectors.** Several major streets carry local and non-local traffic between the regional highway system and sub-regional destinations. These roadways include a rural arterial, Route 135 from the Ashland town line to the Wood Street underpass; six major collectors, Route 85, Route 135 (Wood Street underpass to Westborough), West Main Street, Ash Street, Chestnut Street and South Street; and a minor collector, School Street from West Main Street to Upton, where its name changes to East Street.

Generally, these roads meet needs for traffic mobility, although some of them double as roadways

HOPKINTON ROADS (2004)	
Jurisdiction	Centerline Miles
<i>State Agency</i>	
Mass Highway	6.43
Mass Pike	2.33
State Park	0.21
<i>Town of Hopkinton</i>	
Accepted Streets	100.00
Unaccepted Ways	15.07
Total	124.03
<i>Source: MassHighway.</i>	

serving residential areas, such as Chestnut Street and Ash Street. The difference between arterial and collector streets can be seen in the relatively small number of access points to Route 135 from Ashland to Wood Street (except for Hopkinton Center), compared to the frequency with which local or neighborhood streets intersect roads such as Ash Street, Wood Street and West Main Street.

- **Local Roads.** All of the remaining roads – about 115 miles – are classified as local roads, which supply access to homes and businesses within Hopkinton. Approximately 100 miles of local roads have been accepted by the Town and the other 15 miles are unaccepted streets. Local roads can be further classified as subcollectors and “place” streets, or streets serving a confined neighborhood.

Bridges

Hopkinton has 15 bridge structures, mainly associated with I-90 and I-495 travel lanes and on/off ramps. The Town has jurisdiction over the Cedar Street Extension bridge, which crosses the Sudbury River, but the other bridges are maintained by MassHighway or the Massachusetts Turnpike Authority. According to the National Bridge Inventory (Federal Highway Administration), most bridges in Hopkinton are in good or very good condition. However, the railings on the I-495 northbound and southbound bridges over West Main Street and Wood Street do not meet current standards. In addition, the Route 85 bridge over the Sudbury River reportedly has a substandard bridge railing and severe scour, a condition that occurs when

HOPKINTON BRIDGES					
Bridge	Crossing	Year Built/ Improved	Capacity (Metric Tons)	Maintenance Responsibility	Overall Condition Rating
Cedar Street Ext.	Sudbury River	2002	99.9	Town	Excellent
Fruit Street	Railroad & Sudbury River	1936/1976	14.7	MassHighway	Good-Fair
Fruit Street	I-495	1966	44.3	MassHighway	Very Good-Good
I-495 Northbound	West Main Street	1966	52.5	MassHighway	Good
I-495 Northbound	I-90	1965	52.2	MassHighway	Good
I-495 Northbound	Route 135/Wood Street	1966	50.9	MassHighway	Good-Satisfactory
I-495 Southbound	Route 135/Wood Street	1966	52.5	MassHighway	Good
I-495 Southbound	West Main Street	1966	44.1	MassHighway	Good
I-495 Southbound	I-90	1965	54.3	MassHighway	Good-Satisfactory
I-90	Sudbury River	1957	43.5	MassTurnpike	Good-Fair
I-90 Eastbound	Route 135/Wood Street	1957/1988	43.5	MassTurnpike	Good-Fair
I-90 Ramp	I-90	1968	43.5	MassTurnpike	Very Good-Good
I-90 Ramp (On-Off)	I-495	1968	44.1	MassTurnpike	Good-Satisfactory
I-90 Westbound	Route 135/Wood Street	1957/1988	43.5	MassTurnpike	Good-Fair

Source: Federal Highway Administration, National Bridge Inventory (2005).

rocks and sediment are displaced from bridge piers or abutments or the bottom and sides of a river or stream, leaving a hole that can destabilize a bridge structure.

Bus Service

The Local Inter-Framingham Transit (LIFT) bus system provides fixed-route service from Hopkinton to Framingham on weekdays. LIFT Route #5 begins at Colella's Supermarket near the Main Street/Grove Street intersection and makes three stops in Ashland and six in Framingham, including the Framingham MBTA station, Downtown Framingham, the high schools in Ashland and Framingham, the Metrowest Medical Center, and Framingham State College. Buses run hourly, beginning at 6:00AM at Colella's parking lot and arriving at the Framingham MBTA station at 6:25. Schedules may be obtained at the Hopkinton Council on Aging or visiting the Town of Framingham web site at <www.framingham.com/maps/liftbus.htm>.

Commuter Rail

When the last Master Plan was written in 1999, Hopkinton's closest MBTA commuter rail station was in Framingham. Today, Hopkinton residents have access to commuter rail service in Southborough and

Ashland. The Southborough station is located at the intersection of Route 85 and Cordaville Road. Not surprisingly, peak-period commuter traffic entering and exiting the station contributes to the congestion at the Route 85-Route 135 intersection in Hopkinton. Southborough has surface parking for 364 vehicles, but the lot is nearing capacity and no plans exist to expand it. By 2025, ridership at the Southborough MBTA station is expected to generate demand for 700-800 parking spaces. In contrast, the Ashland station on Pleasant Street has parking for 678 cars and generally runs well under capacity. Ashland's estimated 2025 parking need is 600-650 spaces.

Airports

Hopkinton has access to several public airports that provide commercial air service in the region. Logan Airport, the state's primary airport in Boston, supports domestic and international travel. It is a major international airport serving 35 airlines, with five runways and a Federal Aviation Administration control tower, hospitality and food service accommodations, and a large multi-level parking garage centrally located to serve all five terminals. From Hopkinton, Logan Airport is accessible by Logan Express service in Framingham, MBTA commuter rail, or by car.

Worcester Regional Airport, a small municipally owned airport, has two runways and a control tower regulated by the FAA. Regional airport facilities also exist in Manchester, NH and Providence, RI, and at Hanscom Field in Bedford. Privately owned general aviation facilities are available in Marlborough and Hopedale.

Pedestrian/Bicycle Paths

Hopkinton has a number of open space trails for walking and hiking, but no bicycle paths. A 1998 recreation survey indicated significant interest in bicycle and hiking trails in Hopkinton, particularly a proposed but not-yet-built Hopkinton Center Trail.

In 1997, the Metropolitan Area Planning Council (MAPC) prepared a preliminary feasibility study for construction of an inter-local trail network. The 20-mile Upper Charles Trail would provide off-road access for walking, bicycling and cross-country skiing in Milford, Holliston, Sherborn, Ashland and Hopkinton via unused or abandoned rail beds. A year later (1998), Hopkinton received a grant from the Department of Environmental Management (now Department of Conservation and Recreation) Greenways and Trails Program to explore the feasibility of building a portion of the Upper Charles Trail from Chamberlain Street and Hayden Rowe Street to Main Street, on Town-owned land. Hopkinton has not constructed any trails yet, but portions of the Upper Charles Trail have been built in Holliston and Milford.

Sidewalks

The Hopkinton Master Plans of 1993 and 1999 encouraged sidewalks throughout the Town. Sidewalks currently exist along Main Street and some of the side streets in Hopkinton Center, and approaching the schools on Hayden Rowe Street and Elm Street. There are no interconnected sidewalks systems in other areas.

Sidewalk development has gained increased support from the federal government. The Transportation Equity Act (TEA-21) of 1998 is a major source of public

HOPKINTON SCENIC ROADS INVENTORY		
Streets	Length & Description	Date Voted
Ash Street	Main to Chestnut	04/14/75
Cross Street	East Main to Ashland line	06/17/87 & 05/06/97
East Street	Full Length	06/17/87
Front Street	Full Length	04/14/75
Fruit Street	Full Length	06/17/87
Granite Street	Hayden Rowe to Granite	06/17/87
North Street	Full Length	06/17/87
North Mill Street	Front to East	06/17/87
Pond Street	Full Length	06/18/73
Proctor Street	Full Length	04/11/88
Saddle Hill Road	Full Length	06/17/87
School Street	Full Length	06/18/73
South Mill Street	Front to Ash	04/14/75
Spring Street	Wood to Upton State Park	06/17/87
Wilson Street	East Main to Rafferty Road	06/17/87
Winter Street	School to Wood	06/17/87
West Main Street	Downey to Upton line	05/06/03

funds for improvements to pedestrian and facilities and projects that increase access for persons with disabilities. Today, sidewalks are integral to any multi-modal transportation system. Unfortunately, costs and allocation of scarce state and local funds push sidewalks far down on the priority list.

Scenic Roads

Since 1973, Hopkinton has taken an active role in designating scenic roads under M.G.L. c.40, Section 15C and adopted a Scenic Road Bylaw (Chapter 160, Hopkinton General Bylaws). Today, 17 streets are protected under the Scenic Roads Bylaw. The bylaw requires a public hearing prior to any cutting of trees exceeding 3" in diameter, altering or repairing of stone walls, or conducting road maintenance or repair work within the layout of the road.

Local Traffic Conditions

Hopkinton residents are concerned about increasing traffic congestion in the downtown area, particularly the intersection of Cedar Street and Main Street (Routes 85/135). They also see more truck traffic on

CHANGE IN AVERAGE DAILY TRAFFIC (ADT): HOPKINTON, 1995-2004						
Highway	Traffic Count Location	ADT YEAR				
		1995	1996	1997	1998	1999
Route 135	West of I-495	N/A	5,000	N/A	N/A	5,000
I-495	Milford Town Line	49,000	63,249	69,250	70,028	73,270
I-495	South of I-90	71,400	72,663	73,714	73,552	81,547
Highway	Location	ADT YEAR				
		2000	2001	2002	2003	2004
Route 135	West of I-495	N/A	N/A	17,900	N/A	N/A
I-495	Milford Town Line	76,355	83,082	85,583	85,469	N/A
I-495	South of I-90	76,741	82,884	75,606	89,822	98,909

Source: MassHighway, 2005.

side roads. The overall length and weight of trucks has increased over time, which makes it more difficult for trucks to negotiate intersections and turn-arounds. In addition, growth in truck traffic adds wear and tear on roads that were never designed to handle heavy vehicles, which increases the Town's maintenance costs.

The Downtown Revitalization Committee is including traffic in their downtown development plans. Options for improving conditions at the Route 85/Route 135 intersection include a right turn onto Grove Street from Main Street, re-signaling the intersection, and other highway changes. In addition, the Town has conducted studies of other problem intersections: The Main Street/West Main Street/Wood Street, West Main Street and School Street, and Main Street and Pleasant Street.

JOURNEY TO WORK

Highway access clearly matters to Hopkinton. During the 1990s, local residents became somewhat more dependent on their own cars to travel to and from work. Census 2000 statistics show that 84.9% of the Town's labor force drives alone to work each day, followed by 5.6% in carpools, 2.1% riding the commuter rail, .2% using bus or subway service, .2% using other

MODES OF TRAVEL: HOPKINTON LABOR FORCE				
	Census 2000		1990 Census	
	Total	%	Total	%
Employed Labor Force				
Live & work in Hopkinton	1,331	20.3%	917	18.8%
Work elsewhere	5,218	79.7%	3,949	81.2%
<i>Total Employed Labor Force</i>	6,549	100.0%	4,866	100.0%
Means of Transportation				
Car, truck, or van:	5,929		4,487	
Drove alone	5,559	84.9%	4,085	83.9%
Carpooled	370	5.6%	402	8.3%
Public transportation:	164		45	
Bus or trolley bus	16	0.2%	0	0.0%
Streetcar or trolley car	0	0.2%	0	0.0%
Subway or elevated	13		0	
Railroad	135	2.1%	45	0.9%
Ferryboat	0		0	
Taxicab	0		0	
Motorcycle	0	0.0%	4	0.1%
Bicycle	0	0.0%	0	0.0%
Walk	85	1.3%	85	1.7%
Other means	37	0.6%	27	0.6%
Work at home	334	5.1%	218	4.5%

Source: Bureau of the Census, Census 2000, Summary File 3 Tables P28, P30; 1990 Census, Summary File 3 Tables P48, P49.

forms of public transportation, and 1.9% commuting by bicycle, walking, or other means. About 5% of the labor force works at home. The 1990 Census shows that 83.9% of the Town's labor force drove alone to work while 8.3% opted for carpools, less than 1% for

commuter rail, 0% for bus, subway or other forms of public transportation, and 2.4% for motorcycle, walking or biking, or other means, while 4.5% reportedly worked at home.

It is important to note that Census 2000 may not represent current conditions because a new MBTA commuter rail station opened in Southborough in 2004. In addition, some of the 1990-2000 increase in persons driving alone to work reflects growth in the number of residents working locally. Since Hopkinton lacks town-wide public transportation, residents with a local job have little choice but to drive to work unless they live close enough to their place of employment to walk or bicycle. Also, Hopkinton may have more home-based workers today than the number reported in Census 2000 because telecommuting has increased everywhere in the past five years.

REGIONAL PLANNING

For Hopkinton and other communities nearby, planning for major transportation improvement projects is carried out by the **Boston Metropolitan Planning Organization** (Boston MPO), a consortium of MAPC, the Regional Transportation Advisory Council (RTAC), the Massachusetts Executive Office of Transportation, MassHighway, the MBTA and MBTA Advisory Board, MassPort, the Massachusetts Turnpike Authority, the cities of Boston, Everett, Salem and Newton, and the towns of Bedford, Hopkinton and Framingham. Boston has a permanent seat on the Boston MPO; all other municipal representatives are elected annually by members of MAPC. The Federal Highway Administration and Federal Transit Administration serve as *ex officio* members of the Boston MPO. A related agency known as the **Central Transportation Planning Staff** provides technical, policy and planning assistance to the Boston MPO.

Regional transportation planning is a complex process involving many constituencies, considerable public expense and ongoing technical documentation. The significant regional plans affecting Hopkinton include the Boston MPO's **25-year Regional Transportation Plan**, the five-year **Transportation Improvement Program and Air Quality Conformity Determination**, the annual **Transportation Improvement Program**

(**TIP**), which becomes part of the State Transportation Improvement Program, and the **Unified Work Program**, submitted to the federal government for funding and certification each year. In turn, the state allocates federal funds from various programs to support roadway and bridge improvements, bicycle facilities, and pedestrian and streetscape enhancements. Through the TIP process, the new I-495 exit in Marlborough was constructed in 2004.

By law, the transportation planning process must culminate in a set of proposed projects that do not exceed the estimated federal funds that will be available in any given fiscal year. As a result, many fundable projects have to be excluded from the annual TIP, although they can be restored by amendment if the actual amount of federal funds exceeds what planning and state highway officials originally expected to receive. Sometimes, however, the amendment process results in fewer projects because construction cost estimates for TIP-approved projects exceed the estimates used to prepare the original transportation budget.

The current (2006) TIP includes \$8 million for I-495 improvements in Hopkinton, Southborough and Westborough. Other projects in Hopkinton received "medium priority" scores under the evaluation criteria used to rate proposals for inclusion in the TIP. The projects include intersection improvements for Main Street/Grove Street, West Main Street/School Street, West Main Street/Wood Street, Route 135/Pleasant Street. Further, the proposed construction of a bicycle lane on Grove Street received a medium-low priority score. However, any or all of these projects may receive higher-priority TIP scores in the future.

The Central Massachusetts Regional Planning Commission (CMRPC) recently completed the **Blackstone Valley Corridor Planning Study** (2003), which includes proposals that affect Hopkinton. One of the alternatives studied involved widening West Main Street to improve access to and from I-495 for area residents west of Hopkinton. CMRPC's analysis of the strip from I-495/West Main Street to the intersection at Pratt Pond concluded that signal and intersection improvements should be undertaken before widening the road to four lanes. Hopkinton was not in favor of the widening due to the potential for significant adverse impacts on Lake Maspenock.

ISSUES

Roads

According to a buildout study prepared by the Metropolitan Area Planning Council (MAPC) in 2000, Hopkinton could see an additional 47 miles of roadways by the time it reaches full development. Achieving balance between scenic roads, public safety and convenient travel will be increasingly challenging for Hopkinton as the Town continues to grow. The development of Hopkinton's remaining land presents opportunities for an extensive public discussion about the relationship between transportation and land use. As an alternative to road widening, signalization and other expensive means to control traffic, the Town may need to consider "traffic calming" options to address speed and traffic volume on existing and new streets. In addition, the safety, construction cost and maintenance of public sidewalks, less costly alternatives, and environmental impacts will need to be explored.

Sidewalks, Pedestrian & Bicycle Facilities

The I-495/West Main Street intersection remains a formidable obstacle to pedestrian and bicycle traffic. Changes to the existing situation were studied and rejected for cost reasons during the latest reconstruction. Further development along West Main Street must include a sidewalk component.

Public Transportation

The idea of forming a regional bus system, separate from the MBTA, has gained the attention of Metrowest leaders. Opportunities for more local input, influence and latitude in operations could lead to modest improvement in inter-town bus transportation and more options for residents and employers. A regional bus system for Hopkinton should consider the feasibility of a commuter-hour bus route connecting the Southborough MBTA station with downtown Hopkinton and the South Street industrial area. All-day parking near Hopkinton Center and South Street would be required to make a shuttle service viable. Ashland has a similar "disconnect" between its downtown area and the commuter rail station, which local officials there are currently studying.

The 364-space commuter parking lot at Southborough's MBTA station is near capacity, and the status

of MBTA sidewalk mitigation from the Southborough station to the vicinity of Hopkinton State Park remains unclear. These public transportation improvements should be a goal for the MBTA.

TRANSPORTATION GOALS

GOAL: Improve & maintain the existing transportation system to provide adequate service to accommodate future growth.

- Ensure that the Department of Public Works (DPW) can maintain existing roads through an adequately funded maintenance program.
- Work with the DPW to develop design standards for old paper streets that will not be discontinued and could be proposed for construction in the future.

GOAL: Coordinate with regional & state agencies to assist in meeting federal Clean Air Act requirements & other federal and state environmental laws & policies.

- Encourage residents and employers to promote the use of public transportation, carpooling, vanpools and the use of commuter rail alternatives. Hopkinton could consider working with other towns in the region to encourage transportation demand management (TDM) practices as part of the review process for major industrial development projects. The 1990 Clean Air Act and subsequent amendments require states to improve air quality and maintain an improved air quality in the future.
- Provide all-day parking and/or shuttle service for carpooling and rail commuters.

GOAL: Provide alternatives to automobile transportation.

- Improve pedestrian safety by providing sidewalks along heavily traveled routes throughout the Town.
- Make downtown more accessible for pedestrian and bicycle users, thus reducing traffic and congestion,

and provide for full accessibility for persons with disabilities.

- Provide pedestrian links from Hopkinton to the MBTA station in Southborough on Route 85.
- Develop implementation plans for the Upper Charles Trail, and for providing bikeways around Hopkinton and connecting to other surrounding communities.
- Consider redesigning the Wood St./West Main St./Main St. intersection in order to allow large trucks to turn west onto West Main St. from Wood St. This would reduce truck traffic on Elm St., a heavily developed residential street that serves the Elmwood School and two condominium developments.

GOAL: Improve public safety by addressing hazardous intersections.

- Address identified problems at the following intersections: Wood Street/West Main Street, Pleasant Street/West Main Street, Main Street/Grove Street/Cedar Street, and West Main Street/School Street.



REFERENCE MAPS

LAND USE

1. Potentially Developable Land
2. Existing Zoning

NATURAL, CULTURAL & OPEN SPACE RESOURCES

3. Water Resources
4. Potential Water Quality Concerns
5. Wildlife Resource Areas
6. Open Space Inventory

COMMUNITY FACILITIES & SERVICES

7. Municipal & School Facilities
8. Municipal Utilities

TRANSPORTATION

9. Transportation Network
10. Critical Traffic Locations

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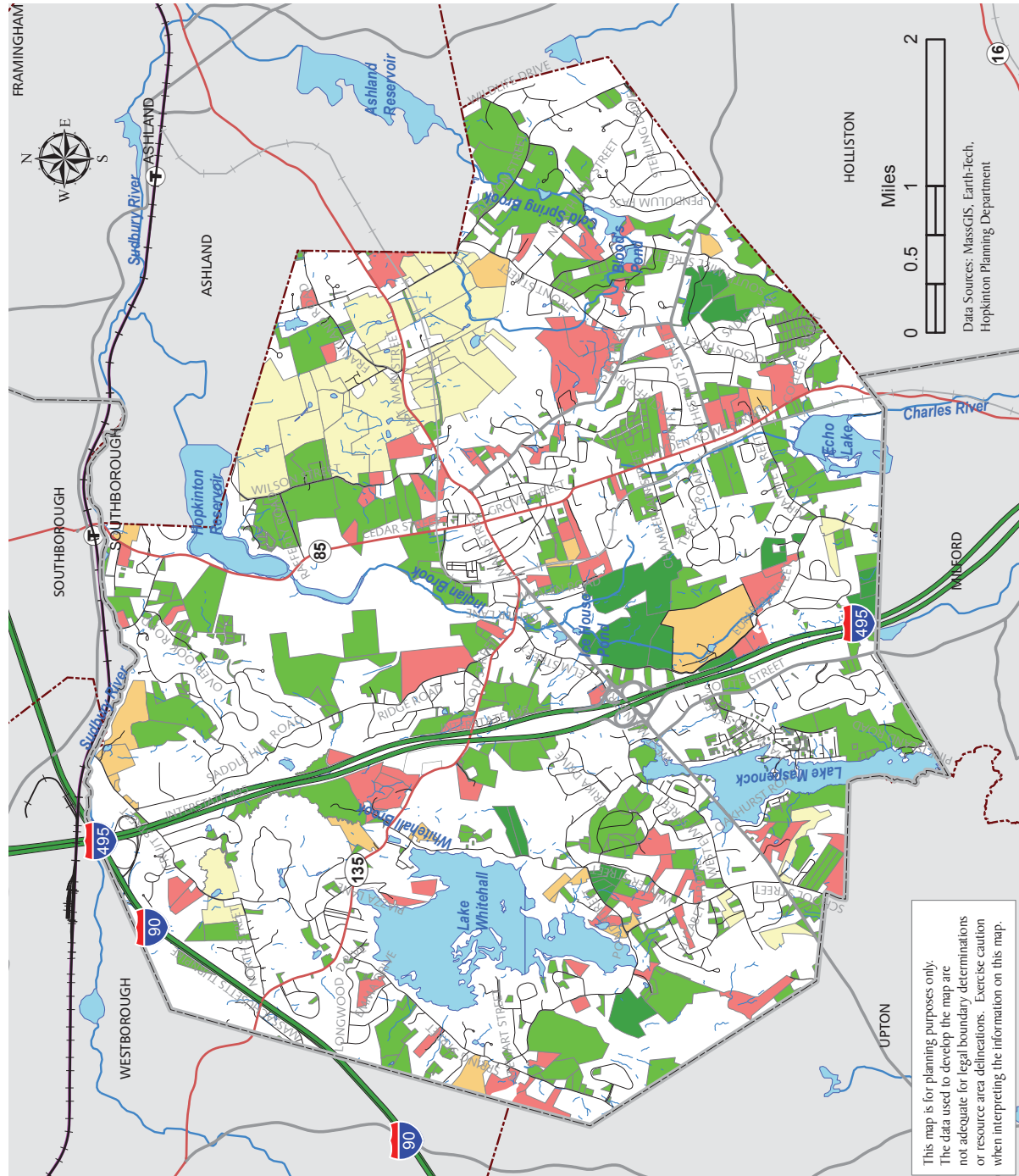
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Map 1 Potentially Developable Land

- County
- City or Town
- ROADWAYS
- Road Classification
- Limited Access Highway
- Multi-Lane Highway
- Other Numbered Highway
- Major Road, Collector
- Local Roads
- WATER RESOURCES
- Open Water
- Rivers & Streams
- LAND SUPPLY
- Private Vacant Land
- Developed Parcels > 5 Acres
- Chapter 61
- Chapter 61A
- Chapter 61B

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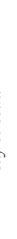




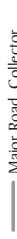

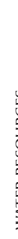









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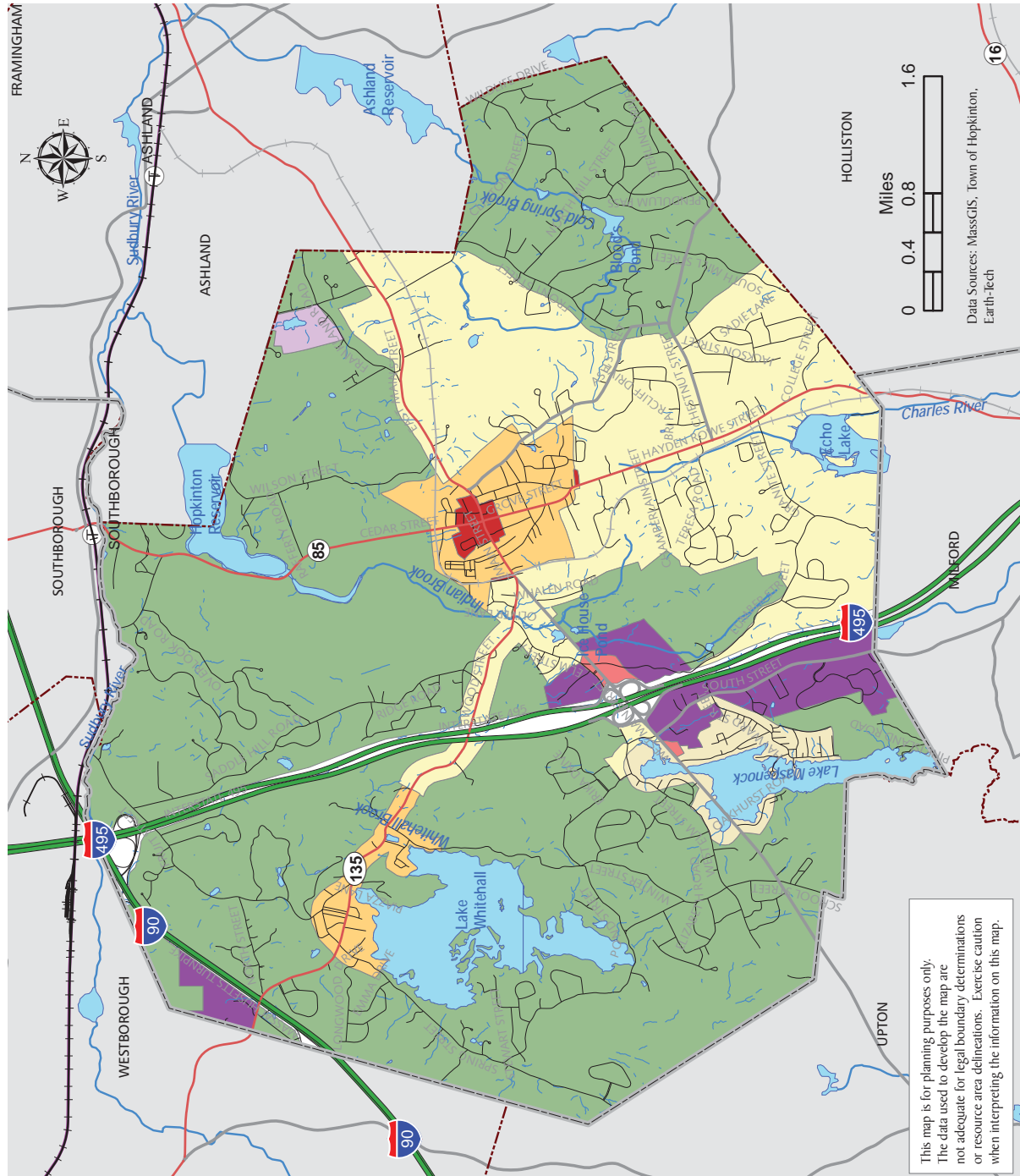
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Map 2 Existing Zoning

-  County
-  City or Town
- ROADWAYS**
-  Limited Access Highway
-  Multi-Lane Highway
-  Other Numbered Highway
-  Major Road, Collector
-  Local Roads
- WATER RESOURCES**
-  Open Water
-  Rivers & Streams
- ZONING DISTRICT**
-  Agriculture
-  Residence A
-  Residence B
-  Residence Lake Front
-  Business
-  Rural Business
-  Industrial
-  Professional-Office

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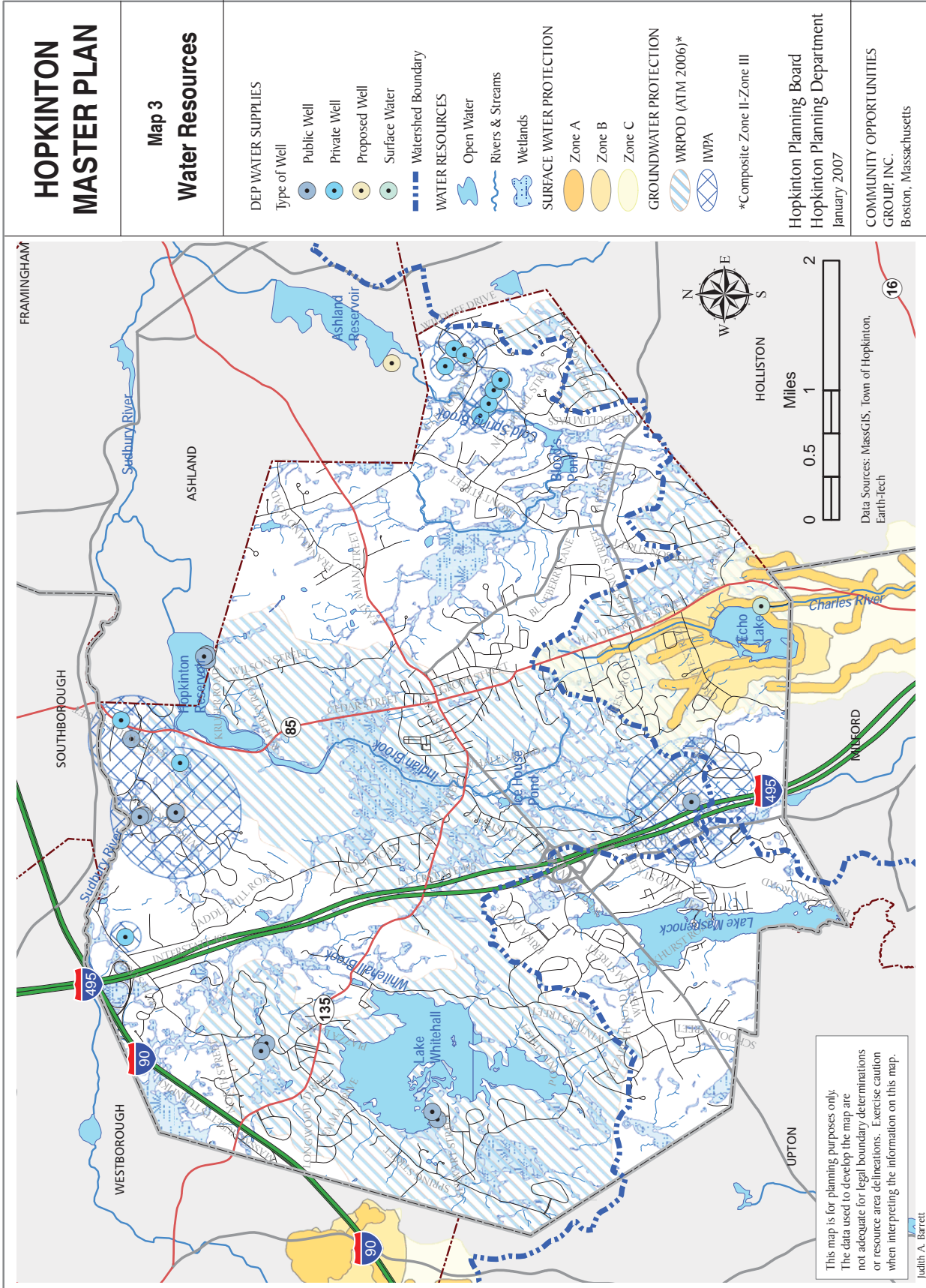
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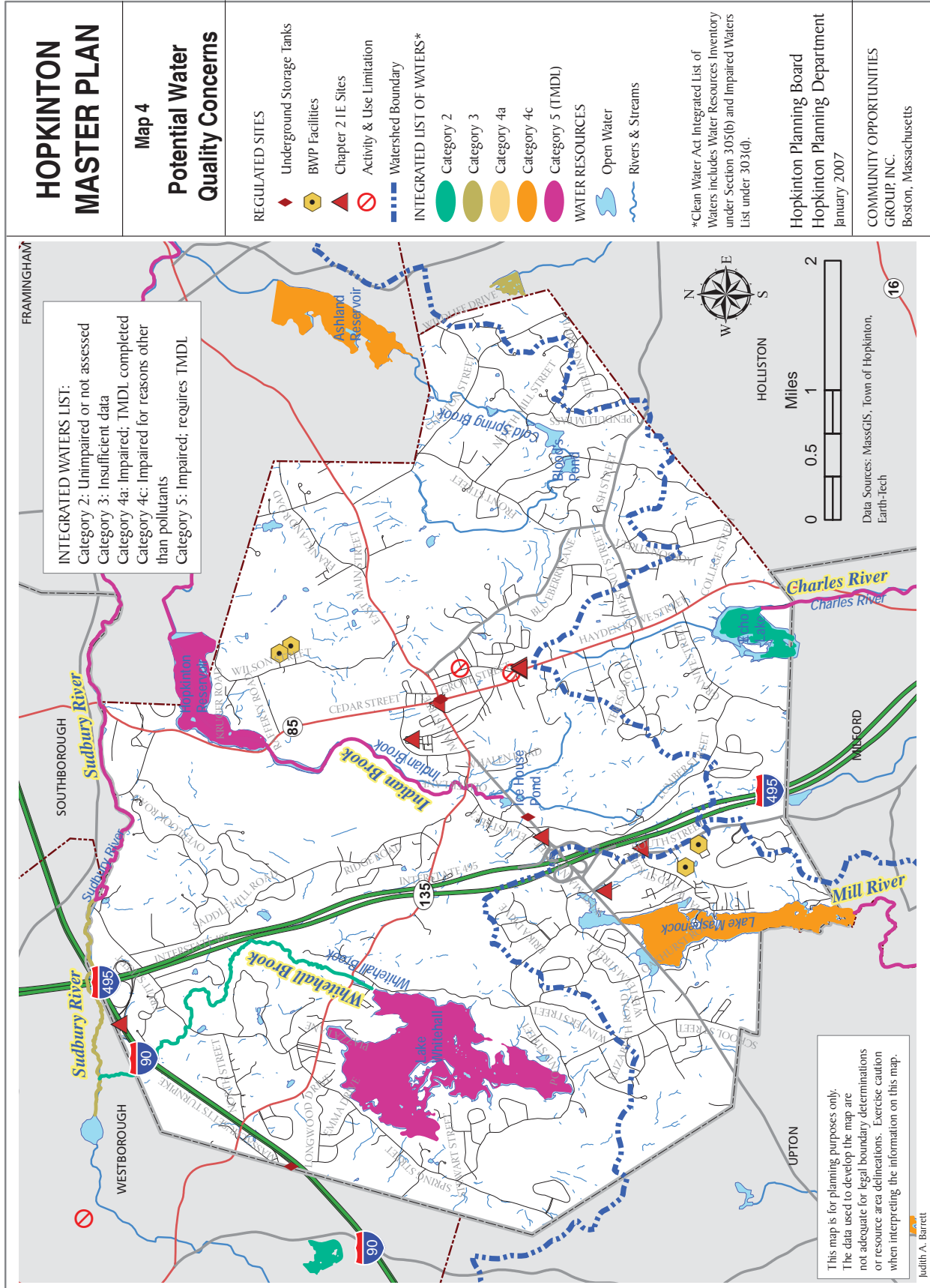


Data Sources: MassGIS, Town of Hopkinton, Earth-Teach

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Map 4

Potential Water Quality Concerns

- REGULATED SITES**
- ◆ Underground Storage Tanks
 - ⬡ BWP Facilities
 - ▲ Chapter 21E Sites
 - ⊘ Activity & Use Limitation
 - Watershed Boundary
- INTEGRATED LIST OF WATERS***
- Category 2
 - Category 3
 - Category 4a
 - Category 4c
 - Category 5 (TMDL)
- WATER RESOURCES**
- Open Water
 - ~ Rivers & Streams

*Clean Water Act Integrated List of Waters includes Water Resources Inventory under Section 305(b) and Impaired Waters List under 303(d).

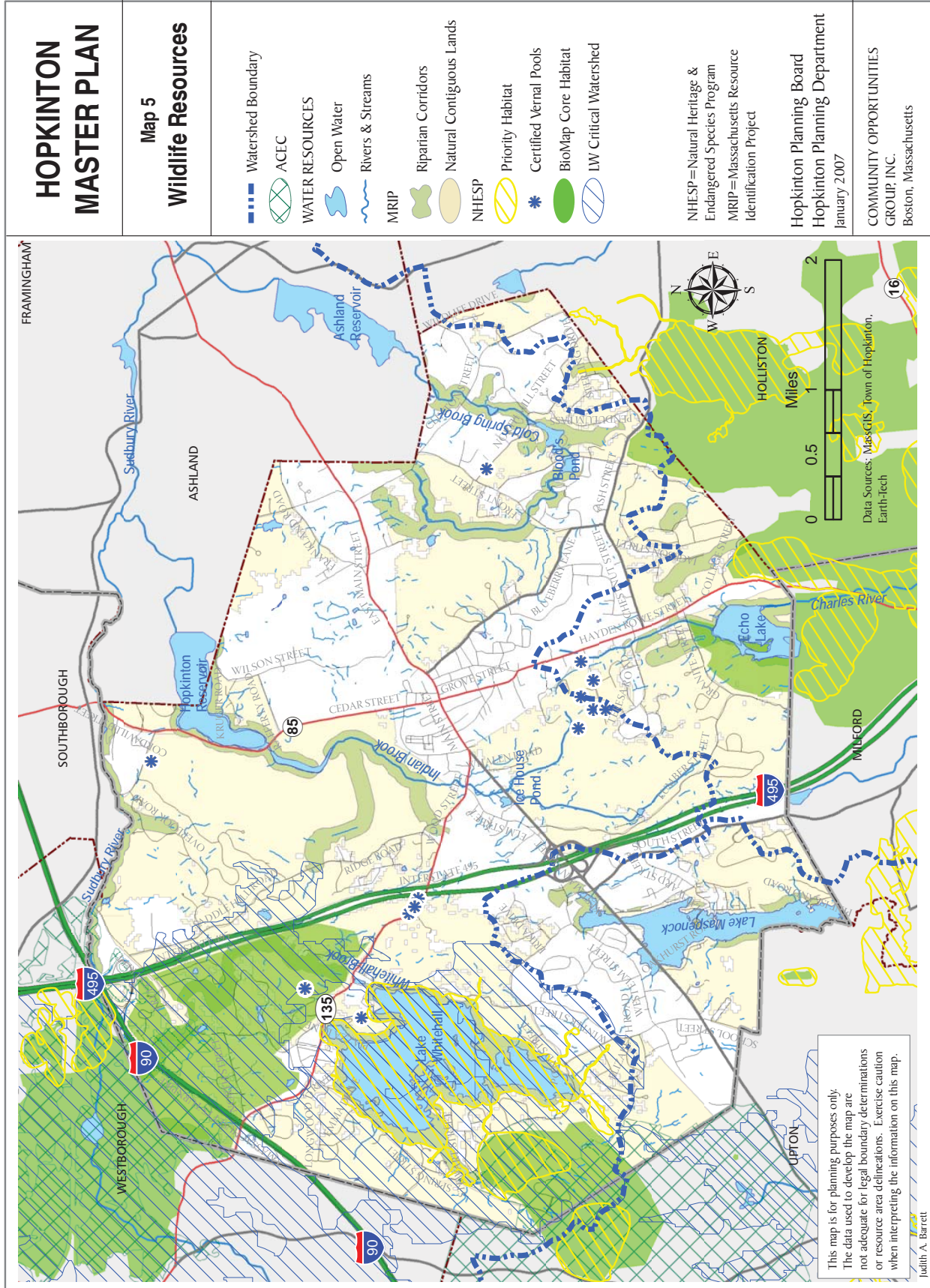
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INTEGRATED WATERS LIST:
Category 2: Unimpaired or not assessed
Category 3: Insufficient data
Category 4a: Impaired; TMDL completed
Category 4c: Impaired for reasons other than pollutants
Category 5: Impaired; requires TMDL

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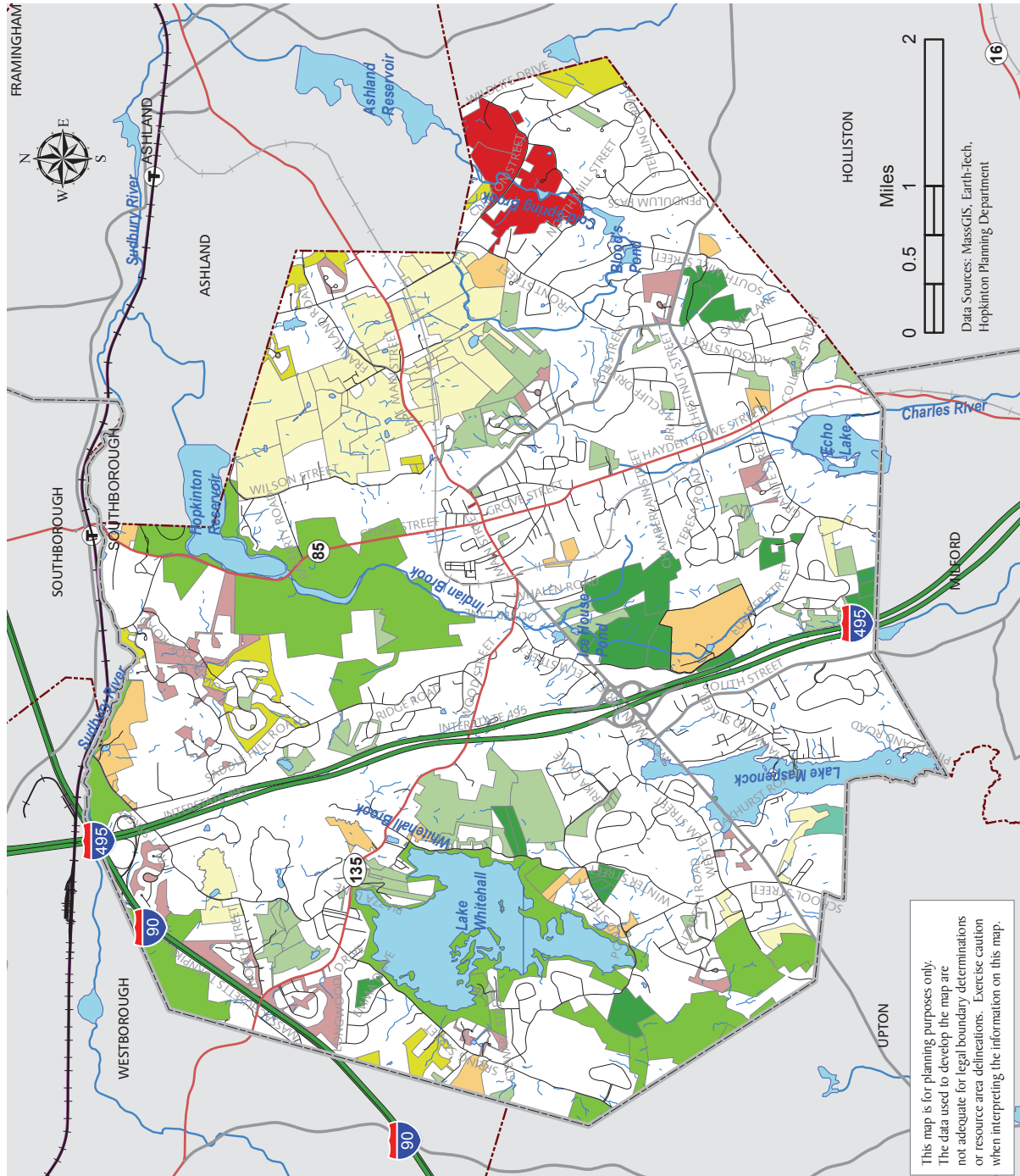
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Map 6 Open Space Inventory

- County
- City or Town
- ROADWAYS**
- Road Classification
 - Limited Access Highway
 - Multi-Lane Highway
 - Other Numbered Highway
 - Major Road, Collector
 - Local Roads
- WATER RESOURCES**
- Open Water
- Rivers & Streams
- PROTECTED OPEN SPACE**
- State
- Town of Hopkinton
- Town of Upton
- Non-Profit
- Private
- UNPROTECTED OPEN SPACE**
- Chapter 6I
- Chapter 6IA
- Chapter 6IB
- Non-Profit

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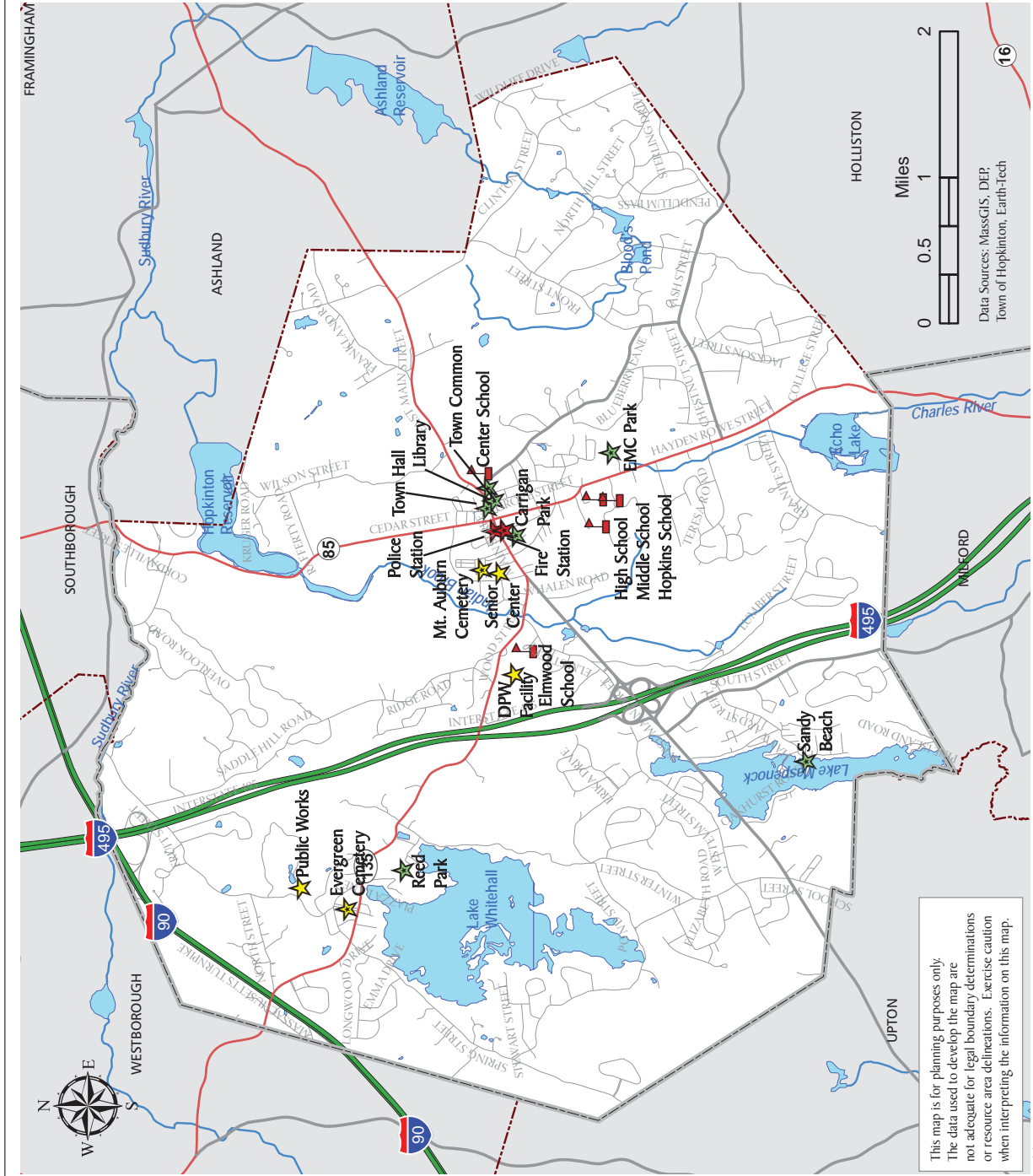
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Map 7 Municipal & School Facilities

- County
- City or Town
- PUBLIC FACILITIES**
 - Municipal
 - Public Safety
 - Parks
 - Schools
 - Other
- ROADWAYS**
 - Limited Access Highway
 - Multi-Lane Highway
 - Other Numbered Highway
 - Major Road, Collector
 - Local Roads
- WATER RESOURCES**
 - Open Water
 - Rivers & Streams

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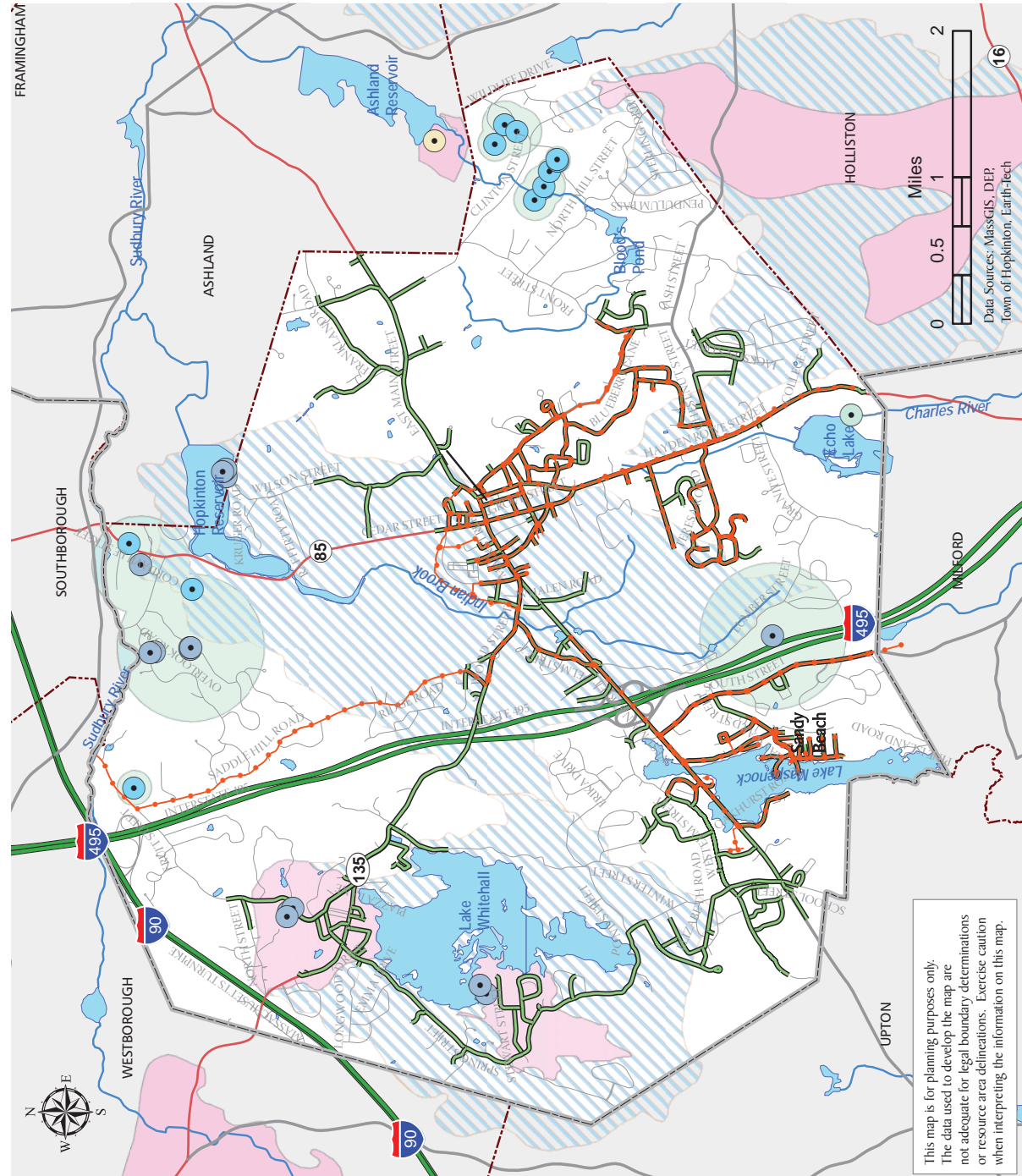
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Map 8 Municipal Utilities

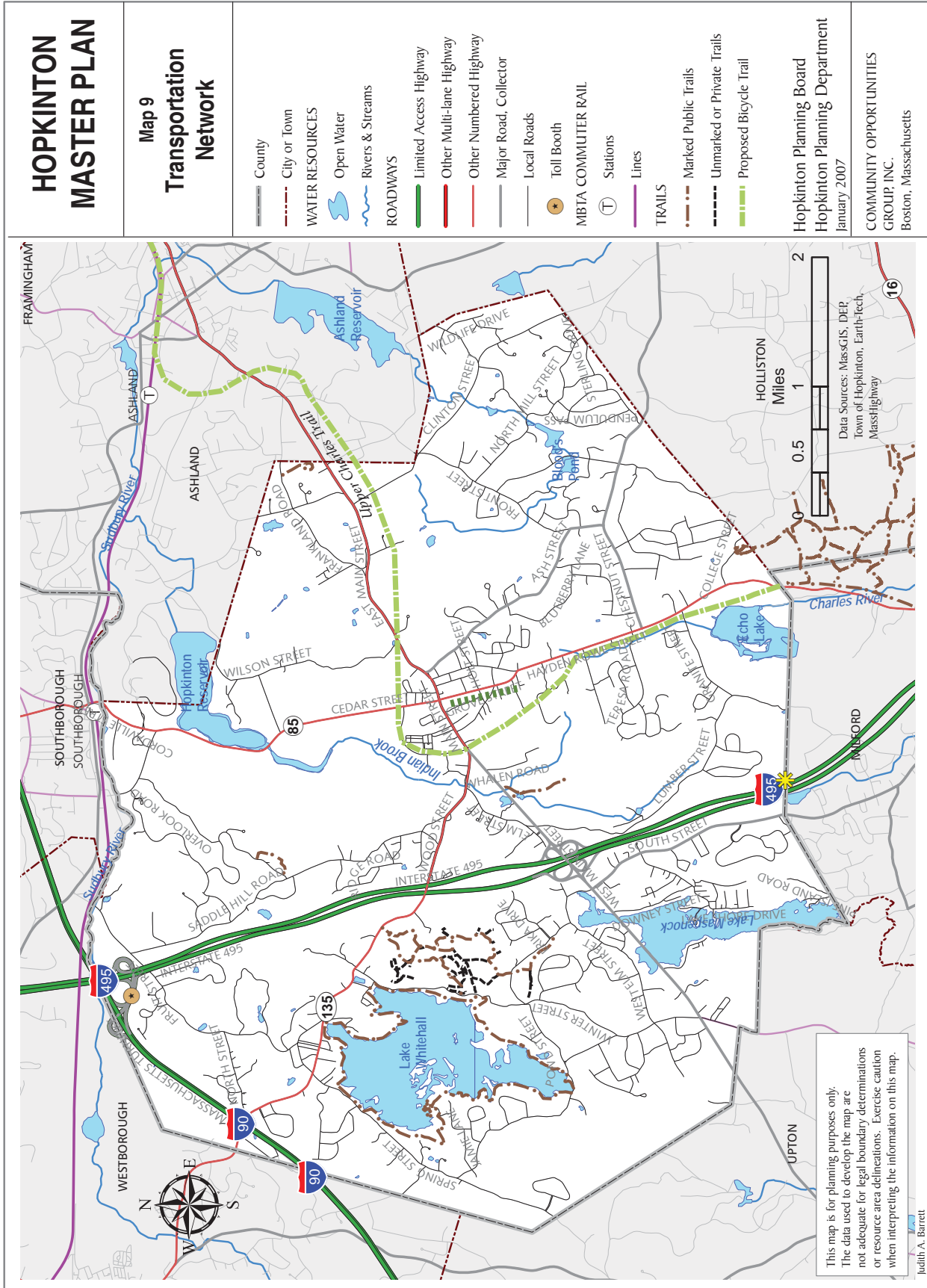
- County
- City or Town
- MUNICIPAL UTILITIES**
- Sewer Service
- Water Service
- WATER RESOURCES**
- Open Water
- Rivers & Streams
- REGULATED AREAS**
- DEP Zone II
- Zone III
- Interim Wellhead Area
- DEP WATER SUPPLIES**
- Type of Well
- Public Well
- Private Well
- Proposed Well
- Surface Water

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**Map 9
Transportation
Network**

- County
- City or Town
- WATER RESOURCES
 - Open Water
 - Rivers & Streams
- ROADWAYS
 - Limited Access Highway
 - Other Multi-lane Highway
 - Other Numbered Highway
 - Major Road, Collector
 - Local Roads
 - Toll Booth
- MBTA COMMUTER RAIL
 - Stations
 - Lines
- TRAILS
 - Marked Public Trails
 - Unmarked or Private Trails
 - Proposed Bicycle Trail

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HOPKINTON MASTER PLAN

Map 10 Traffic Counts & Critical Traffic Locations

- County
- City or Town
- WATER RESOURCES
 - Open Water
 - Rivers & Streams
- MBTA COMMUTER RAIL
 - Stations
 - Lines
- ROADWAYS
 - Limited Access Highway
 - Other Multi-lane Highway
 - Other Numbered Highway
 - Major Road, Collector
 - Local Roads
 - Toll Booth
 - Traffic Count Stations
 - Proposed Bicycle Trail
 - Critical Traffic Locations

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