

**Attachment D**

**Open Space Mixed Use Development Overlay District  
(OSMUD)  
Proposed Design Guidelines**

**October 23, 2008**

Design Guidelines

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# **Open Space Mixed Use Development Overlay District (OSMUD) Design Guidelines**

## **1. Introduction and Applicability**

The Open Space Mixed Use Development District (OSMUD) Design Guidelines (the “**Design Guidelines**” or “**Guidelines**”) are adopted under Article XXVI of the Zoning Bylaw and are incorporated in the Master Plan Special Permit (the “**Master Plan Special Permit**”) to which these Design Guidelines are attached as an Appendix to guide the Planning Board’s Master Plan Special Permit deliberations, and subsequent Design Review Board actions, Planning Board Site Plan Review and approval of an OSMUD Development Project submission.

The purposes of the OSMUD District bylaw and these Guidelines are to:

- balance conservation and development goals,
- enhance the character of the natural and cultural resources of the Town, and
- promote practicable planned development and appropriate land use.

These Guidelines will promote effective and efficient clustering of residential and commercial uses on large tracts of land. Restricted Land (as defined in the OSMUD Zoning Bylaw) will be an integral characteristic of this land. These Guidelines will ensure thoughtful site planning to accommodate each Development Project's physical characteristics, while considering its topography, vegetation, wetlands and resource areas, open spaces, historic resources and major scenic views.

The Design Guidelines describe the desired physical attributes of the OSMUD District and the improvements which may be constructed under Article XXVI. The Guidelines are intended to encourage and regulate the appropriate design and execution of the permitted development for each Development Project. These Guidelines endeavor to balance conservation and development goals and to enhance the character of the site while promoting an economic use of the land. They are meant to regulate and encourage quality design and execution of the infrastructure, Restricted Land and built environment. Infrastructure may include transportation and stormwater controls and utilities. These Guidelines are meant to ensure quality site planning and the appropriate Restricted Land design and execution by addressing the site's physical characteristics, including but not limited to topography, vegetation, wetlands resources, open spaces and scenic corridors. The Design Guidelines are also meant to ensure quality building architecture by addressing architectural vernacular and how each building will “fit” in its environs.

Site plans requiring review for each Development Project shall be designed and submitted to the Design Review Board and Planning Board based upon these Design Guidelines.

## 2. OSMUD Design Principles

The OSMUD District contains design principles in § 210-174.B. The design principles are further discussed in this section, and it is intended that the Design Guidelines present some, but not all, ways in which the design principles can be achieved. These acknowledge and rely upon the vision of the professional designer, architect and engineer. Each Development Project may have its own “character”, and is not required to mirror other OSMUD Development Projects. Instead, the individual elements of Development Projects are encouraged to communicate with the other elements within the Development Projects and across the OSMUD in the interest of avoiding monotony while also supporting a community theme that is appropriately varied based upon the characteristics of the Development Projects and its physical requirements. It is intended that the OSMUD District be designed as a planned community with a shared design context and intent.

Energy efficient design and execution techniques and principles shall be incorporated within the design and instituted, where feasible. Examples of energy efficient design and construction are: Leadership in Energy and Environmental Design (“**LEED**”), Energy Crafted Home (“**ECH**”) and Low Impact Design (“**LID**”). Compliance with energy conservation measures of the Commonwealth of Massachusetts Building Code shall be considered as fulfilling these requirements.

## 3. Roadways

### **Intent**

This subsection presents the standards for the design and construction of ways within the OSMUD District. Major intersections and roadways providing access to the OSMUD District shall operate at an acceptable level of service (LOS)<sup>1</sup> based upon existing and anticipated vehicular traffic from all previously approved uses within the OSMUD District plus all newly proposed development within the OSMUD District. Roadway Standards shall be coordinated with the objectives of the Stormwater Management System.

### **Functional Classifications**

All roads will be classified according to anticipated traffic use, volume, adjacent land use, and land access requirements. Standards for road design and construction fall into five functional classifications:

- Major Street - a road primarily designed to accommodate vehicular traffic both exclusively serving the OSMUD District and use by vehicular traffic originating outside the OSMUD District.

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<sup>1</sup> Acceptable level of service for the purposes of the OSMUD District shall be defined as noted in the 2006 Edition of the Massachusetts Highway Department Project Development & Design Guide.

- Minor Street - roads primarily designed to accommodate the larger volumes of vehicular traffic exclusively serving the OSMUD District and a limited amount of use by vehicular traffic originating outside of the OSMUD District.
- Rural Street – a road primarily designed to accommodate smaller volumes of vehicular traffic exclusively serving the OSMUD District and which discourages use by vehicular traffic originating outside the OSMUD District. This type of road is exclusive of a minor street and a common drive.
- Non-Residential Street – roads designed and constructed, or proposed, to serve property either used or zoned exclusively for non-residential uses.
- Common Drive – a secondary way designed and constructed to access a limited number of dwellings.

## **Roadway Design Guidelines**

### **Policy**

Road layouts will compliment the character of the OSMUD District and its land uses by following existing topography; limiting site disturbance by minimizing cuts and fills, to the extent feasible. In certain situations, based upon the topography of the land and the intent to minimize the disturbance of the site by any proposed development, flexibility in the roadway and Right of Way design, width, length of cul-de-sac, steepness of grade, relaxed shoulder widths, and construction standards may be considered. One of the objectives of the roadway design will be to encourage compatibility between the various transportation modes, characteristics of the land, and land uses.

**Table 1 Section 3  
Roadway Design Guidelines**

	<b>Major</b>	<b>Minor</b>	<b>Rural</b>	<b>Non-Residential</b>
Minimum Centerline Radius (Rmin)	150'	100'	50'	150'
Minimum Road Grade (Smin)	0.50%	0.50%	0.50%	0.50%
Maximum Road Grade (Smax)	8%	10%	12%	8%
Minimum Pavement Width (excluding parking)	24'	20'	18'	24'
Minimum Sight Distance: Horizontal Curve*	200'	155'	80'	200'
Minimum Sight Distance: Vertical Curve*	200'	160'	120'	200'
Turnaround: Maximum Grade	5%	5%	5%	5%
Design Speed	30 mph	25 mph	15 mph	30 mph

**TABLE NOTES:**

\* Vertical and Horizontal Curves shall be established based upon the Minimum Sight Distance established by the *American Association of State Highway and Transportation Officials (AASHTO 2004) A Policy on Geometric Design of Highways and Streets*

Common Drives shall have a minimum width of 12 feet and may be paved with pervious or impervious material. Parking is prohibited within Common Drives.

In order to protect pedestrian safety and control stormwater runoff, vertical curbing may be provided in the Village Center Subdistrict, Club Village Subdistrict, East Main Village and other areas where appropriate.

## **Intersection Design Guidelines**

### **Policy**

Intersections with public ways shall be designed to provide clear lines of sight for turning movements, either through alignment design or through the creation of buffer areas in which obstructive plantings, buildings and/or signage shall be avoided.

No street shall intersect any other street at less than 60 degrees. Property lines at street intersections shall be rounded or cut back to provide for a curb line radius of not less than 15 feet. The minimum spacing between intersecting Minor Streets and Major Streets shall be 200 feet except in the Village Center and Club Village Subdistricts. Driveways onto Minor Streets will not be within 50 feet of an intersection with a Major Street. Where the grade of any street at the approach to an intersection exceeds 5%, a leveling area shall be provided and have no greater than 4% grades for a distance of 50 feet measured from the nearest right-of-way line or edge of traveled way, whichever is greater, from the intersecting street.

### **Dead-End Streets**

Dead-end streets for which there is not a secondary emergency means of egress shall not exceed 1,000 feet in length, unless otherwise approved by the Planning Board. A turn-around, such as a cul-de-sac, hammerhead or "T" turn, designed to accommodate fire apparatus shall be provided at the closed end of all dead-end streets. Alternative surface materials to traditional paving may be utilized, such as grass pavers, gravel or porous pavement as may be appropriate to support emergency apparatus.

A cul-de-sac may include the placement of a circular interior landscaped island with a radius having a minimum diameter of 20 feet and/or a rumble strip. The unpaved area of all cul-de-sacs shall be landscaped with low maintenance trees and shrubbery.

### **Curb Cut and Driveway Standards**

The number of curb cuts on roads shall be minimized. Curb cuts shall be limited to the minimum width for safe entering and exiting, in light of design speeds and programmatic requirements.

All driveways shall be designed to afford motorists exiting to roadways with safe sight distance.

See Section 3 Figures in the Addendum for illustrations of typical Roadway Details.

## 4. Parking Areas

### Design of Parking Areas

Parking requirements may be met by a combination of parking interior to lots and on ways. Off-street parking spaces may be perpendicular, head-in or angled on streets or lots adjacent to the street. Parking design shall be in accordance with the Institute of Transportation Engineers' (ITE) *Parking Generation*, 3<sup>rd</sup> Edition (or most recent edition).

Design of all parking areas shall be a mix of compact spaces and "standard" spaces. The ratio shall be one compact space for every three standard spaces. Standard perpendicular spaces shall be a minimum of 9 feet in width by 18 feet in length. Compact perpendicular spaces shall be a minimum of 8 feet in width by 16 feet in length. For perpendicular spaces, parking aisle widths shall be 22 feet for two-way traffic and double loaded bays and 18 feet for one-way and single loaded bays. Where a parking space abuts a landscaped area not less than four (4) feet in width, two (2) feet of the required parking space length may be provided by overhanging into the landscaping. Parking and loading areas and access ways shall be designed to provide for adequate drainage, snow removal, maneuverability and curb cuts.

Parking areas containing 25 or more spaces shall have at least one shade tree per 8 parking spaces, such trees to be a minimum of 2.5 inches in caliper and located either in the parking area or within 10 feet of it. At least 5% of the interior of any parking area with 25 or more spaces shall be maintained with landscaping including trees, in plots of at least 9 feet in width when located within a parking bay. Further, no more than 25 spaces shall be provided in a row without separation by a landscaped area containing at least one shade tree. Smaller parking lots with fewer than 25 spaces shall use landscaping to break up large areas of pavement and trees and shrubs shall be used, to the extent feasible.

In the interest of reducing pervious areas these Design Guidelines encourage shared parking and pervious paving surfaces.

## 5. Buildings & Structures

### Building Types

Several different types and sizes of residential buildings with varying lot sizes and configurations will be constructed to create varying residential, commercial and mixed use neighborhoods within the OSMUD District, as briefly described below:

**Single-Family:** A detached dwelling unit, but not including: (i) a mobile home or trailer as defined by the State Building Code; and (ii) a dwelling unit which is built in a cluster with other dwelling units, is served by a common driveway and does not have

individually metered water and sewer services.

**Multi-Family:** Multi-Family dwellings, including attached dwellings, garden apartments, units in mixed use building and senior housing. For the purposes of the Master Plan, dwellings which are built in clusters, are served by a common driveway, and do not have individually metered water and sewer services are classified as Multi-Family dwellings, whether constructed as attached structures or as free-standing detached structures.

**Commercial Building:** A structure where each demised space may be accessed through a common entry or via an exterior doorway or both. This structure may contain as many as three stories and either on grade or below-grade parking.

**Mixed Use Building:** A structure consisting of commercial space or retail space on the first floor and a different category of use on one or more upper floors where each demised space for commercial or retail space on the first floor or other categories of space on upper floors may be accessed through a common entry or via an exterior doorway or both. This structure may contain as many as three stories and either on grade or below-grade parking.

See the attached figures for illustrations of the building types.

### **Intent**

Proposed buildings shall relate to the OSMUD Subdistrict in which they are located and each other with respect to height, street façade, rhythm of solids and voids, spacing of buildings, signage, materials, textures, color, roof slopes and scale.

### **Policy**

New development, renovations and additions shall be designed to complement the designed site grading and relate to the scale of OSMUD District buildings. Particular attention shall be paid to street façades to ensure that the buildings and landscaping enhances the streetscape. Building styles do not have to be identical to existing styles or mimic historic styles, but shall be complementary and enhance the OSMUD District.

### **Standards for all OSMUD Buildings**

#### *General*

Architectural style is not restricted. Local and regional models shall be considered in building form, window spacing, architectural detailing, use of materials, roof form, and façade composition. Variation of detail, form and siting shall be used to provide visual interest.

Buildings shall be designed to complement the adjacent areas and their anticipated use. Energy efficient design, construction and use shall be instituted, where feasible and economic.

Rooftop equipment shall be arranged in an orderly manner, set back from roof edges and screened from view, when viewed from the ground. Screens and parapet walls shall be considered to conceal rooftop equipment.

The use of naturalized textures is encouraged.

In areas of multiple buildings, variable siting and orientation of individual buildings are encouraged. Adjacent buildings shall be distinguishable from each other, while maintaining overall harmony in design.

Colors (including accents) shall be compatible with adjacent buildings and the Development Project.

Unfinished exposed foundation walls shall be minimized.

### **Standards within the Village Center Subdistrict**

The Village Center shall have a pedestrian scale. Pedestrian scale means designed to encourage pedestrian utilization and enjoyment. Street level frontage should be primarily devoted to the pedestrian retail experience of entrances, shop windows, or other displays.

Commercial buildings shall have entries which are clearly identifiable.

### **Historic**

#### **Intent**

Historical structures in the OSMUD District are defined as: 82 East Main Street, 83 East Main Street, 26 Clinton Street, and the Pearson House located east of Frankland Road. Such structures will not be demolished, but may be relocated, rehabilitated, renovated and expanded. Replication or mimicry of historic buildings is not the intent, but rather structures within the OSMUD District shall complement each other in size, scale and materials to fit appropriately into the character of the OSMUD District. The historic exterior and details of the subject properties shall be retained to the extent possible. Removal of original elements and or replacement with substitute materials that do not replicate the historic elements shall be avoided. An objective of this section is to maintain the overall appearance and proportions of the building as viewed from a public way.

## **Policy**

Structures, mature trees and plantings, stone walls, fences and other elements of a historic nature shall be preserved and maintained where possible. New construction and changes to existing structures shall be of a style and scale that complement each other.

## **Standards**

Construction in a particular historical style shall employ elements of that style and complement the historic time period of the era.

Colors used in the restoration of historical buildings shall be related to the time period. New construction colors shall be harmonious with the surrounding structures. Colors without historic precedence are discouraged.

## **6. Site Treatment and Landscaping of the Built Environment**

### **Intent**

Landscaping of the built environment shall be designed to complement the Development Project's characteristics and enhance and / or screen the buildings, access and parking areas. The design of the OSMUD District shall utilize the site features, complement the terrain, fit the scale and architecture of proposed buildings within the OSMUD District, and use natural and native drought tolerant materials with low water consumption requirements, to the extent practicable.

### **Policy**

Landscaping shall be designed with consideration to the relationship of natural and manmade characteristics including buildings, walkways and parking areas. Selection of the elements shall reinforce the character of the OSMUD District and shall include streetscape details, street furniture (such as lighting, signage, and seating), grading, and the use of a variety of plant materials to separate uses, frame vistas, and direct views. Landscape elements include, but are not limited to, all forms of planting and vegetation, ground forms, rock groupings, water patterns, and all visible construction except buildings and necessary infrastructure. The landscape plan shall strive to create a complementary environment of natural and manmade hardscape, softscape and architecture.

### **Standards**

#### *All Subdistricts*

Landscaping should be used to either strengthen or buffer the visual relationship with the surrounding area.

Modification of the topography is permitted. Alterations of topography are encouraged for purposes of enhancing appearance and / or utility. Furthermore, changes in topography are encouraged to accommodate adequate and safe pedestrian or vehicular movements.

Naturalized plant groupings shall be included in the landscaping plan to effectively break up paved areas and façades, strengthen vistas, and provide shade. Plant materials should be chosen for variety, longevity, hardiness and functional ability. Indigenous species shall be used where feasible and appropriate. Plans should include the size and types of materials proposed.

Existing vegetation and trees should be retained and integrated within the site design where possible and practical.

Site features such as trees, berms and stone walls may be used to shelter and enhance buildings.

Landscaping of parking lot perimeters and interiors should incorporate trees, berms and other landforms where appropriate. Where landscaping is not practical, fences, walls and paving are allowed.

The inclusion of street trees in naturalized clustered patterns adjacent to pedestrian walkways and sidewalks should be considered where potential streetscape impacts exist.

Street furniture and sidewalk enhancements such as planters, benches and bicycle racks are encouraged and shall be of a consistent style, character, material and manner of placement with similar features in the OSMUD District. This clause does not mandate similarity in the use of these elements when compared across Development Projects. Each Development Project shall be encouraged to have its own character.

Buildings shall be sited in order to provide for adequate planting and safe vehicular and pedestrian movement. Planted trees shall be placed in front setbacks and side yards, where applicable.

Newly installed OSMUD District utility services shall be underground.

Paved areas should be designed to accommodate the everyday needs of the site, including alternative transportation uses (pedestrians, bicyclists, bus shelters), automobiles, and delivery vehicles.

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## 7. Landscaping of Restricted Land

Landscaped areas of Restricted Land shall be designed to complement the Restricted Land's characteristic uses. Natural features shall be incorporated within Restricted Land where possible. Site design is encouraged to complement the visual character of the OSMUD District with designs that are practical and functional.

### **Standards**

Relationships with other adjacent areas of Restricted Land shall be considered when planning landscape treatment of Restricted Land. Areas of Restricted Land located near each other but not contiguous, shall be connected, where feasible. Pedestrian amenities such as benches, picnic areas, and bicycle racks shall be incorporated in Restricted Land, where appropriate. Trees shall be planted along streets and sidewalks in a naturalized cluster. Such trees to be a minimum of 2.5 inches in caliper and planted in sufficient number and spacing to create canopies at maturity for environmental and spatial impact.

### **Specification for Restoration of Categories of Restricted Land.**

Limited manmade improvements shall be removed, where necessary (i.e. bituminous pavement, excess gravel roadways and abandoned surface utilities). Specifications for restoration of the following categories of Restricted Land shall be guided by the following principles:

*Natural Areas:* Topsoil shall be placed where deemed necessary. Areas shall be machine graded, prepared and broadcast seeded with an appropriate meadow mix seed. Woody plants and trees may also be planted as appropriate and practical.

*Maintained Areas:* Topsoil shall be placed where deemed necessary. Areas shall be machine graded, prepared and broadcast seeded with an appropriate meadow mix seed. Woody plants and trees may also be planted as appropriate and practical.

*Agricultural Areas:* Topsoil shall be placed where deemed necessary. Areas shall be machine graded, prepared and broadcast seeded with an appropriate meadow mix to minimize erosion.

*Active Recreation Areas:* Due consideration for its anticipated use shall be made and the design and specifications adjusted accordingly. Assuming normal conditions; topsoil shall be placed where deemed necessary. Areas shall be machine graded, prepared and broadcast seeded with an appropriate grass seed mix.

## **8. Pedestrian, Bicycle & Equestrian Facilities**

### **Intent**

Site design of the OSMUD District shall encourage pedestrian, bicycle and other non-motorized travel by providing connectivity among varying residential, commercial, retail areas, Restricted Land, and open space within the OSMUD District and to areas outside of the OSMUD District. A network of trails shall provide access to various points of interest, including recreation areas, unique vistas, and historic sites both within the OSMUD District and outside the OSMUD District and shall link existing and potential Restricted Land areas. Wherever possible and appropriate, the trail circulation shall minimize street crossings.

### **Standards**

The surface composition of trails shall vary depending on the environmental setting and the anticipated use. Trails shall typically be created with naturally occurring pervious material such as leaf litter, mulch, bark chips, gravel or stone dust. New trails should not exceed grades of 20%, as practicable.

In some instances, the pedestrian trails will also serve as secondary access roads for emergency vehicles. Where the trails serve as emergency access these secondary access trails will be engineered to support the emergency apparatus. Vehicular access on these trails by vehicles other than emergency and maintenance apparatus is prohibited.

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## **9. Stormwater Management**

Development within the OSMUD District shall provide an environmentally sensitive stormwater management system that promotes long-term water quality. Commonwealth of Massachusetts Department of Environmental Protection Best Management Practices (BMPs) shall be employed both during construction and as part of the permanent operation and maintenance of the stormwater management system within the OSMUD District.

Methods should be selected which are appropriate to the topography, soils and other conditions present in the area.

### **Standards**

Pre-existing manmade ponds and watercourses, which have been utilized as irrigation water storage, may continue to function as stormwater treatment facilities, sources of water for irrigation, and aesthetic enhancement. Surface water and groundwater quality shall be protected by implementing BMPs to remove sediments and contaminants from the water prior to discharging off-site or interface with groundwater in conformance

with the 2008 Commonwealth of Massachusetts Stormwater Management Regulations and Low Impact Design (LID) strategies, where applicable. Cisterns and other methods of rainwater harvesting may be considered, where practical.

Landscape strategies including, but not limited to rain gardens, bioretention swales and islands, wet basins, and pervious paving shall be used to treat stormwater on-site. Biofiltration areas shall be used where possible to promote groundwater recharge. Groundwater recharge shall also be encouraged using bioretention ponds, wet swales, filter strips and infiltration trenches. Dry wells may be installed for collecting roof run-off, where feasible.

Where applicable, sidewalks, driveways and parking lot stormwater flows shall be designed to avoid containment by way of street gutter and subsurface piped systems. An objective of the OSMUD District is for stormwater to be treated via vegetated swales and/or bioretention areas, where possible, and for it to be locally reintroduced into the ground.

## **10. Signs**

### **Intent**

The Signage Program for the OSMUD District shall identify, direct and inform. Signs shall be integrated into the overall design for the planned community.

### **Policy**

Signs should be conspicuous but complimentary in scale and vernacular when integrated into the scale and structure of the building and site.

### **Standards**

Wayfinding and identification shall be strategically placed and easily read.

Signage in Commercial and Village Center subdistricts may not exceed 32 square feet of area in the aggregate and 15 feet in height, including supporting structures and light sources. Height shall be measured from the average finished grade beneath the sign to the top of the sign. Signage in Residential subdistricts may not exceed 24 square feet of area in the aggregate and 15 feet in height, including supporting structures and light sources.

Signs attached to buildings may not rise above the front roofline of the building to which it is attached. No roof mounted signs are permitted. Signs must be fixed in position so as to not rotate or oscillate. Signage in excess of that which is permitted in

these Design Guidelines may be allowed as a waiver in accordance with Section 13 of these Design Guidelines as part of the site plan approval process. .

Signs may be mounted flat against the façade or projecting from the façade, provided the maximum area of projecting signs is no more than thirty two (32) square feet. Freestanding signage is permitted, where appropriate.

Signs shall complement and highlight architectural elements of a building and shall not obliterate or detract from the elements.

Signs should be in keeping with the scale and character of the surrounding area.

The variety of materials, proportion, shape, siting and content shall be compatible with the OSMUD District's character. When there is a group of buildings or businesses in one building, signs need not be identical but should be compatible. The Applicant shall propose a method of organizing signage, in the case of a multi-tenanted building, in order to maximize visibility and minimize sign clutter.

Lighting of signs shall be subdued and of modest nature, and directed toward the sign structure and away from nearby windows and passing traffic. Internally illuminated "box" signs are discouraged. Individual letter signs, which are illuminated from behind, are allowed. Flashing signs, moving signs, roof signs, signs with moving or moveable letters, symbols or numbers and neon signs are prohibited. The colors and materials of signs shall be harmonious with the building and site to which it principally relates.

Retail and commercial signs extending over the sidewalk shall be located a minimum of 8 feet above the pedestrian pathway to provide clear passage for pedestrians.

Awnings may be used for signage as long as no more than 40% of the awning surface is used.

Although signs within the OSMUD District are not intended to convey a "call to action" advertising information, signs may describe products sold or services provided and may contain a business slogan to readily identify the business and provide wayfinding guidance.

Real estate signs are permitted in all subdistricts, but shall refer only to the premises or tract which they are located and have an area not exceeding 16 square feet.

Signs which advertise businesses or services not available within the OSMUD are not permitted. Signs advertising businesses, places and services available within the OSMUD may be located throughout the OSMUD to provide wayfinding and need not be located directly on the lot or premises on which the business is located (off premises). In the case of off premises wayfinding signs the sign shall be no greater than 2 square feet.

One contractors sign, not exceeding 32 square feet in area, maintained on the premises while a building is under construction or being renovated in accordance with a building or other permit issued by the Town of Hopkinton is permitted. No more than one contractors sign may be on the premises under construction at any time.

A primary sign identifying Legacy Farms shall be permitted at the primary development entrance(s) from a street. Other site development and subdivision signs are allowed in the form of wall-mounted or freestanding sign(s), erected at the primary development and/or subdivision entrance from a street during the period of marketing or rental of the development or subdivision. The primary sign shall not exceed 24 square feet. Similar signs are also permitted at secondary entrances, provided they do not exceed 16 square feet in size. Any such signs may bear decorative or logo devices, but no commercial advertisement for a business or service other than the primary development and/or subdivision which is being identified.

## **11. Lighting**

### **Intent**

Exterior lighting shall enhance the landscaped areas, built environment and their utility.

### **Policy**

Lighting standards and building fixtures shall be of a design and size compatible with the appearance, identity, needs, tasks, and uses of the subject areas.

### **Standards**

Lighting shall be restrained in design and avoid excessive brightness, with spillover to surrounding property and up lighting discouraged. Lighting shall be directed toward the intended use, object, or building.

Exterior fixtures, standards, and all exposed accessories shall be harmonious with architectural design of the Development Project.

Lighting at non-residential uses shall be reduced at night when the business/use is closed to only that which is necessary for safety and security.

## **12. Easements**

The integrated nature of on-site uses require establishment of easements for access, and for utility installation and operation. Easements may include, but are not limited to:

- Emergency access
- Water supply distribution
- Wastewater treatment and disposal
- Storm water control, treatment and conveyance
- TeleCom & Telephony
- Electrical, natural gas and other “dry utilities”
- Vehicular access and parking
- Pedestrian and other non-motorized access
- Pedestrian, bicycle and equestrian trails

## **13. Waivers**

The policy and standards in the Design Guidelines shall relate to and implement the Design Principles in the OSMUD District. To the extent the Planning Board finds an application for Site Plan approval generally consistent with the OSMUD Design Principles, the Board may waive specific requirements, upon written request by the Applicant for such waiver with supporting documentation.