



HOPKINTON MASTER PLAN

Town of Hopkinton, New Hampshire



HOPKINTON MASTER PLAN

Town of Hopkinton, New Hampshire

Adopted June 14, 2022

Produced by the:

Hopkinton Planning Board
330 Main Street
Hopkinton, NH 03229



With assistance from:

Central New Hampshire
Regional Planning Commission
28 Commercial Street, Suite 3
Concord, NH 03301

CERTIFICATION

In accordance with New Hampshire RSA 674:4, Master Plan Adoption and Amendment, and New Hampshire RSA 675:6, Method of Adoption, the Hopkinton Planning Board, having held a duly noticed public hearings on May 10, 2022, and June 14, 2022, hereby adopts and certifies the following chapters of the Master Plan: Vision, Housing, Economic Base, Transportation, and Existing and Future Land Use, including associated Maps and Appendices.


Michael Wilkey, Chair, Planning Board

Date: June 14, 2022

Document filed with Hopkinton Town Clerk on 10-18, 2022.

Signed: 
Town Clerk, Hopkinton NH

ACKNOWLEDGMENTS

The Hopkinton Planning Board would like to thank all who volunteered time and information towards making this Master Plan a success. Especially noteworthy were the contributions of the Central New Hampshire Regional Planning Commission in developing the latest version of the Hopkinton Master Plan.

Along with funds from the Town of Hopkinton, many additional financial contributors made the development of this Master Plan possible:



Funding was provided by the Central New Hampshire Regional Planning Commission (CNHRPC).



Funding was provided by the New Hampshire Department of Transportation through its annual agreement with the Central New Hampshire Regional Planning Commission (CNHRPC) to undertake local and regional planning transportation planning activities.



Funding was provided by the New Hampshire Office of Strategic Initiatives through its Targeted Block Grant agreement with the Central New Hampshire Regional Planning Commission (CNHRPC).



Most of the digital data for the maps of the Master Plan was made available through the NH GRANIT system before its modifications to fit the needs of this Plan. Volunteers provided land Use GIS data, and the Town provided tax map data.



Kimball Lake



TABLE OF CONTENTS

Chapter 1: A Vision for Hopkinton's Future (6/14/2022)

Chapter 2: Housing (6/14/2022)

Chapter 3: Economic Base (6/14/2022)

Chapter 4: Transportation (6/14/2022)

Chapter 5: Existing and Future Land Use (6/14/2022)

Chapter 6: Historical & Cultural Resources (Place Holder)

Chapter 7: Natural Resources (Place Holder)

Chapter 8: Community Facilities (Place Holder)

Chapter 9: Implementation (Place Holder)

Appendix A: Community Survey Summary

Appendix B: Economic Incentives Zones (ch. 3, 5)

Appendix C: Existing Land Use Map (ch. 5)

Appendix D: Development Constraints Map (ch. 5)

Appendix E: Conserved Lands Map (ch. 5)

Appendix F: Zoning Map (ch. 5)

A VISION FOR HOPKINTON'S FUTURE

The Hopkinton Master Plan was created as a living document that articulates the vision, desires, and concerns of the community. It serves as a road map for the future, outlining where the Town is and where it wants to go as a community in Central New Hampshire. This Plan describes Hopkinton today and forecasts the shared vision for the future. Most importantly, it defines what the Town will need to do over the next several years to shape the community's future.

This Plan provides recommendations on ways to maintain or improve the features of the community and aims to serve as a blueprint for all future activities of Hopkinton. This Plan can help support economic development efforts, amendments to land use regulations, environmental and historic preservation efforts, expansion of community facilities and services, transportation enhancements, and much more over the next several years.

A Master Plan is intended to be the device that supports the creation, interpretation, and implementation of laws and procedures which give shape and direction to the community. A Master Plan's purpose and description are outlined by the New Hampshire statute (RSA 674:2), but it has no force of law and no way to generate the resources required for implementation. The Master Plan can be a powerful tool to help shape a community by giving suggested direction to appointed and elected officials' decision-making. However, the true power of the document is derived from the citizenry, who ultimately approves the staffing, funding, regulatory alternatives, and strategies identified by this Plan.



COMMUNITY INPUT

Throughout the development of this Master Plan, engaging residents and other community stakeholders was a necessity. The Visioning Session and the Community Survey provided the Planning Board with important information on residents' opinions on many topics related to Hopkinton's land use, housing, transportation, natural resources, community facilities, economic development, and many other priorities and concerns. The following describes some broad themes based on public outreach and stakeholder input.

Overall, residents greatly appreciate Hopkinton's rural and historical character, its wide array of natural resources and outdoor recreation opportunities, and a strong sense of community. Residents highly value the Town's two historic villages, Hopkinton and Contoocook, and support continued revitalization efforts in these areas.

Despite the great appreciation of Hopkinton's rural atmosphere and interest in retaining that character, there are strong concerns about the Town's high tax rate. Continuing to develop the commercial tax base and supporting mixed uses in the villages are priorities to help reduce the residential tax rates.

The community supports growth and development in focused places such as the area of Exit 6 on I-89, West Hopkinton along NH 127 (Maple Street) to the north of US 202/NH 9, and Contoocook Village. Targeting areas for expansion retains the existing rural areas of the Town while still developing community features. Additionally, new residential developments should fit within the character of Hopkinton, using techniques such as conservation and open space developments, repurposing of larger existing homes

into multi-family housing, and the construction of Accessory Dwelling Units (ADU) with single family homes.

Residents are highly concerned for their safety at the intersection of US 202, NH 9, and NH 127 at the Henniker and Hopkinton town lines. Several other intersections and road segments including Briar Hill Road, Hatfield Road, Clement Hill Road, and Kearsarge Road were also mentioned as safety concerns. There is support for the consideration of pedestrians and bicyclists within the Town's transportation networks.



THE VISION

The vision for Hopkinton's future is crafted from what residents and community stakeholders value about the Town today and what they hope to see in the Town for the future:

Hopkinton should continue to be a vibrant community that prides itself on its rural atmosphere, historical character, and sense of community.

Ensure that appropriate commercial development is focused in key areas in the I-89 Exit 6 area, West Hopkinton along Maple Street, and through revitalization in Contoocook Village.

Encourage preservation and protection of natural resources, scenic views, and open spaces while encouraging recreational opportunities.

Support well-maintained roadways and ample space for bicycles, greenways, trails, and walkways; provide safe and efficient travel for all modes of transportation.

Provide a range of housing options, including affordable single-family homes, multi-family homes, and Accessory Dwelling Units that blend with the historic character and are available to accommodate residents of all ages.

Ensure that Town services and facilities contribute to residents' high quality of life and continue to make Hopkinton a desirable place to live, work, and play.

Regional Concerns

Hopkinton can benefit from working in a regional effort in many areas including population and housing growth, transportation improvements, natural resource protection, and watershed management.

Partnering with neighboring communities can cultivate strong momentum for projects that benefit Hopkinton and the surrounding region.

Wildlife corridors and habitat, natural ecosystems, waterbodies, and trail systems transcend municipal borders. Broader approaches are required in successful protection and enhancement efforts.

Many Hopkinton residents travel out of town for work and daily services. Ensuring all modes of transportation safely reach beyond the town is essential for future success.

Chapters in this Master Plan discuss regional issues with the vision that collaborating regionally has the potential to achieve many important synergies and shared benefits.

HOW TO ACHIEVE THE VISION

The following objectives are derived from each of the Master Plan's chapters. They reflect the long-term direction for Hopkinton's future as a thriving community:

- Continue to support a mix of housing density types that fit the historic character of Hopkinton.
- Promote the use of conservation subdivisions where they are appropriate and can be implemented.
- Encourage the development of a range of housing, including single-family homes, that are affordable and accommodating to seniors and younger families.
- Improve the development process using incentives and streamlined regulations, including simplified application procedures.
- Proactively examine options to improve infrastructure and implement economic development tools to foster sustainable economic growth and improve Hopkinton's quality of life.
- Support appropriate commercial and mixed-use development for suitable and targeted areas of Town.
- Maintain the existing transportation system while implementing improvements to strengthen the network and prioritize safety for all modes of transportation.
- Respect and protect valuable natural resources while encouraging recreational activities in suitable areas.
- Actively expand and strengthen the greenway system while

stewarding the existing trails in Town and attaining regional connections where appropriate.

- Encourage the protection of open space through land acquisition and conservation easements to protect critical habitats.



HOUSING

The housing character of any community is perhaps the most obvious indication of its quality of life. Having an adequate and sufficient supply of housing options that meet a range of needs, from single adults, young families, to older residents, is important to ensure that Hopkinton remains a viable place to live in the years to come. Housing also plays a vital role in economic development, notably in the "live/work/play" concept of encouraging businesses to stay in and potentially relocate to Hopkinton.

This Housing Chapter explores regional and local housing trends as well as demographic changes. These trends provide a framework for an understanding of the pressures that housing demand places on Hopkinton. Of note, the size and type of housing are more of an issue than the number of units, although additional units may be needed. Also identified are the potential housing needs in the future based on these demographic trends and projected population changes. The purpose of such an effort is to help quantify Hopkinton's future housing needs.

A series of recommendations, including specific actions to help achieve the Town's vision, are listed at the end of the Chapter.



KEY FINDINGS

Hopkinton has used a variety of approaches to foster a varied and more affordable housing supply in recent years. A summary of those steps, as well as other key findings, follows:

- Hopkinton's biggest housing challenges are cost and type. Cost can be a barrier to both seniors and first-time home buyers. Additionally, these two groups are competing for the same type of housing: smaller units, rentals, and first-floor living such as ranch housing. Addressing these issues will not only increase the quality of life for current and future residents, but it will also contribute to economic development by supporting a "live/work/play" strategy in Town.
- Accessory Dwelling Units (ADU) play a large role in providing flexible and affordable housing options in Hopkinton. ADUs are permitted anywhere in Town that a single-family dwelling is allowed.
- Similar to statewide trends, Hopkinton's population is growing older. There will be a continued need for a variety of housing that meets the needs of all demographics, including seniors and young families.
- The recent Municipal Technical Assistance Grant (MTAG) from Plan NH provided an opportunity for the Town to examine prospects to provide more varied and affordable housing in Hopkinton. Proposals adopted by a wide margin included (1) adoption of the "Commerce and Community Overlay District (CCOD)" in West Hopkinton along NH 127 (Maple Street) to the north of the US 202/NH 9/NH 127 intersection, (2) changing the underlying zoning district for

NHHFA Housing Market Snapshot

The New Hampshire Housing Finance Authority (NHHFA) has compiled a Housing Market Snapshot that echoes housing affordability findings in this chapter. While this chapter contains data from ACS Census data coupled with public input, the NHHFA study adds another layer by considering national and state level data from sources such as NNEREN and the Federal Reserve Bank. In short, the study's data contributes breadth to the study of housing affordability pressures in the state, and in turn, on Hopkinton.

The Housing Market Snapshot illustrates a few key factors that point to housing affordability being a significant concern state-wide. In general, the economic and financial data in the study show that the housing stock is down while the actual sales costs are up. This illustrates increased financial competition for less housing. Furthermore, it shows interest rates on the rise which can add to costs. A final stat is that the cost of building materials has "skyrocketed" presenting yet another cost variable exacerbating the issue. Taking these factors into account with the rest of this chapter and it suggests that housing affordability is a challenge that will be an ongoing concern for years to come.

the CCOD area as well as the area along Maple Street near Rowell Bridge from Industrial (M-1) to Commercial (B-1), and (3) changing the Zoning Ordinance Table of Uses to allow Affordable Housing (previously not permitted) and

Multi-Family Dwellings (previously permitted as a special exception) as permitted uses in the B-1 district.

- Contoocook Village's zoning allows for a wide variety of housing choices and higher densities. The Village's designation as a Community Revitalization Tax Relief Incentive zone (under NH RSA 79-E) emphasizes the interest and importance of fostering continued reinvestment in the area.
- Hopkinton's Affordable Housing Ordinance is a strong tool to address the cost of housing in Town. Continuing to utilize this tool, ensuring its ease of use, and compliance with relevant RSAs and case law will strengthen its impact.
- Clustering is a tool to address housing affordability as well as housing type. Simplifying the existing Conservation Subdivision Ordinance and incorporating density incentives for open space preference and housing type will enhance this tool for the community.

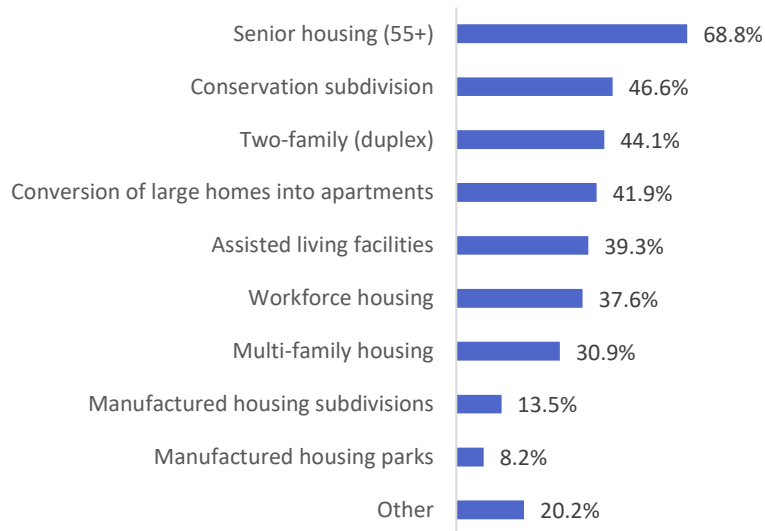


Conceptual Site Plan – Hart's Corner (TIF District)

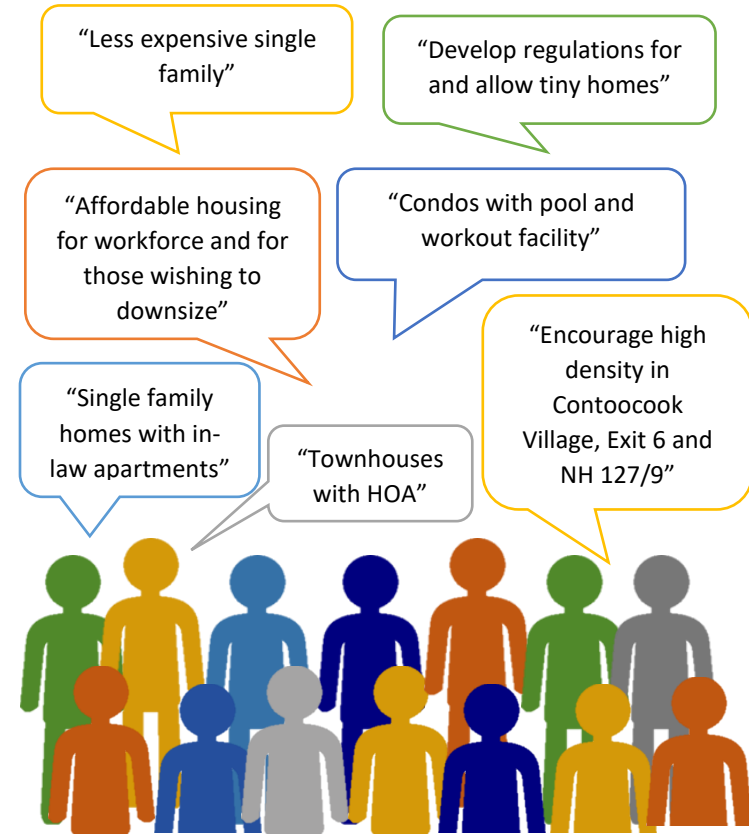
WHAT THE COMMUNITY SURVEY SAID...

Input received through the Community Survey indicated residents' appreciation of the Town's rural character and small-town feel, which includes a large inventory of historic and single-family homes. Overall, feedback supports preserving Hopkinton's character with single-family homes, though concern was also prevalent for housing to meet the changing demographic needs, notably seniors. Conservation subdivisions were also supported, as well as two-family housing and conversion of large homes into apartments.

Hopkinton's predominant form of housing is Single Family. What other types of housing would you like to see encouraged throughout Hopkinton?



Other comments received related to housing include support for condominiums and townhouses, particularly complexes with a pool or athletic facility. Concern was expressed for the Town's ability to provide services in the face of growth, particularly its impact on the municipal tax rate.



HOUSING TRENDS

Similar to population trends, housing units grew substantially during the 1980s and 1990s, with a boom in larger, single-family, multi-bedroom houses. As shown in Figure 2-1, the number of houses built during this two-decade period is nearly equal to the number of houses built in the forty years prior. The number of new housing units post- 2000 significantly decreased, with only 9.3% of the total housing stock built after 2000.

Looking specifically at recent annual data for the years between 2012 and 2020, Figure 2-2, tracking net change from year to year, indicates 98 residential building permits were issued, with a recent peak in 2018 with 19 permits. It should be noted that these figures represent a net gain and take into account demolition permits that were approved over the same time period.

Figure 2-3 shows the proportion of units by type in Hopkinton and adjoining communities, reinforcing the prevailing pattern of single-family homes in all surrounding communities. As reported by the U.S. Census Bureau, the majority of homes in Hopkinton (85%) have two or three bedrooms, while 34.3% have four or more.

Table 2-1 on the following page documents housing occupancy characteristics for both owner and renter-occupied units in Hopkinton and adjoining communities. As expected, the majority of occupied units are by the owner in Hopkinton and all abutting communities, though some communities have higher percentages than others. Approximately 89% of Hopkinton's occupied units are by the owner, leaving 11.1% as renter occupied. Of those owner-occupied, 57% are over the age of 55, emphasizing the

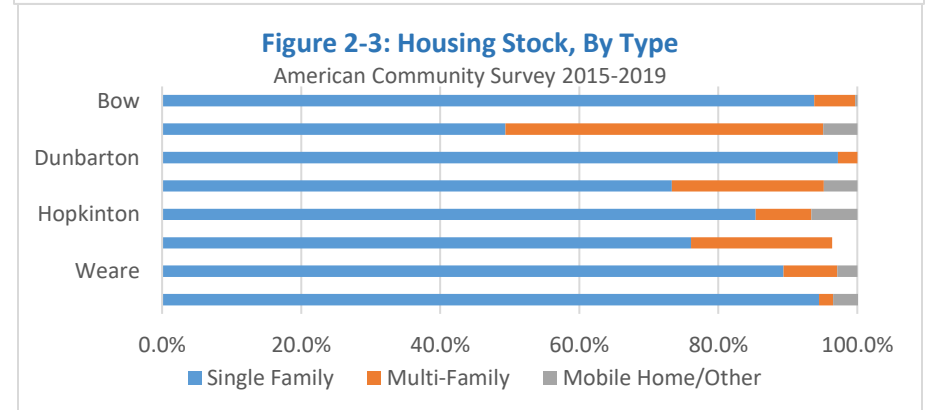
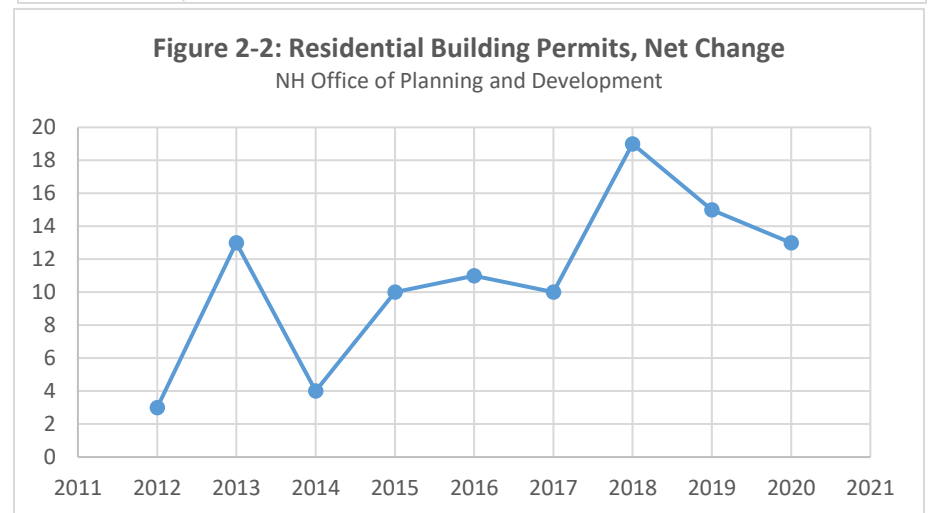
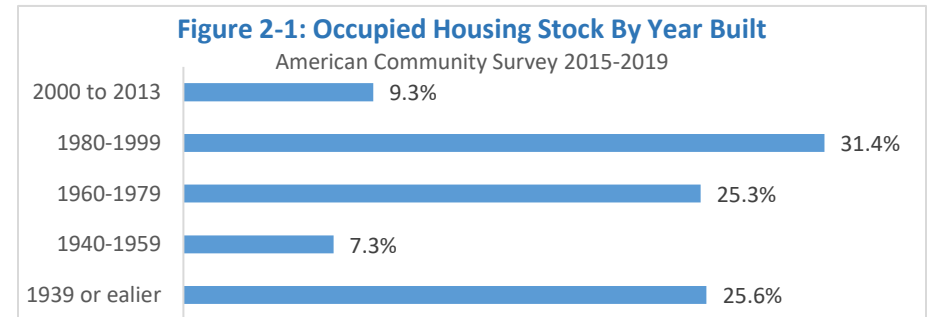


Table 2-1: Housing Occupancy Characteristics for Owner and Renter Occupied Units

American Community Survey 2015-2019

Community	Owner Occupied Units			Renter Occupied Units		
	Percent Owner Occupied	Percent Owners Over 55	Average Household Size	Percent Renter Occupied	Percent Renter Over 55	Average Household Size
Bow	89.4%	54.4%	2.95	10.6%	61.8%	2.46
Concord	52.8%	51.8%	2.58	47.2%	36.7%	1.96
Dunbarton	93.6%	46.6%	3.03	6.4%	46.7%	2.82
Henniker	75.1%	58.6%	2.67	24.9%	30.1%	1.91
Hopkinton	88.9%	57.0%	2.59	11.1%	30.0%	2.61
Warner	66.2%	55.7%	2.54	33.8%	43.2%	2.19
Weare	93.1%	42.8%	2.87	6.9%	30.7%	3.12
Webster	92.2%	54.5%	2.38	7.8%	81.4%	1.22

increasing number of seniors in Hopkinton. The average household size of owner-occupied units is 2.59 persons, an increase compared to past values counter to national and statewide trends currently being experienced. For renter-occupied dwellings in Hopkinton, 30% of occupants are over the age of 55, and the average household size is 2.61 persons.

Due in part to increased job growth and lower unemployment rates experienced statewide over the past few years; trends indicate increasing home values. Percentages of owner-occupied housing units by value in Hopkinton are shown in Figure 2-4. Approximately 32.7% of owner-occupied units are valued between \$200,000 and \$299,999, while 34.9% are valued between \$300,000 and \$499,999.

According to the American Community Survey 2015-2019 data, Hopkinton's median home value (\$270,400) is comparable to abutting communities. Table 2-2 on the following page indicates Bow has the highest median local home value, over \$300,000. Hopkinton does have one of the highest median rent values at \$1,138 per unit. The lowest median rent reported was in Webster, followed by Henniker, both of which have a median rent value under \$800 per unit.

Figure 2-4: Owner Occupied Housing Values in Hopkinton Percentage

American Community Survey 2015-2019

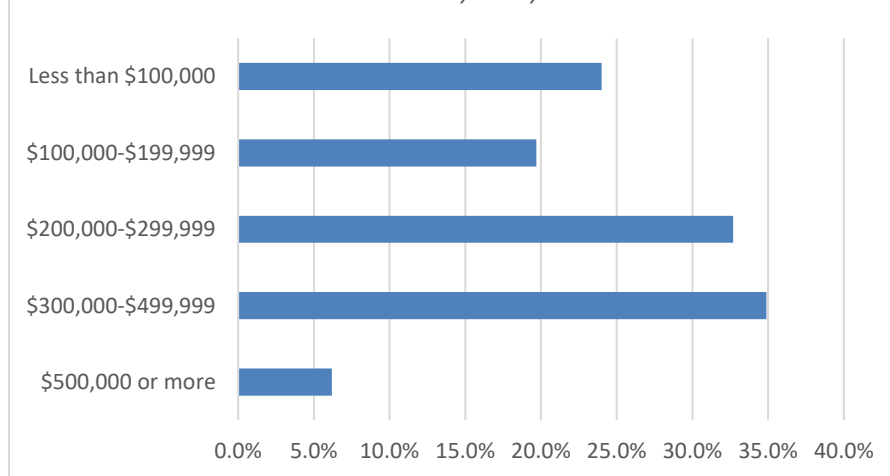


Figure 2-5 shows monthly household costs as a percentage of household income in Hopkinton. Based on the assumption that no more than 30% of a household's income should be spent on housing, the majority of residents fall within this category. Housing units without a mortgage show the largest number of dwellings paying less than 20% of their monthly household income on monthly household costs. Similarly, housing units paying rent show the largest number of dwellings paying more than 30% of their monthly household income on household costs.

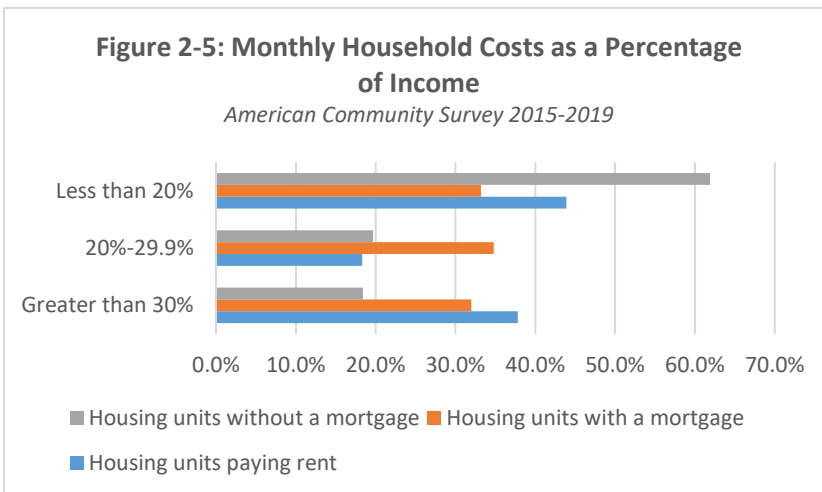
Table 2-2: Median Home Values and Rent Values

American Community Survey 2015-2019

Community	Median Value	Median Rent
Bow	\$319,300	\$1,167
Concord	\$230,200	\$1,083
Dunbarton	\$317,600	\$1,261
Henniker	\$241,000	\$753
Hopkinton	\$272,400	\$1,138
Warner	\$256,600	\$1,092
Weare	\$249,600	\$1,426
Webster	\$246,200	\$714

Figure 2-5: Monthly Household Costs as a Percentage of Income

American Community Survey 2015-2019



Making the choice to support a wider range of housing opportunities in Hopkinton

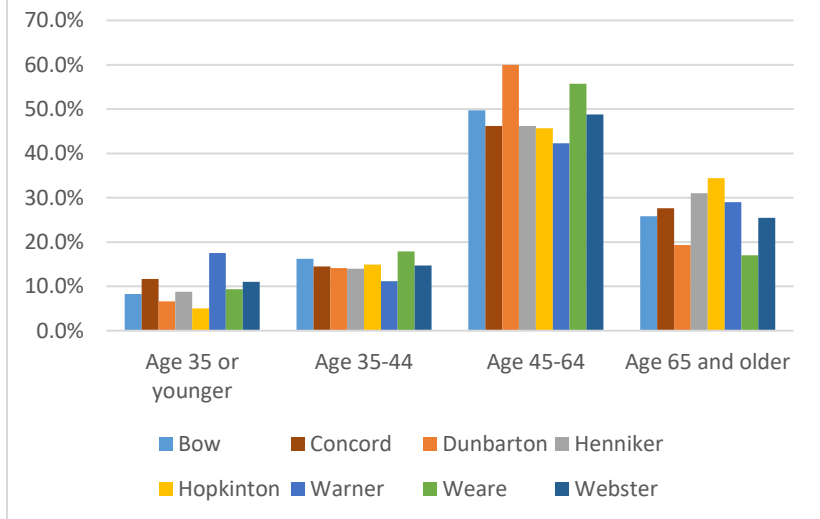
The recent Municipal Technical Assistance Grant (MTAG) from Plan NH provided an opportunity for the Town to examine prospects to provide more varied and affordable housing in Hopkinton. The conclusions of the planning process resulted in a series of zoning proposals considered at Town Meeting 2020. The proposals included:

- A. Adopt the “Commerce and Community Overlay District (CCOD)” in West Hopkinton along NH 127 (Maple Street) to the north of the US 202/NH 9/NH 127 intersection. The intent of the CCOD is to *provide an opportunity for a range of residential housing choices and small-scale neighborhood retail and services in a planned development that incorporates open space*. Further, an objective of the district is to *“encourage a variety of housing choices that allows for age-friendly and multi-generational home ownership and rental opportunities to that meet the affordability needs of all households that desire to live in Hopkinton...”*
- B. Change the underlying zoning district for the CCOD area as well as the area along Maple Street near Rowell Bridge from Industrial (M-1) to Commercial (B-1).
- C. Change the Zoning Ordinance Table of Uses to allow Affordable Housing (previously not permitted) and Multi-Family Dwellings (previously permitted as a special exception) as permitted uses in the B-1 district.

Together, the proposals were developed to support a wider variety of housing choices in the future. The warrant articles were all approved by voters at the 2020 Town Meeting.

Figure 2-6: Age of Homeowners (Occupied Units)

American Community Survey 2015-2019



DEMOGRAPHIC DEMANDS AND CURRENT HOUSING SUPPLY

For Hopkinton, like many towns in New Hampshire, there are a few demographic indicators that can drive housing needs. One is the age of the population. The significance of this statistic is that it can suggest a need for housing that is better suited for senior citizens or young adults, such as single floor living, smaller living spaces, and lower costs. Another statistic is that of the average household size. Household size can suggest more than one thing. A reduction in household size might suggest a decrease in the number of children, while an increase could suggest an increasing birth rate or immigration rate or that adults are choosing to live together.

In Hopkinton, the median age has steadily increased since the turn of the century. U.S. Census data in 2000 indicated a median age was 28.7 years. By 2010, U.S. Census data indicated the median age was 37.2 years. A separate data set by the Census Bureau, the 2015-2019 American Community Survey, reported a median age of 49.1. Clearly, these trends point toward an aging population in Town. With regards to a household size of occupied units, Hopkinton saw, on average, according to the 2015-2019 American Community Survey, 2.59 persons per household of owner-occupied units and 2.61 persons per household of renter-occupied units. In comparison, these figures were 2.51 and 2.08, as reported by the 2006-2010 American Community Survey, respectively. Taken together, the population is aging, and household sizes are growing.

AGE OF HOMEOWNERS

Figure 2-6 reinforces the trends of an aging population and housing needs as discussed throughout the Master Plan.

Approximately 77% of Hopkinton homeowners are over the age of 45, with nearly 31% over the age of 65. This is comparable to Hopkinton's abutting communities, which all have high percentages of homeowners over the age of 45. It is worth noting that Weare has a higher percentage of homeowners under the age of 35, especially when compared to the communities listed here.

THE ZONING FRAMEWORK IN HOPKINTON

Hopkinton has nine zoning districts: Residential/Agricultural (R-4), Low-Density Residential (R-3), Medium Density Residential (R-2), High-Density Residential (R-1), Commercial (B-1), Industrial (M-1), Village High-Density Residential (VR-1), Village Commercial (VB-1), and Village Industrial (VM-1). Single-family detached dwellings are permitted in the five residential districts and permitted by special

exceptions in the Industrial, Village Commercial, and Village Industrial districts. Single-family detached dwellings are not permitted in the Commercial District.

Two-family dwellings are permitted by right or special exception in all zones other than the B-1 district. In contrast, multi-family dwellings are permitted in several districts either outright or by special exception in zones other than the R-3, R-4, M-1, or VM-1 districts.

Congregate care housing is permitted in the B-1 district and by special exception in the R-1, R-2, VR-1, and VB-1 districts.

CONSERVATION SUBDIVISIONS

The purpose of the Conservation Subdivisions section of the Zoning Ordinance is to "*provide flexibility in the design and development of land to conserve open space, retain and protect important natural and cultural features, provide for efficient use of Town services; and promote the development of balanced residential communities in harmony with the natural landscape.*" Conservation Subdivisions are an important component of the Town's efforts to protect its natural resources. All residential subdivisions within the R1, R-2, R-3, R-4, M-1, VM-1, and VR-1 districts are required to be developed as Conservation Subdivisions unless they meet certain waiver requirements.

One of the biggest challenges with Conservation Subdivision housing is the density calculation process. A developer needs to assess how many units may be built on a site as well as how many density bonus units might be possible. A second factor is the cost involved in determining the number of permitted units. Some density calculation processes involve designing a subdivision twice, once with traditional subdivision and once with conservation subdivision. The time, difficulty, and cost involved with this can

Contoocook and Hopkinton Villages

The Town's two Villages encourage a range of housing choices.

The zoning districts encompassing **Contoocook Village** include Village High Density Residential (VR-1), Village Commercial (VB-1), and Village Industrial (VM-1). An area of Commercial (B-1) extends westerly along Pine Street, immediately adjacent to the VB-1 district. A wide variety of housing uses are permitted by right or special exception within the Contoocook Village zones. Furthermore, the Village's designation as a Community Revitalization Tax Relief Incentive zone (under NH RSA 79-E) emphasizes the importance of the Village and the interest in fostering continued reinvestment in the area.

Uses within **Hopkinton Village** are regulated by the Hopkinton Village Precinct Zoning Ordinance. The majority of the Village is designated as General Residential (District 1) which allows single and two-family dwellings as permitted uses, as well as a variety of municipal and other institutional uses. Manufactured housing on individual lots are permitted within the HVP Special Residential district (District 1A), while small scale commercial uses are permitted by right or special exception along several areas of Main Street.

For additional information on the Villages, please refer to the Land Use and Economic Base chapters of the Master Plan.

dissuade developers from choosing this development option as a result.

- An approach that seeks to simplify the density calculation process can consist of procedures where a portion of the land is deducted for roads, wetlands, and other "non-buildable" factors and dividing the remaining land by a simple factor. This will make the calculation process less expensive and provide better clarity for applicants and the Planning Board as the Ordinance is applied to a particular development. Hopkinton should consider simplifying its density calculation process to encourage the use of the Conservation Subdivision Ordinance.

COMMERCE AND COMMUNITY OVERLAY DISTRICT

The Commerce and Community Overlay District is an overlay district that encompasses much of the Hart's Corner Tax Increment Finance (TIF) District, along NH 127 and the area immediately adjacent to the US 202/NH 9/NH 127 intersection. The zone seeks to promote a mix of housing choices and small-scale neighborhood retail. The area's underlying zoning district is B-1.

In addition to the B-1 permitted uses, the following uses are permitted in the district: (1) Multi-family dwellings with a maximum of 24 units per building; and (2) Two-family units (two bedrooms) as part of a planned unit development. Mixed uses, meaning more than one use permitted per lot, are promoted by not requiring buildings that contain between eight and 24 attached residential units to have ground-level access.

The district seeks to encourage flexibility in design through a variety of density bonuses and variable lot dimensions, resulting in a mix of uses that protect open space in the area.

ACCESSORY DWELLINGS UNITS

Originally adopted in 2017 and amended in 2019, Section 3.12 (and 3.6.H.19) of the Zoning Ordinance regulates Accessory Dwelling Units (ADUs). They are often referred to as an "in-law apartment" for a single-family home. The collective effect of these two sections is that an ADU is permitted anywhere in Town that a single-family dwelling is allowed. In Hopkinton, the permissibility of ADUs can accomplish several things. First, it can help increase the supply of affordable and workforce housing without the need for more infrastructure or further land development. Second, it can provide flexible housing options for residents and their families, including the opportunity for aging residents to stay in their homes and age in place. A typical scenario could involve a retired couple creating an ADU to live in and having their adult children live and raise their family in the larger home. Finally, it can also integrate affordable

2022 Regional Housing Needs Assessment

The Central New Hampshire Regional Planning Commission (CNHRPC) is preparing a Regional Housing Needs Assessment (RHNA). The CNHRPC RHNA is part of a statewide effort to assess housing needs. Such an analysis can be used to assess to what extent the housing tools in communities throughout the region are leading to the actual construction of affordable units. It is important to note that there are many factors beyond the Town's control that can impact the actual construction of affordable units, but the analysis can help to identify the need for additional affordability tools. In short, it can be used to assess the opportunity to increase affordable housing. The 2022 Regional Housing Needs Assessment will be completed by December 31, 2022.

housing and workforce housing into the community with minimal negative impact.

MANUFACTURED HOUSING

Manufactured housing parks are permitted by special exception in the R-3, R-2, R-1, and VR-1 districts. Manufactured housing subdivisions are permitted in all the residential districts and by special exception in the VR-1 district.

AFFORDABLE HOUSING

The affordable housing option is permitted in the B-1, R-3, R-2, R-1, and VR-1 districts via the Affordable Housing Innovative Land Use Control Section of the Zoning Ordinance. The Ordinance outlines incentives related to the density and lot configuration to encourage a *"realistic opportunity for low and moderate-income individuals and families to obtain affordable housing in the Town of Hopkinton."* Further, the continued availability of affordable housing over a period of 20 years is required through a covenant or other contractual guarantee.

The Affordable Housing section provides at least two benefits to Hopkinton. This residential development method helps the Town meet its statutory obligations under the Workforce Housing statute, which require that a municipality provide a reasonable and realistic opportunity for all types of workforce housing to be built. More importantly, Affordable Housing addresses the real challenge of housing costs in Town.

- Periodic review and update of the Affordable Housing section in relation to the state statute, case law, and whether it is being used would be a strategy to encourage its use in Hopkinton.

GROWTH MANAGEMENT

The Growth Management Ordinance, originally adopted in 1989 and readopted as recently as 2017, outlines general findings related to growth in Hopkinton and includes an annual Planning Board process to review indicators of growth impact. The growth indicators include the number of building permits issued, recent population growth, including past or expected growth in the number of students within the Hopkinton School System, the Town's reported full value tax rate in comparison with abutting communities or Merrimack County, and/or the Town's annual municipal and school capital expenditures in relation to the total municipal and school department expenditures combined (i.e., does this exceed the 20% threshold?)

If one of the growth indicators is met, the Planning Board may issue a notice of growth impact that requires the phasing of large future developments and limits the number of building permits for the following year. The review of growth indicators has not required growth management actions to be triggered since the early 2000s. The Growth Management Ordinance is currently scheduled to terminate if not readopted at Town Meeting 2022.

IMPACT FEES

The assessment of Impact Fees by the Planning Board is permitted under Chapter 13-A of the Zoning Ordinance. The definition as found in the Ordinance:

Impact fee: Shall mean a fee or assessment imposed upon development, including subdivision, building construction, or other land-use change, in order to help meet the needs occasioned by the development for the construction or improvement of capital facilities owned or operated by the municipality, including and limited to water treatment and

distribution facilities; wastewater treatment and disposal facilities; sanitary sewers; storm water, drainage and flood control facilities; public road systems and rights-of-way; municipal office facilities; public school facilities; the municipality's proportional share of capital facilities of a cooperative or regional school district of which the municipality is a member; public safety facilities; solid waste collection, transfer, recycling, processing and disposal facilities; public libraries; and public recreation facilities, not including public open space.

As a rule, the equitable assessment of impact fees and the administration of impact fees is difficult for small communities as the amount of the fee must be a proportional share of a capital cost that is *reasonably related to the capital needs created by the development*, and if the funds are not used or encumbered within six years, the funds must be returned with accrued interest. To date, impact fees have not yet been assessed in Hopkinton.

SUMMARIZING HOPKINTON'S HOUSING NEEDS

Hopkinton is at a crossroads of sorts with regard to housing. Changing demographics and an evolving economy have resulted in a new framework in which to understand housing needs. Reviewing the American Community Survey data between 2009 and 2019, Hopkinton's housing stock grew modestly by about 0.24% each year (a total of 2.6% between 2009 and 2019). The underlying findings of this Chapter are that demographics like household size, income, and an aging population are driving the change in housing demand. Another demographic factor of note is household sizes have increased. Are younger people moving home due to the economy and the cost of housing? Are seniors moving in with adult children? These data points suggest the *type and cost of*

housing should be the focal point of Hopkinton's housing strategy more so than the *number* of units.

What kind of housing should Hopkinton encourage? Units that are smaller, more affordable, and closer to amenities are what the findings of this Chapter suggest as Hopkinton's challenge is affordability and a need for smaller housing. These focal points would address the demands of downsizing seniors but also the young, first-time home buyers. Smaller, affordable housing also impacts economic development by supporting the "live/work/play" strategy that is often the focus of many municipal economic development strategies. This type of housing will ensure employers can highlight housing and the quality of life as a draw for potential employees, making Hopkinton an attractive destination for new businesses. Plus, affordable housing stock will make the decision to stay in Town easier for existing businesses.

There are several practical solutions to the dual challenges of cost and housing type. One way is to encourage a mix of densities and types in certain zones.

- Review potential strategies like mixed uses in Contoocook Village and ensure multi-family housing is permitted in places like Hart's Corner. Multi-family units will help provide rental housing while serving the needs of downsizing seniors as well as families moving to Town. Economic development can occur in a Village setting with different housing types.

A mix of housing in Contoocook Village will contribute to a vibrant town center. For downsizing seniors, smaller housing options in the Village will place them closer to necessary amenities. Affordable housing allows for the potential for more "regular" customers for Village businesses, a significant economic development draw.

Conservation subdivisions are another strategy to lower costs and provide a more varied type of housing stock.

- Clustering homes using the Conservation Subdivision Ordinance can lower housing costs, and density incentives can encourage developers to develop housing types that directly address housing stock challenges. For instance, a developer could be permitted more units if they limit the number of bedrooms, construct ranch-style homes, and list the sale of smaller units to Hopkinton seniors or first-time home buyers. These strategies would directly address cost, type, and senior and first-time buyer housing.
- Conservation Subdivision can also be tailored to the type of open space provided in cluster developments. This can directly impact the quality of life and be an additional selling point for clustered units. A final strategy is to make sure that the application process for a Conservation Subdivision is simple and clear to ensure that it is used. One of the biggest challenges to doing so is the density calculation process. Attempts to simplify this can go a long way.

When Hopkinton adopted Section XVI, Affordable Housing, it was a zoning ordinance ahead of its time. The Ordinance specifically seeks to address the cost of the challenge of housing costs for those making an average wage in the area.

- Hopkinton will need to continue to support the potential for Workforce Housing Development and encourage the development of accessory dwelling units (ADUs). Encouraging ADU development can address housing affordability while providing an option for seniors looking to downsize and an interim step for adult children entering the workforce.

The changing housing framework in Hopkinton may present challenges, but it also presents opportunities. The dual challenge of addressing cost and housing type is something that many municipalities struggle with. Those communities that offer solutions will increase the quality of life for their current and future citizens and encourage economic growth by strengthening the "live/work/play" appeal of their Town. Hopkinton has made progress in this regard over the years and should continue to address these issues in the future.

OBJECTIVES & RECOMMENDATIONS

The following objectives were developed to capture the overall goals of the Housing Chapter. Individual recommendations were developed that correlate to the existing conditions and needs of the community.

OBJECTIVE 1:

Continue to support a mix of housing density and types in Hopkinton.

- Support and promote the appropriate inclusion of multi-family housing as an element of future development in the Hart's Corner Tax Increment Financing (TIF) District.
- Continue to support mixed uses and appropriate densities in Contocook Village.
- Continue to support the use of Accessory Dwelling Units as one of the methods to meet the changing needs of residents.

OBJECTIVE 2:

Promote the use of Conservation Subdivisions where applicable.

- Simplify the application procedures for Conservation Subdivisions, notably calculating the base number of buildings and dwelling units.
- Consider developing an open space ranking system that provides higher allowable densities when protecting more desirable open spaces.

OBJECTIVE 3: Encourage the development of additional single-family homes that are smaller and more affordable to accommodate downsizing seniors and younger families purchasing their first home.

- Encourage Conservation Subdivisions that specifically address affordability issues by way of a variety of housing types. Consider enhancing density incentives specifically for developments that include smaller homes (two and three bedrooms); ranch style homes with one floor; sale of units to Hopkinton seniors who are downsizing; or first-time home buyers.
- Continue to support the development of future workforce housing and senior housing under Section XVI, Affordable Housing, of the Zoning Ordinance to meet the housing needs of all Hopkinton residents. Improve the Affordable Housing Ordinance's effectiveness related to affordability and housing variety while ensuring ease and efficiency of use of the Ordinance.

ECONOMIC BASE

Hopkinton strives to maintain the Town's rural character while balancing economic and environmental health. A strong, diverse economy is a key element of sustainability. A diverse tax base benefits residents, including job options, access to goods and services, and financial support for community service. Strong working relationships between businesses and local government are important elements for successful economic development.

Hopkinton is advantaged by its location, accessibility, and two distinct villages. With multiple access points to I-89, Hopkinton is easily accessible to Boston, New Hampshire's Upper Valley, and points beyond. Within Hopkinton are two historic villages, which provide a selection of shops, services, and other businesses. The Economic Development Committee provides active, ongoing economic growth and development support.

This Economic Base Chapter lays out the existing state of the Town's economy and identifies economic development tools in use and available to Hopkinton. This Chapter also reviews other considerations such as the Town's conservation lands and trails, strong school system, and transportation network. A series of recommendations, including specific actions to help achieve the Town's vision, are listed at the end of the Chapter.



KEY FINDINGS

A review of the issues in this Chapter and through public involvement identifies several key findings, with steps to move forward noted later in the Chapter:

- When asked in the 2020 Community Survey what new types of commercial enterprises would be desired in Hopkinton, respondents were most supportive of restaurants, agricultural, recreational, professional development, and home businesses. There was an overwhelming concern for the current tax rate, with many open to commercial development.
- In 2021, Hopkinton employers offered the median average weekly wages (\$1,106). Compared with adjacent towns, Dunbarton's wages were the highest (\$1,368) and Warner's wages the lowest (\$722).
- In 2020, Hopkinton's total tax rate was second highest compared to its seven neighboring communities.
- Hopkinton makes use of several available economic development tools, including the Community Revitalization Tax Relief Incentive (RSA 79-E), the Economic Revitalization Zone (ERZ) program, and the Tax Increment Financing Districts (TIFs). Another potential tool is the Commercial and Industrial Construction Exemption.
- The Economic Development Committee can actively shape future economic development in several ways, one of which is to draft and adopt an Economic Development and Marketing Strategy.

Central/Southern Region of New Hampshire Comprehensive Economic Development Strategy (CEDS)

A Comprehensive Economic Development Strategy (CEDS) is a locally-based, regionally-driven planning process designed to bring the public and private sectors together in the creation of a strategic roadmap or plan for regional economic development.

A “Project List,” along with a vision, and goals and objectives make up the heart of the CEDS. Several local Hopkinton projects were included in the 2019 Central / Southern Region of New Hampshire CEDS, including potential improvements at the Main Street/NH 103 intersection, the US 202/NH 9/NH 127 intersection improvement project, and potential improvements to the Hopkinton Fair Grandstand.

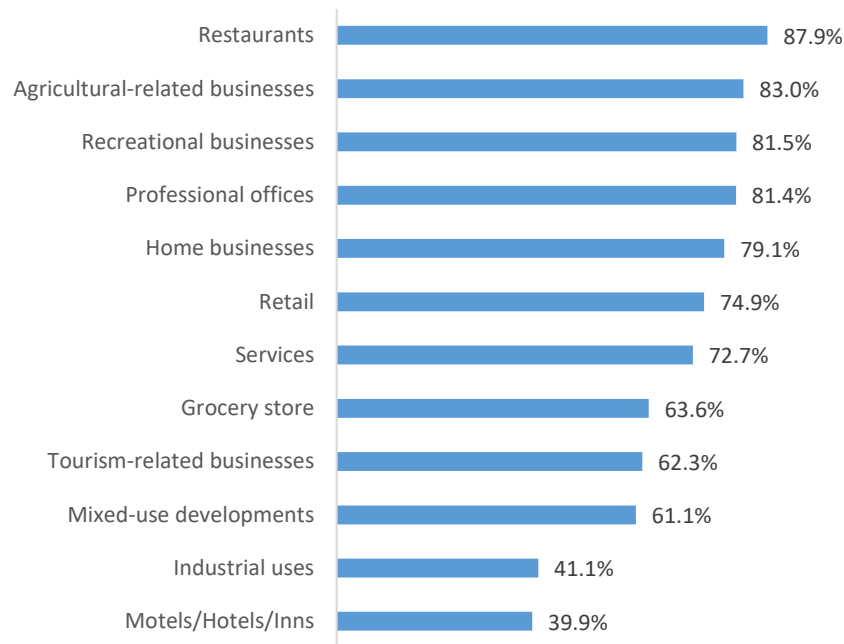
The CEDS is designed to foster collaboration between regions and communities, build capacity and guide the economic prosperity and resiliency of the Central/Southern region. It also includes an analysis of the regional economy; establishes regional goals and objectives; sets forth a regional plan of action; and identifies investment priorities and funding sources for the region.

An important benefit of the CEDS is that it is a prerequisite for the region to be designated by the US Economic Development Administration (EDA) as a future Economic Development District (EDD). A designated EDD enables municipalities and counties to qualify for funding under EDA’s current public works, economic adjustment and planning grant programs. Currently, there are three EDDs located within New Hampshire. The CEDS is slated to be updated in 2024.

- Other characteristics affect the Town's economic wellbeing, such as the trail network, schools, potential improvements to the transportation network, and the predictability of the planning process.

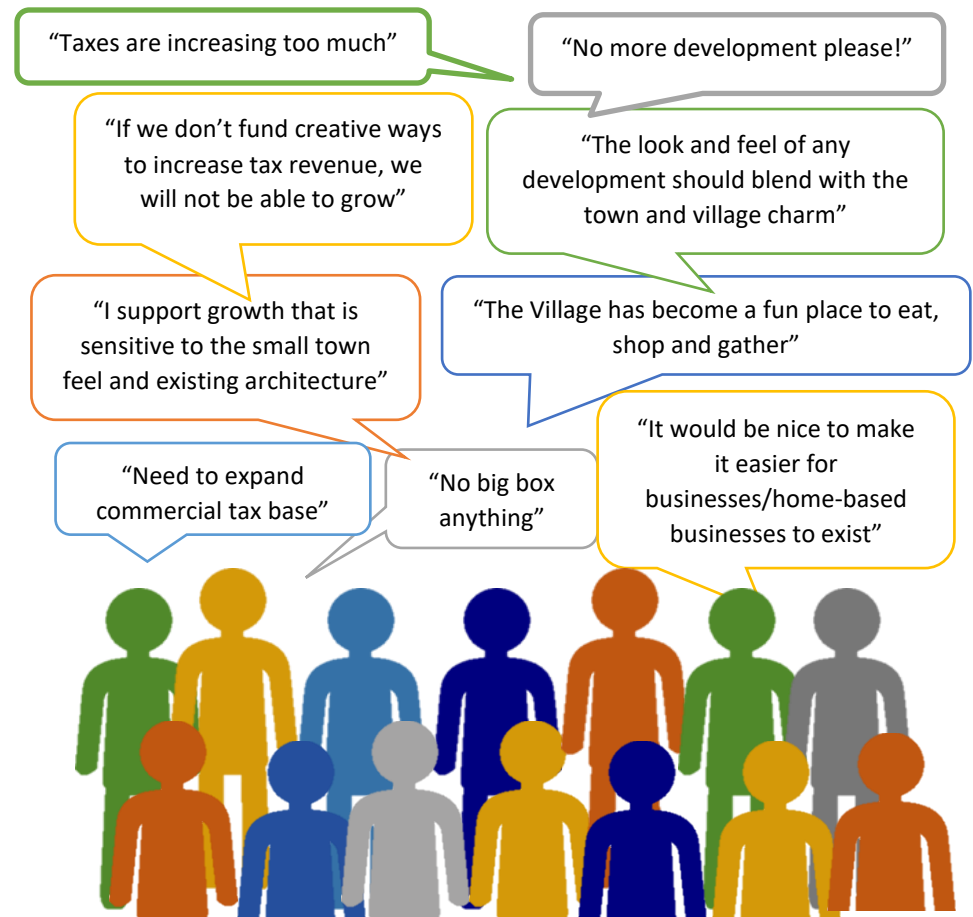
WHAT THE COMMUNITY SURVEY SAID...

Which of the following commercial enterprises would you like to see within Hopkinton?



Again, when asked what new types of commercial enterprises would be desired in Hopkinton, respondents were most supportive of restaurants, agricultural, recreational, professional development, and home businesses. As shown in the graphic, many other

commercial enterprises were also rated highly. There was an overwhelming concern for the current tax rate, with many open to commercial development that could contribute to balancing this rate to be more manageable for residents and property owners.



ECONOMIC CHARACTERISTICS

An analysis of various datasets, such as labor force and employment, provides opportunities for Hopkinton to understand economic trends and to weigh these trends against the overall vision and recommendations identified in this Chapter. It is important to note that at the time of preparing this Chapter, the world is in the midst of the COVID-19 pandemic. It is unknown, at this time, what impacts the pandemic will have on the following economic trends, which should be considered when utilizing this data in future planning.

LABOR FORCE, EMPLOYMENT, AND UNEMPLOYMENT

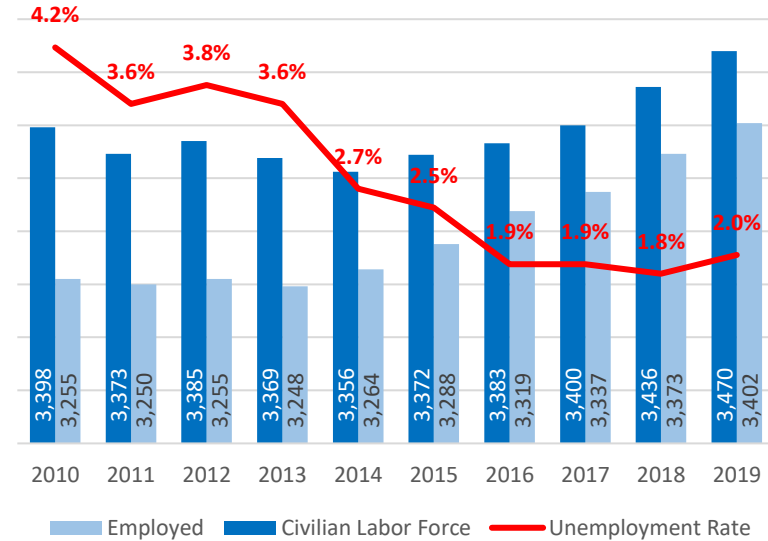
Figure 3-1 shows that the civilian labor force residing in Hopkinton has fluctuated over the past ten years. The highest numbers reported since 2010 were in 2019, with a civilian labor force of 3,470 people, 72 people more than the 2010 civilian labor force of 3,398. In 2020, with the onset of the COVID-19 pandemic, the civilian labor force declined to 3,401 people, and by December of 2021, it was reported at 3,333 people.

The number of employed residents increased steadily between 2013 and 2019, with 3,402 employed residents reported in 2019. With the onset of the COVID-19 pandemic in early 2020, the number of employed residents decreased to 3,260 in 2020.

Hopkinton's unemployment rate has decreased over the past ten years, except for a slight uptick in 2012 and again in 2019 (Figure 3-1). In recent years, Hopkinton's unemployment rate has remained lower than the county and statewide levels, with an unemployment rate of 2.0% in 2019, as compared to Merrimack County (2.3%) and the state of New Hampshire (2.5%). Despite the sharp increase in unemployment due to the COVID-19 Pandemic, Hopkinton's 2020 unemployment rate of 4.8% remained lower than Merrimack County (5.8%) and the State of NH (6.7%).

Figure 3-1: Historic Civilian Labor Force, Employed Labor Force, & Unemployment Rate for Hopkinton

GraniteStats, New Hampshire Employment Security



It is also worth noting that unemployment trends changed dramatically after the 2008 financial crisis and during the subsequent recession. Although New Hampshire fared better than other states, it was not immune from the economic downturn.

New Hampshire and Federal unemployment rates in 2009 and 2010 were more than double the 2000 rates, and Hopkinton was no exception. While unemployment rates continued to decline until 2019, the COVID-19 pandemic caused a sharp uptick in unemployment in 2020. While the data for 2021 is still preliminary, it appears that Hopkinton unemployment rates have recovered to pre-pandemic levels, with unemployment at just 1.2% in December of 2021.

EMPLOYMENT

Employment by industry sector indicated that most jobs in Hopkinton are in wholesale trade (40.7%), followed by educational services (18.9%) and manufacturing (8.2%), respectively, as reported by the U.S. Census Bureau in 2019. Other common industry sectors include construction, public administration, accommodation and food service, retail trade, health care, and social assistance.

Figure 3-2 displays the highest density of jobs in Hopkinton in the area of Exit 6 on I-89 (along NH 127) and in Contoocook. There are several other areas of employment located throughout the Town.

Table 3-1: Annual Average Employment & Wages, Private Plus Government Industries, 2020

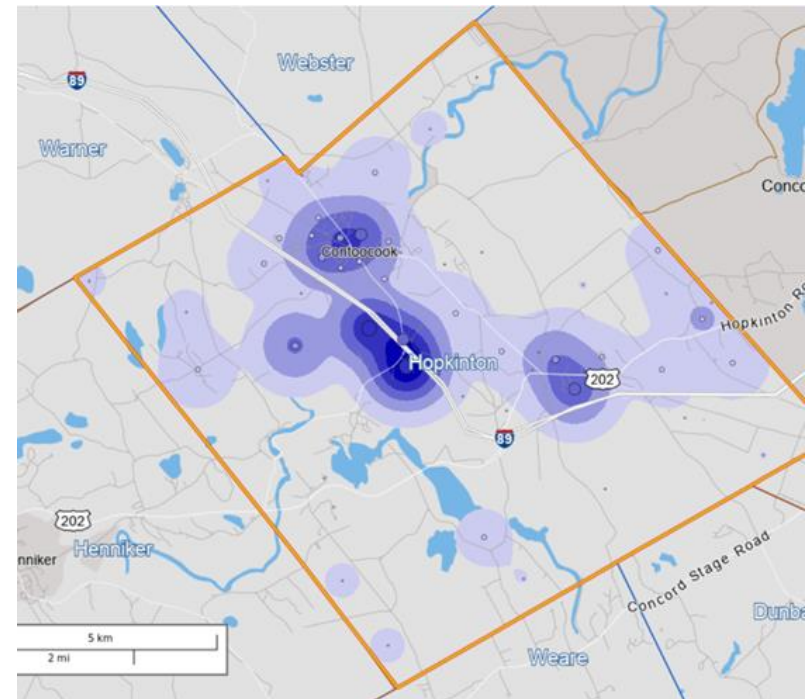
Economic and Labor Market Information Bureau, New Hampshire Employment Security

Community	Annual Average Covered Employment	Average Weekly Wage (Covered Employment)
Bow	3,799	\$1,217.30
Concord	38,152	\$1,188.75
Dunbarton	338	\$1,367.52
Henniker	1,494	\$890.88
Hopkinton	1,635	\$1,106.07
Warner	871	\$721.99
Weare	1,810	\$1,005.99
Webster	151	\$1,072.37

Comparing wages paid by employers in Hopkinton to those in the surrounding communities gives a better understanding of the types and quality of the jobs located in Hopkinton. As seen in Table 3-1, as of 2020, among adjacent towns, Hopkinton employers offer one of the highest annual average weekly wages (\$1,106). Please note the figures display the average annual weekly wage for those employed in Hopkinton, not the average weekly wage of a Hopkinton resident.

Figure 3-2: Location & Density of Jobs in Hopkinton, 2019

U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics



Map Legend

- | | |
|------------------------------------|--------------------------------------|
| Job Density [Jobs/Sq. Mile] | Job Count [Jobs/Census Block] |
| ■ 5 - 60 | ● 1 - 4 |
| ■ 61 - 228 | ● 5 - 31 |
| ■ 229 - 507 | ● 32 - 105 |
| ■ 508 - 897 | ● 106 - 248 |
| ■ 898 - 1,400 | ● 249 - 485 |

COMMUTING PATTERNS

According to the U.S. Census Bureau's Center for Economic Studies, the majority of employed residents in 2019 were employed in a community outside of Hopkinton. Residents employed outside of Hopkinton numbered 2,513, while 348 residents were employed within Hopkinton

(Figure 3-3). As shown in Figure 3-4, many residents commute in the southeast direction, with approximately 27% of residents working in Concord and 10.4% of residents working in Manchester in 2019. Other locations, though at smaller percentages, included Nashua, Lebanon, Portsmouth, Laconia, Boston, New London, Keene, and others.

In 2019, an estimated 1,466 non-residents commuted into Hopkinton for work, most from Concord (14.6%) and Manchester (4.4%).

Figure 3-3: Employment Inflow and Outflow, 2019

U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics

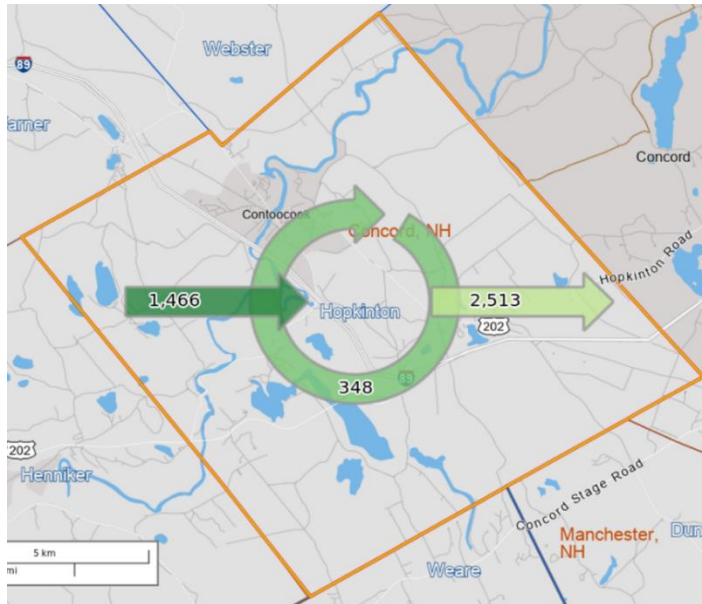


Figure 3-4: Job Count by Distance and Direction of Hopkinton Residents, 2019

U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics

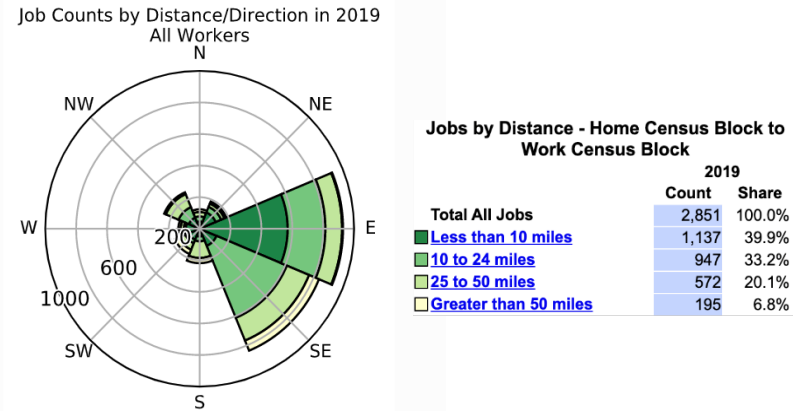
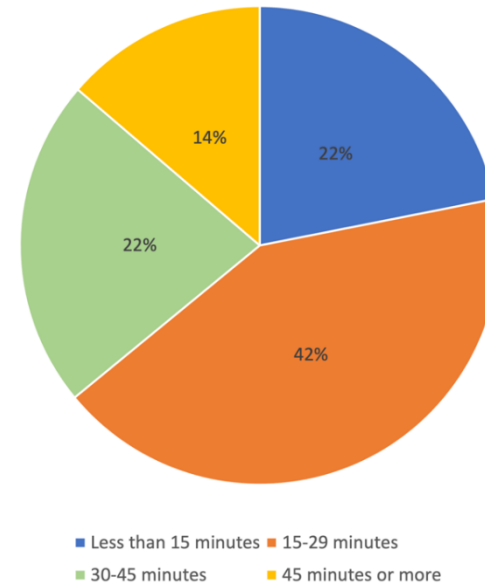


Figure 3-5: Residents Travel Time to Work, 2019

U.S. Census Bureau, American Community Survey 2015-2019



TOWN TAX RATE AND VALUATION

A review of Hopkinton's overall tax rate per \$1,000 of valuation displayed in Table 3-2 between 2010 and 2020 shows that the rate increased overall from \$26.72 in 2010 to \$30.87 in 2020. During this time, increases occurred every year except for 2016 and 2019. Fluctuations of the municipal, county, local, and state school rates occurred over the decade, with the highest total tax rate per \$1,000 valuation occurring in 2018 at \$34.74.

Compared to its adjacent communities, Hopkinton's total valuation falls near the middle at \$867,408,150 in 2020, as shown in Table 3-3. Hopkinton's 2020 tax rate of \$29.25 was the second-highest of the adjacent communities, less than only Henniker (\$31.24). Hopkinton's full value or equalized tax rate was (\$26.26), less than both Henniker (\$28.04) and Warner (\$26.46).

Table 3-2: Hopkinton's Tax Rate, 2010-2020

New Hampshire Department of Revenue Administration

Year	Municipal Rate per \$1000	County Rate per \$1000	State Education Rate per \$1000	Local Education Rate per \$1000	Total Tax Rate per \$1000
2010	\$5.05	\$2.72	\$2.68	\$16.27	\$26.72
2011	\$5.06	\$2.88	\$2.43	\$17.17	\$27.54
2012	\$5.10	\$2.80	\$2.52	\$17.77	\$28.19
2013	\$5.10	\$2.67	\$2.44	\$18.53	\$28.74
2014	\$5.94	\$2.99	\$2.54	\$21.09	\$32.56
2015	\$6.92	\$3.04	\$2.51	\$21.15	\$33.62
2016	\$7.09	\$2.87	\$2.52	\$21.07	\$33.55
2017	\$7.09	\$3.04	\$2.35	\$21.81	\$34.29
2018	\$7.36	\$3.06	\$2.37	\$21.95	\$34.74
2019	\$6.25	\$2.47	\$1.90	\$18.50	\$29.12
2020	\$6.54	\$2.52	\$1.89	\$19.92	\$29.25

What is equalization?

Equalized valuation, or equalization, is an adjustment of the Town's local assessed values, either upward or downward, to approximate the full value of the Town's property. Calculated by the NH Department of Revenue Administration, an equalization rate of 100 means the municipality is assessing property at 100 percent of market value. A ratio less than 100 means the municipality's total market value is greater than its assessed value. The full value tax rate can then be used to make a limited comparison of what a property in one municipality would pay for taxes to a property of equal value in another municipality. This process is due to an imbalance caused by varying local assessment levels. The full value tax rate is the equalized tax rate for a town.

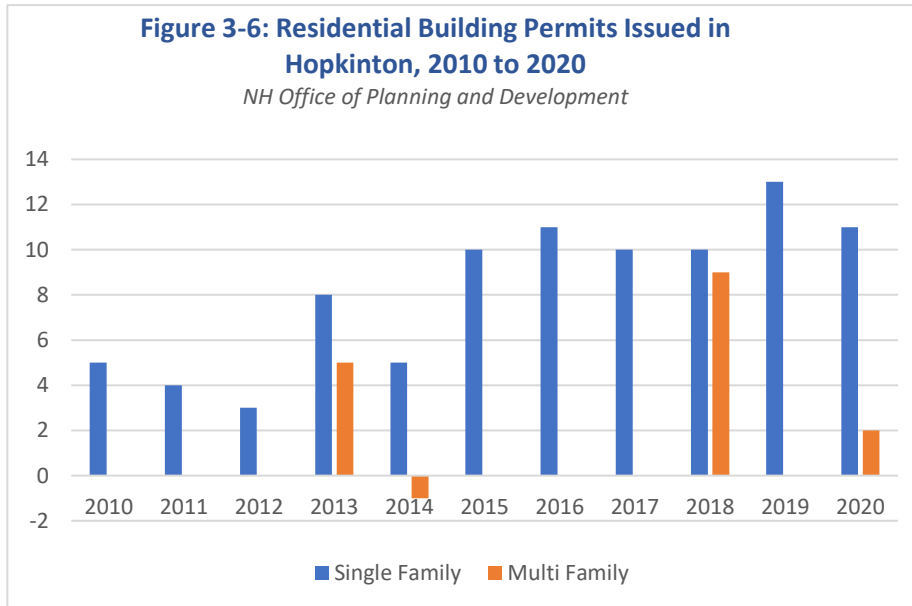
Table 3-3: Equalized Tax Rates of Hopkinton and Surrounding Communities, 2020

New Hampshire Department of Revenue Administration

Community	Total Equalized Valuation including Utilities & Railroad	Tax Rate per \$1000	2020 EQ Ratio	Full Value Tax Rate
Bow	\$1,384,994,273	\$25.58	93.4	\$23.36
Concord	\$5,031,850,447	\$26.76	94.5	\$24.84
Dunbarton	\$441,154,324	\$22.28	90.2	\$19.80
Henniker	\$524,799,011	\$31.24	92.0	\$28.04
Hopkinton	\$867,408,150	\$29.25	93.0	\$26.26
Warner	\$345,417,565	\$28.40	94.3	\$26.46
Weare	\$1,138,533,136	\$23.95	78.7	\$18.64
Webster	\$293,494,015	\$22.19	81.5	\$17.81

DEVELOPMENT TRENDS

Figure 3-6 displays the number of residential building permits issued in Hopkinton from 2010 through 2020. The data demonstrate the net change in permits and includes both permits for construction and for demolition. The majority of new permits over the period were single-family units, with a notable number of permits issued each year. The year 2018 had the highest number of single-family permits with a net change of 19 permits. A fewer number of multi-family unit permits were issued over the period, with a net change of 5 permits issued in 2013 and a net change of 9 permits issued in 2018. In 2014, there was a net change of negative 1 unit, indicating at least one demolition permit issued that year.



The Role of the Economic Development Committee

It takes a great deal of effort and momentum to undertake an appropriate level of economic development in a small community. Hopkinton has an active, all-volunteer Economic Development Committee (EDC) that works to promote economic development in Hopkinton through implementation of available tools and programs. In addition, the EDC guides the work of the Economic Development Director, a part-time Town position established in 2021. Specific tasks and goals of the Economic Development Committee include:

- Coordinate with other town boards to educate residents and businesses about the available economic development tools described in this chapter and work towards implementation.
- Engage in strategic economic development planning and policy development and recommend zoning changes when needed to encourage sound economic development.
- Continue efforts to evaluate potential water/sewer service extensions along Maple Street.
- Develop promotional materials about economic development information on the Hopkinton town website.
- Utilize available resources to promote potential commercial/industrial properties that are currently on the market.
- Prepare, adopt, and implement a town-wide Economic Development and Marketing Strategy.

ECONOMIC DEVELOPMENT TOOLS

There are several economic development tools available for use by municipalities in New Hampshire. The tools already in use in Hopkinton include (1) the Community Revitalization Tax Relief Incentive (RSA-79-E), (2) the Economic Revitalization Zone (ERZ) program, and (3) Tax Increment Finance (TIF) districts.

In addition to these programs already in place, the Commercial and Industrial Construction Exemption could be used in the future to provide further incentives for commercial or industrial development.

While different in their application (some offer temporary local property tax relief, while others offer a possible reduction in New Hampshire business profits tax), these tools can be used to help further Hopkinton's economic development goals. A summary of the tools follows.

COMMUNITY REVITALIZATION TAX RELIEF INCENTIVE (RSA 79-E)

The provisions of NH RSA 79-E were adopted at the 2009 Town Meeting, giving the Select Board authority to delay any increase in taxes for property owners in the Contoocook Village area if they replace or substantially rehabilitate their property. Its goal is to encourage the rehabilitation and active reuse of underutilized buildings in historic villages and downtown centers.

How the Community Revitalization Tax Relief Incentive works:

- A property owner who wants to substantially rehabilitate a building located in the 79-E district may apply to the Select Board for a period of temporary tax relief.
- The temporary tax relief, if granted, would consist of a finite period of time during which the property tax on the structure would not increase as a result of its substantial rehabilitation.

- In exchange for the relief, the property owner grants a covenant ensuring there is a public benefit to the rehabilitation.
- Following expiration of the tax relief period (up to five years), the structure would be taxed at its full market value taking into account the rehabilitation.

ECONOMIC REVITALIZATION ZONES (ERZs)

The Economic Revitalization Zone (ERZ) program is enabled in the State of New Hampshire through NH RSA 162-N. The program allows municipalities to establish certain zones in a community where a business can then seek a credit on its New Hampshire Business Profits Tax. To establish a zone or zones, the Town may apply to the program (administered by the N.H. Division of Economic Development) following a process outlined in NH RSA 162-N:8.

The ERZ program seeks to foster employment growth and investment in infrastructure that can lead to additional employment. The ERZ program currently has \$825,000 available per year for tax credits throughout the State of New Hampshire.

To date, the Town of Hopkinton has received approval for the Exit 6 and Contoocook Village ERZs.

TAX INCREMENT FINANCING (TIF) DISTRICTS (NH RSA 162-K)

The creation of a Tax Increment Financing (TIF) district permits the financing of public improvements with the incremental taxes created either by new construction, expansion, or renovation of property within a defined area of Town. In 2018, the Hart's Corner Tax Increment Financing District and the Exit 6 Tax Increment Financing District were approved at Town Meeting (The Hart's Corner TIF was amended in 2020).

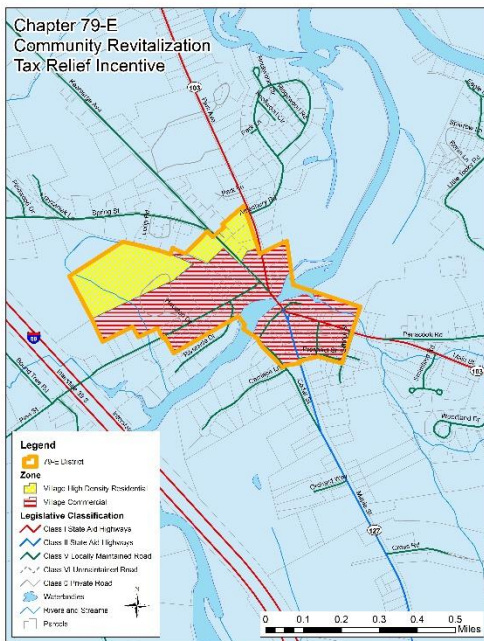
The overall goal of a TIF is to proactively address necessary improvements to help attract or retain economic development activity in a particular part of the Town. At its most basic level, when a TIF is established, the taxable value of the parcels in the district is identified. Increases above that assessed value are then used to fund infrastructure improvements. A TIF doesn't take money out of the tax base; it merely defers new taxes in a particular area as the increased tax base is used to pay for physical improvements needed for economic development. Once the improvements are paid for, the additional tax revenue is directed to the Town's tax base.

This tax incentive is similar to the Community Revitalization Tax Relief Incentive (NH RSA 79-E) described above in that it seeks to promote investment through the short-term reduction of local property taxes, although this tool extends the approach to commercial or industrial uses.

If adopted at Town Meeting, the Commercial and Industrial Construction tax exemption shall be a specified percentage on an annual basis of the increase in assessed value attributable to the construction of new structures and additions, renovations, or improvements to existing structures to not exceed 50 percent per year. The Town Meeting vote must specify the percentage of new assessed value to be exempted and the number of years duration following construction. The vote to adopt remains in effect for five years, though exemptions shall continue for the rate and duration granted.

The maximum period for the exemption is ten years following the new construction and only applies to municipal and local school property taxes. The exemption can be limited to specific zones or apply to all commercial/industrial properties. Also, similar to the NH RSA 79-E zone, the exemption is approved on a case-by-case basis based on the project's public benefit.

Although the development of a TIF can be a difficult economic tool to develop and administer due to its complexity and long-term approach, it can be a valuable tool to finance infrastructure improvements that would not otherwise be undertaken, such as the extension of water/sewer or other necessary infrastructure to the Exit 6 or Hart's Corner areas.



COMMERCIAL AND INDUSTRIAL CONSTRUCTION EXEMPTION (NH RSA 72: 80-83)

Central NH Regional Planning Commission Brownfields Assessment Program

For nearly six years, CNHRPC has been utilizing EPA brownfields assessment grant funds to help communities assess abandoned or underutilized commercial, industrial, and light industrial sites to position them for cleanup and reuse.

The assessment program could be utilized in the future to assess areas in the CCOD overlay district to foster redevelopment in the district.

Some of the key factors include:

- A “brownfields” is a site that is or is perceived to be contaminated. This contamination or perception prevents it from being reused.
- CNHRPC to date has been awarded \$700,000 dollars in assessment funds and is the process of applying for another \$300,000. These funds can fund 100% of assessment activities for a site.

Assessment involves the following steps:

- Phase 1: research of historic documents to develop “leads” on what contamination may exist
- Phase 2: soil, water, or building material testing (scientifically quantify levels of contamination)
- Phase 3: reuse planning (develops plan for cleanup and reuse). Completion of this step opens the door for cleanup grant funds and can generate interest from developers.

OTHER ECONOMIC DEVELOPMENT CONSIDERATIONS

Economic development efforts are not limited to available tax incentives or the outreach and promotion to existing or potential businesses. Other topics can affect the Town's economic wellbeing, including the trail network, schools, potential improvements to the transportation network, and the predictability of the planning process.

ZONING CHANGES

As noted in the Housing and Land Use chapters, the recent adoption of the "Commerce and Community Overlay District (CCOD)" in West Hopkinton along NH 127 (Maple Street) to the north of the US 202/NH 9 provides a future opportunity for a range of residential housing choices and small-scale neighborhood retail and services in a planned development that incorporates open space. Those changes, in coordination with potential investment in infrastructure through the Hart's Corner TIF District, offer a great opportunity for a mixed-use development that could both serve to widen housing choices while increasing the Town's tax base.

Another key opportunity to expand the tax base includes the examination of options to modify permitted uses and zone boundaries within the Burnham Intervale M-1 zone (see Existing and Future Land Use Chapter).

HOPKINTON'S TRAILS

Trails and recreational opportunities can contribute to the attractiveness and quality of life in any community, and Hopkinton is well-positioned to capitalize on the trails and open spaces it has to offer. These trails are attractive amenities that enhance the quality of life. Having an option to walk or ride a bicycle on an off-street trail to the local store or farmers' market is a potentially attractive selling point for the Town. So are options for recreational

walking, hiking, and bicycling in a natural environment within a short distance of your home, school, or workplace. For others, a wintertime network of snowmobile and ski trails is especially attractive.

Among examples of trails in Hopkinton that boost the Town's attractiveness is the Stevens Rail Trail. The rail-trail has a smooth, wide, and flat surface making it an attractive place to ride a bicycle, separate from car and truck traffic. It can also be a transportation corridor, providing access to residents, businesses, schools, and the library as the trail passes through Contoocook Village. The trail is just a small part of a planned trail that will one day stretch from downtown Concord to Lake Sunapee, called the Concord to Lake Sunapee Rail Trail. Once substantially completed, the trail's length can draw tourists and day visitors to the Village.

The Hopkinton Village Greenway is a natural trail that loops around Hopkinton Village, passing through landscapes and scenic views. Its proximity to the residents and businesses in the Village enhances its potential economic development benefits to the Town. A number of other trails exist in Town for year-round use.

These trails, the trail users, and the volunteers who build and maintain them contribute to a sense of place and community in Hopkinton, an attractive selling point of the Town.

HOPKINTON'S SCHOOL SYSTEM

Hopkinton's schools are a strong draw to prospective residents with school-age children, and they help to retain families with their educational, athletic, and extracurricular opportunities. The School Administrative Unit #66 on Maple Street manages the Harold Martin School on Main Street for pre-school to grade 3, the Maple Street Elementary School for grades 4-6, Hopkinton Middle School for grades 7-8, and Hopkinton High School for grades 9-12 on Park

Avenue. The total district enrollment for the 2020-2021 school year start was 933 students, which remains a stable number over time, unlike many other districts in New Hampshire that saw a net loss of students.

The number of Hopkinton high school seniors who took an Advanced Placement (A.P.) exam in 2019 was in the highest percentile, 30% or greater, for the state. Hopkinton seniors also scored in the highest percentile during this year. A feat met by only ten other school districts. These metrics suggest the quality of education is higher than average at Hopkinton High School. U.S. News and World Report ranked the school #3 in New Hampshire high schools in 2020.

The athletic programs are popular and competitive. Sports are a common component of student life. Middle and high school students compete as the Hopkinton Hawks in over a dozen varsity and junior varsity sports like alpine skiing, cross country running and skiing, baseball, basketball, track and field, football, lacrosse, swimming, soccer, and more. The Hopkinton Youth Sports Association enables younger children to participate in football, soccer, baseball, softball, tennis, basketball, and more.



POTENTIAL IMPROVEMENTS TO HOPKINTON'S TRANSPORTATION NETWORK

There are a variety of short- and long-term opportunities to improve the transportation network, including sidewalks, in Hopkinton.

Beyond improving safety and the condition of roads and sidewalks, the projects can play a role in supporting and enhancing Hopkinton's long-term economic wellbeing. The potential improvements include:

1. Expand and upgrade sidewalks in Contoocook Village and Hopkinton Village.
2. Employ modifications to the Park Avenue/Pine Street and Fountain Square intersections in Contoocook Village that follow up on the recommendations included in the 2000 Contoocook Village Charrette.
3. Employ modifications to the NH 103/Main Street intersection in Hopkinton Village.
4. Employ modifications to US 202 at the I-89 Exit 4 interchange as part of the state Ten-Year Transportation Improvement Plan (TYP) update process.

For more information on these projects, please see the Transportation Chapter.

PLANNING BOARD PROCESS STUDY

The Planning Board approval process, primarily the site plan approval process, is often at the forefront of business development for a community. In a very real sense, this drives what new businesses and expanding businesses will exist in a community. It represents a new business's "first impression" of the community, and, for an existing business looking to expand, the process impacts their perception of how the Town views their value to the community. In short, it becomes the primary vehicle for interaction

between the businesses and the municipality while directly impacting what business growth looks like in Town.

All municipalities deal with a similar set of requirements stipulated by state law for the site plan approval process. These include public and abutter notice, required timelines, zoning compliance, and several votes by the Planning Board, including completeness, regional impact, waivers, and finally, the merits of a project. Other factors include department head comments, legal concerns (i.e., easements, condominium declarations, right-of-way dedications), and state permits to name a few. While all municipalities deal with these issues, the most successful communities find ways to make the process as predictable and efficient as possible. This is accomplished by getting as much feedback on all the potential issues as early in the process as possible.

To achieve more predictability, many Central NH communities have undertaken a review of their regulations and planning board approval process. The process study looks for clarity, consistency with the regulations, the accuracy of application forms, and how easy it is to communicate with the Board/Chair/Staff to get questions answered in a timely fashion. It also includes developing strategies to get feedback on plans submitted, including feedback on checklist items, necessary waivers, and department head/Town Engineer comments. There should also be an opportunity to revise plans and submittal materials prior to the first Planning Board meeting based on this feedback. In the end, the process should result in a plan, as complete as possible, with the relevant department head and engineering concerns, being before the Board at its first meeting.

This level of predictability and efficiency helps the Board, the applicant, abutters, and the public get to the merits of the proposal as soon as possible, which can position a town for economic development success.

Central NH Regional Planning Commission undertook such a review for the Town of Hopkinton in 2021. Many worthwhile suggestions for process improvements were made, which the Planning Board could consider implementing in the coming years.

OBJECTIVES & RECOMMENDATIONS

This Chapter focuses on the Town's economic base and strives to identify the connections between Hopkinton's economy and its current land use, community infrastructure, and natural resources. There are many opportunities available to enhance Hopkinton's economy while maintaining the character of the Town that is so highly valued by residents.

The following is a summary of proposed economic development-related efforts which can be undertaken by the Select Board, Planning Board, and Economic Development Committee over the next few years. A key element of the proposed efforts is close coordination between Hopkinton's Boards and Committees as well as the Town of Henniker and regional economic development planning efforts such as future regional comprehensive economic strategy (CEDS) updates.

OBJECTIVE 1:

Proactively examine options for infrastructure improvements to foster sustainable economic development and Hopkinton's quality of life.

- Review the streetscape design recommendations included in the 2000 Contoocook Village Charette. Consider future improvements to the Park Avenue/Pine Street and Fountain Square intersections.
- Utilize the Harts' Corner and Exit 6 Tax Increment Financing (TIF) districts as appropriate to foster mixed-use and commercial development (including extending water and sewer service from Contoocook Village toward Exit 6).
- Consider future improvements to the US 202/NH 103 Intersection Improvements (Hopkinton Village Store) and the US 202/Exit 4 Intersection Improvements (East Hopkinton Village).
- Consider overall transportation improvements, specifically for non-motorized transit, as exemplified by Complete Streets.

OBJECTIVE 2:

Support and promote appropriate commercial and mixed-use development in suitable areas of Hopkinton.

- Promote mixed-use development opportunities in the Commerce and Community Overlay District (CCOD) in West Hopkinton along NH 127 (Maple Street) to the north of the US 202/NH 9/NH 127 intersection.
- Promote the availability and use of the Exit 6 and Contoocook Village Economic Revitalization Zones (ERZs) to property and business owners.

- Promote the availability of and use the Community Revitalization Tax Relief Incentive (RSA 79-e) in Contoocook Village and Hopkinton Village.
- Examine options to modify permitted uses and zone boundaries within the Industrial (M-1) zone.
- Consider the adoption of the Commercial and Industrial Construction Exemption (NH RSA 72: 80-83) within select M-1 zone areas.

OBJECTIVE 3:

Undertake activities and studies to foster sustainable economic development and implement economic development-related tools and projects.

- Undertake continued Economic Development Committee activities, including drafting and adopting a town-wide Economic Development and Marketing Strategy, preparing economic development promotional materials, and utilizing state resources.
- Investigate applying for CNHRPC Regional Brownfields Assessment Program funding to assess areas within the CCOD district to foster redevelopment in the district.
- Continue efforts to evaluate potential water/sewer service extensions in the Exit 6 TIF District and other appropriate areas.
- Participate in future regional Comprehensive Economic Development Strategy (CEDS) updates.

TRANSPORTATION

Hopkinton's existing transportation network has had a profound influence on the location and development of land uses throughout the Town. The Town is served by two limited-access highways, I-89 and US 202/NH 9. Access to the interstate system is provided at interchanges along I-89 at Exit 4 (US 202), Exit 5 (US 202/NH 9), Exit 6 (NH 127), and just over the town line at Exit 7 (NH 103) in Warner. A partial interchange at Exit 2 in Concord also provides service to the southeastern section of Hopkinton from Stickney Avenue. US 202/NH 9 has grade-separated interchanges with I-89 and at Hatfield Road, while conventional intersections offer access to Stumpfield Road, Little Frost Road, and NH 127/Old Concord Road.

Like many of New Hampshire's town centers, the Hopkinton and Contoocook Village centers are located on state-maintained routes. US 202 (Franklin Pierce Hwy) is also Hopkinton's Main Street, where it provides access to the Town Hall and Harold Martin Elementary School and businesses. When the first section of I-89 was built west of Concord, it ended just east of Hopkinton Village at what is now the Exit 4 interchange with US 202. The intersection configuration is unique, and in addition to poor sightlines, it encourages vehicles to travel at high speeds through Hopkinton's Main Street. The "Y" intersection where US 202 and NH 103 meet has also led to an interest in traffic calming in Hopkinton Village. NH 103 serves as the main connection between Hopkinton Village and Contoocook Village. Contoocook Village is the center for commerce in Hopkinton, and NH 127 and NH 103 converge in the historic village center at a "Y" shaped intersection known as Fountain Square.

Safety concerns related to the intersection of US 202/NH 9 and NH 127/Old Concord Road have been discussed in both Hopkinton and Henniker for a number of years. The intersection is scheduled for improvement in the NH Ten-Year Plan, with preliminary engineering programmed for 2023 and construction currently scheduled for 2025-2027.

This chapter aims to document the existing conditions and trends of the transportation network, identify how maintenance and improvements are funded, and describe basic principles for planning a transportation network for all modes that meets the needs of residents, visitors, and businesses in Hopkinton.



KEY FINDINGS

A review of the issues in this chapter and through public involvement identifies several key findings, with steps to move forward noted later in the chapter:

- As Hopkinton continues to grow and the use and pressure on major roads intensifies, there needs to be a balance between local access, safety, and maintaining and enhancing the capability of NH 9, US 202, NH 103, NH 127, and the I-89 interchanges. At the same time, preserving and enhancing the historic character of Hopkinton Village and Contocook Village is important.
- Hopkinton's most valuable assets include highways and bridges. Strategically, important travel corridors should be protected and enhanced, including US 202/NH 9, NH 127, and NH 103.
- Investment in Hopkinton's transportation infrastructure should be made in a sustainable and efficient manner to promote the social and economic well-being of the Town's population. Improvements in the two historic Villages should be designed to reduce travel speeds, discourage cut-through traffic, and promote the walkability of these village centers.
- Future provision for transportation infrastructure should be integrated with the Town's overall land-use strategies.
- Enhanced quality of life centered around high-quality residential areas, quality employment opportunities, recreational and open space amenities, and a sustainable transportation system.

New Hampshire Ten-Year Transportation Improvement Plan

The long range transportation planning process in New Hampshire follows a two- year cycle, beginning with the preparation of a Regional Transportation Improvement Program (TIP) by each of state's nine regional planning commissions. The most recent CNHRPC TIP covers the period of 2023 to 2032. The TIP identifies a prioritized list of federal aid-eligible transportation projects over the ten-year period and is based on input gathered directly from RPC municipalities and the Transportation Advisory Committees (TACs). Once adopted by the RPC, each regional TIP is submitted to the NH Department of Transportation and the highest ranked regional projects are considered for incorporation into the next state Ten-Year Plan (TYP) update.

Similar to regional TIPs, the TYP identifies and prioritizes the critical transportation projects across the state. The TYP goes through multiple review processes by the Governor's Advisory Committee on Intermodal Transportation (GACIT), the Governor, and then by the State Legislature, undergoing numerous public hearings to gather public comment. The TYP is then approved by the Legislature until the plan is subsequently reviewed and modified in the next two-year cycle.

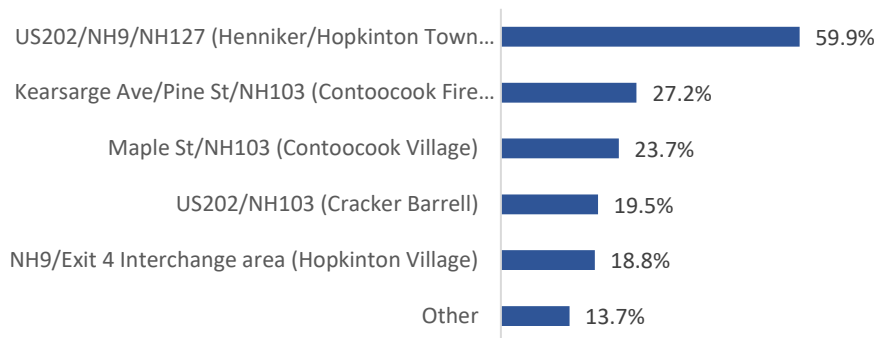
Improvements to the US 202/NH 9/NH 127 intersection were first included in the 2017-2026 TIP and Ten-Year Plan. The potential roundabout at Exit 4 has been included in the last two CNHRPC TIP updates but has not yet been identified as a regional priority to be considered for inclusion in the Ten-Year Plan.

WHAT THE COMMUNITY SURVEY SAID...

As part of the community survey, one focus was to learn about residents' concerns related to road segments and intersections. As shown in the graphic, several intersections were rated for their concern. The US 202/NH 9/NH 127 intersection at the Henniker and Hopkinton town line had the greatest concern, with many citing concerns for safety. While the other intersections listed had lower percentages of concern, they are still important areas to be evaluated and addressed in the years to come. Along with these intersections, other road segments of concern to residents include Briar Hill Road, Hatfield Road, Clement Hill Road, and Kearsarge Road.

Responses also showed support for additional sidewalks and pathways in the Hopkinton and Contoocook Village areas. Sidewalks were desired in the areas surrounding the schools and sports fields. Additionally, 55.7% were in support of bike lanes on local roads, and 46.5% were in support of encouraging the development of public transportation to other communities.

Are you concerned about any of these intersections?



EXISTING TRANSPORTATION NETWORK

A key component in planning for future transportation improvements in a community is to complete an inventory of the existing transportation infrastructure serving the Town. Hopkinton's transportation network is dominated by I-89, US 202/NH 9, NH 127, and NH 103. Other state-maintained roads are also important to the overall transportation network, especially Park Avenue, Jewett Road, and Currier Road. A number of lower-volume local roads connect Hopkinton to surrounding towns, including Kearsarge Avenue, Pine Street, Clement Hill Road, Penacook Road, Briar Hill Road, Broad Cove Road, Dustin Road, East Penacook Road, College Hill Road, and Sugar Hill Road.

STATE HIGHWAY CLASSIFICATION AND FUNDING

The State Aid classification system, identified by NH RSA 229:5 and 229:231, establishes the responsibility for roadway construction, reconstruction, maintenance, and eligibility for State Aid funds. This classification system also provides a basic hierarchy of roadways.

Hopkinton's roads fall into five classes: Class I, Class II, Class V, Class VI, and private roads. Hopkinton's road system is typical of most New Hampshire towns in that the most mileage is accounted for by local Class V roads. Table 4-1 below displays Hopkinton's roadway mileage by classification.

Table 4-1: State Legislative Classification

Class	Mileage	Percent of Total
Class I: State Aid Highways	37.5	24.7%
Class II: State Aid Highways	8.2	5.3%
Class V: Rural Highways	80.1	52.8%
Class VI: Unmaintained Highways	10.6	7.0%
Private Roads	15.4	10.2%

CLASS I PRIMARY HIGHWAYS

Class I highways consist of all existing or proposed highways on the primary state highway system, except portions of the highways within the compact sections of cities and towns. The State assumes full control of the reconstruction and maintenance of Class I sections. In Hopkinton, I-89 and US 202/NH 9 are Class I highways.

CLASS II SECONDARY HIGHWAYS

Class II highways include state aid secondary highways and secondary highways owned and maintained by municipalities. NH 127, NH 103, Jewett Rd, and Currier Rd are all Class II highways in Hopkinton.

CLASS V LOCAL ROADS AND BLOCK GRANT AID

This classification consists of all traveled highways that the Town has the duty to maintain regularly. The State provides funding to towns for road maintenance on Class V roads in the form of Highway Block Grant Aid. Table 4-2 shows the Block Grant Aid Hopkinton has received over the last five State Fiscal Years (SFY). These funds are distributed by the State of New Hampshire on a yearly basis, with partial disbursements made four times a year. The payments are made as follows: 30% in July, 30% in October, 20% in January, and 20% in April, with unused balances carrying over. The funds come from a portion of the total road toll and motor vehicle registration fees collected by the State. The funds can only be used to fund or match funding for constructing, reconstructing, or maintaining Class V (Town maintained) highways as well as equipment for maintaining local roads. The funds are allocated from an annual apportionment (State Fiscal Year) of not less than twelve percent (12%) of the total highway revenues collected from the preceding year. Half of that total apportionment is distributed based on municipal population, and the other half is distributed based on Class IV (none in Hopkinton) and V road mileage. This equals approximately \$1,200 for each Class IV and V highway mile and about \$11 for each person.

Accurate information regarding Class V road mileage must be provided to NHDOT to ensure Hopkinton receives the proper allotment. Highway Block Grant Aid distribution formulas do not take into consideration the condition of, or traffic on, the roads.

Senate Bill (SB) 367 was approved in 2014. SB 367 raised revenue dedicated to increased highway block grant funding to municipalities, increased municipal bridge aid, resurfacing and reconstruction of secondary roads, and completion of the I-93 expansion. Additional funding due to SB 367 is shown in the table below.

Table 4-2: Highway Block Grant Aid Payments to Hopkinton

Year	SFY 2017	SFY 2018	SFY 2019	SFY 2020	SFY 2021
HBGA	\$ 165,317	\$ 169,634	\$ 172,102	\$ 174,581	\$ 166,139
SB 367	\$ 22,658	\$ 22,787	\$ 23,036	\$ 23,266	\$ 21,445

Source: New Hampshire Department of Transportation

CLASS VI UNMAINTAINED HIGHWAYS

Class VI roads are not maintained by the Town and may be subject to discontinuation and/or gates and bars. A Class V road can become a Class VI road if the Town has not maintained it for five years or more. Under RSA 674:41, I(c), for any lot whose street access (frontage) is on a Class VI road, the issue of whether any building can be erected on that lot is left up to the local legislative body (Town Selectmen) who may, after review and comment by the planning board and after a public hearing, vote to authorize building along that Class VI road, or portion thereof.

Even if the Board of Selectmen votes to authorize building on a Class VI road, the law states the municipality does not become responsible for road maintenance or any damages resulting from the road's use. RSA 674:41, I(c) aims to prevent scattered and premature development.

FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM

The functional classification system identifies roads by the type of service provided and by the role of each highway within the state system based on standards developed by the US Department of Transportation. While the state aid classification system outlined above is the primary basis for determining jurisdiction, the following system is important for determining eligibility for federal funds. Table 4-3 displays Hopkinton's road mileage by federal functional classification.

Table 4-3: Federal Functional Classification

Federal Functional Classification	Mileage	% of Total
Interstate Highways (I-89)	23.4	15.5%
Principal Arterials (US 202)	4.9	3.2%
Minor Arterials (US 202)	4.4	2.9%
Major Collectors (NH 127 & Jewett Rd)	10.7	6.6%
Minor Collectors (NH 103)	3.0	2.4%
Local Roads	79.3	52.3%
Class VI or Private Roads	26.0	17.1%

INTERSTATES

Interstates are the highest classification of arterials and were designed and constructed with mobility and long-distance travel in mind. They are divided highways that provide limited access, offering high levels of mobility while linking the major urban areas of the United States.

PRINCIPAL ARTERIALS

Principal arterials consist of high volume and high-speed highways forming the basic framework of the state roadway system. They function as the link between major geographic and urban areas in the State. Controlled access is a designation adopted by NHDOT to minimize the frequency of curb cuts, thereby controlling the amount of traffic crossing lanes and stopping on the road. Principal

arterials, like sections of US 202 in Hopkinton, are eligible for federal aid.

MINOR ARTERIALS

Minor arterials provide service for trips of moderate length moving through an area, serving geographic areas smaller than principal arterials. The minor arterials in Hopkinton, such as sections of US 202, are eligible for federal aid.

MAJOR COLLECTORS

Major collectors like NH 127 and Jewett Road differ from arterial roadways due to size and general service area. Major collectors serve traffic in a specific area and are eligible for federal aid funding.

MINOR COLLECTORS

Minor collectors such as NH 103 are not eligible for federal aid funding and typically provide access to smaller communities within a geographic area or economic region. They may link locally important trip generators to surrounding rural areas, such as shopping centers.

LOCAL ROADS

Local roads and streets are used primarily to provide access to adjacent properties. This includes most streets and roads open for public travel in Hopkinton.

BRIDGE NETWORK

Bridges are the most expensive part of the transportation network. The NHDOT inspects all of the State's municipal and State-owned bridges. Inspections typically occur biannually, with some bridges known to have deficiencies being inspected more frequently. Inspection reports are shared with towns; in addition, the State

maintains its own database where bridges are scored based on National Bridge Inspection Standards (NBIS).

NHDOT manages three bridge aid programs, including State Aid Bridge (State-funded), SB 367 (State-funded), and the Municipal Off-System Bridge Rehabilitation and Replacement Program (federally funded). Projects begin with the Town applying for a preliminary estimate or hiring an approved consultant for an estimate. NHDOT determines a potential program and year of funds for construction in a process that can take several months.

Table 4-4 shows the bridges in Hopkinton as listed on the 2019 NHDOT Bridge Summary. The Federal Sufficiency Rating (FSR) is calculated using NBIS factors and is used by the Federal Highway Administration (FHWA) to determine how to fund bridge replacement and repairs. For instance, a structurally deficient rating does not mean the bridge is necessarily unsafe for use but rather refers to a bridge with one or more deteriorated components whose condition is critical enough to reduce the safe load-carrying capacity of the bridge. NBIS ratings for the major structural elements of the bridge are further simplified into four color-coded categories:

- Red – Bridges with one or more major structural elements have an NBIS condition rating of 4 = Poor or less. These bridges comprise the state/municipal red lists.
- Yellow – Bridges with their lowest-rated major structural element have an NBIS condition rating of 5 = Fair or 6 = Satisfactory.
- Green – Bridges with all major structural elements have an NBIS rating equal to or greater than 7 = Good.
- Closed or N/A – Bridges that have been closed due to one or more major structural elements with an NBIS rating equal to or less than 1 = Closed.

Table 4-4: Bridges in Hopkinton

Location	FSR	Structural Deficiency	Owner	AADT	Inspection Date	Yr Built/Rebuilt
US 202/NH 9 over Contoocook River	85	Not Deficient	NHDOT	16,276	Aug 2020	1961 / 2020
W Hopkinton Rd over Contoocook River	19.1	Not Deficient	Municipality	493	June 2019	1853 / 1996
US 202/NH 9 over Hatfield Rd	79.2	Not Deficient	NHDOT	16,276	May 2020	1961 / 1981
NH 127 over Penstock (Unit 1)	37.6	Structurally Deficient	Private (not RR)	3,474	June 2014	1980
NH 127 over Tail Race	77.3	Not Deficient	NHDOT	3,474	May 2020	1900
Stumpfield RD over Hopkinton Lake	98	Not Deficient	Municipality	363	June 2019	1959
US 202/NH 9 over Elm Brook	85	Not Deficient	NHDOT	16,276	Aug 2020	1961 / 2020
NH 127 over Spillway Channel	82	Not Deficient	NHDOT	3,474	May 2020	1961 / 2009
I-89 SB over Pine St	88.6	Not Deficient	NHDOT	11,349	May 2020	1959 / 1991
I-89 NB over Pine St	88.6	Not Deficient	NHDOT	11,369	May 2020	1967 / 1991
I-89 SB over Contoocook River	92.9	Not Deficient	NHDOT	11,349	June 2020	1959 / 1991
I-89 NB over Contoocook River	92.9	Not Deficient	NHDOT	11,369	June 2020	1967 / 1991
NH 127 over I-89	93.6	Not Deficient	NHDOT	3,766	May 2020	1994
NH 103/NH 127 over Contoocook River	48.4	Not Deficient	NHDOT	6,009	May 2020	1935
I-89 (SB Ramp) over US 202/NH 9 EB	94	Not Deficient	NHDOT	12,435	May 2020	1959 / 1993
I-89 SB over US 202/NH 9	85.5	Not Deficient	NHDOT	13,299	May 2020	1959 / 1993
I-89 NB over US 202/NH 9	88.1	Not Deficient	NHDOT	12,407	May 2020	1959 / 1993
I-89 SB over US 202/NH 9 WB	87.9	Not Deficient	NHDOT	12,522	May 2020	1959 / 1993
South Rd over I-89	89.6	Not Deficient	NHDOT	34,400	May 2020	1959 / 1991
Penacook Rd over Contoocook River	70.8	Not Deficient	Municipality	1,304	July 2019	1980
East Pennacook Rd over Blackwater River	80	Not Deficient	Municipality	1,533	June 2019	1967
I-89 SB over I-89 Ramp	89.4	Not Deficient	NHDOT	19,453	May 2020	1959 / 1992
I-89 NB over I-89 Ramp	81	Not Deficient	NHDOT	18,767	May 2020	1959 / 1992
East Pennacook Rd over Deer Meadow Brook	87	Not Deficient	Municipality	1,533	June 2019	1986
Jewett Rd over I-89	94.4	Not Deficient	NHDOT	1,591	May 2020	1959 / 1992
Broad Cove Rd over Dolf Brook	73	Structurally Deficient	Municipality	88	Nov 2020	1990
I-89 over Whittier Brook	77.5	Not Deficient	NHDOT	40,630	May 2020	1959
Stickney Hill Rd over Boutwell Mill Brook	NA	Not Deficient	Municipality	515	span > 10' DOT cat. a culvert, not bridge	1984/2020

AADT= Average Annual Daily Traffic

TRAFFIC VOLUMES

The Central New Hampshire Regional Planning Commission (CNHRPC) maintains an ongoing traffic count program for monitoring the region's transportation network. Each year CNHRPC offers to collect traffic data for up to ten (10) locations for each municipality. CNHRPC also collects traffic count data for the NHDOT on state roadways in accordance with federal guidelines for the Highway Performance Monitoring System (HPMS).

NHDOT uses Average Annual Daily Traffic (AADT) to measure traffic demand for a roadway. NHDOT defines AADT as the total two-way volume of traffic at a given location during a twenty-four (24) hour period representing an average day of the year. When CNHRPC provides data to NHDOT, they calculate AADT by applying the raw data with correction factors to account for weekday and seasonal variations in traffic volumes. NHDOT uses permanent traffic counters installed in the roadways to assist with these calculations. NHDOT monitors one permanent traffic counter in Hopkinton on I-89 between Exits 3 and 4, one southbound and one northbound. Figure 4-1 displays the traffic growth on I-89 between Exits 3 and 4 between 1960 and 2020.

Based on data from 12 locations throughout Hopkinton regularly monitored for traffic, between 2009 and 2019, traffic volumes grew at an average rate of 1.1% per year, in line with growth rates observed throughout the Central New Hampshire region. Figure 4-2 displays AADT data calculated at 36 locations across Hopkinton, from interstates to local roads. Annual traffic growth rates vary over five years, from a negative rate of 0.9% between 2017 and 2018 to a growth of 3.1% from 2014 to 2015. The decline in traffic in 2018 was likely due to construction and rerouting of traffic on NH 127 & US 202/NH 9.

Figure 4-1: Traffic Volumes at I-89 at Crossover at Milepost 6.2 between I-89 Exits 3 and 4

Source: NHDOT Transportation Data Management System

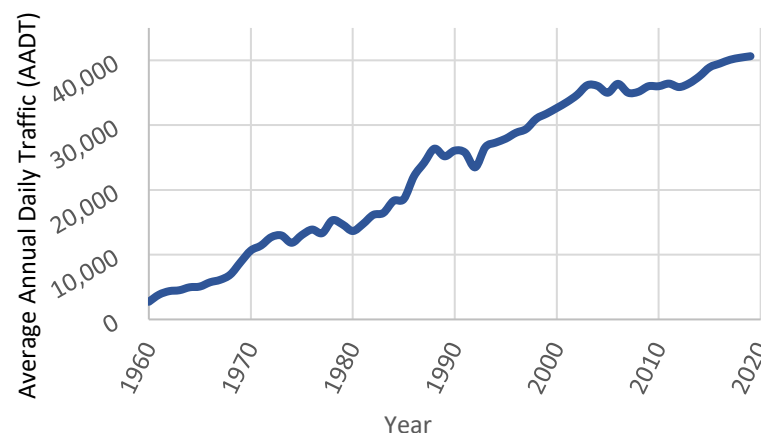
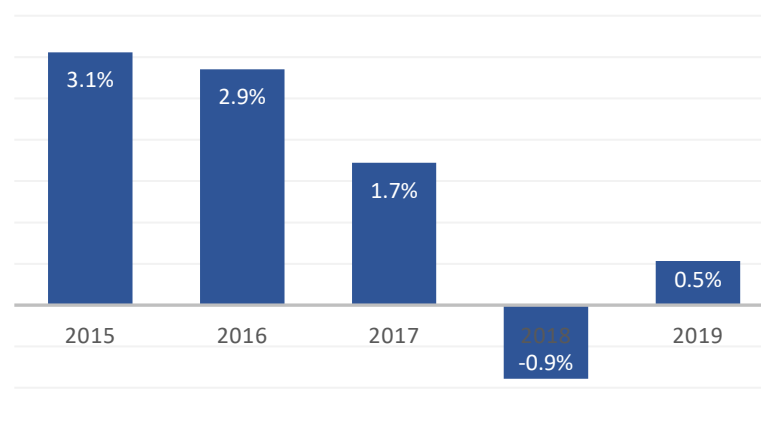


Figure 4-2: Annual Traffic Growth Rates

Source: NHDOT Transportation Data Management System



ROADWAY CONDITIONS

Pavement condition data from 2019 was obtained from the NHDOT's Pavement Management Section for state-maintained (Class I and II) roads. The pavement condition is rated based on the International Roughness Index (IRI), which is calculated directly from the average pavement roughness measured in the left and right wheel paths of roadways. The IRI is further categorized into good, fair, poor, and very poor conditions. In Hopkinton, data indicates the State maintained roads are well maintained, with 78% of roads in good condition, 20% in fair condition, and less than 1 mile or under 2% of State maintained roads fall into the poor & very poor condition categories. Because the NHDOT data is from 2019, some roads may have been repaired, and some roads may have fallen into worse disrepair.

In 2012, Hopkinton worked with CNHRPC to implement a Road Surface Management System (RSMS) to help prioritize road improvements and develop a transparent system for short, medium, and long-term improvements. RSMS is a methodology intended to provide an overview of road surface conditions to guide future improvements. The process involved a windshield survey of all the local road surfaces where distresses were recorded over segments of roadway. The data was entered into RSMS 11, a software developed by the Maine Department of Transportation. The program uses algorithms factoring in various distresses, traffic levels, and the importance of each roadway to determine whether the road falls into one of five maintenance categories. The program assists towns with limited funding to prioritize road maintenance and resurface, focusing on preservation and "keeping the good roads good." Drainage was also reviewed as part of this program and is a key component in the life and quality of road surfaces. This included a basic inventory of drainage culverts, including GPS locations and basic characteristics.

Statewide Asset Data Exchange System (SADES)

SADES establishes a primary transportation inventory of assets including a maintainable roadway condition assessment process for many state and local agencies. Its unique approach to statewide asset management efficiently utilizes modern technology and joins state, local and regional efforts for the common good of accurate and sustainable data collection.

In 2015, NHDOT, the University of New Hampshire's (UNH) Technology Transfer Center (T²) and all nine of New Hampshire's Regional Planning Commissions (RPCs) initiated a new Road Surface Management System using SADES. The updated RSMS includes many changes to improve the quality, consistency, and efficiency of data collection and the overall value of the product to better guide municipalities with road maintenance.

SADES has developed a separate program for collection of roadside drainage assets known as Closed Culvert and Drainage System (CCDS). This includes collection of data related to inlets, outlets, pipes, and drainage structures. The objective for CCDS is to have universally collected assets based on common standards which are easily accessible online. Hopkinton is eligible for both programs and can work with CNHRPC to implement them.

MOTOR VEHICLE CRASHES

Motor vehicle crash data from 2015-to 2019 was obtained from NHDOT, which receives the data from the NH Department of Safety for crashes with over \$1,000 in damage. Roughly 20% of crashes are not locatable based on the information contained in the crash reports. Of the 756 crashes reported in Hopkinton over the five-year period, over 40% (307) were located on Interstate 89 related to the I-89 interchanges. The second-highest number of crashes (over

100) occurred on or are related to intersections along US 202 and NH 9. Of the crashes along US 202 and NH 9, 25 (five per year on average) were related to the intersection of NH 127 and Old Concord Rd. That intersection is scheduled for improvements in 2026. It is reasonable to assume that a number of smaller crashes may have occurred during this time period that was not reported. All crashes in Hopkinton are a cause for concern and should be monitored to determine locations where infrastructure improvements may mitigate issues leading to crashes or could reduce the severity of crashes.

Highway Safety Improvement Program (HSIP)

The purpose of NHDOT's Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on all public roads through funding the implementation of highway safety improvement projects.

The process for which a project receives funding from HSIP for a roadway segment or intersection is highly dependent on data. Should data, such as the history of crashes resulting in injuries or fatalities, warrant further examination, a Road Safety Audit (RSA) is typically the next step. The RSA is a collaborative approach to review safety issues and make recommendations for improvements. CNHRPC is available to assist towns with applying for HSIP funds and with completing small scale RSAs that can offer a variety of actions to improve safety.

BICYCLE & PEDESTRIAN INFRASTRUCTURE/TRAILS NETWORK

Pedestrian facilities, such as paved sidewalks and gravel walking paths, are valuable features for roadways with high traffic volumes or high speeds. The primary purpose of sidewalks is to improve safety for pedestrians by separating them from travel lanes. Sidewalks can serve as a source of recreation for residents, facilitate non-motorized modes of travel, beautify an area, and stimulate economic activity in rural and village settings.

Like the Town's road network, the sidewalk networks in Hopkinton Village and Contoocook Village should be preserved, enhanced, and maintained year-round.

HOPKINTON'S TRAILS

Maps that depict Hopkinton's expansive local trail network can be found on the Town's Conservation Land and Trails website at www.hopkintonconservationland.org. Trails are a joint project of the Conservation Commission and Open Space Committee, with 24 town-owned properties plus the Bohanan Farm conservation easement linked by a wide variety of trails for non-motorized uses. Stretches of Class VI roads are included in the trail network. The Town's official trails include the Hopkinton Village Greenway in the vicinity of the Kimball Pond Recreation Area, the Stevens Rail Trail, the Sweatt Preserve Nature Trail, and trails within Mast Yard State Forest and Hawthorne Town Forest. There are many other shorter trails located within the Town's conservation lands.

REGIONAL TRAILS

Hopkinton is an important link in the State's overall bicycle plan. NH 103, the 5.1-mile bike route using NH 127/ Clement Hill Road/ Pine Street, US 202/NH 9, and Currier Road are important regional linkages. Sugar Hill Road, Jewett Road, and Farrington Cove Road/ Stickney Hill Road provide linkages to Weare and Dunbarton to the south and Concord to the east. Penacook Road, Tyler Road, and

Dustin Road provide access to both Concord and Warner north and east.

Hopkinton's historic railroad corridors offer the potential to provide important links as part of the regional and statewide rail-trail network. Approximately 1.5 miles of the Concord to Lake Sunapee Rail Trail (CLSRT) have already been built, connecting Kearsarge Ave to Lower Spring Street. The CLRST's vision to build a bike and walking trail along the abandoned Concord-Claremont railroad line will require coordination between Hopkinton and the surrounding communities as well as the support of public and private landowners. Another historic railroad corridor branches off to the southwest part of Town connecting to the Hillsborough Recreational Trail and beyond to the Monadnock region. Sections of this corridor in Hopkinton are currently used formally by snowmobiles and informally as walking and biking paths. The CNHRPC West Central Rails Plan provides more details on the vision for both rail trails.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

NHDOT currently oversees a competitive selection round for pedestrian and bicycling infrastructure projects under the federally funded Transportation Alternatives Program (TAP). Created under federal legislation, TAP combines a number of individual federal programs into a single, more flexible program. The overall purpose of TAP is to foster safe non-motorized transportation infrastructure which is in good physical condition and is accessible to users. TAP requires a minimum of 20% local match, and projects are solicited on a two-year cycle. TAP applications are scored based on the potential for success, safety, and project connectivity. Hopkinton's eligible projects could include rail trails and upgrades to sidewalks or construction of missing sidewalk connections across the Town.

CLASS A TRAILS

Across the State, many communities are beginning to look at Class VI roads as candidates for designation as Class A Trails. These roads have little or no development associated with them, are scenic, have no inherent liability concerns, already allow public access, and serve to connect large areas of open space, conservation, and/or agricultural lands. Unlike Class VI roads which the Town does not maintain, Towns, at their option, may conduct maintenance on Class A Trails.

It is important to stress that reclassification of Class VI roads to Class A Trails will not inhibit the access rights of landowners along the roadways. In the case of a Class A trail, landowners can continue to use the trail for vehicular access for forestry, agriculture, and access to existing buildings. However, under such classification, new building development as well as expansion, enlargement, or increased intensity of the use of any existing building or structure is prohibited by the New Hampshire statute. The Town and owners of properties abutting Class VI roads are not liable for damages or injuries sustained to the users of the road or trail. Class VI roads are an important component of a Town's transportation infrastructure due to their rural character and potential recreational options.

COMPLETE STREETS

Complete Streets is an approach to building and maintaining the transportation system to meet the needs of all users of the roadway, including cars and trucks, pedestrians, bicycles, and transit. After many decades of car-centric design and operation of transportation systems across the United States, the Complete Streets approach attempts to more equitably designate space and resources to those who do not or choose not to drive.

A Complete Streets approach applied to Hopkinton may look much different from its application in urban areas. Many roadways in

Hopkinton do not require sidewalks or bicycle lanes due to their rural nature, but considerations may still come into play. Details such as shoulders, intersection geometry, and speed limits all impact the safety and comfort of pedestrians and bicyclists. Sidewalks, bike lanes, and shared-use paths may be desirable in the two Villages and near the schools.

These principles, in general, were supported during public outreach for this Master Plan and are consistent with many of the goals and objectives in the Transportation Chapter. The Town will need to continue to define what Complete Streets means for Hopkinton and how it will be applied. The Town has established a Complete Streets Committee to this end, which is developing a Complete Streets Policy for adoption by the Town. The Committee should continue to assist with transportation-related decisions as they relate to Complete Streets.

PUBLIC TRANSPORTATION

The closest public transit service to Hopkinton is the Concord Area Transit (CAT) System in Concord. There are no stops near Hopkinton, and no plans exist to extend transit services to Hopkinton. Regional and interstate bus services are available at the Concord Bus Station on Stickney Avenue between I-93 Exits 14 & 15 and at the New London park and Ride off Exit 11 on I-89.

The Mid-State Regional Coordinating Council (RCC), in coordination with the Community Action Program Belknap-Merrimack Counties Inc. (CAPBMCI), operates rural transit services and a volunteer driver program that serves the region's elderly and disabled populations. The Mid State RCC also coordinates with Hopkinton's Slusser Center and their Dial-A-Ride program, which offers Hopkinton senior residents transportation Monday-Friday for food shopping, hospital, medical, dental, and other appointments.

LOCAL AND REGIONAL TRANSPORTATION IMPROVEMENT PROJECTS

A number of planned and potential transportation improvement projects have been considered in recent years. Beginning with potential changes to Contoocook Village originally outlined in the 2000 Contoocook Village Design Charrette, possible improvements include the US 202/NH 9/NH 127 intersection, the NH 103/US 202 (Main Street) intersection, and the area of Exit 4. The only currently funded project is the US 202/NH 9/NH 127 intersection.

US 202/NH 9/NH 127 (OLD CONCORD ROAD) INTERSECTION

The intersection of US 202/NH 9 and NH 127/Old Concord Road has long been of concern to both the Towns of Hopkinton and Henniker. This intersection is scheduled for improvement in the NH Ten Year Transportation Improvement Plan (TYP), with initial engineering and right-of-way programmed for 2023 and construction scheduled for state fiscal years 2025 through 2027.

The increasing volumes and high speeds of traffic traveling along US 202/NH 9, combined with the accident history, are just some of the factors driving the need for improvements. Both minor approaches to the intersection of NH 127 and Old Concord Road will provide access to land likely to be developed, commercial/industrial uses within Henniker, and potential mixed uses in the Community Overlay District (CCOD) in West Hopkinton. This will most likely add more traffic.

NH 127/NH 103 INTERSECTIONS (CONTOOCCOOK VILLAGE IMPROVEMENTS)

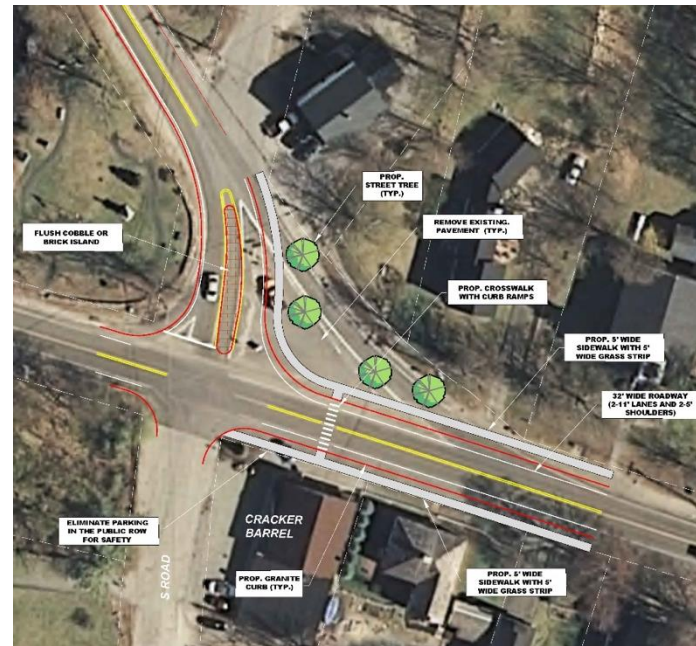
The intersection of NH 127 and NH 103 has been a concern for many years. The intersection was studied for pedestrian improvements as part of Hopkinton's Safe Routes to School efforts in 2010. The Contoocook Village Design Charrette completed in 2000 also documented residents' desires to improve the Fountain Square intersection and the intersection of Kearsarge Ave, Pine Street, and NH 103. Many of the concerns from previous studies are still relevant today, including walkability, parking, and the overall function and safety of the intersection.

The addition of wider sidewalks, lower travel speeds through traffic calming measures, and the provision of additional on-street angle parking is one way to enhance both the walkability and commercial viability of Contoocook Village.

NH 103/US 202 (MAIN STREET) INTERSECTION (HOPKINTON VILLAGE IMPROVEMENTS)

The traffic speeds observed in Hopkinton Village have long been a concern to residents. The "Y" intersection of NH 103 and US 202 lends itself to higher speeds for turning traffic. The speeds and the condition of the existing sidewalks around the intersection adversely affect the walkability in the Town Center and walkability to and from the Harold Martin Elementary School (grades K-3). Improving the sidewalks and converting the "Y" intersection to a "T" by eliminating the slip ramp will help to calm traffic and improve safety. Additional parking and better-defined crosswalks should also be considered part of a future project in the area.

Potential Modifications to the NH 103/US 202 (Main Street) Intersection



I-89 EXIT 4 AND US 202 ROUNDABOUT

The interchange between I-89 Exit 4 and US 202 is designed as conducive for high speeds and lacks effective traffic calming measures. The unique design can be confusing due to the combination of yield and stop-controlled intersections. The Exit 4 intersection is concerning to bicyclists and offers no pedestrian infrastructure. It may also be to blame for traffic traveling at high speeds westbound into Hopkinton Village. While the intersection does not have a significant crash history, it is uncomfortable for many and often leads to vehicles entering Hopkinton Village at high speed.

An alternative to the existing design would enhance safety for all users and calm traffic entering Hopkinton Village by constructing a roundabout, as shown below. The smaller footprint of a typical roundabout would result in excess land in the vicinity, which could provide some limited development opportunities within a future Gateway Zone.

This potential project has been included in the last two CNHRPC TIP updates but has not yet been identified as a high regional priority project to be considered for inclusion in the State Ten-Year Plan.

Potential Modifications to the Exit 4/US 202/NH 9 Intersection



OBJECTIVES & RECOMMENDATIONS

The following objectives were developed to capture the overall aims of the Transportation Chapter. Individual recommendations were developed that correlate to the existing conditions and needs of the community.

OBJECTIVE 1:

Address capital improvement projects strategically important to Hopkinton's transportation network.

- Continue to examine options for improvements in Contoocook and Hopkinton Villages that will improve safety and livability.
- Work with the CNHRPC and NHDOT to ensure that Hopkinton's transportation improvement projects that are eligible for federal aid funding in Hopkinton are adequately represented in the Regional Transportation Improvement Program (TIP) and considered for inclusion in the State Ten-Year Plan (TYP).
- Continue to support and expand the existing rail trail network and recreational trail network, with connections to the regional and statewide trails network.

OBJECTIVE 2:

Preserve and maintain the existing conditions of the transportation system.

- Regularly monitor data on existing roads, sidewalks, and paths, including surface conditions and drainage.
- Review NHDOT bridge inspection reports regularly to monitor bridge conditions and ensure that municipal bridges are maintained, repaired and/or replaced when needed.
- Continue the development of a Complete Streets Policy and consider utilizing the Complete Streets approach when addressing future improvements to Hopkinton's State and

locally maintained highways and streets, particularly in the Village areas.

- Work with CNHRPC to implement asset management strategies.
- Promote and support the coordination between the Slusser Center and the Community Action Program Belknap-Merrimack Counties Inc. to maintain and enhance their transportation programs.
- Utilize available traffic count data from NHDOT and CNHRPC to evaluate highways and roads that future development trends may adversely impact.

OBJECTIVE 3:

Prioritize safety for all modes of transportation.

- Encourage the first responders, public works employees, and local committees to annually review crash locations.
- Work with CNHRPC and NHDOT to determine roadway and drainage enhancements to improve safety.
- Utilize low-cost methods to improve safety for non-motorized transportation, such as striped crosswalks, adequate road signage, and reduced lane widths to provide larger shoulders for pedestrian and bicycle use.
- Implement appropriate traffic calming measures to discourage high speeds where the potential for conflict with roadway users exists.
- Expand the sidewalk networks in Contoocook and Hopkinton Villages and promote pedestrian and bicycle transportation in the community.

EXISTING AND FUTURE LAND USE

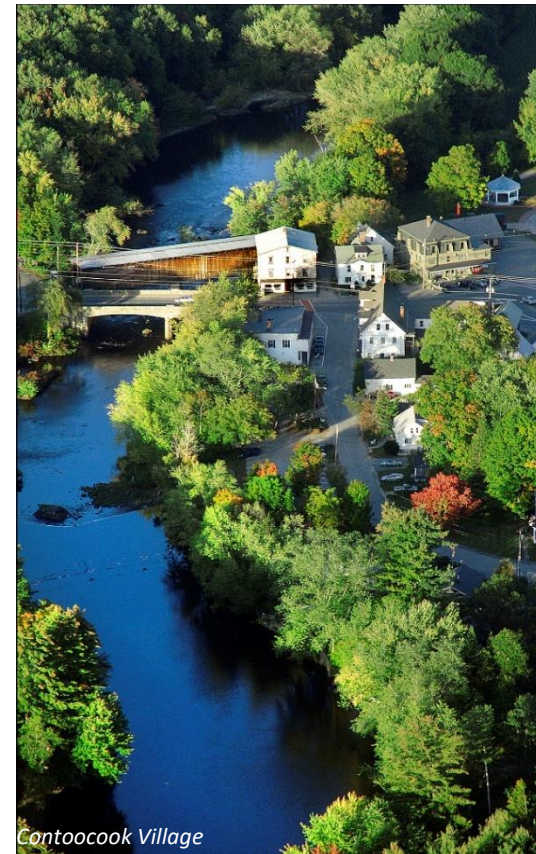
We want to begin this chapter by recognizing that the Town of Hopkinton is part of the traditional homelands of the Abenaki people, whose communities lived and sustained themselves along the Contoocook River.

This chapter aims to identify and explore land-use trends in Hopkinton, discuss how regulations impact such trends and offer recommendations as to what regulatory steps should be taken in the future to meet the growing housing, economic, environmental, and land use needs of the community.

Increased population growth, evolving housing needs, and changing social and economic trends discussed throughout the Master Plan have directly impacted the landscape of the community. Land is a finite resource, and thoughtful use of land is a critical issue for all communities. How a community manages its land base directly impacts aesthetics, community character, transportation infrastructure, housing affordability, and the tax base.

Hopkinton's historic development pattern was determined long before the state had land-use regulations. Development occurred in those areas with good drainage, access to a water supply, and transportation infrastructure. Hopkinton's current development is driven by southern New Hampshire's economic expansion. This pressure is primarily felt in the housing sector, as Hopkinton is viewed as an attractive bedroom community to Concord and Manchester.

For Hopkinton to maintain its rural character while at the same time accommodating its fair share of elderly and affordable housing, it is



Contoocook Village

important for the Town to utilize innovative zoning techniques. These techniques include strengthening cluster zoning regulations (Conservation Subdivision design), encouraging senior and workforce housing within the Town, supporting appropriate levels of mixed uses in the two Villages and the new Commerce and Community Overlay District (CCOD), and considering a range of infrastructure improvements to proactively plan for the future.

KEY FINDINGS

Hopkinton appreciates its rural character while noting that there are a variety of proactive measures that can help the Town address growth pressures, allow for the evolution of housing options, and enhance the commercial tax base.

- Hopkinton's rural atmosphere is greatly appreciated, and there is a strong interest in retaining that character. At the same time, there is interest in continuing to develop the commercial tax base and supporting mixed uses in the new CCOD district in West Hopkinton and Contoocook Village.
- Future infrastructure improvements could play a large role in guiding future growth and revitalization. The potential projects range from water and sewer extensions to key intersection improvements planned for the US 202/NH 9/NH 127 intersection. In addition, potential infrastructure projects could strengthen sidewalks and pedestrian/bicycle networks in Contoocook Village and the use of streetscape recommendations from the 2000 Contoocook Village Charrette that includes potential improvements to the Park Avenue/Pine Street and Fountain Square intersections.
- Available incentives include the Exit 6 Economic Revitalization Zone (ERZ) and Tax Increment Finance (TIF)

district, the Contoocook Village Economic Revitalization Zone, and Contoocook Community Revitalization Tax Incentive Zone. All are valuable tools to foster a wide variety of development opportunities within certain areas of Hopkinton. Consideration should be given to the future adoption of the Commercial and Industrial Construction Exemption.

- A "regulatory study" of the Site Plan and Subdivision Regulations will help assess the clarity, predictability, and ease of use of the Site Plan and Subdivision Regulations. Further, it can assess whether these documents meet the needs and intent of the Planning Board. Lastly, it can help keep the costs of permitting down.
- There are several methods to encourage a variety of housing options. These include modification of the Conservation Subdivision regulations, continued support of mixed-use development in certain areas, support for workforce housing, and continued support of Accessory Dwelling Units (ADUs). See also the Housing Chapter.

WHAT THE COMMUNITY SURVEY SAID...

Community input highlighted residents' appreciation of the Town's rural landscape and small-town atmosphere, including recreational facilities, scenic areas, the historical character, villages, and natural resources.

Concern was often expressed about the tax rate. There is a strong desire to lower the tax rate, with many proposing the solution of additional commercial development that retains the Town's rural feel, follows defined physical standards, and preserves historic

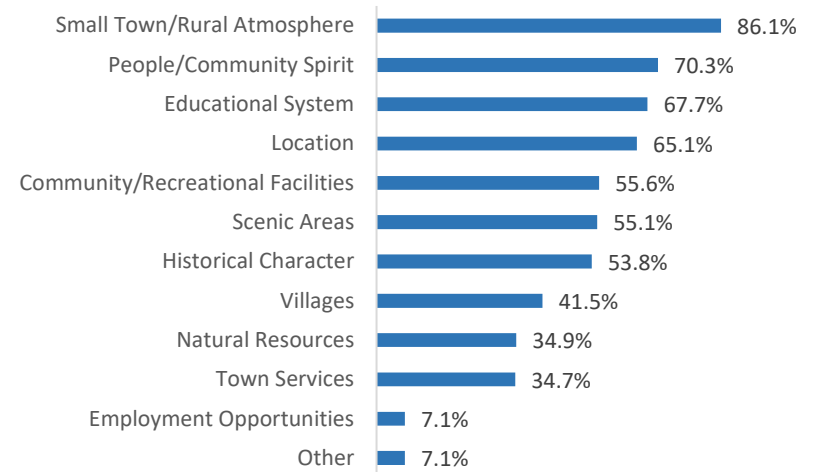
buildings and character. This sentiment was especially common in the Contoocook Village area and the vicinity of Exit 6.

Mixed-use development was supported in the vicinity of the US 202, NH 9, and NH 127 intersection, especially as many felt this would help add to the Town's tax base without impacting the character of the Town or its Villages. Traffic and safety at this intersection were also mentioned and would need to be addressed prior to any development.

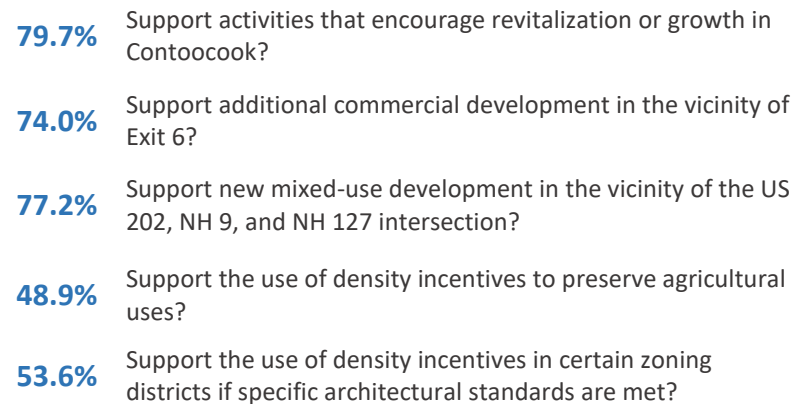
The use of density incentives had varying support, with 48.9% in support of density incentives to preserve agricultural uses and 53.6% in support of density incentives in certain zoning districts when specific architectural standards are met.



What are the desirable features of the Town of Hopkinton?



Land Use Initiatives Supported by Hopkinton Residents and Landowners



EXISTING LAND USE

Natural and developed features each have a significant impact on the development pattern of a community. Such forces shape Hopkinton as rolling topography, the Contoocook River, floodplains, the Hopkinton-Everett Flood Control Area, as well as the railroad, and major highways. Hopkinton's development pattern is a by-product of these multiple influences.

Before the American Revolution, the existing development pattern in Hopkinton Village was largely influenced by the regional transportation network. Created in 1735, the Village developed around a central Main Street (Route 103) and was home to a small commercial, professional, and service base. Industrial areas first developed around the Contoocook River, a prime energy source for mill operators and larger establishments. High-density residential development was soon constructed to provide housing for the mill workers in Contoocook Village. With the advent of the railroad, the area continued to thrive. With political prominence emerging in Hopkinton, the New Hampshire Legislature and Courts began meeting here, and taverns, homes, and a jail were built.

With Concord becoming the official State Capital and from changes in the transportation system, the Village has become largely residential. Though the railroad is now discontinued and many of the mills are no longer standing, the Village remains largely intact. Agriculture was and continues to play a role in Hopkinton's economy and community character.

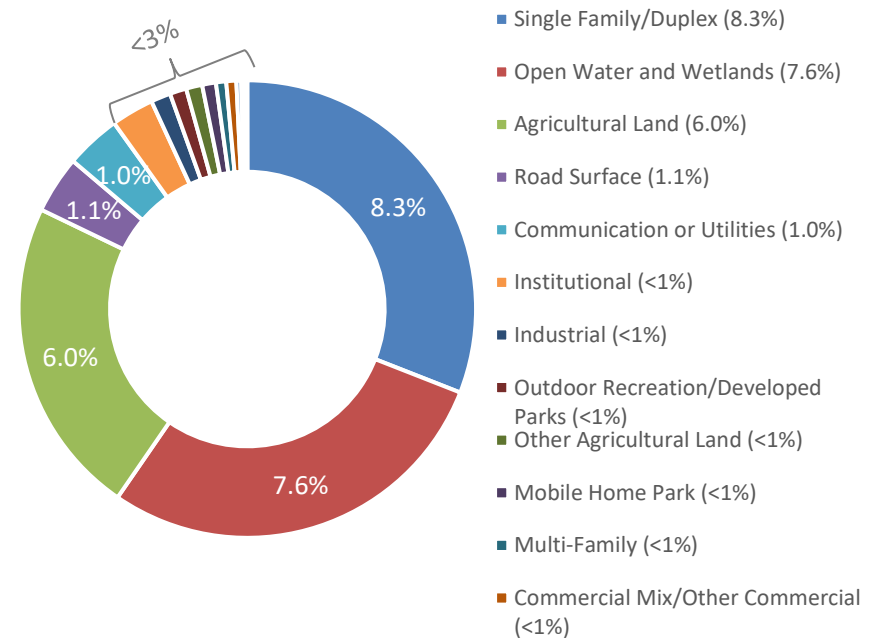
The types of land use, the patterns of development, and the current Town zoning describe the Town today.

LAND USE CATEGORIES

Hopkinton's existing land use pattern is typical of many rural communities in New Hampshire; commercial land uses are located along heavily traveled regional roadways, while most residential development is located in the backlands of the community. Please see the **Existing Land Use Map** for more detailed information. The following table summarizes the current composition of land uses in Hopkinton.

Figure 5-1: Percentage of Acreage Developed by Category

CNHRPC Geographic Information System (GIS), 2021



Of the developed land use categories, single-family/duplex had the highest percentage with 2,397 acres, totaling 8.3% of total land area. This land use is present throughout Hopkinton. Multi-family homes and mobile home parks are also present in Hopkinton but

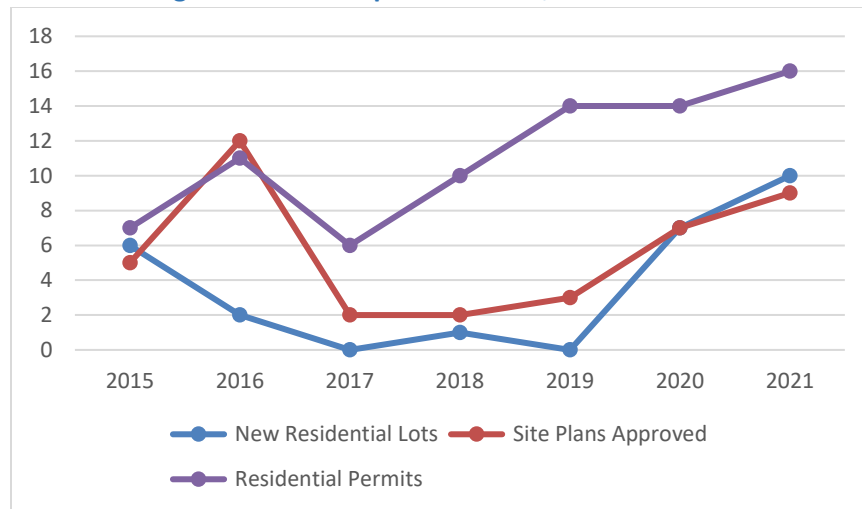
cover much less acreage than single-family, with 56 and 75 acres, respectively. Open water and wetlands cover 2,204 acres, totaling 7.6%. Agricultural lands cover 1,730 acres, or 6.0%, respectively.

Other uses with much smaller percentages include road surfaces (1.1%) and communication or utilities (1.0%). The remaining categories all have less than 1% each and include institutional, industrial, outdoor recreation/developed parks, other agricultural lands, commercial mix/other commercial, cemeteries, commercial services, gravel pits, and commercial retail.

RECENT DEVELOPMENT TRENDS

Figure 5-2 displays the number of residential building permits, site plans approved, and the number of new lots created between 2015 and 2021.

Figure 5-2: Development Trends, 2015-2020



Hopkinton Town Staff

As shown in the graphic, there has been a steady increase in the number of residential building permits approved, with 16 new

permits in 2021 and a total of 14 new permits approved in each of the two years prior. Figure 5-2 displays a recent uptick in the number of new residential lots and approved site plans. However, increases in 2020 and 2021 are still below the levels experienced in 2016. In 2021, there were ten new residential lots and nine site plans approved. The Economic Base and Housing chapters further highlight single-family unit construction outpacing multi-family unit construction.

DEVELOPMENT CONSTRAINTS

Land development projects are typically affected by a range of natural and constructed restrictions. These limitations to development have been identified and are shown on the **Development Constraints Map**. What follows are a series of brief descriptions of these various limitations to development.

WETLANDS

Wetlands are areas where water is present at or near the soil surface for at least part of the growing season and influences the plants that can grow there and the soil characteristics. There is now a much greater understanding of the function that wetlands provide, including flood control, water storage, groundwater recharge, erosion and sediment control, pollution filtration, and wildlife habitat. Based on GIS data provided by NH GRANIT, Hopkinton has 2,762 acres of wetlands, including water bodies located throughout the Town, or approximately 9.5% of Hopkinton's total land area, respectively.

FLOODPLAINS

Floodplains are areas with the potential to carry and store floodwaters. Preserving the floodplain's ability to store this excess water is key to protecting surrounding land uses, especially as the trend of extreme storms and frequency increases. An examination

The Connection between Economic Development and Land Use

Although they are addressed as separate chapters in this Master Plan, land use and economic development are intrinsically linked within community development. Zoning for instance will guide how land is used as it sets development policy for the Town. Sewer and water expansion are key to facilitating higher density, and a mix of land uses can collate customers near businesses.

Within the Economic Base Chapter these links become evident. For instance, specific types of economic development are identified as preferable, including restaurants, agriculture, professional businesses and home businesses which can be the basis for permitted uses in zoning. Tax incentive districts such as the Contoocook Village Community Relief District and the two Economic Revitalization Zones are highlighted as they are in this Chapter. Sewer and water are cited as ways to foster development and greater density. Finally, specific zoning changes are highlighted that can be found both in this Chapter and in the Municipal Technical Assistance Grant (MTAG) report, notably support for the CCOD zone, greater housing choice, and the amendment of the boundaries within the M-1 Zone. It is crucial then, to look at land use through the lens of economic development, and economic development from the perspective of land use.

of these floodplain areas indicates they are mostly open lands which are owned by the Town, U.S. Army Corps of Engineers, and private property owners.

Additional areas of concern are found along the Contoocook River in the vicinity of Contoocook Village. There are 4,547 acres of 1%

annual chance of flood acreage (formerly known as 100-Year Floodplain) in the Town, or 15.8% of Hopkinton's area, which includes the Hopkinton-Everett Flood Control area.

STEEP SLOPES

Slopes greater than 15% are present in areas throughout Hopkinton and create a number of difficulties and dangers associated with development. Overall, approximately 4,219 acres (or 14.6% of Hopkinton's total land area) is considered a steep slope.

AQUIFERS

Aquifers are sometimes quite large, underground deposits of porous rock, sand, and other similar earth materials containing water into which wells can be dug or drilled. Information obtained from the U. S. Geological Survey indicates that stratified drift aquifers are broadly located in the vicinity of the Dolf Brook and the northern portion of the Contoocook River. In several instances, these underground water deposits underlie areas of high residential population, especially in the vicinity of Dolf Brook. Less significant aquifer deposits are also located in the north portion of Town beneath the entire span of the Contoocook River.

With the exception of private wells, drinking water is provided to the community in several ways. First, the Hopkinton Water Precinct provides a large portion of public water via wells in the Town. The other major provider, Contoocook Village Precinct, provides its water via Bear Pond. Finally, there is a Town-owned community well located on land adjacent to the Transfer Station that currently provides water to five nearby homes as well as the Transfer Station.

PUBLIC LANDS

Along with other public entities and agencies, the Town of Hopkinton possesses various public lands throughout the Town, many of which are protected. The largest protected land is the

Hopkinton-Everett Flood Control Reservoir, held by the Army Corps of Engineers, which controls most floodplains. Other protected lands include parcels protected by conservation easements, fee ownership, open space, and deed restrictions. Specific easements and protected lands can be seen on the **Conserved Lands Map**. There is an estimated 3,822 acres of conservation land in Hopkinton or 13% of the Town.

CURRENT USE TRENDS

In 1973, the New Hampshire State Legislature enacted RSA 79-A:1 and created the Current Use program, which is a tool landowners can use to reduce the amount of property tax they pay on open space and an incentive to keep the land in its traditional use. Before the statute was enacted, financial burdens were placed on individuals with large open spaces since property taxation was based on the highest and best use of the land. Now, under the program, the Current Use value applies to at least 10 acres of land at an assessed valuation based upon the income-producing capability of the land in its current use, not its real estate market value.

Property owners can file for reduced property taxes through the Current Use taxation program at the Town Offices, where the municipality's assessor shall determine the valuation in accordance with the range of Current Use values established by the state's Current Use Board (CUB). Eligible land types include farmland, forest, open space, unproductive, and wetlands.

By allowing open space land to be classified as Current Use, it is an incentive for landowners not to develop their property. When land is removed from Current Use, ten percent of the full and true value of the land, not the Current Use assessed value, must be paid as a Land Use Change Tax (LUCT).

Figure 5-3 illustrates the total acres and parcels in Current Use, and the number of owners. It is worth noting that 50% of the Land Use Change tax collected in 2021 was allocated to the Conservation Commission for conservation purposes. This is an annual occurrence and was increased from 35% previously. The total land-use change tax collected for 2021 was \$28,282 based on 60 acres.

Figure 5-3: 2021 Hopkinton Current Use Statistics



For more information on Current Use, please refer to the NH Department of Revenue Administration's Current Use Program.

Housing and Land Use

Housing needs in Hopkinton, like much of the state, are evolving as demographics change, the median age of the population increases, and seniors look to downsize. Further, there are affordability challenges for first-time home buyers and young families as well as downsizing seniors.

As described in the Housing Chapter, these two groups are competing for the same housing. What is necessary to address housing needs in Hopkinton are more affordable housing, a greater variety of housing types, and increased density where possible. Conservation and cluster-type subdivisions can address many of these needs. These developments allow for greater density which can lower cost by requiring shorter roads and infrastructure. Cluster subdivisions also can further conservation efforts by ranking and prioritizing the type of open space the community would like to see preserved. Another approach is to include density incentives for smaller homes in the subdivision, such as two and three bedrooms, single-family homes, and selling to Hopkinton seniors or first-time home buyers first.

A final approach is to ensure the plan approval process is clear and efficient, as this will save time and in turn, money, for developers. Reviewing the Site Plan and Subdivision Regulations to assess clarity, predictability, and ease of use will identify changes that can be made to the approval process, helping all types of development, including housing.

LAND USE REGULATIONS

HOPKINTON'S ZONING

The power to regulate private property through zoning is one of the most important powers allocated to local government. If used properly, zoning can be a powerful tool to improve the aesthetics of a community, protect the natural environment, and increase the quality of life. Used improperly, zoning can serve special interests, diminish the natural environment, and increase disparities between socioeconomic classes.

In 1925, the New Hampshire State Legislature, using a United States Department of Commerce Model Standard Act, granted municipalities the ability to adopt zoning. Hopkinton first adopted zoning in March 1964 for all areas of the Town, except Hopkinton Village Precinct. This initial effort separated the community into four Districts, which required minimum lot areas ranging from 15,000 square feet to 40,000 square feet. The original Districts included a residential, commercial, agricultural, and industrial District. Later, rural residential and recreational Districts were created. This early zoning document contained many unique provisions, including affording property owners the ability to have flexible setbacks in areas where development already existed.

Today, Hopkinton relies on nine primary zoning Districts, as well as overlay Districts, to regulate land use within the community. The following is a summary of current zoning Districts and their associated performance requirements. The location of these Districts can also be seen on the **Zoning Map**.

Each of the nine zoning districts and three overlay districts accommodates residential and commercial uses as well as protects community character and fosters environmental and resource protection. The nine zoning districts include the

Residential/Agriculture District (R-4), the Low-Density Residential District (R-3), the Medium Density Residential (R-2), the High-Density Residential District (R-1), the Commercial District (B-1), Industrial (M-1), Village High-Density Residential District (VR-1), Village Commercial District (VB-1), and the Village Industrial (VM-1) as shown in Table 5-1.

Table 5-1: Hopkinton's Zoning and Overlay Districts
Hopkinton Zoning Ordinance

Type	District Name
Zoning District	Residential/Agricultural (R-4)
Zoning District	Low Density Residential (R-3)
Zoning District	Medium Density Residential (R-2)
Zoning District	High Density Residential (R-1)
Zoning District	Commercial (B-1)
Zoning District	Industrial (M-1)
Zoning District	Village High Density Residential (VR-1)
Zoning District	Village Commercial (VB-1)
Zoning District	Village Industrial (VM-1)
Overlay District	Wetlands Conservation Overlay (W-1)
Overlay District	Commerce & Community Overlay
Overlay District	Fair District Overlay

Overlay Districts include the Wetlands Conservation Overlay (W-1), Commerce & Community Overlay, and the Fair District Overlay. In addition to the various districts and overlay districts in place, Hopkinton has several ordinances and regulations that provide guidance for specific types of development. One is Accessory Dwelling Units (ADU), governed by Section 3.12 and complying with recent changes to RSAs. They are permitted in all districts and must meet a list of requirements consistent with the new state law. ADUs are a great tool to alleviate housing pressure for both young people new to the workforce and downsizing seniors.

Other ordinances in place include Section VII Sign Ordinance, Section XVII Floodplain Development Ordinance, Section XVIII Outdoor Lighting Ordinance, Section IV-A Architectural Design Review Ordinance, Section 3.10 Personal Wireless Service Facilities, Section 3.11 Small Wind Energy Systems, and Section 3.13 Solar Energy Systems.

It is also important to note the Town of Hopkinton has considered, as well as implemented, some zoning changes in West Hopkinton as a result of the findings of the Municipal Technical Assistant Grant (MTAG) program with Plan NH. MTAG looked specifically at issues in West Hopkinton and facilitated a public input session. This work identified both issues citizens were concerned about and some potential zoning solutions. Issues identified included: 1) a desire to protect rural and community character; 2) a need to address housing concerns, including housing cost and a need for housing stock smaller in size, including rental housing; 3) increased safety at the NH 127/Maple Street and US 202/NH 9 intersection; 4) develop retail carefully to protect/support businesses in Contoocook; 5) encourage age-restricted housing for seniors; and 6) encourage mixed-use (residential, small-scale commercial, and open space/recreation) in appropriate areas.

Considering the range of issues identified by residents during the MTAG process, several specific zoning updates were identified as potential solutions. These included: 1) revise the B-1 to require smaller minimum lot sizes and allow multi-family and affordable housing and recreation, retail, and commercial uses; 2) Change the zoning from M-1 to B-1 in the land surrounding the intersection of US 202/NH 9 and Maple Street/NH 127, and land along Maple Street across from the Rowell Covered Bridge; and 3) Adopt a "Commerce and Community Overlay District" allowing for greater

Infrastructure and Land Use

Water and Sewer Infrastructure

Density is a key element to meet the future land use goals in Hopkinton, and the presence of municipal sewer and water is essential to achieving these goals. Municipal sewer and water allow for smaller minimum lot sizes since leach fields, septic tanks, and the 75-foot protective well radii would not be needed. For Hopkinton, water and sewer service extensions on Maple Street, the areas of the Harts Corner, and the Exit 6 TIF Districts would serve as catalysts to increased density and facilitate a mix of uses. Without such infrastructure, these goals would be difficult to achieve.

Transportation Infrastructure

As described in the Transportation Chapter, there are several potential future transportation projects in Hopkinton that could impact future land uses. Improvements to the US 202/NH 9/NH 127 intersection (currently scheduled for construction in 2025/2026) will serve to both improve safety and offer better access to the new CCOD overlay district in West Hopkinton. Beyond that project, potential design changes at the NH 103/US 202 (Main Street) intersection and pedestrian related improvements in Contoocook Village would improve safety and could serve as a catalyst for future private investment. A potential future roundabout at Exit 4/US 202 would both slow traffic speeds entering Hopkinton Village and open up some of the existing public right of way in that area to different uses. A method to plan for those future uses could be the incorporation of a new Gateway Zone for the area with specific requirements for uses and architectural standards.

residential development as well as incentives for affordable and/or senior housing and/or communities (such as recreational or community spaces).

Finally, the Hopkinton Village Precinct, which is a separate entity from the Town of Hopkinton, has its own ordinance adopted in 1960 and its own regulations. The Village Precinct covers the area of Hopkinton Village and includes four zoning districts: General Residential District, Special Residential District, Office District, and General Commercial District. The Zoning Ordinance and other ordinances and regulations are available on the Town website. Ensuring a degree of compatibility and understanding of the opportunities for collaboration between the Town and Village Precinct will benefit all of Hopkinton.

HOPKINTON SUBDIVISION AND SITE PLAN REVIEW REGULATIONS

Like most New Hampshire communities, the voters of Hopkinton have authorized the Planning Board to conduct Site Plan and Subdivision reviews. A site plan review is designated for the development, change, or expansion of the use of tracts for non-residential uses and for multi-family dwelling units. Subdivisions involve the division or resubdivision of land (i.e., adjusting the lot line(s) between one or more existing lots). Both applications involve a similar process: 1) application is made; 2) Board determines if the application is complete; 3) Board determines if there is a regional impact; 4) Board approves or denies. When a plat is approved, it typically has conditions affixed, and once these conditions are met, the plans may be signed and building permits issued.

Hopkinton's Site Plan Regulations and Subdivision Regulations lay out the process for both types of applications, outline a clear and predictable approval process, and comply with state statutes. The

Planning Board should periodically review these regulations for conflicts, including ease-of-use issues which may develop over time.

Like the Zoning Ordinance, these documents are living documents that need to be reviewed and updated on occasion to ensure effectiveness and clarity. Additional details on studying the regulatory framework can be found in the Economic Base Chapter.

Like the Zoning Ordinance, the Hopkinton Village Precinct has its own Site Plan Review Regulations and Subdivision Regulations. Both sets of regulations are available on the Town's website.

OBJECTIVES AND RECOMMENDATIONS

The following objectives were developed to capture the overall aims of the Existing and Future Land Use chapter. Individual recommendations were developed that correlate to the existing conditions and needs of the community.

OBJECTIVE 1:

Continue to support a mix of uses in the Harts Corner/West Hopkinton/Maple Street area.

- Promote mixed-use development opportunities in the Commerce and Community Overlay District (CCOD) in West Hopkinton along NH 127 (Maple Street) to the north of the US 202/NH 9/NH 127 intersection. Support and promote the appropriate inclusion of multi-family housing as an element of future development proposals.
- Continue efforts to evaluate potential water/sewer service extensions on Maple Street, including Harts Corner and Exit 6.
- Utilize the Harts Corner and Exit 6 Tax Increment Financing (TIF) districts as appropriate to foster mixed-use and commercial development.

- Promote the availability and use of the Exit 6 Economic Revitalization Zone (ERZ).

OBJECTIVE 2:

Continue to support actions to revitalize Contoocook Village.

- Continue to support mixed uses and appropriate densities in Contoocook Village.
- Review and update as appropriate the streetscape design recommendations included in the 2000 Contoocook Village Charette. Consider future improvements to the Park Avenue/Pine Street and Fountain Square intersections.
- Promote the availability and use of the Contoocook Community Revitalization Tax Relief Incentive (RSA 79-E) and Contoocook Village Economic Revitalization Zone (ERZ).
- Expand the existing sidewalk networks in Contoocook and Hopkinton villages and promote pedestrian and bicycle transportation in the community.
- Identify common goals with the Hopkinton Village Precinct that can be pursued together.

OBJECTIVE 3: Support and promote appropriate commercial and mixed-use development in suitable areas of Hopkinton.

- Examine options to modify permitted uses and zone boundaries within the Burnham-Intervale M-1 zone.
- Consider the adoption of the Commercial and Industrial Construction Exemption (NH RSA 72: 80-83) within select M-1 zone areas.
- Consider future zoning changes in the vicinity of the US 202/Exit 4 Intersection in coordination with possible future improvements to the intersection.

OBJECTIVE 4:

Utilize incentives and simplify regulations to encourage their use and ensure clarity and ease of use.

- Simplify the application procedures for Conservation Subdivisions, notably the calculation of the base number of buildings and dwelling units.
- Consider the development of an open space ranking system that provides higher allowable densities when protecting more desirable open spaces, including agricultural land uses.
- Encourage Conservation Subdivision developments that specifically address the issues of affordability by way of a variety of housing types. Consider the enhancement of density incentives specifically for developments that include smaller homes (two and three bedrooms); ranch-style homes with one floor; sale of units to Hopkinton seniors who are downsizing; or first-time home buyers.
- Consider the development of incentives such as a reduced front setback for the incorporation of architectural standards in design.
- Periodically undertake a "process study" of the Site Plan and Subdivision Regulations to assess the clarity, predictability, and ease of use of the Site Plan and Subdivision Regulations. Further, assess whether these documents are meeting the needs and intent of the Planning Board.

HOPKINTON MASTER PLAN

APPENDIX

