

## Corporate Innovation District

### Purpose (to be inserted into Section II.A, Classes of Districts)

The purpose of the Corporate Innovation District (CID) is to promote a mix of uses at a higher density, enhance economic vitality, and create employment opportunities, while preserving a pedestrian environment. The CID promotes the development and redevelopment of parcels as a master planned community rather than parcel-by-parcel development. The goal of the CID is to establish an innovation center for employment opportunities and business growth, while generating connections between the CID, businesses and industry outside of the CID, and points of interest within the region. Furthermore, the CID aims to create a vibrant, healthy, and pedestrian friendly environment that is welcoming and accessible to all users.

### Permitted Uses – See Table of Uses

#### Insert into Section IV.E.2, Table of Dimensional Regulations

District	Principal Building or Use	Lot Minimum		Minimum Setback		Minimum Landscaped Open Space Surface Ratio	Building Maximums		
		Area (s.f.)	Frontage (ft.)	Front (ft.)	Side (ft.)		Floors/ Height	Lot Coverage	Floor Area Ratio
Corporate Innovation District	Any other principal use	20,000	75	15	15	20%	6/-	N/A	1.0

### Section II.I Use Regulations (Corporate Innovation District)

#### 1. Purpose and Intent

Corporate Innovation District (CID) is comprised of commercial, mixed-use, office, and residential projects. The CID is intended to promote a master planned community that functions as an employment center while establishing a mixed-use environment where a community can live and work. The CID regulations, herein, establish a clear set of guidelines for developers to follow for development within the CID.

#### 2. Complete Streets

Projects within the CID shall incorporate Complete Street infrastructure as outlined in the Town’s Complete Streets Policy. CID projects shall be accessible to all users of different ages, abilities, and modes of transportation. Connections to trails and open space are encouraged for projects within the CID.

#### 3. Parking

The Planning Board may grant, by a special permit, a reduction in the required number of parking spaces for commercial, mixed-use, office, and residential projects, where applicable. Projects are encouraged to provide alternative modes of transportation and shared parking options to alleviate the demand for parking within the CID, when a reduction is requested. All parking in the CID shall be provided within the project boundaries or a designated satellite parking area. On-street parking in the CID is not permitted. For mixed-use projects with a residential component the minimum number of parking spaces shall not be less than 1.5 per residential unit.

#### 4. Dimensional Regulations

- a. Building height shall be regulated based on the number of floors within the CID. The height of each floor within the CID shall be reviewed by the Planning Board. Roof top equipment and/or accessories shall not exceed 20 feet above the last permitted floor.

- b. The Planning Board may grant, by a special permit, a 0.50 FAR bonus, for a total 1.50 FAR, if the following conditions are met:
  - 1) Projects that further the goals, intent, and objectives of the CID guidelines, herein, may receive up to a 0.25 FAR bonus and/or 1 additional floor.
  - 2) Projects should strive to incorporate energy efficient features and technologies where possible in the design and construction of the building and site. Projects that are designed to achieve a national or generally accepted certification that is equivalent to the LEED silver or higher may receive up to a 0.25 FAR bonus and/or 1 additional floor.
  - 3) Any increase in FAR and/or building height shall not adversely affect the Level of Service (LOS) within the immediate area of the CID, in accordance with Section VI.F.
  - 4) The roof top equipment and accessories shall not exceed 20 feet above the top floor of the building and shall be screened and incorporated into the building design.

## **5. Mixed-use Residential Projects**

- a. Mixed-use projects with a residential component shall:
  - 1) comply with, Section V.H. Affordable Housing of the Framingham Zoning By-law;
  - 2) require residential amenities/commercial/office uses within the first floor for all areas that face a public way. For buildings that do not face a public way, there shall be a minimum of 20 percent of the gross floor area of the first floor to be utilized for residential amenities/commercial/office uses.
  - 3) require residential units on the ground floor to be located at the furthest point from a roadway, where possible. Residential units on the ground level may have direct access; and
  - 4) require entrances to residential units be separate from non-residential uses.

## **6. Design Standards**

- a. Primary building entrances shall be designed to emphasize the pedestrian environment.
- b. Outdoor dining areas shall not impede pedestrian traffic flow. A minimum pathway of 5 feet that is free from obstacles shall be maintained.
- c. First floor commercial, restaurant, retail, and other related uses that face a roadway shall provide a minimum of 50 percent of the façade as clear window area.
- d. The first floor of office and other related use buildings within the CID shall be designed to provide a minimum of 60 percent of the façade with transparent glazing.
- e. The base, middle, and top areas of a building shall be clearly delineated through the use of architectural features.
- f. Flat facades shall be avoided through the use of balconies, changes in materials, or architectural details. Architectural features shall be visually appealing and utilized to mask the scale of the building.
- g. New buildings are encouraged to reinforce the scale and architecture of existing structures within the CID.
- h. Exterior building walls with blank wall surfaces greater than 20 percent of the total wall area is prohibited.
- i. Rooftop gardens are strongly encouraged.
- j. Roof forms and lines should complement adjacent building designs.

- k. Buildings shall use parapets or architectural roof features to conceal elevator and stair shafts, large vents, and rooftop equipment such as HVAC units where visible from adjacent buildings, pedestrian paths, or other important vantage points. These architectural features shall further minimize noise impacts.
- l. Service and loading areas, dumpsters, ground-mounted mechanical equipment, and utilities shall be located on the side or rear of a building and not visible from roadways or open space areas. The screening of these features is encouraged through the use of architectural forms, fencing, and/or landscaping.
- m. Garage entrances shall be sited in locations that minimize the impacts of vehicle movement on pedestrian activity.
- n. Below-grade parking, structured parking, and/or parking in the side and/or rear of the building are strongly encouraged.