

# Winchester Downtown Streetscape Study

Waterfield Road to Skillings Road

Prepared for:  
Town of Winchester

Prepared by:  
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# Table of Contents

## INTRODUCTION

Study Introduction.....1  
Previous Studies.....2  
Public Outreach.....3

## PROJECT CONTEXT

Confluence & Convergence.....4-5  
CBD Districts.....6-7  
Site Analysis/Diagrammatic Improvements.....8-11

## THE PLAN

Concept Plan/Sections.....12-17

## IMPROVEMENT THEMES

Safe and Comfortable Streets.....18-19  
Enhancing Public Transportation.....20-21  
Reclaiming the River.....22-23  
Access and Connectivity.....24-25  
New Housing.....26



Project Study Area

# Study Introduction

The Town of Winchester (the Town), acting through the Board of Selectmen and the Winchester Planning Board, retained GPI to develop conceptual streetscape plans for the public streets, sidewalks and spaces between Skillings Road at Shore Road and Waterfield Road at the MBTA Commuter Rail Station. The areas of primary concern are Skillings Road at Winchester High School, Shore Road, Quill Rotary, Laraway Road, Thompson Street, Waterfield Road, and the Aberjona and Waterfield parking lots abutting the MBTA Winchester Center Commuter Rail Station.

The Town intends to use the conceptual plans to develop proposals and projects that will:

- Improve pedestrian access throughout the town center;
- Ensure safe vehicle movement and parking; and
- Enhance the economic and social vitality of the Center Business District while maintaining the aesthetic quality of the downtown historic village.

## Plan Elements

The conceptual plans take into consideration the following elements, but do not necessarily address each in detail:

### SKILLINGS ROAD

The Town is reconstructing the Winchester High School. Construction will be completed in late 2017. Concurrently, the Town will be reconstructing the adjacent Skillings/Ciacia Field to install a fourth culvert for flood mitigation, recap the field for environmental remediation, improve the sports fields and accommodate displaced high school parking lots. The Jenks Center, across Skillings Road from the high school, is also being reconstructed to support an expanding program for senior citizens. The high school, field and Jenks projects each have plans dealing with on-site pedestrian and vehicle movement, but there is no plan for ensuring safe pedestrian movement among these three major town facilities or providing a coherent and attractive streetscape.

### SHORE ROAD

Shore Road links the high school to the town center and provides access to the Arthur Griffin Museum and professional offices and residences in the East Core and Museum districts. The parking lot at the north end of the road is used to capacity by employees of town center businesses. There is a single, narrow sidewalk on the east side of Shore Road that is difficult to navigate, especially in the winter. The Griffin Foundation has commissioned a study to re-landscape the banks of the Aberjona River and revitalize the 1928 Herbert J. Kellaway-designed greenway through the

town center. The Griffin Foundation also has purposed construction of a pedestrian bridge across the Aberjona River at Judkins Pond. The bridge would connect the museum to the Jenks Center and parking lot. There is an opportunity to coordinate the streetscape concept plan with the riverbank study and create a more attractive and walkable corridor between the high school, the museum, the Jenks Center and town center businesses. Shore Road is also lined with some of the oldest structures in the town center, many of which are in good condition. Proposed improvement for Shore Road should take into account the importance of these historic structures.

### QUILL ROTARY

The Town is working with the MBTA on plans to reconstruct the Winchester Center Commuter Rail Station. Current plans call for a new elevated walkway that would parallel the rail bridge and connect the outbound (east side) platform to a new pedestrian ramp that would land on the north side of Quill Rotary at the foot of Shore Road. The inbound (west side) platform will be served by the reconstruction of the existing ramp, which lands on the south side of the rotary at Laraway Road. All the ramp plans will require commuters to cross several streets using the sidewalks around the rotary. Today, these sidewalks are narrow and the areas under the railroad viaduct are poorly lighted and maintained. Many commuters also use the rotary area as a “kiss-and-ride” drop-off and pick-up location. The streetscape concept plans should provide for wider public sidewalks and spaces around the Quill Rotary while maintaining safe through movement for cars, delivery trucks and emergency vehicles. It should be stressed that the Town Center is part of a National Register Historic District and attention should be given to this unique historic resource. Design-related elements throughout the Town Center should relate to other features in the National Historic District to a large extent.

### LARAWAY ROAD

Laraway Road is a one-way street running between Waterfield Road and Quill Rotary. It is bordered by the Town Common on the west and rail viaduct wall on the east. The town center’s only MBTA bus stop is on Laraway near the Quill Rotary. Laraway parking lot area is one of three parking lots within the center (the others being the Cullen lot off Shore Road and the Aberjona North lot opposite the Post Office) that provide longer-term parking with pay-by-space parking stations at the north and south ends of the lot. The roadway is also used as a staging area for various town events and for farmers’ markets on Saturdays during the summer, but the area along the railroad viaduct is generally seen as an uninviting “dead” space. There have been proposals to create a new pedestrian tunnel connecting the retail area on Thompson to Laraway Road and the Town Common, and proposals to add lite-construction retail stalls on the east side of Laraway Road against the rail viaduct wall to support three-season crafts, flower and vegetable markets. Regional sewer lines running under Laraway preclude any substantial development along the roadway. The streetscape concept plans should consider how different treatments (including relocation of the bus stop) might enliven the area and complement the historic Town Common. (Concept plans may include suggestions for treatment of the Town Common, but concept plans for the Common are not requested or required as part of the scope of this RFP.)

### WATERFIELD ROAD/WATERFIELD BLOCK

In parallel with the reconstruction of the commuter rail station, the Town is exploring options for redevelopment of the Town-owned parking lots in the Waterfield block (the area bounded by Church Street, Waterfield Road and the commuter rail station). The current plans for the commuter rail station call for the demolition of the 1950s station building and removal of the existing pedestrian ramps. The ramps will be replaced by stairs and elevators on both sides of the viaduct with their entrances placed toward Waterfield Road. There are no specific plans in place for redevelopment of the Waterfield block, but the intent is to encourage mixed-use commercial development (e.g., structured underground parking, street-level retail shops and restaurants, and upper-level offices and residential units). Conceptual plans for the Waterfield block have suggested construction of a new vehicle tunnel under the railroad tracks immediately beyond the south end of the platforms to provide access between the Aberjona parking lot and new retail and housing development within the Waterfield block. The MBTA station reconstruction project includes cleaning and lighting of the existing Aberjona/Waterfield pedestrian passageway under the railroad viaduct, but does not include construction of a new vehicle tunnel. The Town will consider construction of a new vehicle tunnel as part of the redevelopment of the Waterfield block. The streetscape concept plans should provide for adequate sidewalks and public spaces, safe movement of cars and delivery vehicles for future development on the Waterfield block, and commuter drop-off and pick-up locations near the station ramps.

### WATERFIELD ROAD/ABERJONA PARKING LOT

The Aberjona parking lot, which is on the east side of the rail viaduct and opposite the Post Office, is the largest parking lot in the center. It is used to capacity by commuters, town center business customers and employees. The roadway through the parking lot provides access to Ginn Field to the south. Lighting has been added to the parking lot, but pedestrian safety is a concern during dark winter evenings. The Town will be constructing a bikeway/greenway between the parking lot and the Aberjona River, part of a long-planned Tri-Community bikeway linking Stoneham, Woburn and Winchester to the DCR’s Mystic Lakes recreation areas. The streetscape concept plans should consider reorganization of the areas near Waterfield Road and the Post Office to accommodate pedestrian access to the station, the parking lot and town center businesses; commuter pick-up and drop-off; perhaps a relocated MBTA bus stop; and possibly a Zipcar station. Ideas for the main lot should consider how to enhance safety, increase parking capacity and improve the attractiveness of the area, especially as seen from Mystic Valley Parkway and the bikeway/greenway.

# Previous Studies

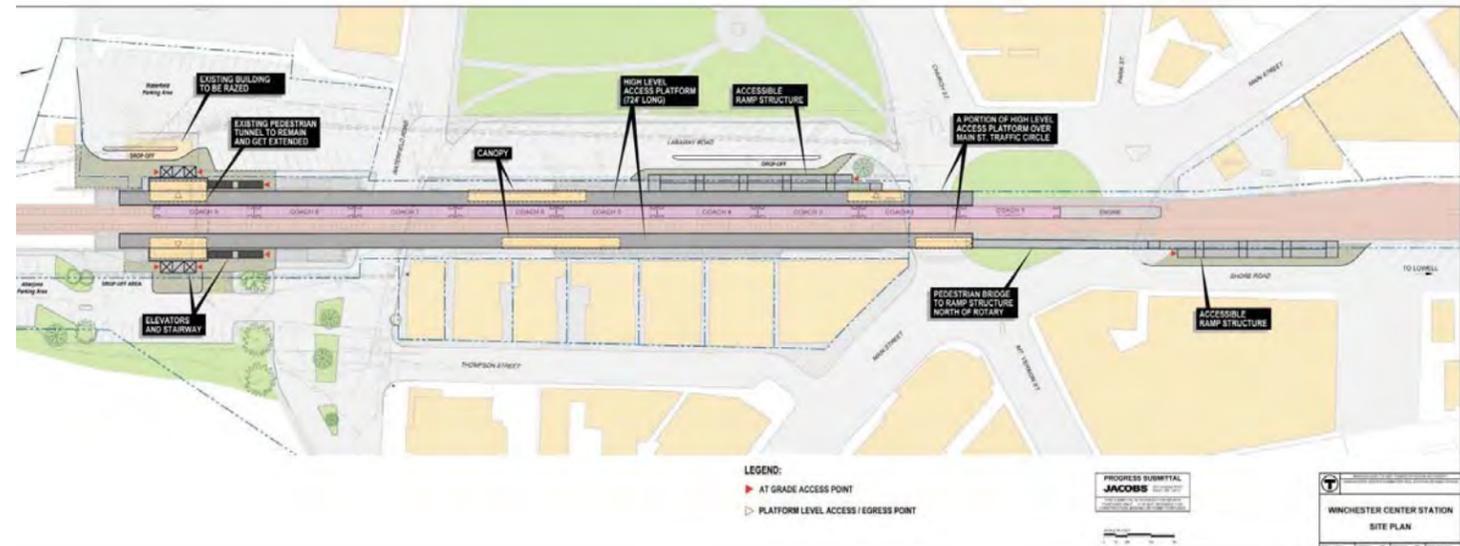
The Town Center Streetscape project is part of the Town Center Initiative, a coordinated effort to revitalize the town center. The Town, state and local partners have:

- Rezoned the town center business district to allow for mixed-used residential and commercial development;<sup>1</sup>
- Commissioned conceptual designs for redevelopment of the Waterfield block and the North Core (Main Street area between Skillings Road and Quill Rotary);
- Begun planning for the reconstruction of the MBTA's Winchester Center Commuter Rail Station;
- Implemented a comprehensive parking management program;
- Designed and installed wayfinding signs throughout the center;<sup>2</sup>
- Invested in flood mitigation projects (Skillings Field culvert, Mt. Vernon Street Bridge culvert, Center Falls Dam bypass valves, and the Waterfield to Bacon channel realignment);
- Commissioned plans for re-landscaping of the Aberjona River greenway.<sup>3</sup>

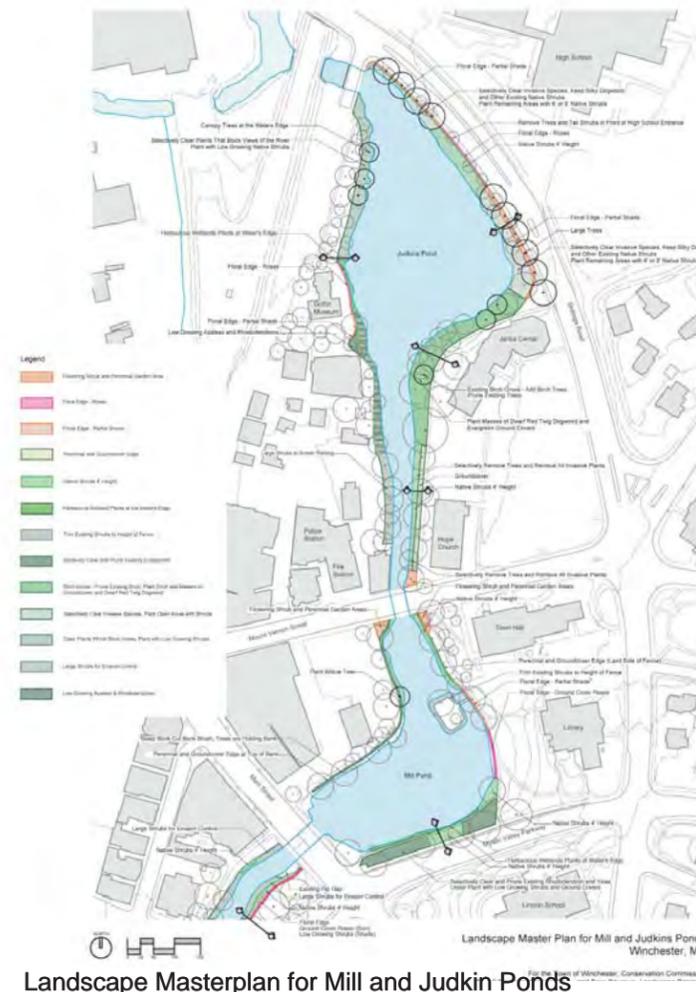
Information on these projects, including publicly available plans, presentations and reports relevant to this RFP can be found at <http://www.winchester.us/366/Public-Hearings-and-Bid>.

There is, however, no current vision or general plan for streetscape improvements to complement these actions. The objective of this project is to develop conceptual streetscape plans for the public streets, sidewalks and spaces in the town center—visions of what the town center streetscape could be.

- 1 Technical and financial assistance provided by the Massachusetts Smart Growth Alliance's Great Neighborhoods
- 2 Grant provided by the Griffin Foundation.
- 3 Commissioned and funded by the Griffin Foundation.



MBTA 15% Station Improvement Plans



Landscape Masterplan for Mill and Judkin Ponds

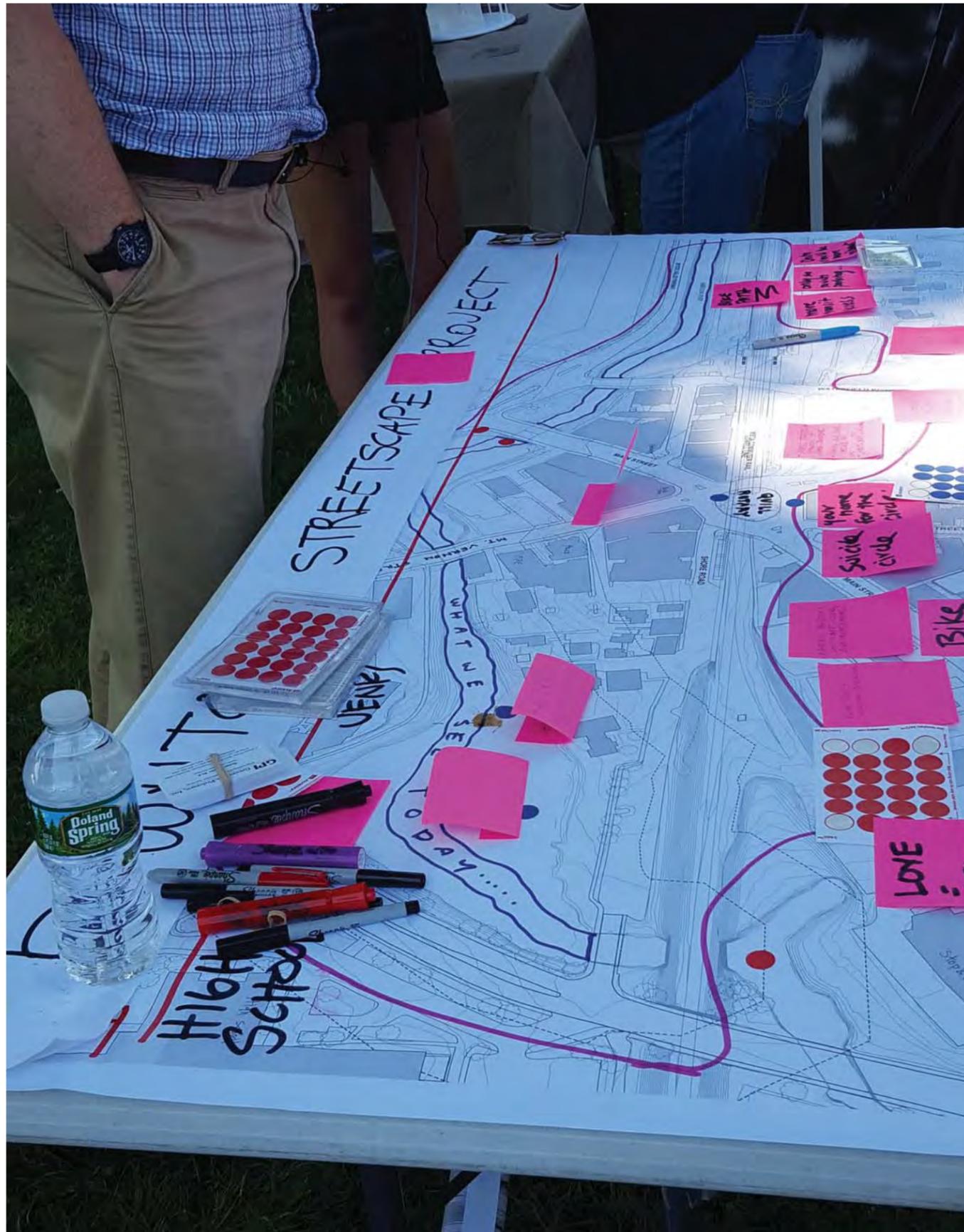


The Waterfield Block Conceptual Design Study

## Winchester Downtown Streetscape Study: Waterfield Road to Skillings Road

### PUBLIC THOUGHTS/COMMENTS:

- There's a new owner of the two gas stations on the corner of main street that is a "good Developer", so development ideas for those sites as a gateway are more receptive.
- People are very receptive to giving more sidewalk space around the Quill circle and also to even having the circle go away to be a standard or offset T-intersection. One prominent architect who has lived in town since 1966 - said the circle essentially blows up the fabric of the downtown.
- They really want a bike path thru downtown and the route along the river is the best. Path should cross below town hall and go behind Jenks center to Skillings road then make Skillings more bikeable. South of town they'd like it to go to Ginn fields and eventually all the way to the lakes.
- People want townwide bike routes and want town local transit to be better connected.
- New housing is a real interest for seniors and millennials who literally don't have cars with a small scale retail – including coffee shop at the train station entrance. Getting to Starbucks when racing for the train is a challenge.
- Traffic calming at the wide intersections and restore a feeling of functional two way streets
- More – better green spaces
- Quite a few people said that jamming more parking in - if it was to the detriment of other values was not good. That may be a self - selecting farmers market "green" crowd...
- Better riverfront park – not just squeeze the bike path in between the parking lot and the river bank.
- Limited new commercial development on the Waterfield block but great for residential above parking garage and as liner building at the street frontage. People see the rezoning of Main Street towards the Stop&Shop to be the better more intensive commercial area.
- Take the road out of the green to make that pedestrian space, incorporate the tunnel under the tracks to connect the green to the river - and maybe move the bus stop to fit to other T stop entrance points.
- And last the dam was opened a few weeks ago - and a natural stream flows thru the downtown presently – the reflection lake is currently not there. A lot of people said they liked the lake, but when pushed and prodded they also thought the idea of a beautifully restored natural stream corridor was a fascinating idea that they'd never thought of...

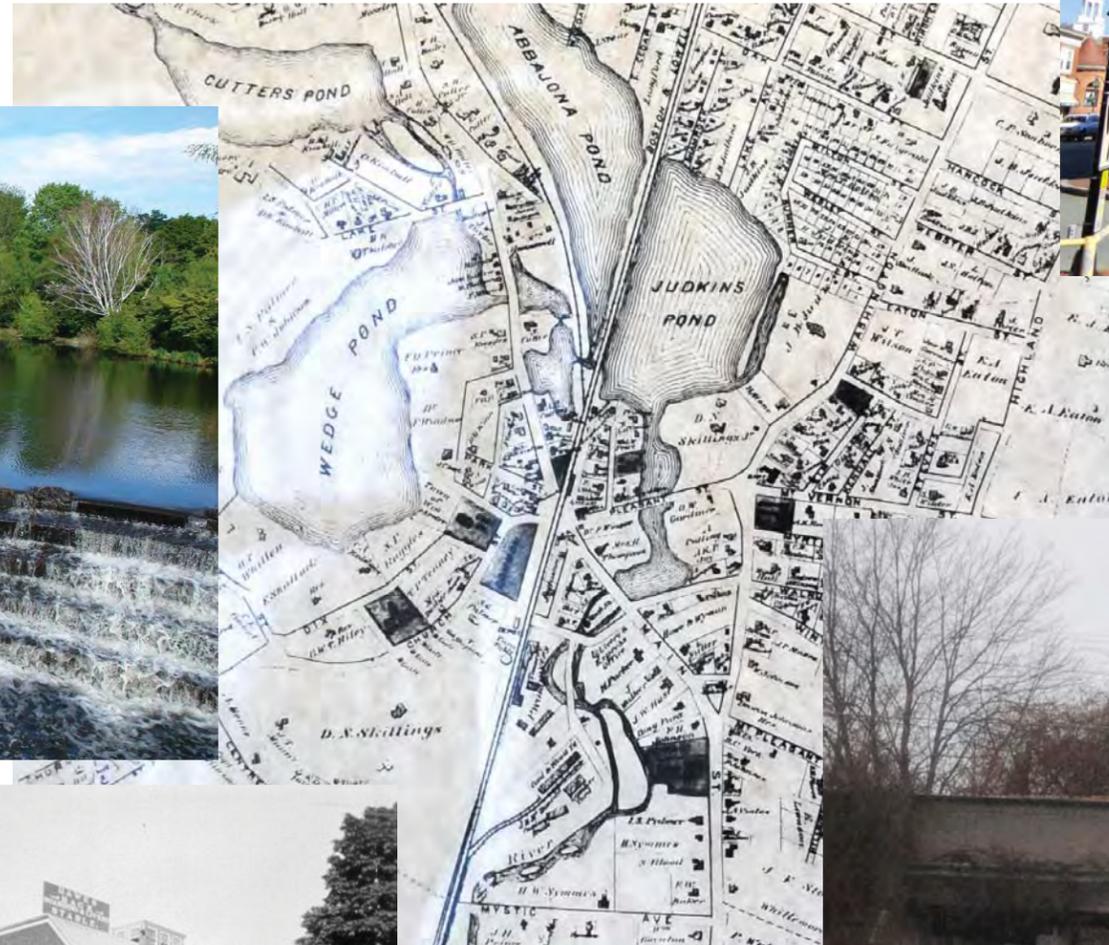


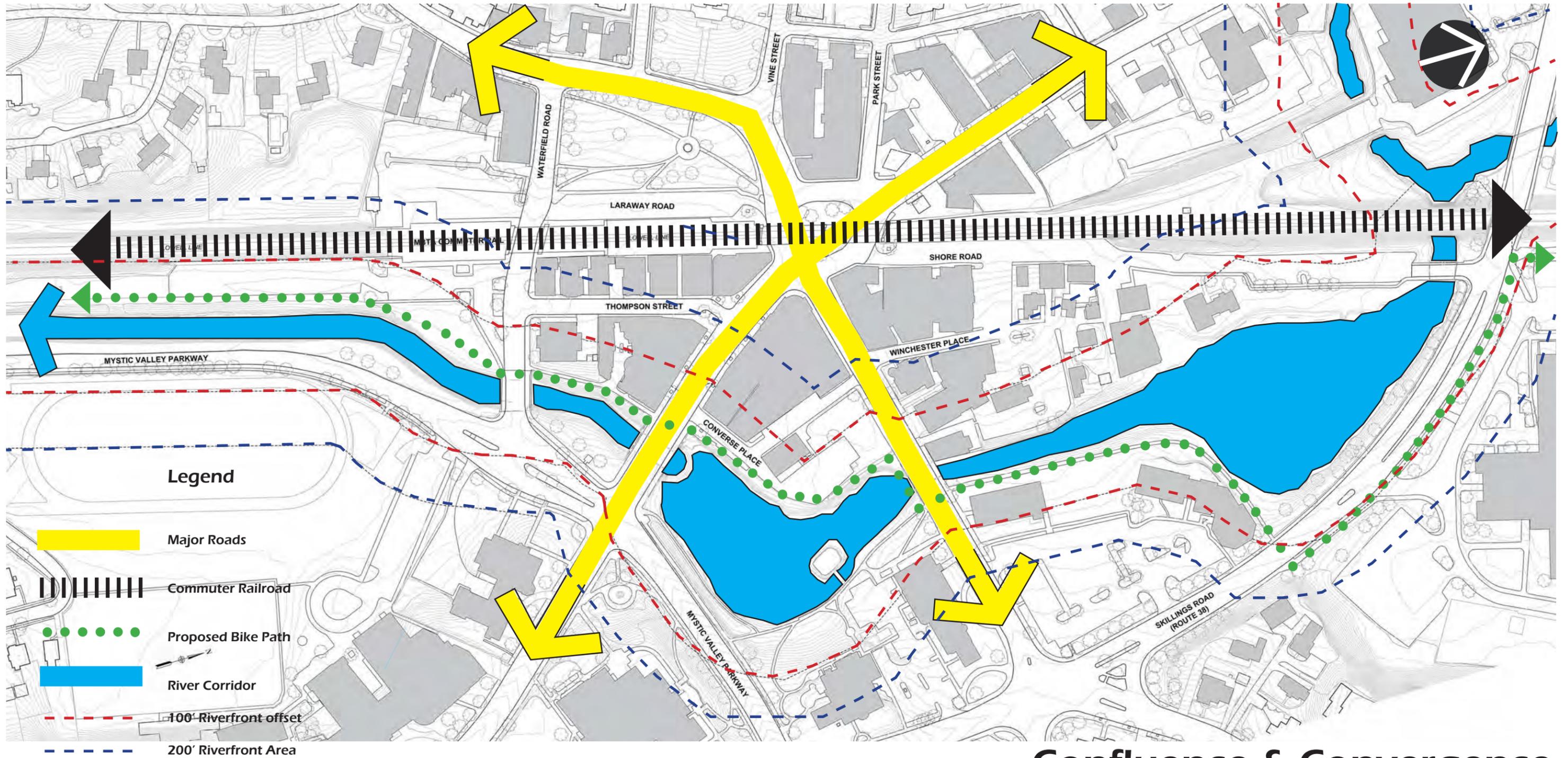
## Public Outreach

GPI attended the Winchester Farmer's Market on Saturday July 16th to garner public input.

# Winchester Downtown Streetscape Study: Waterfield Road to Skillings Road

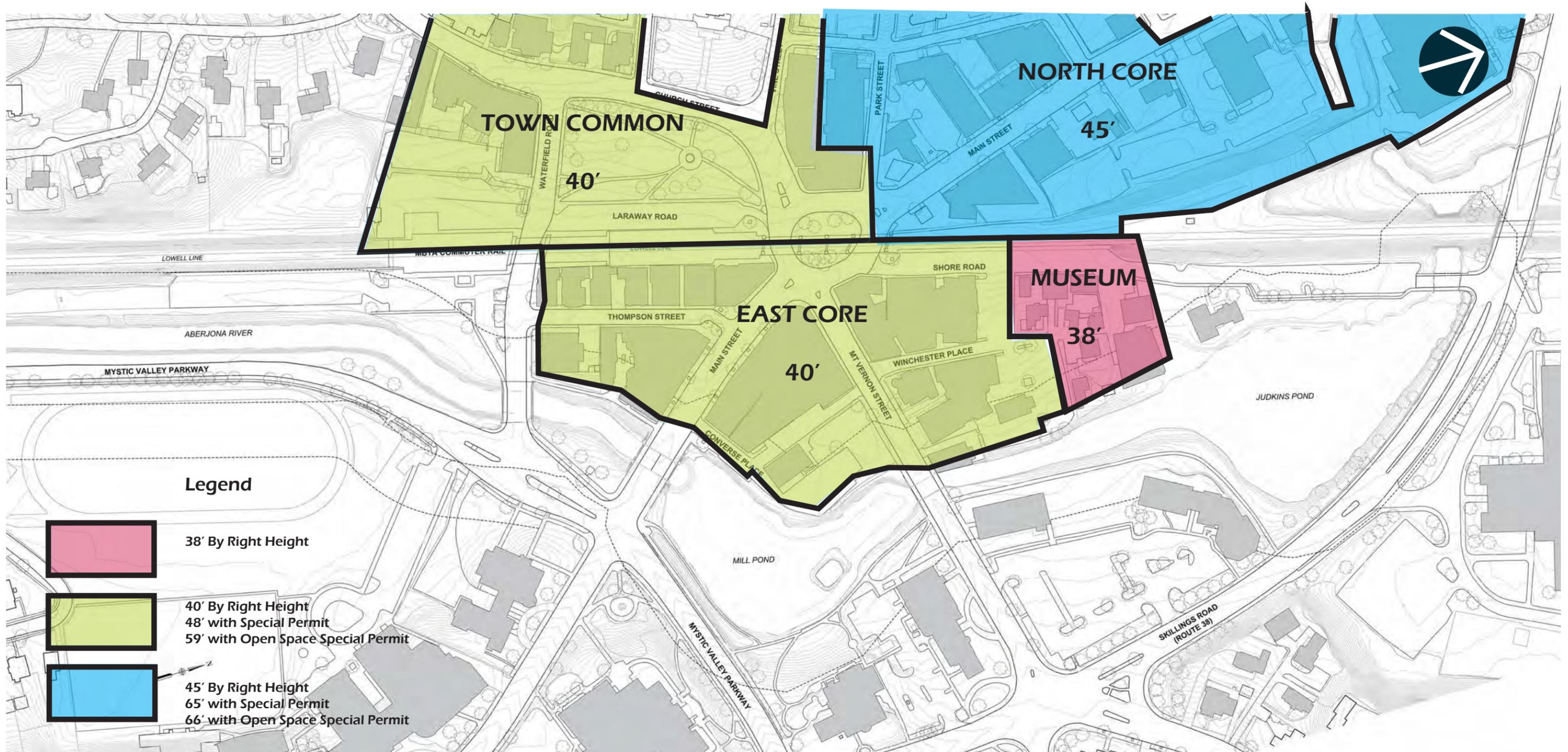
A PLACE WHERE THE RIVER, TRAINS, CARS, AND PEOPLE INTERSECT.....





## Confluence & Convergence

# CBD Districts



Winchester Downtown Streetscape Study: Waterfield Road to Skillings Road

IMPRESSIONS:

EAST CORE DISTRICT

Visually unified, strong architecture and sense of place, vibrant business use

TOWN COMMON DISTRICT

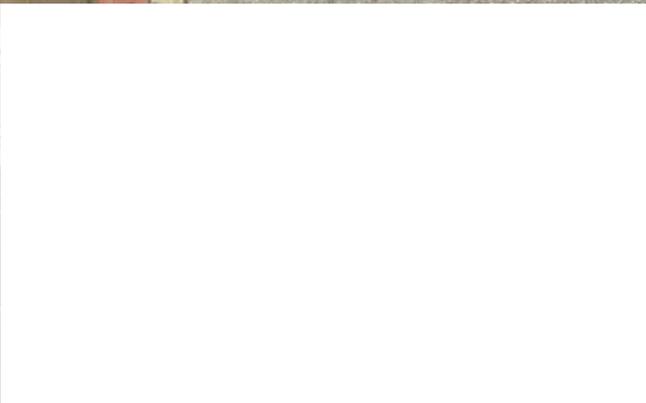
Quinessential New England common, charming, functional. Wasterfield Block and railroad viaduct detract.

NORTH CORE DISTRICT

Vibrant business area, incoherent architecture. Numerous gaps in street facade - 4 gas stations.

MUSEUM DISTRICT

Some of Winchester's oldest houses. Confusing orientation of buildings to streets. Area has significant historic value but lacks a sense of place.



Winchester Downtown Streetscape Study: Waterfield Road to Skillings Road



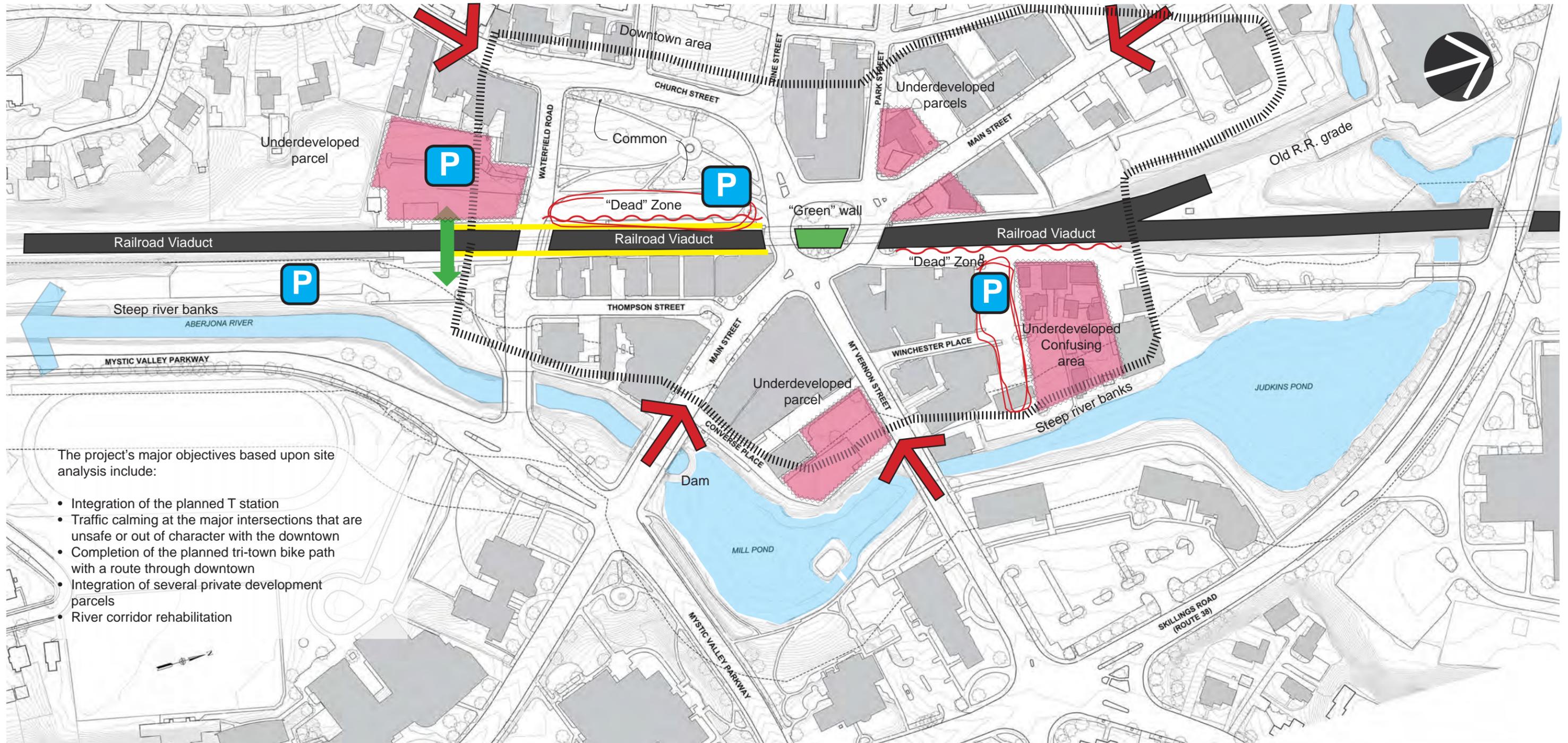
The Wall



The Tunnel



The Green Wall



## Site Analysis

# Winchester Downtown Streetscape Study: Waterfield Road to Skillings Road

### LEGEND

**SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD**

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

**FLOODWAY AREAS IN ZONE AE**

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

**OTHER FLOOD AREAS**

- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

**OTHER AREAS**

- ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE D** Areas in which flood hazards are undetermined, but possible.

**COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**

**OTHERWISE PROTECTED AREAS (OPAs)**

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

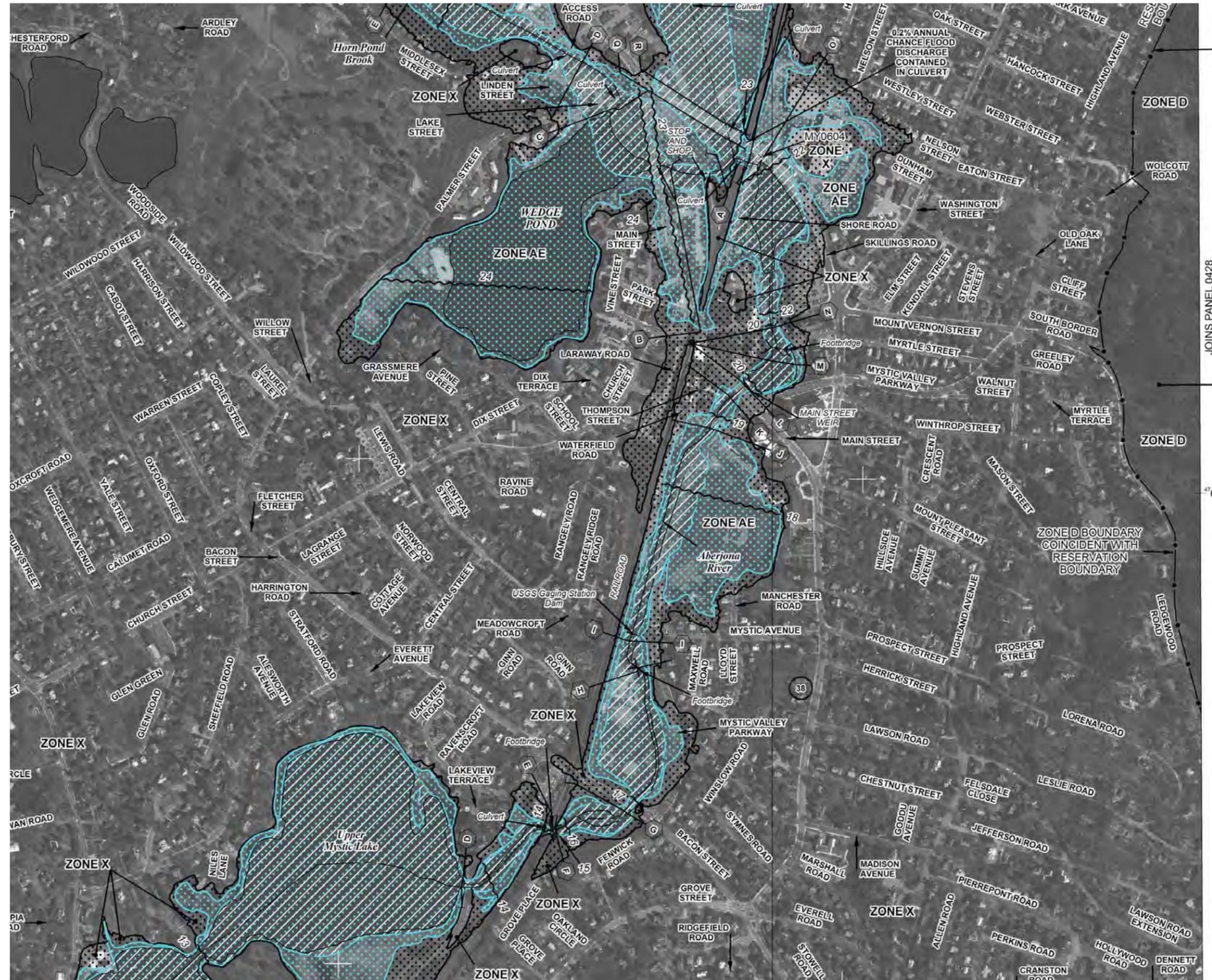
- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities
- Base Flood Elevation line and value; elevation in feet\*
- Base Flood Elevation value where uniform within zone; elevation in feet\*

\* Referenced to the North American Vertical Datum of 1988

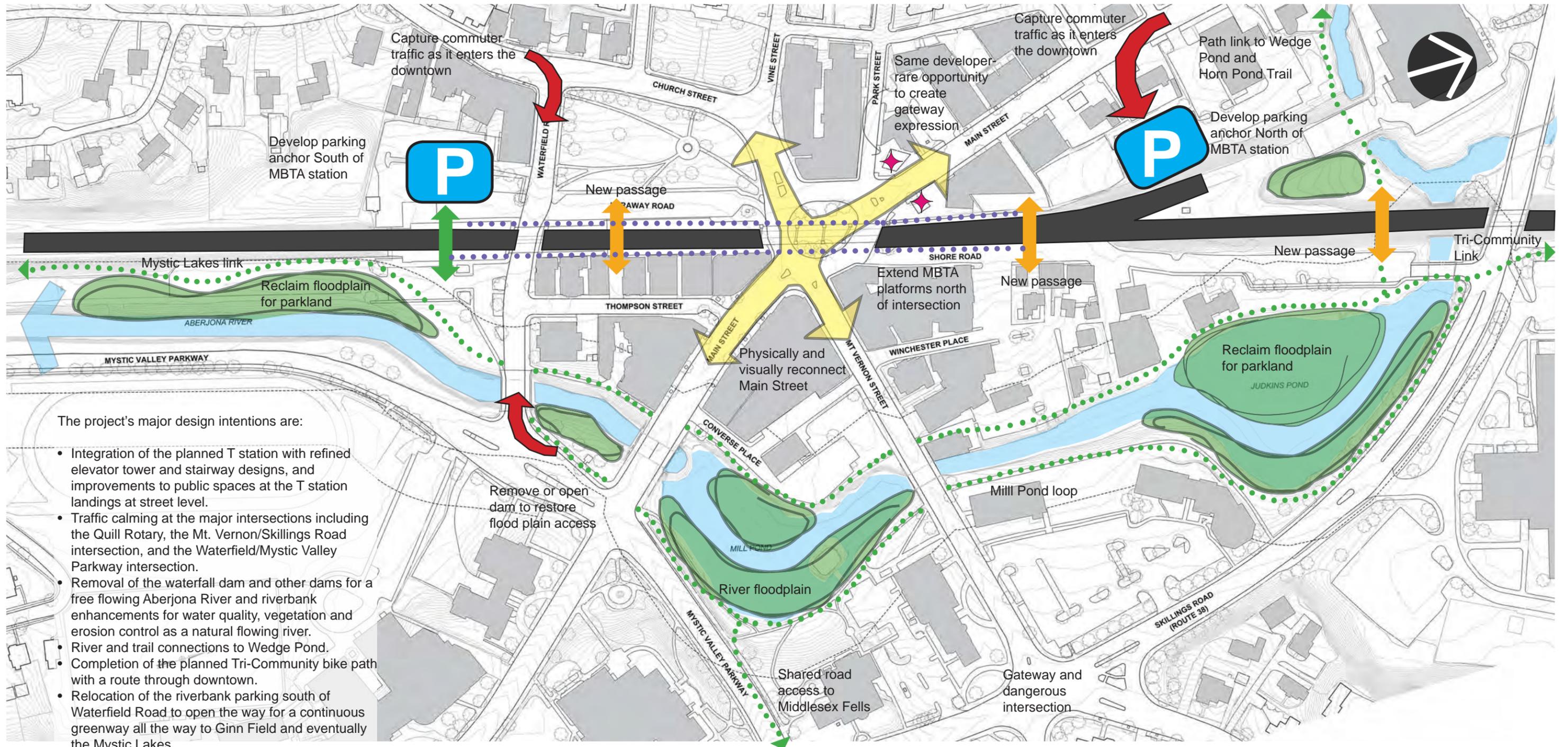
- Cross section line
- Transect line
- Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 1000-meter Universal Transverse Mercator grid values, zone 19
- 5000-foot grid values; Massachusetts State Plane coordinate system, Mainland zone (FIPZONE 2001), Lambert Conformal Conic projection
- Bench mark (see explanation in Notes to Users section of this FIRM panel)
- River Mile

MAP REPOSITORY  
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP  
June 4, 2010



Flood Insurance Rate Map - Downtown Area



The project's major design intentions are:

- Integration of the planned T station with refined elevator tower and stairway designs, and improvements to public spaces at the T station landings at street level.
- Traffic calming at the major intersections including the Quill Rotary, the Mt. Vernon/Skillings Road intersection, and the Waterfield/Mystic Valley Parkway intersection.
- Removal of the waterfall dam and other dams for a free flowing Aberjona River and riverbank enhancements for water quality, vegetation and erosion control as a natural flowing river.
- River and trail connections to Wedge Pond.
- Completion of the planned Tri-Community bike path with a route through downtown.
- Relocation of the riverbank parking south of Waterfield Road to open the way for a continuous greenway all the way to Ginn Field and eventually the Mystic Lakes.
- Integration of several private development parcels at the Waterfield lot, and the Northwest corner of the Quill Rotary.

# Diagrammatic Improvements

### VISION SUMMARY:

The following key observations are intertwined and works towards the improvement and function of the downtown streetscape:

#### River Improvements

Winding its way through the downtown, the Aberjona River offers great potential as both a visual and recreational asset to the community. However, the river in its current state is hidden, greatly underutilized, and in many locations stagnant. Similarly, as much of the downtown lies in riverfront area and/or the 100-year flood plain, its near proximity to the Central Business District looms as a threat for potential storm damage. We envision improvements that would 1) reduce the current water impoundment levels to increase flood storage capacity, 2) enhance stream flows to improve water quality and restore fish passage, and 3) expand and improve riparian zones for recreational use. We believe these improvements will not only reduce the potential for flooding, but will greatly improve the river corridor for wildlife and recreation.

#### Downtown Loop Path

Limited sections of the river offer walking paths, but the system is incomplete and missing the great potential that exists within the Central Business District. We envision a continuous network of pathways along each side of the river that would 1) provide downtown connectivity between residences, business, and transportation, 2) interconnect parks and recreational opportunities into and out of the downtown, and 3) provide a draw for visitors that enhances community life and business. Building on river improvements, the path would provide a central loop with connections to the Tri-Community bike path and other regional connections.

#### Public Realm

Downtown Winchester possesses architecturally significant buildings, high quality streetscape, and important public spaces. All improvements should work in support of predominant design styles and the existing material palette, towards a cohesive composition. Proposed improvements include 1) addressing unimproved streets, 2) replacing incongruent or out of place architecture, 3) resolving accessibility issues, and 4) implementing functional and aesthetic improvements to the Common, the park at Judkins Pond, and the greenway along the Aberjona River.

#### Traffic Calming

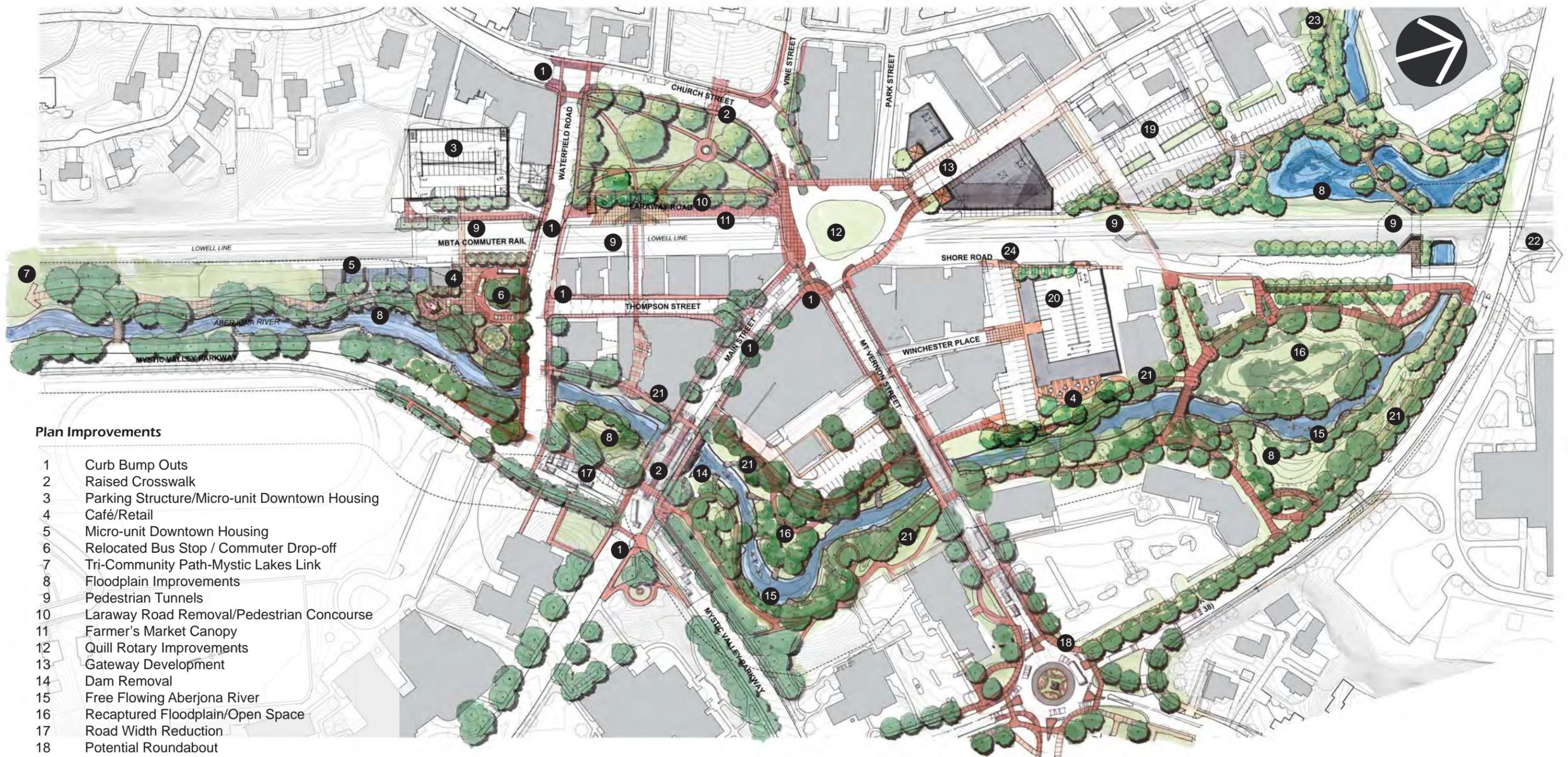
In support of all streetscape enhancements, the plan proposes traffic calming measures throughout the study area that include 1) elimination of parking at intersections, 2) curb flares or bump outs at all marked crosswalks, 3) reduction in width of excessively wide streets, and 4) redesign of the rotary to reduce speeds and create a crossroads appropriate to an urban space.

#### MBTA Station

Planned improvements at the MBTA Commuter Rail Station offer a once in a lifetime opportunity to address the many issues and opportunities that surround the railroad's central viaduct. Planned improvements should 1) increase the porosity of the viaduct by punching through at key locations to link the downtown in an east/west fashion, 2) strategically locate passenger access at the north end of the Central Business District to better distribute inflow, access and parking, 3) consolidate parking away from the Aberjona River, 4) address accessibility issues, 5) provide appropriate bus and drop off facilities, and 6) promote use of the Commuter Rail by providing people friendly facilities.

#### Public Parking

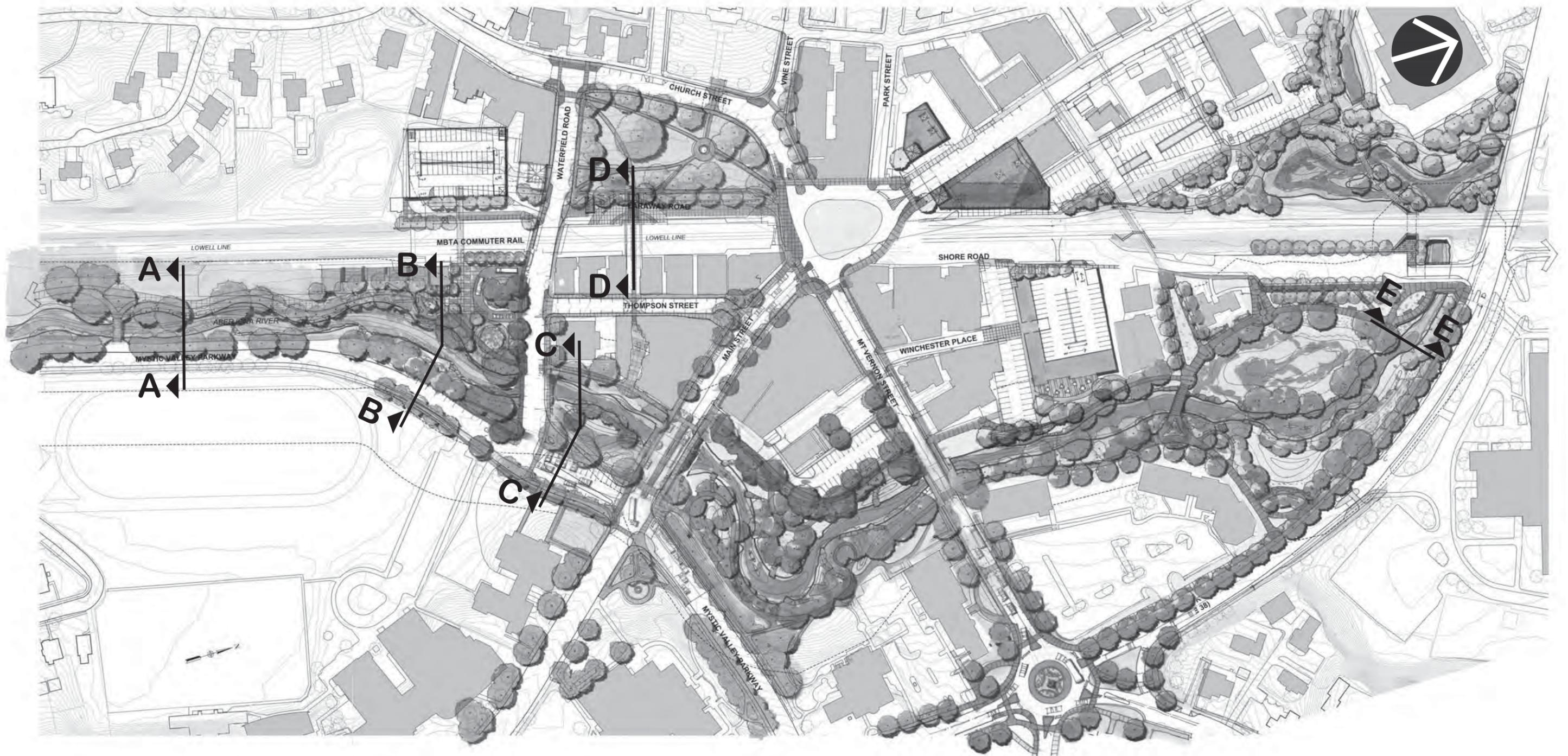
Parking is paramount to the function of the Central Business District, and the plan looks to responsibly maintain and enhance parking within the downtown. Important improvements include the creation of parking anchors at both the north and south of town in support of both the businesses and the MBTA Station. The plan proposes new parking structures at 1) the Waterfield Block to replace existing surface parking on site as well as along the river, and 2) off Main Street in the North Core District to support commuters approaching from the north.



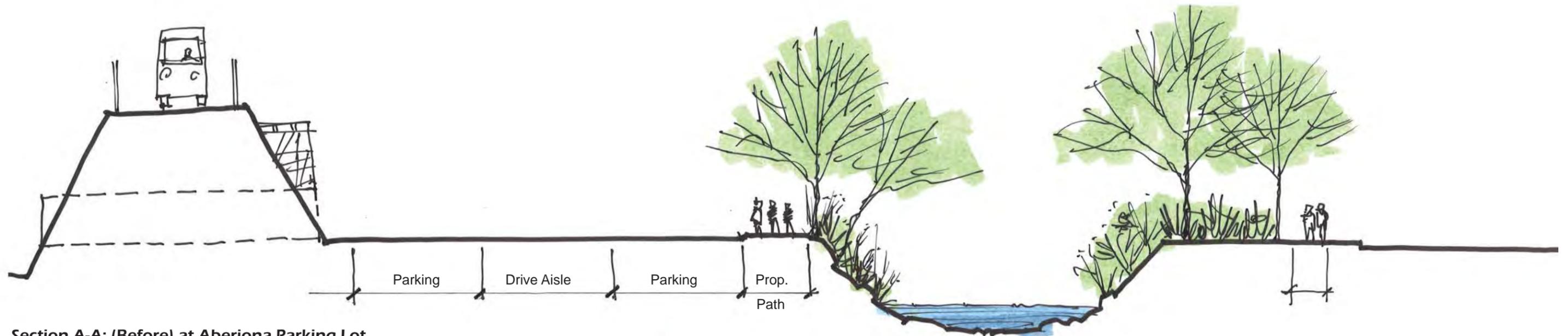
**Plan Improvements**

- 1 Curb Bump Outs
- 2 Raised Crosswalk
- 3 Parking Structure/Micro-unit Downtown Housing
- 4 Café/Retail
- 5 Micro-unit Downtown Housing
- 6 Relocated Bus Stop / Commuter Drop-off
- 7 Tri-Community Path-Mystic Lakes Link
- 8 Floodplain Improvements
- 9 Pedestrian Tunnels
- 10 Laraway Road Removal/Pedestrian Concourse
- 11 Farmer's Market Canopy
- 12 Quill Rotary Improvements
- 13 Gateway Development
- 14 Dam Removal
- 15 Free Flowing Aberjona River
- 16 Recaptured Floodplain/Open Space
- 17 Road Width Reduction
- 18 Potential Roundabout
- 19 Parking Structure
- 20 Parking Structure/Liner Retail/Housing
- 21 Downtown Loop Path
- 22 Tri-Community Path – North
- 23 Wedge Pond Link
- 24 Sidewalk Improvements

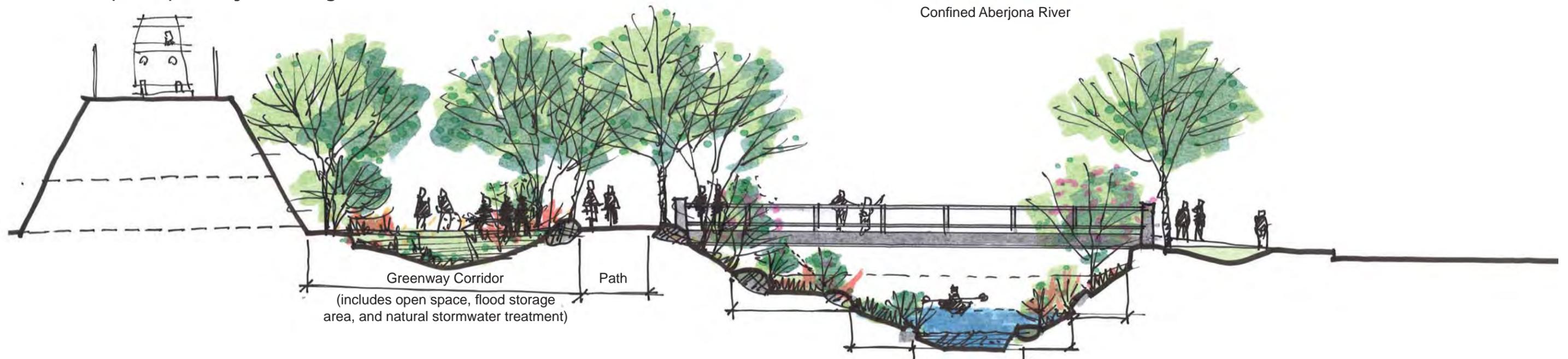
**Concept Plan**



Plan Sections



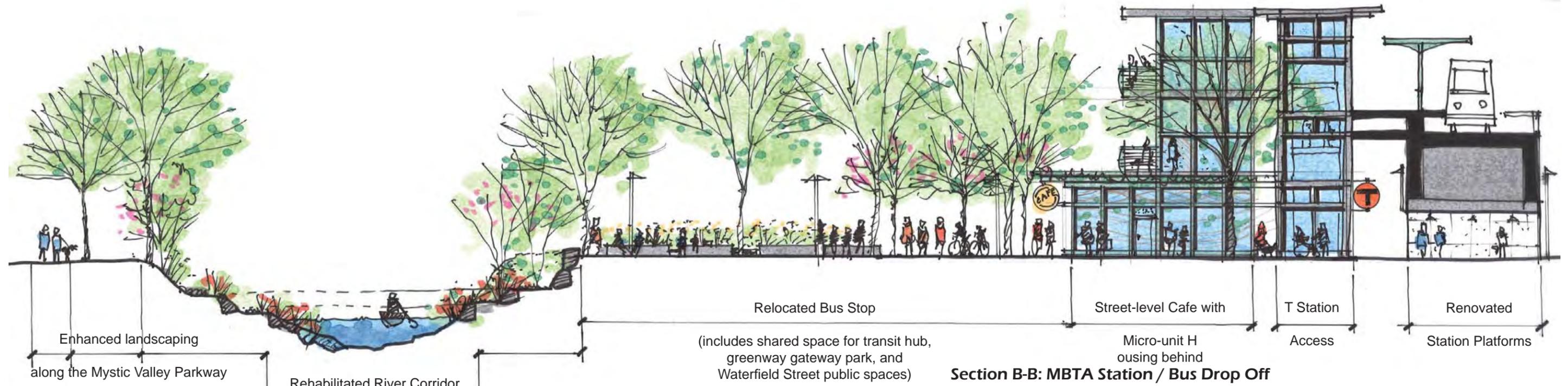
Section A-A: (Before) at Aberjona Parking Lot



Section A-A: (After) at Aberjona Parking Lot

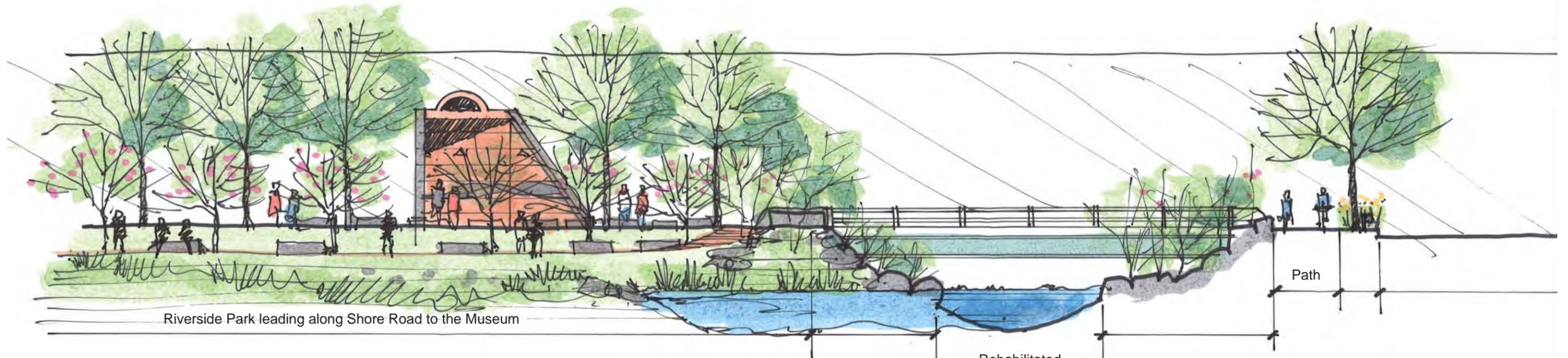
Confined Aberjona River

Rehabilitated River Corridor  
(includes terraced flood storage, resilient design, and ecological enhancements)





Section D-D: New pedestrian tunnel and Town Common improvements



Section E-E: Pedestrian pathway with new tunnel and link to Wedge Pond

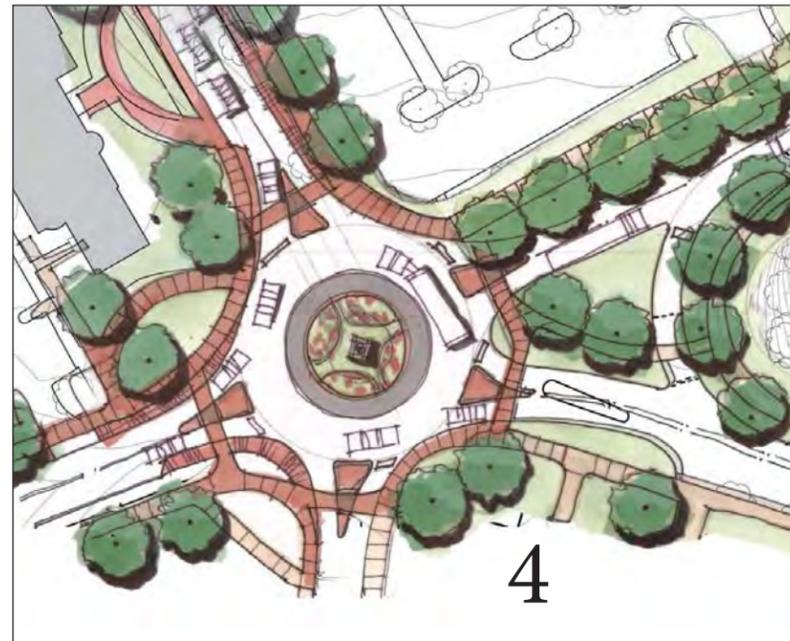
Rehabilitated River Corridor  
(includes terraced flood storage, resilient design, and ecological enhancements)



Although an effective traffic device, the Quill Rotary is an inappropriate urban form for the downtown as it physically and functionally disrupts the flow of business along Main Street. This traffic oriented configuration further compounds the divisive effects of the railroad viaduct upon the downtown. Coupled with the green wall of vegetation that occupies the center of the circle and its free flow traffic pattern, the circle can be a dangerous and uninviting space for pedestrians.

The following alternate forms represent a range of solutions to improve upon the current situation.

1. Roundabout Treatment: narrower lanes, traffic deflection at entry to allow safer pedestrian crossings.
2. Off-set intersection: Establishes two off-set T-intersections. Eliminates blind entry, increases on-street parking, and provides safer pedestrian crossings.
3. Four-legged intersection: Similar attributes to off-set intersection but simplifies traffic flow along Main Street.



Proposed improvements include the following:

1. Pedestrian improvements at the intersection of Waterfield Road and Church Street to reduce width of crosswalks and increase visibility of pedestrians.
2. Pedestrian improvements at the intersection of Main Street and Mystic Valley Parkway to make the road a functional two-way street with narrowed lanes.
3. Traffic calming for safer pedestrian crossing at wide-open intersection near the green and church crossing.
4. Potential roundabout at the intersection of Mt. Vernon Street/Skillings Road/Washington Street will reduce travel distances for pedestrian crossings, accommodate traffic at slower and safer speeds with higher capacity efficiency; and can transform an unsafe and unattractive intersection into a downtown civic gateway.

## Safe and Comfortable Streets

### Design Principles:

- Traffic calming to reduce speeding and aggressive driving environments
- Pedestrian enhancements for safety and comfort
- Narrow down wide intersections to functional two-way street widths plus functional shoulder for parking and bicyclists
- Separate sidewalks from curbside w/ street trees wherever possible
- Redesign confusing and visually blighted intersections

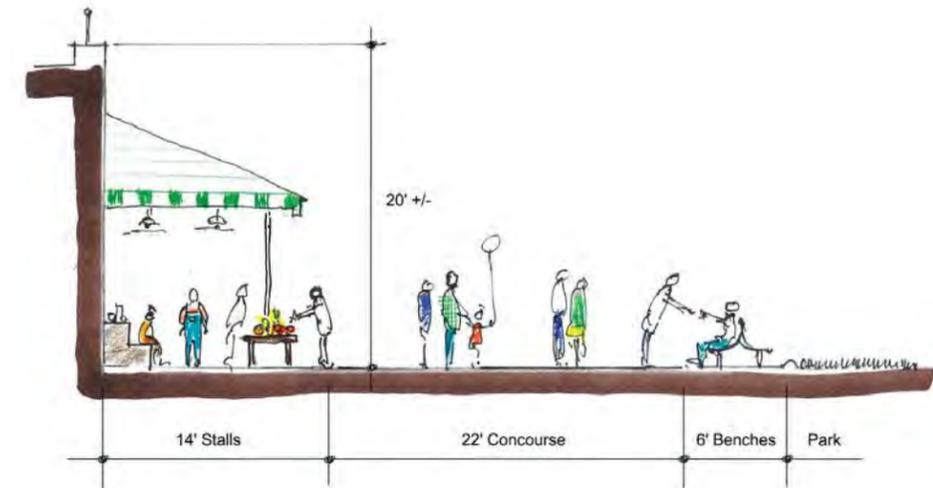
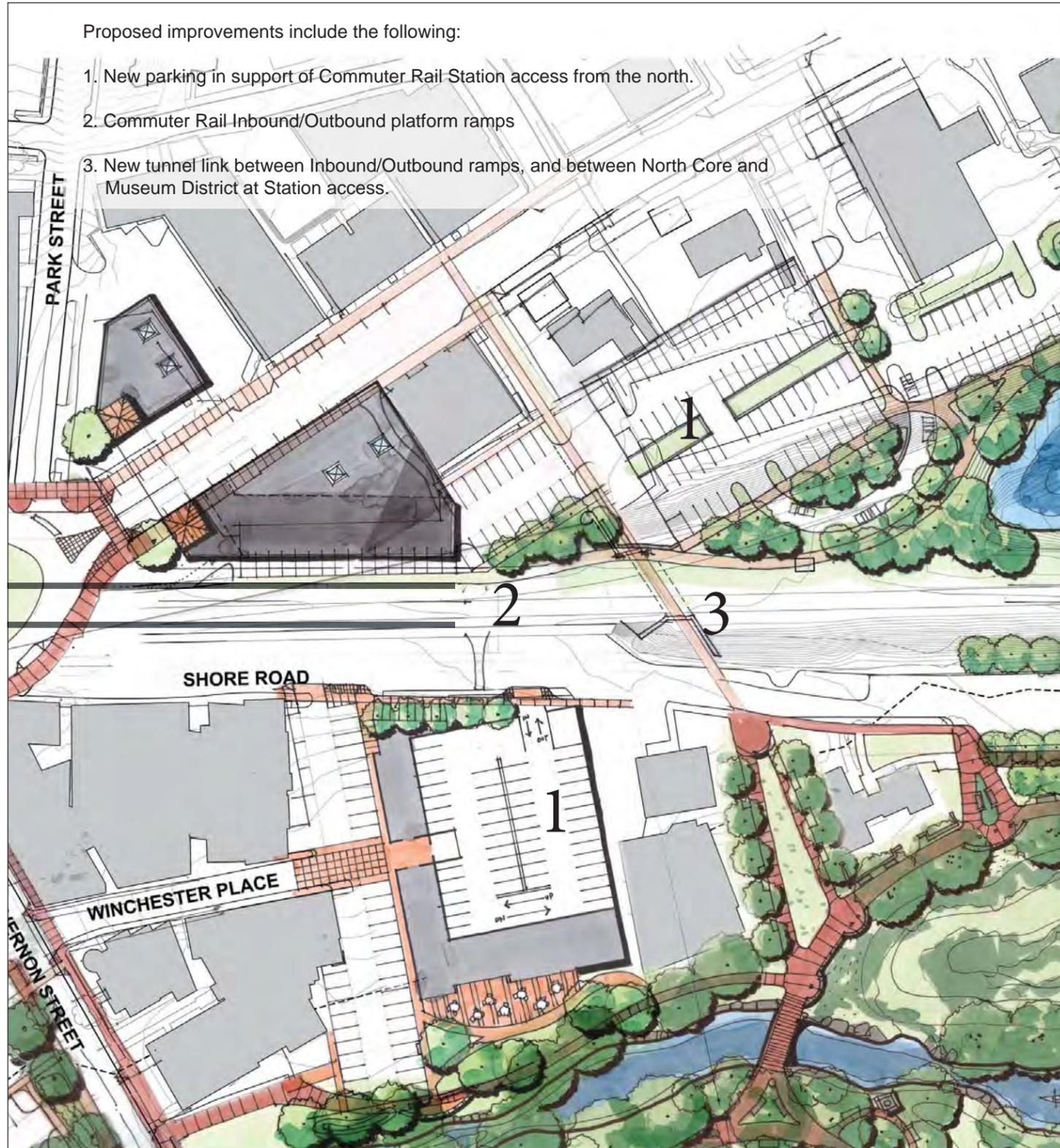
### Areas of Attention:

- Redesign Quill Rotary as an enhanced roundabout with wider sidewalks, or remove the circle entirely to form a conventional Four-legged intersection.
- Reduce width of intersection of Mystic Valley Parkway and Waterfield Street.

## Safe and Comfortable Streets

## Winchester Downtown Streetscape Study: Waterfield Road to Skillings Road





Section showing new concourse at Town Common

## Enhancing and coordinating with the train station improvements

### Design Principles:

- Capture commuter traffic at edges of downtown
- Consolidate Commuter Rail parking at station entrances
- Provide local bus stop near transit

### Areas of Attention:

- Relocate the MBTA bus stop to be away from the town common and convert Laraway Road to common based uses for Farmer's Market and other community activities
- Locate the bus stop adjacent to stair/elevator tower at South end of MBTA commuter rail station
- Consider the consolidation of parking at the Southern end into the Waterfield Block as part of a larger MBTA/Riverwalk/Parking Garage/TOD Housing development
- Develop a similar North side parking facility that more equally distributes parking and access to the MBTA station.

## Enhancing Public Transportation

## Winchester Downtown Streetscape Study: Waterfield Road to Skillings Road



View of Aberjona River with the dam open (Mill Pond).

Proposed improvements include:

1. Remove, lower, or simply open the Mill Pond dam, allowing river to once again flow naturally.
2. Reclaim storage volume of floodplain.
3. Utilize floodplain as additional park/passive recreation.



## Reclaim the River's Ecology and Natural Visual Setting

### Design Principles:

- Resilient design for flooding
- Improved water quality w/ free flowing channel
- Promote a living river with improved habitat

### Areas of Attention:

- Remove the Main Street dam/waterfall in lieu of a natural cascade the will allow the free flow of water.
- Remove the small dam below the parking.
- Relocate the riverbank parking away from the river.
- Widen the channel in stages to allow for low flows, base flows, and levels of flooding through stablized design in contoured layers of riverbank ecology and vegetation.
- Make the riverbanks a showpiece of a Riverwalk through nature for the downtown experience.



View of Aberjona River with the dam open (Judkins Pond).



Proposed improvements include the following:

1. New parkland along river floodplain.
2. Pedestrian bridge linking the municipal parking and the Judkins Center to the Museum District.
3. Complete pedestrian network/River walking loop.

## Reclaiming the River

## Access and Connectivity

### Design Principles:

- Visual connections
- Complexity & Order
- Comprehensive Design

### Areas of Attention:

- Physically and visually restore Main Street
- Develop parking anchors that better serve and distribute traffic
- Position parking to support both Commuter Rail and business
- Integrate bike/commuter/bus
- Provide additional east/west access through viaduct



Proposed tunnel/pedestrian link from Winchester Common to the Aberjona River loop path.



Proposed Mystic Lakes Link including greenway corridor that includes open space, transit access, bike parking/storage, and gateway treatment.

## Access and Connectivity

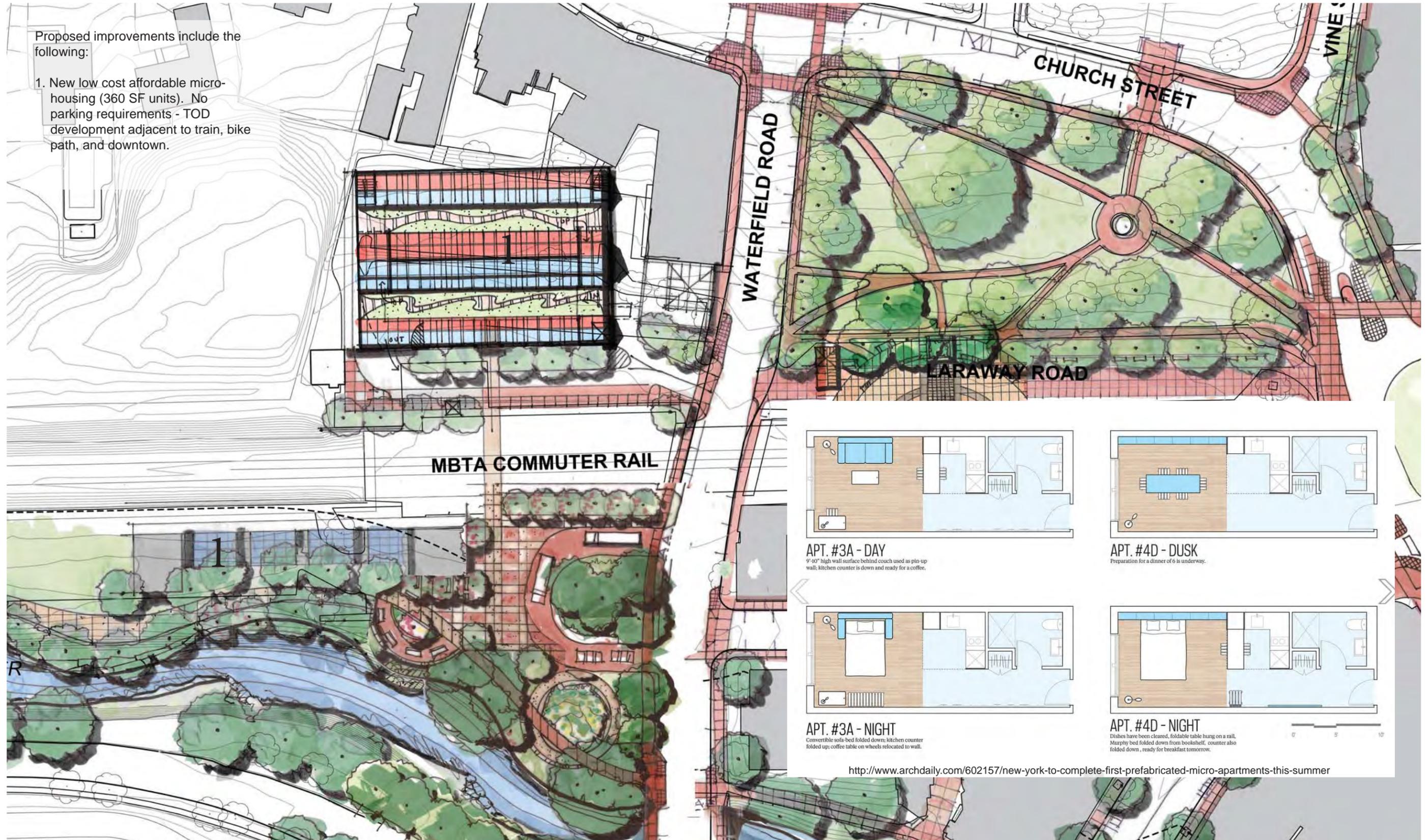


Proposed Wedge Pond / Horn Pond Trail link

# Winchester Downtown Streetscape Study: Waterfield Road to Skillings Road

Proposed improvements include the following:

1. New low cost affordable micro-housing (360 SF units). No parking requirements - TOD development adjacent to train, bike path, and downtown.



<http://www.archdaily.com/602157/new-york-to-complete-first-prefabricated-micro-apartments-this-summer>