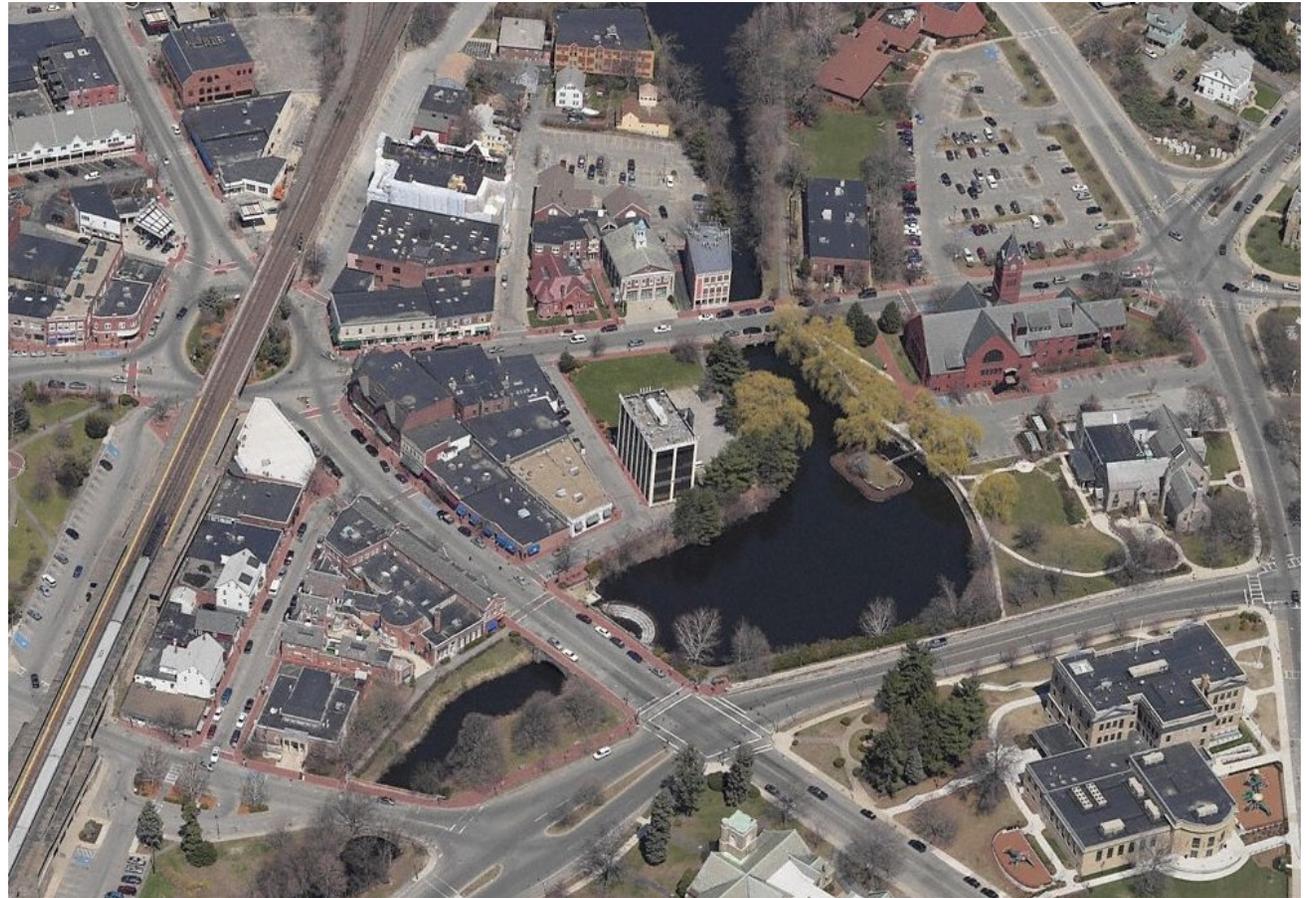


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# Downtown Site Options

Existing Conditions, Issues & Redevelopment Options

DRAFT



**Winchester Planning Board**

25 June 2009

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This report was prepared for the  
Winchester Planning Board by

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# **Section One:**

## **Existing Conditions, Issues and Opportunities**

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## Introduction: Downtown Site Redevelopment Feasibility Testing - Existing Conditions, Issues & Opportunities

### Study Purpose

The purpose of this site planning study is to investigate the opportunities and constraints to redevelopment at five key downtown sites identified by the Winchester Planning Board, particularly with regard to their physical feasibility. Issues such as the ability to provide sufficient on-site parking to support new development, the ability to feasibly build within the 100-year floodplain or the 100-foot river protection buffer zone, the ability to accommodate site easements and utilities, and the ability to build adjacent to the commuter rail line elevated viaduct were the primary feasibility criteria against which the sites were tested. Other issues, such as financial viability, were not examined.

### The Test Sites

Five downtown sites were examined for physical redevelopment feasibility:

- Site 1: Rail Station / Municipal Parking Lot Site on Waterfield Road;
- Site 2: 10 Converse Place [Laundry Building Site] on Mount Vernon Street
- Site 3: Jenks Municipal Parking Lot Site on Skillings Road and Mount Vernon Streets;
- Site 4: Stop & Shop Site on Skillings Road and Main Street; and
- Site 5: DPW Site on Lake Street adjacent to Horn Pond Brook

Several of these test sites were suggested for redevelopment within the Town Center chapter of the recent Winchester Comprehensive Plan and example illustrations were provided. However, these sites were not closely tested against the environmental or regulatory constraints cited above. After existing conditions were examined at the five sites in this study, the Planning Board requested that redevelopment options be explored at three of them – Sites 1, 2 and 3. These options are illustrated in Section Two of this report.

### Primary Environmental Site Constraints

Several test sites are within riverfront protection buffer zones and/or the 100 year floodplain. When a site is within the 100 year flood plain, compensatory flood storage must preferably be provided on-site. Because of the expense of other man-made compensatory mechanisms, the most practical way to build in a flood plain is to raise the ground floor of the building above the FEMA-determined 100-year flood elevation, or, when necessary, raise the building off the ground on columns so that flood waters may flow beneath the building during flood events.

For sites or portions of sites within the 100-foot river protection buffer zone, building is usually prohibited *unless* that part of the site within the buffer zone is already considered “developed” (built upon or paved). In all cases, the goal is to protect the adjacent waterway and attempt to create more open space / pervious land near the waterway. Within 25 feet of the river edge, building is always prohibited and it is a requirement to improve the condition of this 25-foot buffer zone.

In general, when the Conservation Commission reviews development projects within these regulatory zones, they look to see that there is no increase in the existing area of impervious surfaces, as a minimum baseline, and look beyond this baseline for environmental improvement.

The Conservation Commission also advises that any new construction be raised above the current 100 year flood elevation, to an elevation higher than the current floodplain. One foot above the 100-year flood plain elevation for residential uses is recommended. [Note: This will provide an extra level of insurance in the event water levels continue to rise.]

### Zoning Constraints

Several test sites are within Winchester's SCI – 0.5 Conservancy Institutional Zoning District which presumes that the site primarily is to serve public purposes rather than private redevelopment purposes. Therefore, any redevelopment of these sites for private redevelopment would require a re-zoning of these properties.

### Site Easement Constraints

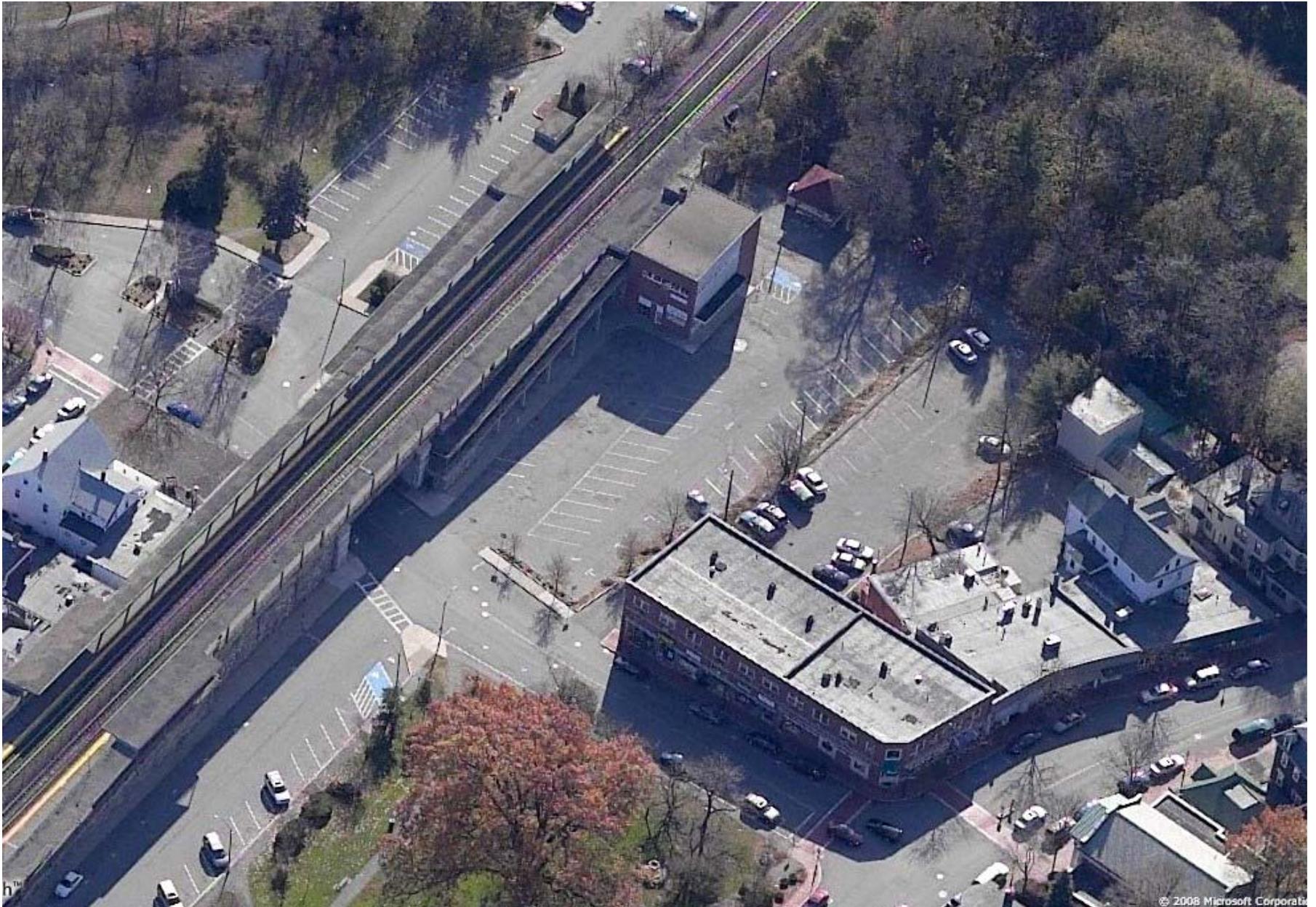
Several test sites have major access or utility easements which run through the properties. In some instances, these may impose difficult barriers to feasible redevelopment.



*The five test sites.*

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**Site 1: Winchester Center Commuter Rail Station / Waterfield Road Site**



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## Site 1: Winchester Center Commuter Rail Station / Waterfield Road Site

### Site Description

The Railroad Station Site is located just south of the Common on Waterfield Road. The ~ 45,200 sf site is Town-owned and is currently used primarily for commuter rail parking and municipal parking (lower parking lot and upper parking lot). The approximately 103 space parking lot site (41 on upper lot + 62 on lower lot) adjoins the rear of one-story and two-story storefront buildings on Church Street and Waterfield Road and the elevated commuter rail station platform and tracks. A pedestrian underpass beneath the railroad viaduct connects this site with the other commuter rail parking lot site to the east on the other side of the viaduct.

The site also includes a two-story Town-owned building which is leased (tenant-at-will) to the Chamber of Commerce, and a small one-story MBTA -owned building (the former 'Signal Tower' building) which is now little-used. There is currently no re-use plan for the Town-owned building.

### Zoning Districts

CBD-2.0, MD Overlay, and SCI-0.50: This site is divided between both the Center Business District 2.0 and the SCI-0.50 zoning district.

The CBD -2.0 District, which includes the *lower parking lot* immediately adjacent to the railroad viaduct, is intended primarily for retail, offices and businesses where existing concentrated development makes it impractical to require parking on the lot. Mixed business and residential uses are not allowed in the CBD 2.0 District. The maximum height allowed in a CBD-2.0 District is 3 stories or 45 feet. Up to 4 or 5 stories may be allowed by Special Permit. The maximum FAR allowed is 2.0.

An MD (Multiple Development Use) Overlay District may be utilized within CBD-2.0 zoning districts by Special Permit / Site Plan Approval. MD Districts are intended for a mixture of residential (above ground floor), open space (10% of land minimum) and commercial uses (only within first three floors) at greater density or intensity than would normally be allowed. No building in the MD District shall exceed 45 feet.

The SCI-0.50 district, which encompasses the *upper parking lot*, is intended primarily as a public district in which the predominant purposes are for conservational, educational, institutional, and recreational use. The SCI District also intended to increase the amenities of the Town, provide land for public buildings, and intended for the preservation and maintenance of the ground water table and to protect against flood waters. The maximum FAR allowed is 0.5.

### Possible New Uses

- ❑ A structured public parking deck, possibly including a retail storefront on Waterfield Road, or
- ❑ A building with housing on the upper floors, an above-grade enclosed garage, and possibly retail storefront(s) along Waterfield Road.



*Development illustration for housing and parking in the Comprehensive Plan – 2007. This housing proposal sits directly on top of a 20 foot-wide MWRA sewer easement which runs in a north-south direction directly beneath the Lower Parking Lot.*

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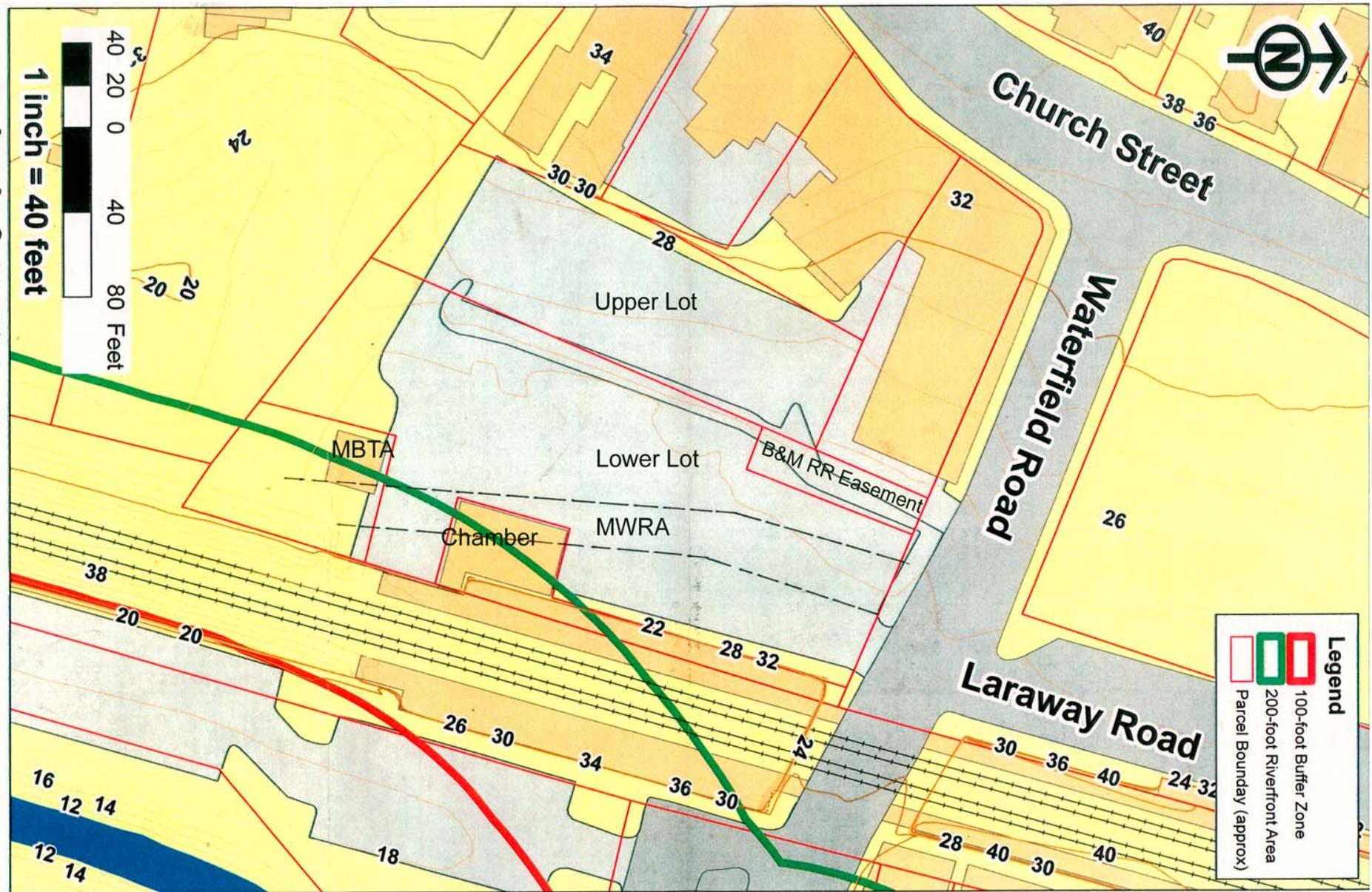
## Site Constraints

- ❑ The Site is Town-owned and could be surplused and sold for redevelopment. However, the SCI portion of the site (upper parking lot) may need to be rezoned for private development purposes.
- ❑ A primary inherent constraint to redevelopment is the immediate adjacency of the site to the elevated railroad track and station platform and the noise and privacy issues that would be inherent.
- ❑ A major 20 foot-wide MWRA sewer easement runs through the length of the site under the lower parking lot. Because the MWRA requires access to the easement and sewer for reconstruction and repair purposes, they may require an 18-foot clear vertical zone above the easement, and as much as a 40-foot clear horizontal zone around the easement to allow construction equipment access. Such constraints could seriously hamper new development on the lower parking lot, and particularly the ability to build a viable parking structure.
- ❑ The driveway curb-cut and driveway entrance from Waterfield Rd. to the upper parking lot appears to coincide with an old B&M railroad easement that still may exist, although the Town has been using this accessway to the town's upper parking lot for years.
- ❑ The entire site lies within the 500 year flood hazard zone. None of the site, however, lies within the more restrictive 100 year flood zone.
- ❑ A small portion of the site in the southeast corner of the parcel lies within the 200-foot Riverfront Buffer Zone. Any work within 200 feet of the Aberjona River is subject to the constraints of the Wetlands Protection Act and the Winchester Wetlands By Law.

## Other Issues & Opportunities

If a new building were constructed on this site, it would probably require above-grade structured parking within it because there would be insufficient land for surface parking to support the new building. Also, replacement parking would most likely be required for the municipal parking spaces now there. Such structured parking is relatively expensive. If the space it would occupy is within the new building, it would displace rentable space within the building.

Site 1: Existing Site Plan: Winchester Center Commuter Rail Station Site



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**Site 2: 10 Converse Place [Laundry Building Site] on Mt. Vernon St.**



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## Site 2: 10 Converse Place [Laundry Building Site] on Mt. Vernon St.

### Site Description

This 25,900 sf site, located on Mount Vernon Street across from the Fire Station / Public Safety Building and adjacent to Converse Place and Judkins Pond, is privately owned. A tall four-story 11,000 sf building on the site is now used for offices. It is a pre-existing non-conforming use and will likely remain in any redevelopment plan. This building is adjoined by a 25 space surface parking lot to its east. A pathway / bikeway runs along the Pond's shoreline adjoining the site. The parcel's Mt.Vernon St. frontage consists primarily of a grass lawn.

### Zoning District

CBD - 2.0: The site is located within the Center Business District 2.0 zoning district. The CBD-2.0 District is intended primarily for retail, offices and businesses where existing concentrated development makes it impractical to require parking on the lot. Mixed business and residential uses are not allowed in the CBD 2.0 District. The maximum height allowed is 3 stories or 45 feet. Up to 4 or 5 stories may be allowed by Special Permit. The maximum FAR allowed is 2.0.

An MD (Multiple Development Use) Overlay District may be utilized within CBD-2.0 zoning districts by Special Permit / Site Plan Approval. MD Districts are intended for a mixture of residential (above ground floor), open space (10% of land minimum) and commercial uses (only within first three floors) at greater density or intensity than would normally be allowed. No building in the MD District shall exceed 45 feet.

### Possible New Uses [Existing building will likely remain in any new redevelopment option.]

Possible uses include:

- Office space with supporting parking
- Residences, (both preferably with a retail storefront along the site's Mt.Vernon Street frontage.)
- Also possibly, part of the site could be dedicated to increased open space or conservation land along the shores of the Pond.

### Site Constraints

- The majority of the site lies within the 100-foot riverfront protection buffer zone. The remainder of the site in the northwest portion of the parcel lies within the 200-foot river protection buffer zone.
- The sloping embankment of the pond adjoining the site is within the 100-year floodplain (Zone AE), but not the site itself. Most of the site, however, is within the 500-year floodplain.
- The existing four-story office building is likely to remain in place in any new site development scenario because of its grandfathered status, which makes it relatively valuable. However, if this building remains, it dimensionally restricts the remainder of the site and makes it difficult to add new development and supporting parking on this relatively small parcel of land.



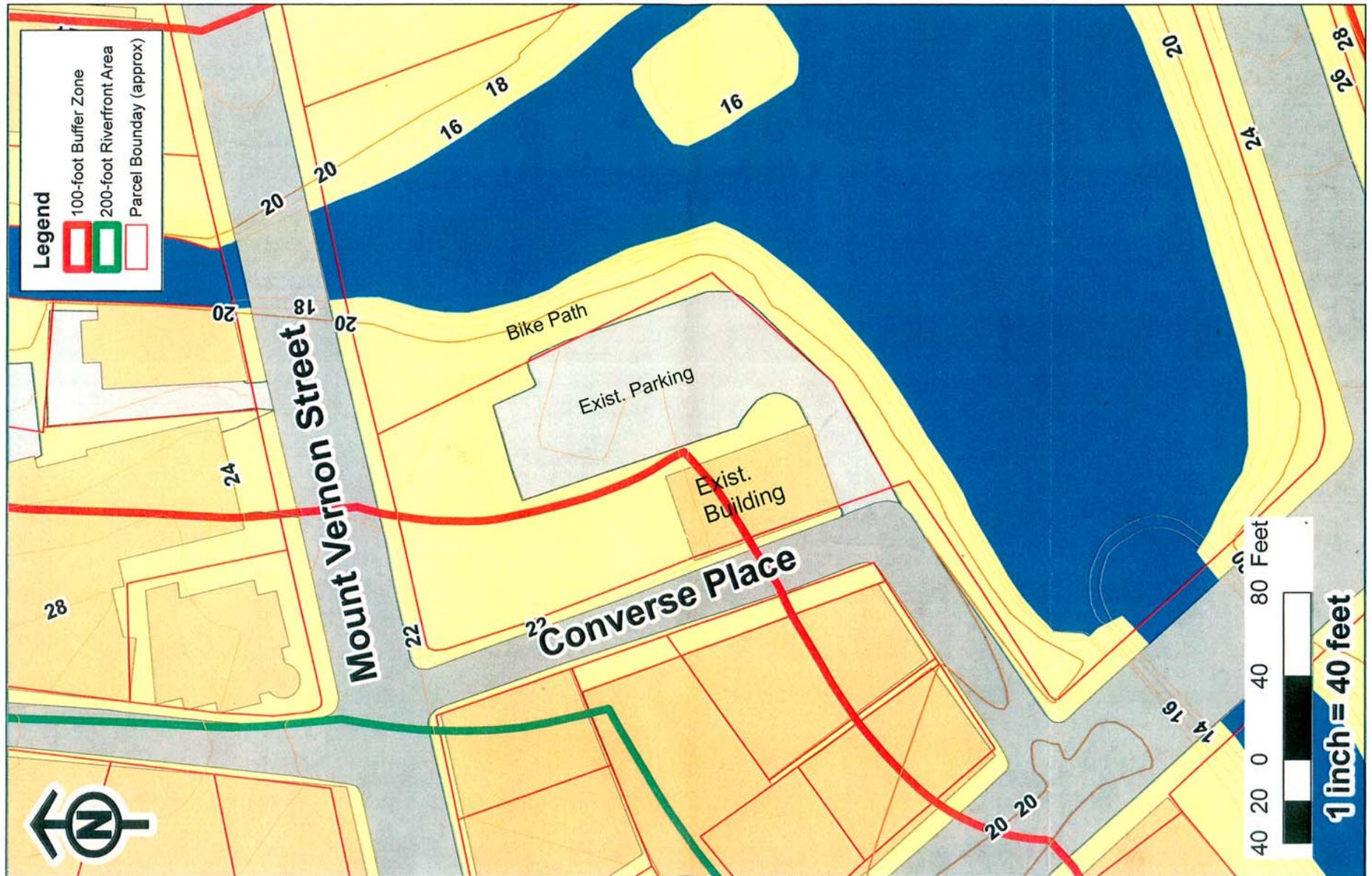
*Development illustration for housing and parking in the Comprehensive Plan – 2007. This proposal required that the existing 'Laundry Building' and front lawn 'open space' be removed.*

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### Other Issues & Opportunities

The Conservation Commission would like to see the eastern portion of the site adjacent to the Pond - where the parking lot is now located - dedicated to open space; and any building redevelopment and parking located away from the Pond's edge and 100-foot buffer zone. [The Conservation Commission now shows the front existing green space of this parcel on their Open Space Plan (for future acquisition or donation).]

## Site 2: Existing Site Plan: 10 Converse Place



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Site 3: Jenks Municipal Parking Lot Site



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## Site 3: Jenks Municipal Parking Lot Site

### Site Description

The approximately 146-space Jenks Municipal Parking Lot Site (22 spaces at Senior Center + 124 spaces in 'lower' lot) is Town-owned and is located at the northwest corner of Mt.Vernon Street and Skillings Road. The Site adjoins the town's Jenks Senior Center, the Hope Christian Church on Mount Vernon Street, and Town Hall across Mount Vernon Street. The parking lot primarily serves Town Hall, the Jenks Senior Center, railroad commuters, and the adjacent church.

### Zoning District

SCI – 0.50: The site is located within the Conservancy - Institutional District 0.50 zoning district. The SCI-0.50 district is intended primarily as a public district in which the predominant purposes are for conservational, educational, institutional, and recreational use. These districts are also intended to increase the amenities of the Town, provide land for public buildings, and intended for the preservation and maintenance of the ground water table and to protect against the hazards of flood waters. The maximum height allowed is 3 stories or 45 feet. The maximum FAR allowed is 0.5.

### Possible New Uses

- The most probable reuse option is a public parking deck. Additional parking at this site could be used by nearby private developments (i.e. Laundry Building site redevelopment) to meet, in part, their own on-site parking requirements. Parking here could serve dual uses - municipal and commercial patron parking by day and residential parking at night for new town center housing.
- Possibly, new open space on Mt. Vernon St. could be provided as a complement to a parking structure.
- Possibly, a parking deck with a new mixed use building of ground-floor retail space with town offices above which visually masks the deck along the Mt.Vernon St. edge of the site could be provided.

### Site Constraints

- The Site is Town-owned and could be surplus and sold for private redevelopment. However, the site, which is zoned SCI, would need to be rezoned for *private* development purposes.
- The north and western edges of the parcel lie within the 200-foot river protection buffer zone, but not within the 100-foot buffer zone.
- Much of the site lies within the 500-year floodplain zone.
- The site has a high groundwater table.
- Infiltration and stormwater management on the site may be an issue.

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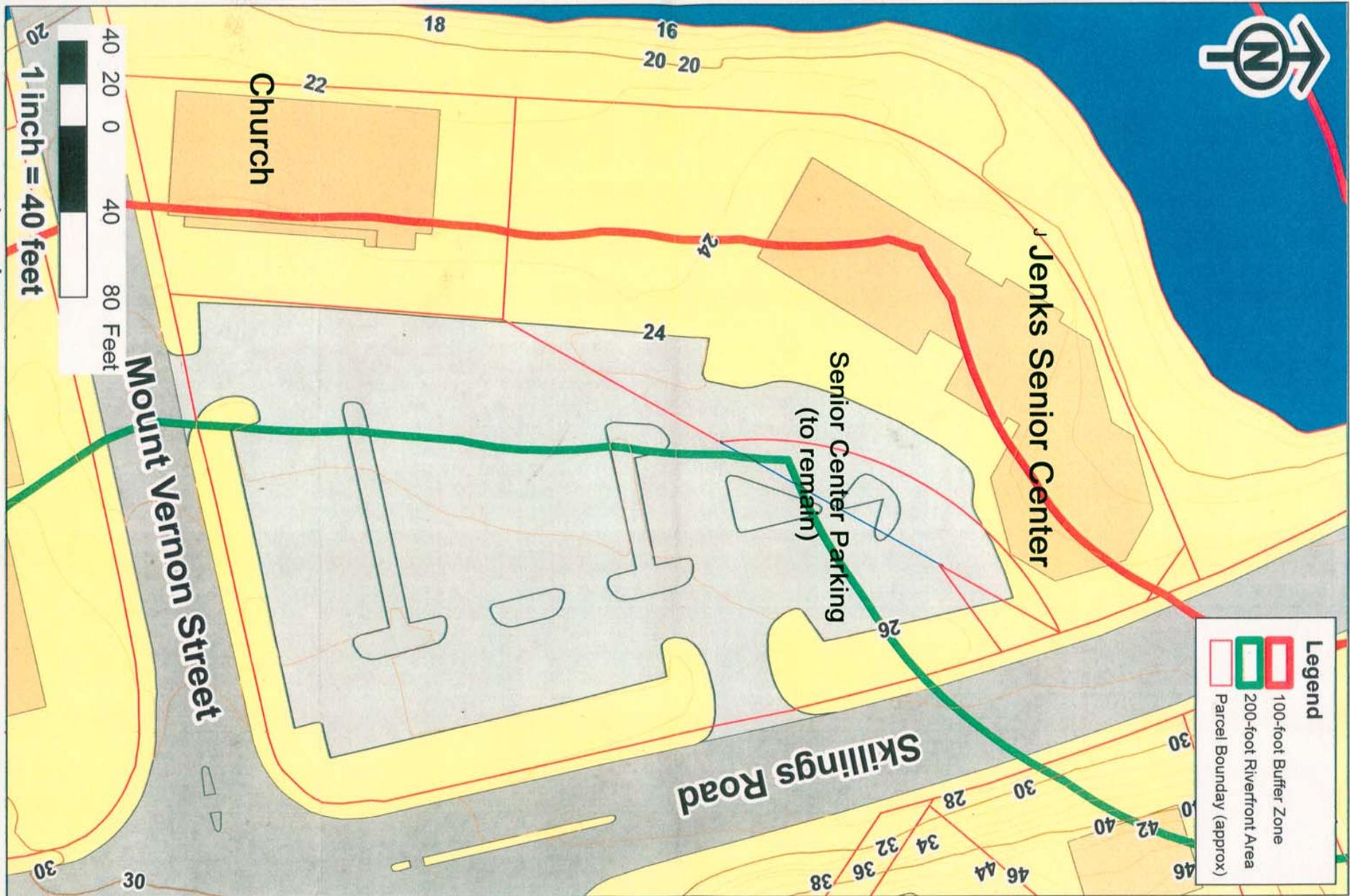
## Other Issues & Opportunities

If a parking deck is constructed, it must include attractive façades, particularly along its two street edges. Some have suggested that a portion of the ground floor of the garage on Mt. Vernon Street be dedicated to storefront retail space. This site, however, is considered to be just beyond the geographic bounds of the commercial part of the Town Center.

Whatever new development occurs, the existing number of public parking spaces must be retained for municipal parking purposes to serve the Senior Center, Town Hall and possibly rail commuters. Drop-off access to the Senior Center must also be retained. That portion of the existing surface parking lot immediately adjoining the senior center should remain dedicated to Senior Center use.

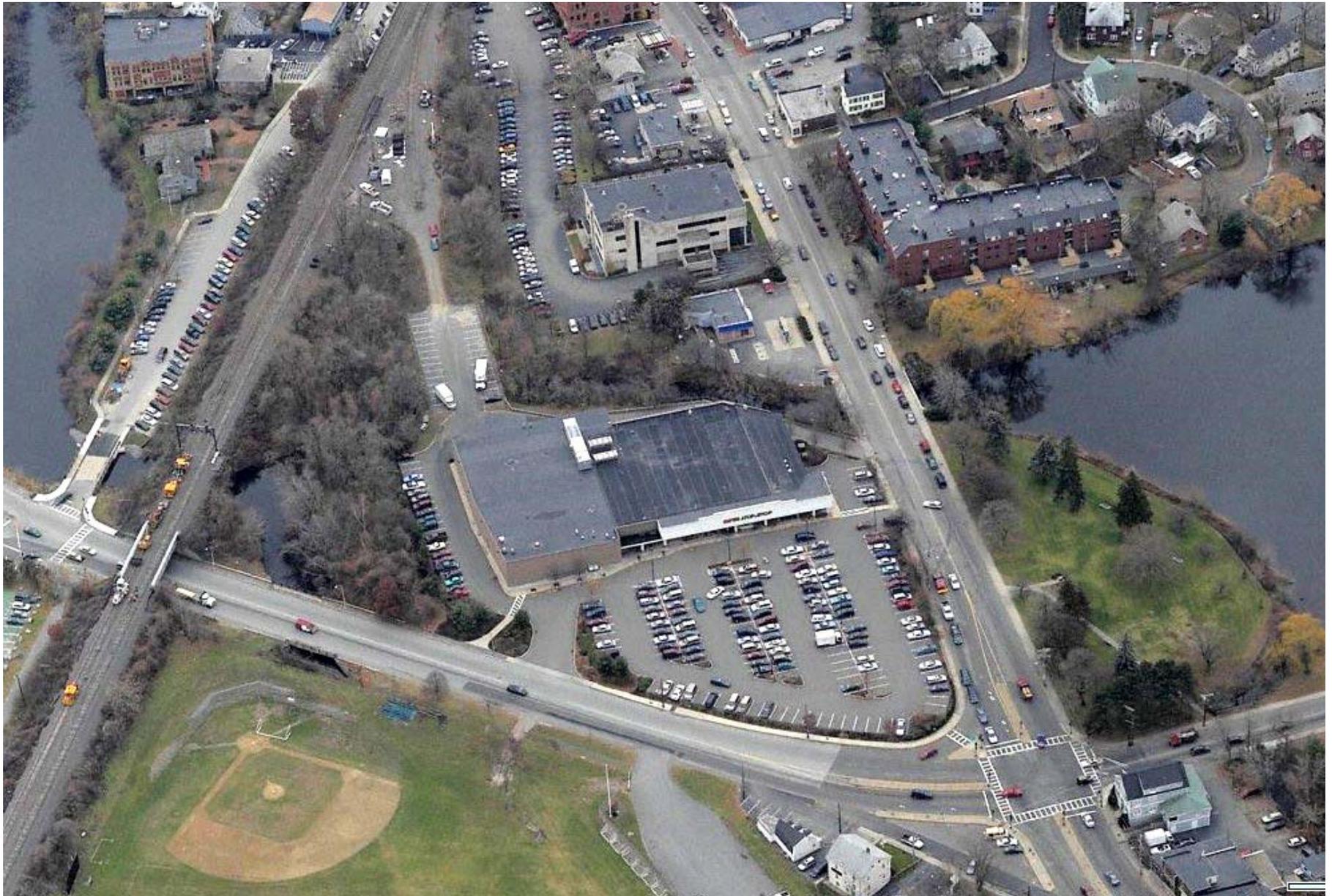
The construction of a multi-level parking deck would possibly allow a smaller impervious footprint on the site than now exists due to the large footprint surface parking lot, allowing some open space to be provided.

Site 3: Existing Site Plan: Jenks Municipal Parking Lot



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Site 4: Stop & Shop Site



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## Site 4: Stop & Shop Site

### Site Description

The Stop & Shop site, located at the intersection of Main Street and Skillings Road, is presently occupied by the Stop & Shop supermarket and its surface parking lot. The site is also adjoined by the Aberjona River to its south and east. Almost the entire site is covered or paved with impervious materials.

### Zoning District

GBD -1.0: The Stop & Shop site is located within the General Business District 1.0 zoning district. The GBD – 1.0 District is intended primarily for retail, offices and businesses where prevailing usage and location would require on-site parking facilities. Mixed business and residential uses are allowed by Special Permit/Site Plan Review. The maximum height allowed is 3 stories or 45 feet. The maximum FAR allowed is 1.0.

### Possible New Uses

The most probable reuse is the expansion or upgrading of the existing Stop & Shop supermarket. Market consultants to the Town recommend that the site remain a supermarket as the best use to service Winchester Center and the surrounding residential neighborhoods.

### Site Constraints

- ❑ The southern edge of the site is within the 100-foot river protection buffer zone. Another large portion of the site is within the 200-foot river protection buffer zone.
- ❑ The *entire* site is within the 100-year floodplain zone (Zone AE). On-site compensatory flood storage must be provided. It's likely that any redevelopment located here would have to be raised above ground level.
- ❑ A 20-foot wide MBTA easement runs north-to-south along the eastern side of the property, and along the eastern edge of the Stop & Shop building - starting from the Skillings Road curb-cut and driveway, travelling the length of the property to the rear parking lot, and then connecting to an MBTA-owned parcel on the old Woburn Loop immediately south of the Stop & Shop property.
- ❑ There appears to be an access easement in the same vicinity at the eastern side of the property.
- ❑ There is a 15-foot wide MWRA sewer easement along the very eastern edge of the site.

### Other Issues & Opportunities

Because the site is largely within the 100-year floodplain, it may be difficult to provide the required on-site compensatory flood storage unless the building is lifted above the ground with parking placed at-grade beneath the building.

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**Site 5: DPW Site on Lake Street & Horn Pond Brook**



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## Site 5: DPW Site on Lake Street & Adjoining Horn Pond Brook

### Site Description

The town-owned DPW / Department of Public Works site is located on Lake Street adjacent to both banks of Horn Pond Brook and is located behind retail stores located on North Main Street. The site is also directly across Lake Street from Wedge Pond. The facility includes the DPW operations office, equipment yard, and storage of salt piles. The majority of the site is paved with impervious surfaces and the site has a history of periodic flooding.

Recently, new MWRA sewer lines were reconstructed beneath the DPW site on the north side of Horn Pond Brook. The site is also traversed by an easement for the Horn Pond Brook / Tri-Community Bikeway which runs parallel to and along the south bank of Horn Pond Brook.

### Zoning District

SCI – 0.50: The site is located within the Conservancy - Institutional District 0.50 zoning district. The SCI-0.50 district is intended primarily as a public district in which the predominant purposes are for conservational, educational, institutional, and recreational use. These districts are also intended to increase the amenities of the Town, provide land for public buildings, and intended for the preservation and maintenance of the ground water table and to protect against the hazards of flood waters. The maximum height allowed is 3 stories or 45 feet. The maximum FAR allowed is 0.5.

### Possible New Uses

- The most probable *private* reuse option for the site is residential use.
- Possibly, new public open space could be provided along the banks of Horn Pond Brook.

### Site Constraints

- The majority of the site, to either side of Horn Pond Brook, is within the 100-foot river protection buffer zone. Almost the entire remainder of the site is within the 200-foot river protection buffer zone.
- The *entire* site is within the 100-year floodplain zone (Zone AE). On-site compensatory flood storage must be provided. It's likely that any redevelopment located here would have to be raised above ground level.
- There is an MWRA sewer easement which runs parallel to and on the north bank of Horn Pond Brook. It travels beneath the center of the DPW Yard / salt storage area.
- Horn Pond Brook runs in a box culvert beneath the access road connecting both side of the DPW Yard.

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### Other Issues & Opportunities

Currently, the Town is considering significant investment in the repair and upgrade of the DPW facility. However, the DPW facility and the adjoining salt pile have also long been considered poorly located since they immediately adjoin Horn Pond Brook, which periodically overflows its banks and floods. Therefore, others urge that the DPW be relocated to an entirely different site in town to remove this pollution threat from the Brook. Potentially, the sale of the site to private developers could help offset the cost of relocating and constructing a new DPW facility at another location.

## Site Constraints to Private Development: Summary Matrix

Constraint Category	Site 1 Rail Station	Site 2 10 Converse	Site 3 Jenks Lot	Site 4 Stop & Shop	Site 5 DPW
1. 100 Yr. Flood Plain				●	●
2. 500 Yr. Flood Plain	○	○	○		○
3. 100 Ft. River Buffer Zone		●		○	●
4. 200 Ft. River Buffer Zone	○	○	○	○	○
5. Utility Easement	●			○	●
6. Access Easement	○		○	○	○
7. SCI Zoning	○		○		○
8. Noise	●				
9. Existing Building must be retained		●			

- Major Constraint
- Minor Constraint

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## **Section Two:**

### **Site Redevelopment Options: Sites 1, 2 & 3**

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## Introduction: Downtown Site Redevelopment Options

After exploring the existing conditions, opportunities and constraints at each of the five sites documented in Section One of this report, the Planning Board requested that redevelopment options be explored at three of them – Sites 1, 2 and 3. Site 1 (Commuter Rail Station Parking Lot / Waterfield Rd.) and Site 3 (Jenks Lot) are public properties under town control. Site 2 (10 Converse Place) is in private ownership. Redevelopment options for Sites 4 and 5 may be explored at a later date.

The three selected sites were tested for their physical capacity to accommodate new development as well as their ability to be compliant with environmental regulations and environmental concerns. Financial costs and financial feasibility were not explored.

In the following pages which outline and illustrate redevelopment alternatives at the three selected sites, development program assumptions are explicitly outlined which reflect the Planning Board's specific goals or conditions for each site's redevelopment.

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## Site 1: Commuter Rail Station / Waterfield Road Redevelopment Options

### Existing Site Development

- Land Area: 45,200 sf
- Town-owned two story building leased to Chamber of Commerce
- MBTA Tower Building
- 103 space public parking lot (41 on upper lot + 62 on lower lot)

### Development Assumptions

- Two existing buildings must remain
- Existing public parking spaces must be replaced in new development. Ideally, new public parking spaces should be added as well.
- New development must provide its own on-site parking spaces
- MWRA easement cannot be built on.

### Option 1 Redevelopment Program: Municipal Parking Deck

- New 2 ½ - level 169 space public parking deck + 18 space surface lot = 187 spaces.

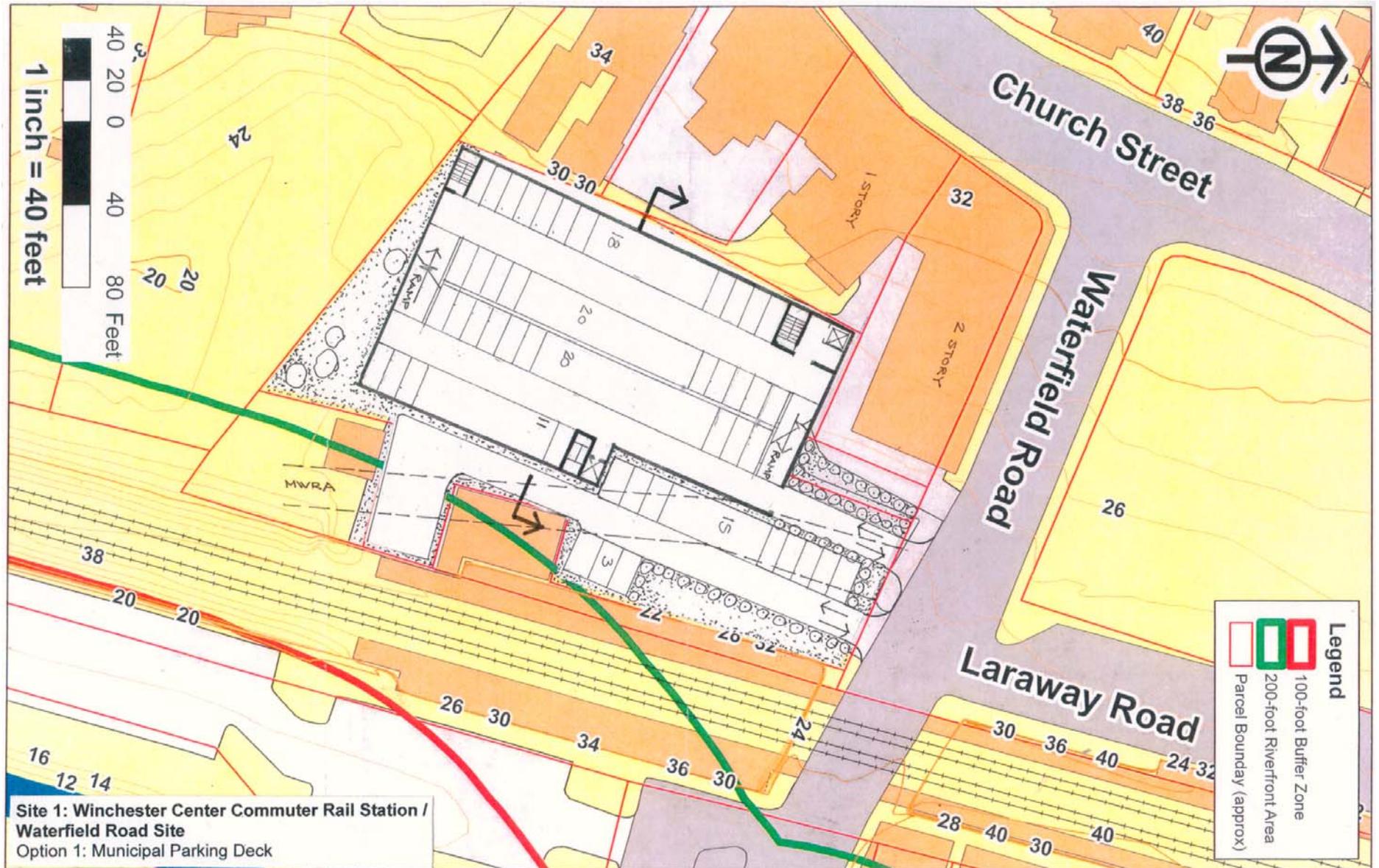
Option 1 reflects an increase of 84 parking spaces. If one wanted the height of the deck to be reduced, an entire parking deck level could be removed, leaving 124 spaces – still a little more than the 103 existing spaces.

### Option 2 Redevelopment Program: Municipal Parking Deck + Housing

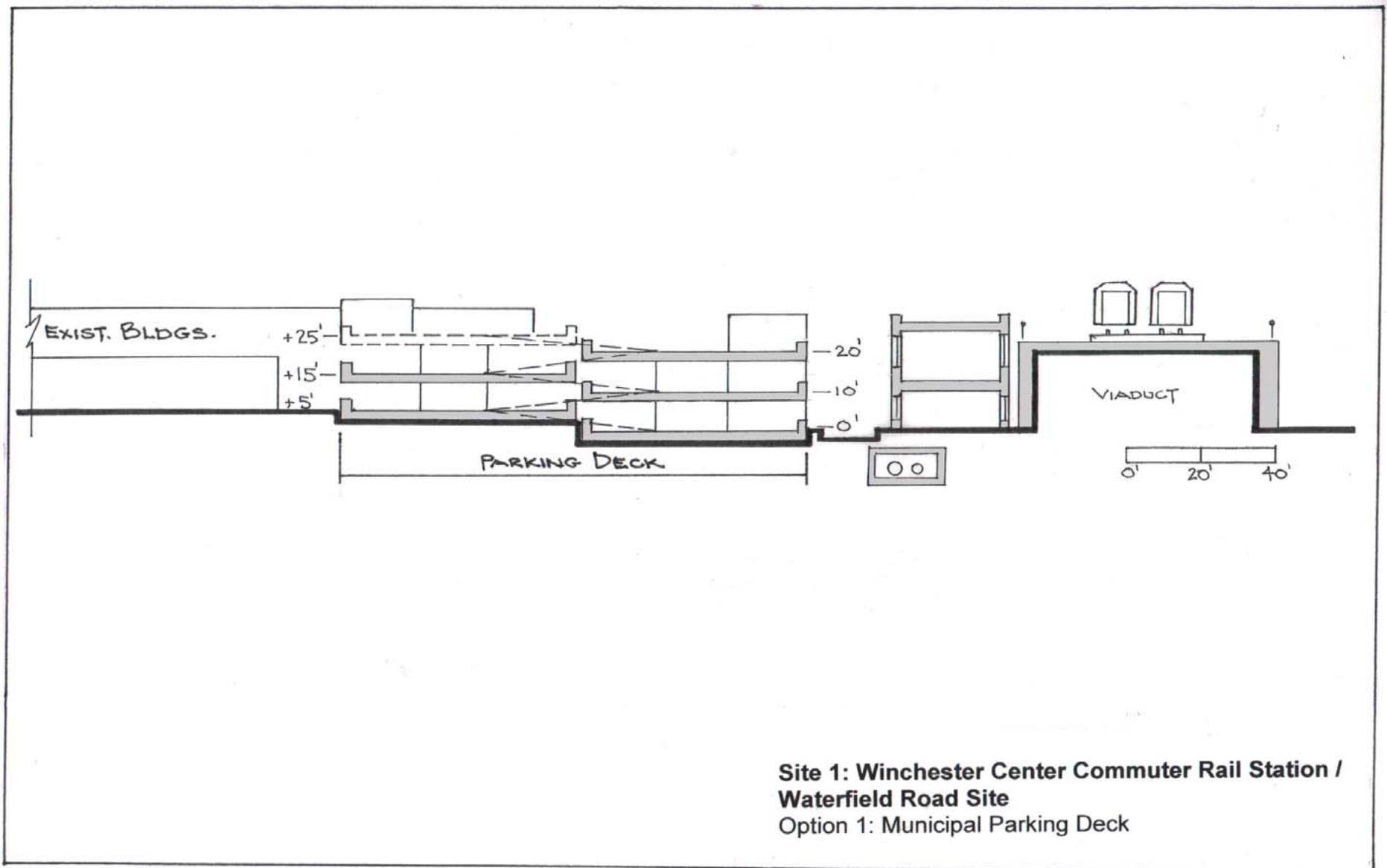
- New 3 - level 207 space parking deck + 18 space surface lot = 225 spaces
- New 3 - story multi-family housing block over deck which includes 27 du's. [ 41 parking spaces required at 1.5 spaces / du.]
- Rooftop landscaped deck for residential block (optional)

Option 2 reflects an increase of 122 parking spaces. [103 replacement public spaces + 41 spaces for housing + 81 new public parking spaces.] If one wanted the height of the deck to be reduced, an entire parking deck level could be removed, leaving 156 spaces – still more than the 103 existing public spaces + 41 new spaces needed for housing.

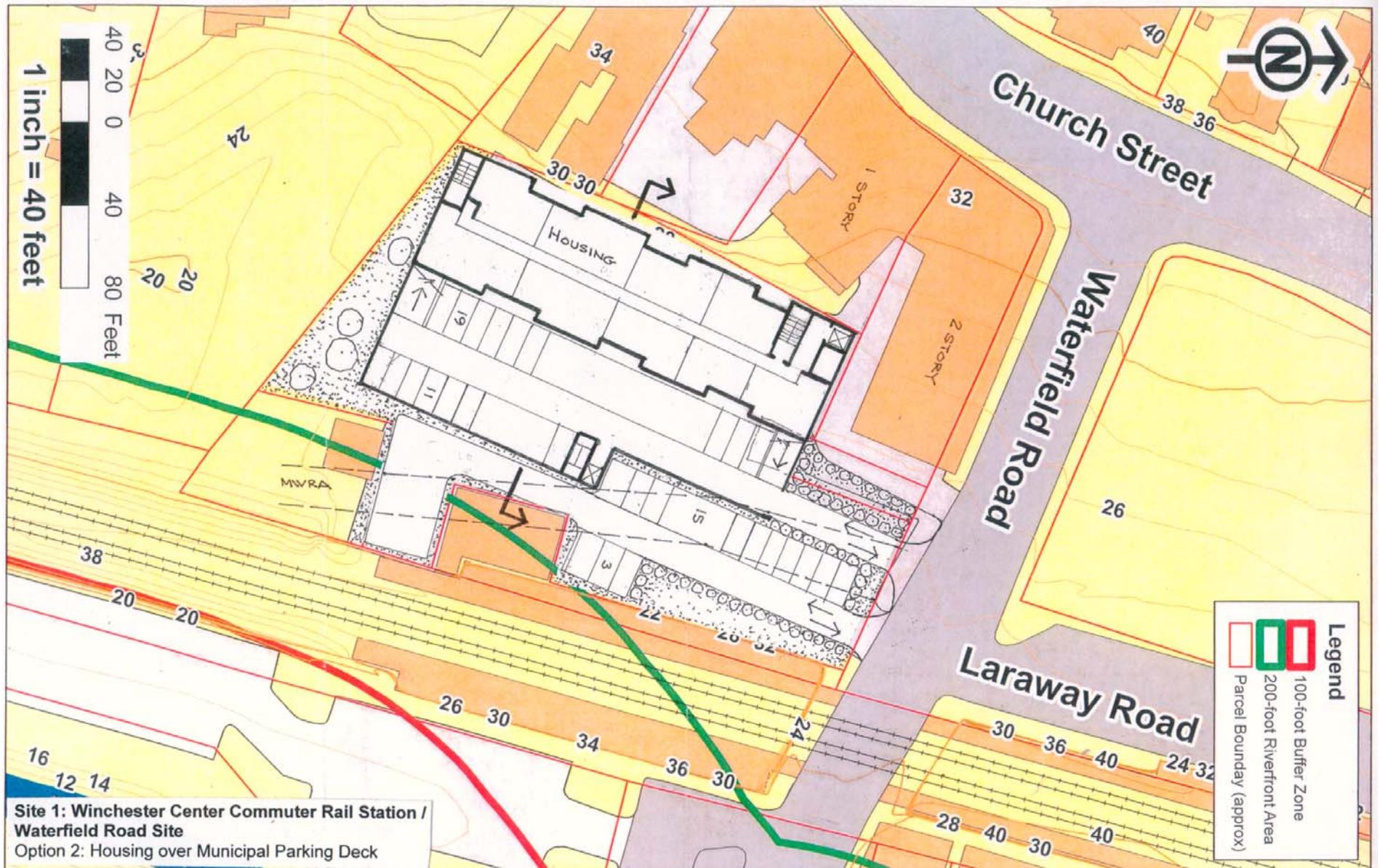
## Site 1 / Option 1 Plan: Municipal Parking Deck



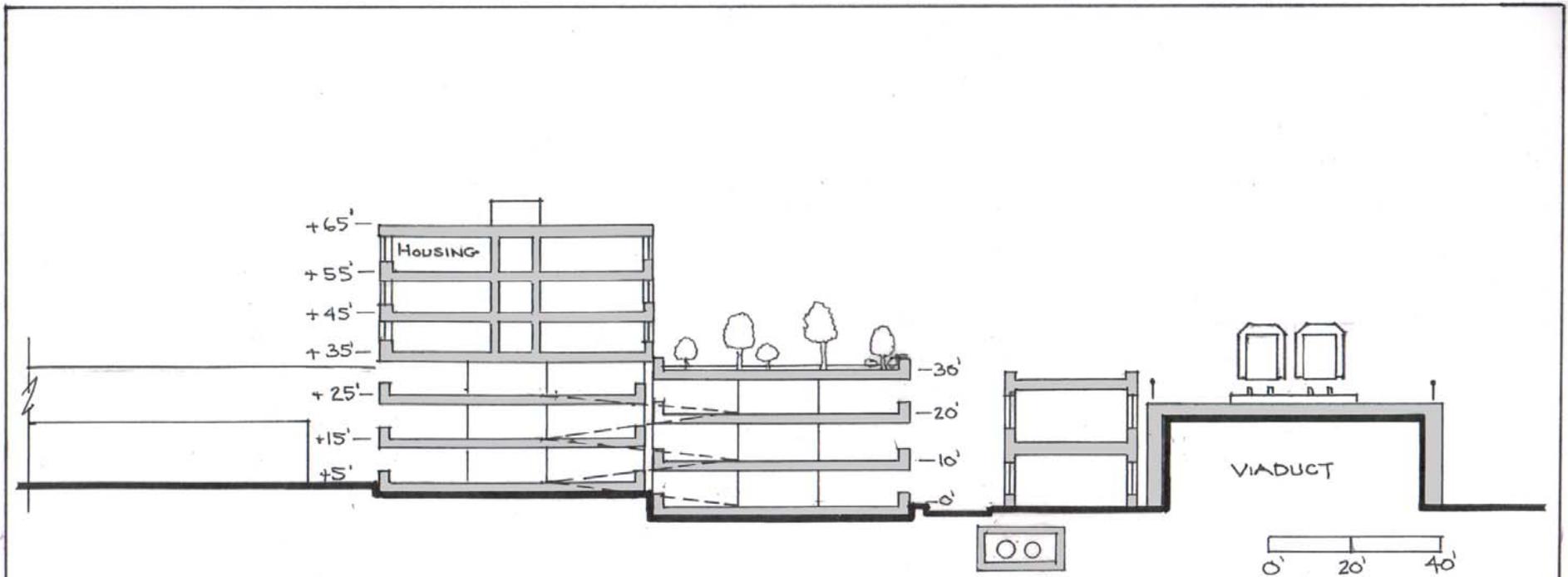
## Site 1 / Option 1 Cross-Section: Municipal Parking Deck



## Site 1 / Option 2 Plan: Municipal Parking Deck + Housing



## Site 1 / Option 2 Cross-Section: Municipal Parking Deck + Housing



**Site 1: Winchester Center Commuter Rail Station /  
Waterfield Road Site**  
Option 2: Housing over Municipal Parking Deck



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## Site 2: 10 Converse Place Redevelopment Option

### Existing Site Development

- Land Area: 25,900 sf
- Laundry Building (11,000 gsf, 4-story office building)
- 25 space parking lot

### Development Assumptions

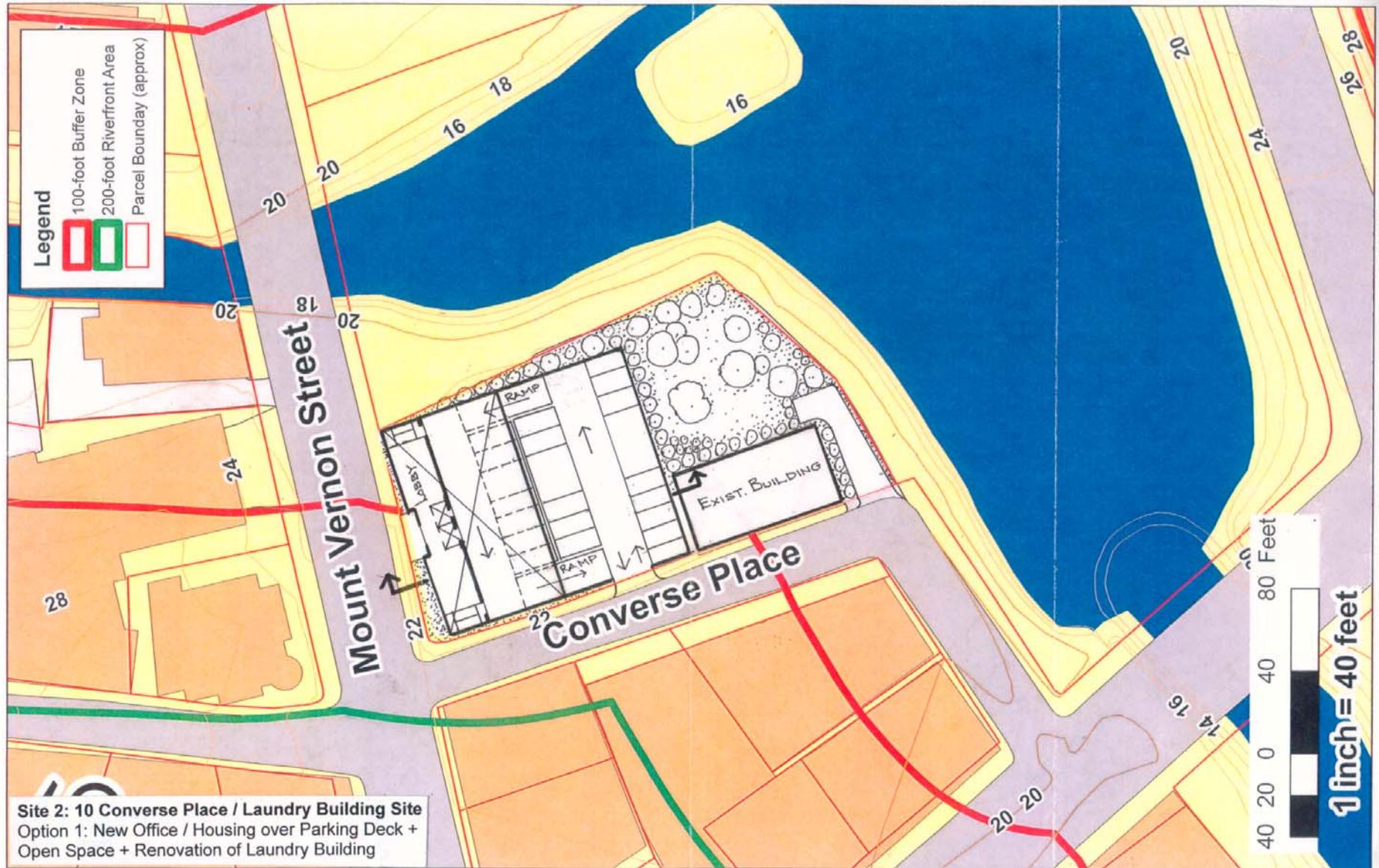
- Laundry Building will remain
- Existing parking to support Laundry Building must be replaced
- New development must provide its own on-site parking spaces
- A new Open Space must be provided at the southeast corner of the lot along the Pond's edge

### Option 1 Development Program: New Office or Housing Development on Mt.Vernon street + Laundry Building renovation + New Parking Deck

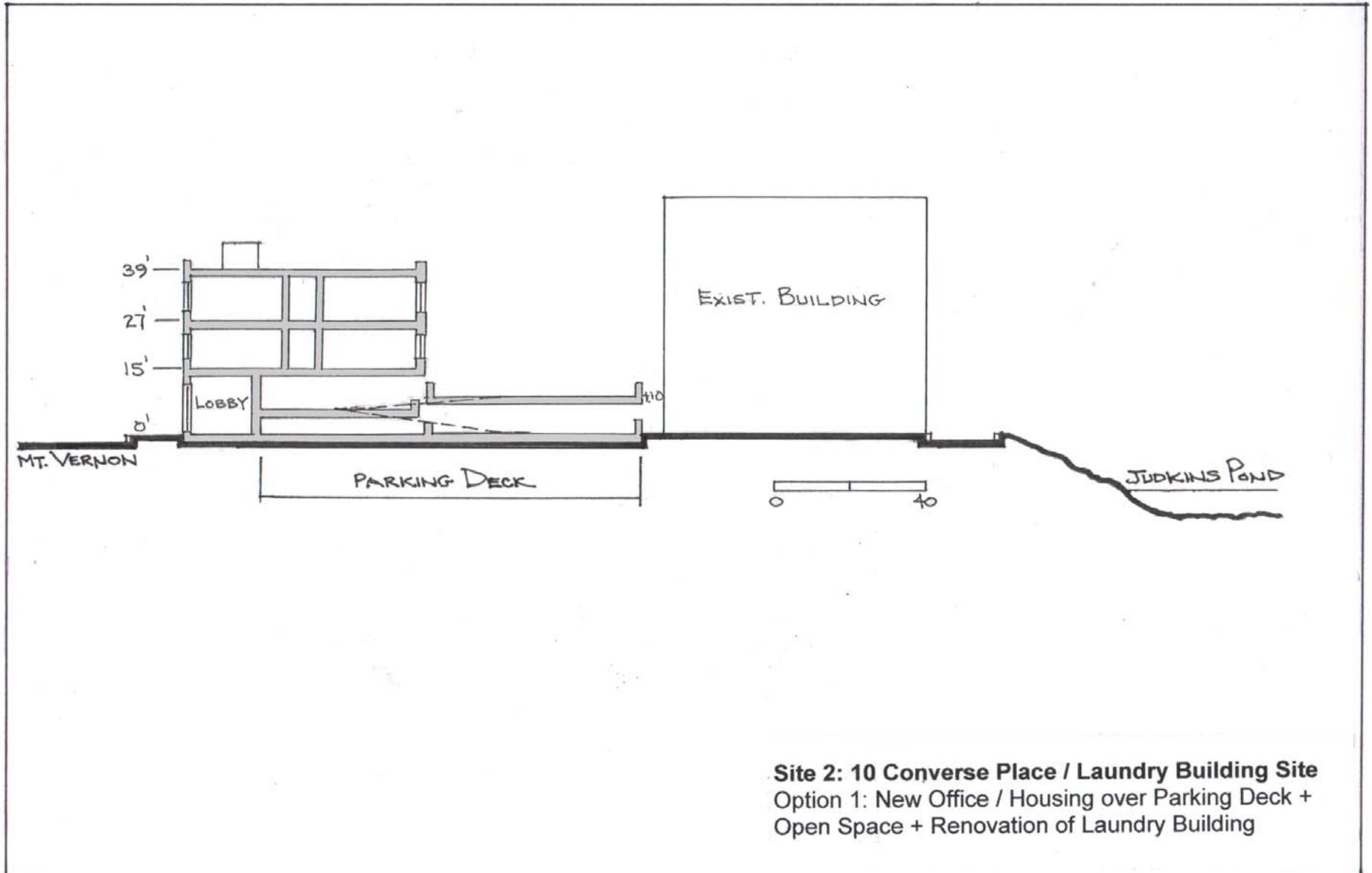
- New 3 - story 14,000 gsf building on Mt. Vernon St edge of site [ground floor lobby + 2 floors of office or housing above parking deck. Each upper floor is 6,000 sf in size. The ground floor lobby is 2,000 sf.
- Existing 11,000 gsf Laundry Building
- New 1½ level 45 space parking deck
- New Open Space (approx. 5,000 sf)

The new 45 space parking deck replaces the existing 25 space parking lot for the Laundry Building and includes 20 additional spaces to support the new development. If the two upper floors of the new building were office use, they would require 36 new parking spaces (12,000 sf x 3 spaces / 1,000 sf). If the two upper floors of the new building were housing, they would require 15 parking spaces (10 du's x 1.5 spaces / du) So, if offices were proposed, a parking reduction or variance would be required.

## Site 2 / Option 1 Plan: New Office or Housing + Laundry Building Renovation + New Parking Deck



**Site 2 / Option 1 Cross Section: New Office or Housing + Laundry Building Renovation + New Parking Deck**



**Site 2: 10 Converse Place / Laundry Building Site**  
Option 1: New Office / Housing over Parking Deck + Open Space + Renovation of Laundry Building



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## Site 3: Judkins Municipal Parking Lot Redevelopment Options

### Existing Development

- ❑ 146 space public parking lot [22 spaces at Senior Center + 124 spaces on 'lower lot'.]

### Development Assumptions

- ❑ 22 space surface parking lot and drop-off to support Senior Center must remain
- ❑ 124 public parking spaces on 'lower lot' must be replaced, at a minimum.
- ❑ Any new parking lot / deck access should be on Mt. Vernon as far away from the Skillings Rd. intersection as possible.
- ❑ Lower lot may be built upon.

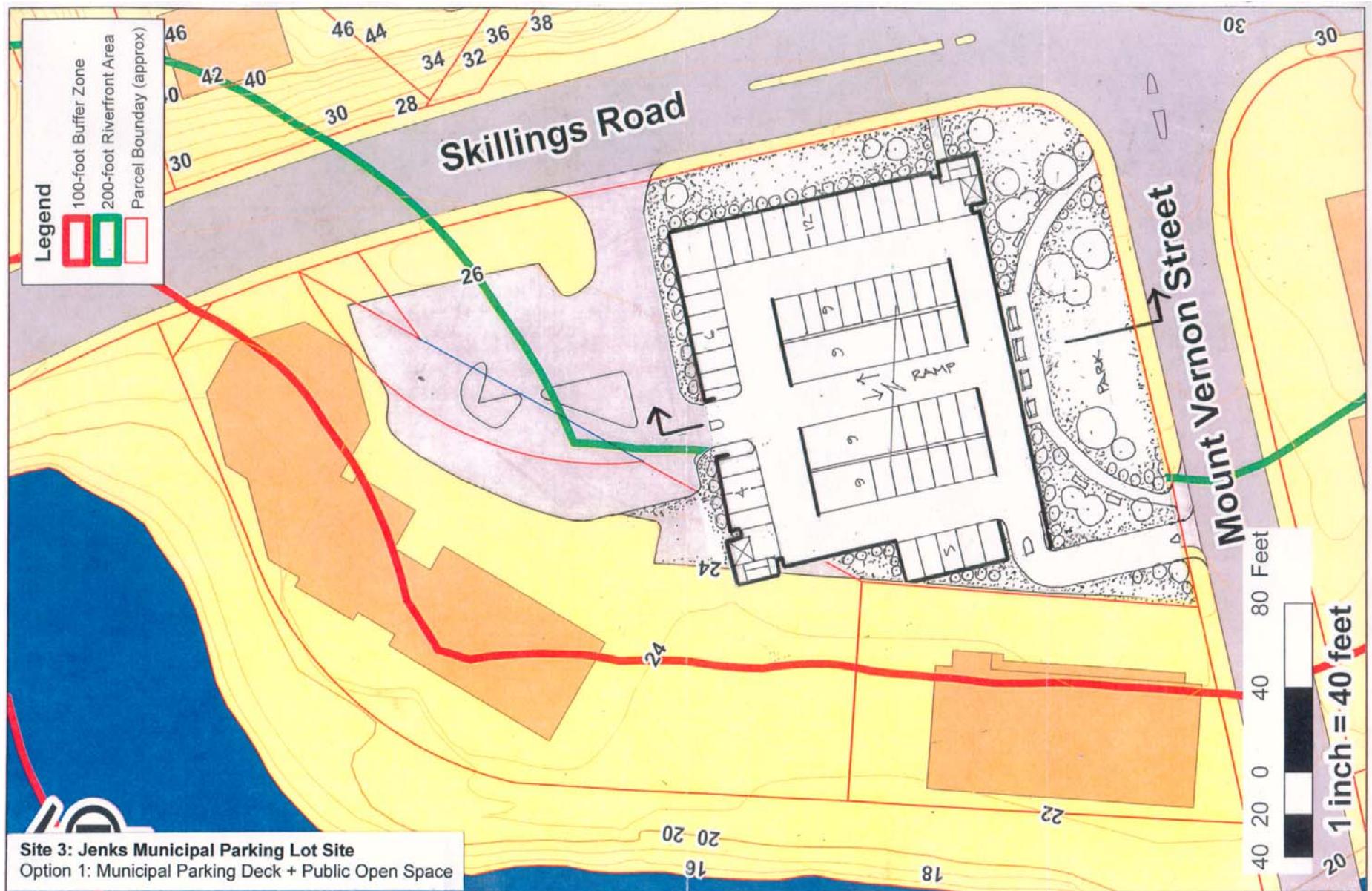
### Option 1 Development Program: Municipal Parking Deck + Open Space on Mt.Vernon Street

- ❑ New 2-level 116 space municipal parking deck (*almost* covers 124 space replacement parking for 'lower lot'.) *or*
- ❑ New 3-level 187 space municipal parking deck (adds 63 new public parking spaces)
- ❑ Open Space / Park on Mt Vernon Street

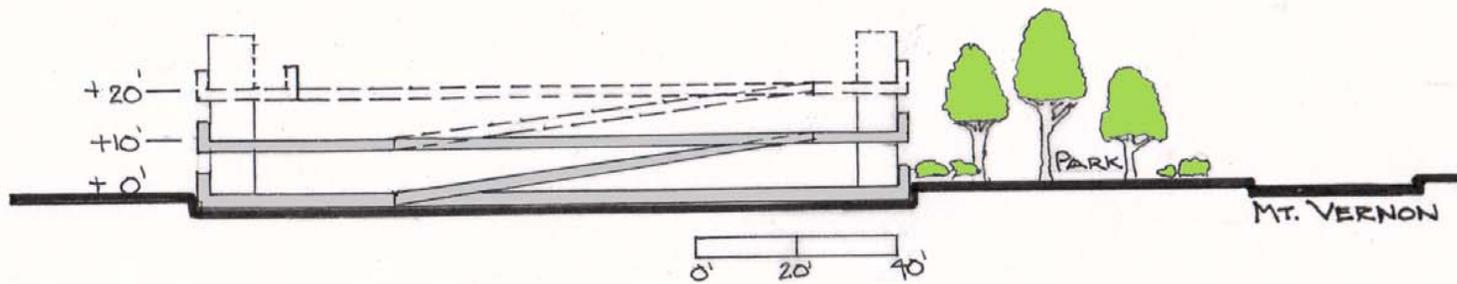
### Option 2 Development Program: Municipal Parking Deck + Mixed Use Retail / Office Building on Mt.Vernon Street

- ❑ New 3-story 21,600 gsf mixed-use building [7,200 sf 1<sup>st</sup> fl. retail + 14,400 sf upper stories office space.]
- ❑ New 4-level 258 space parking deck [includes 124 replacement parking spaces + 65 spaces to support new mixed use building, at 3 spaces / 1,000 sf + 69 new public parking spaces. If no *new* public parking spaces were desired, the parking deck could be reduced to 3 levels (187 spaces).]

## Site 3 / Option 1 Plan: New Municipal Parking Deck + Open Space

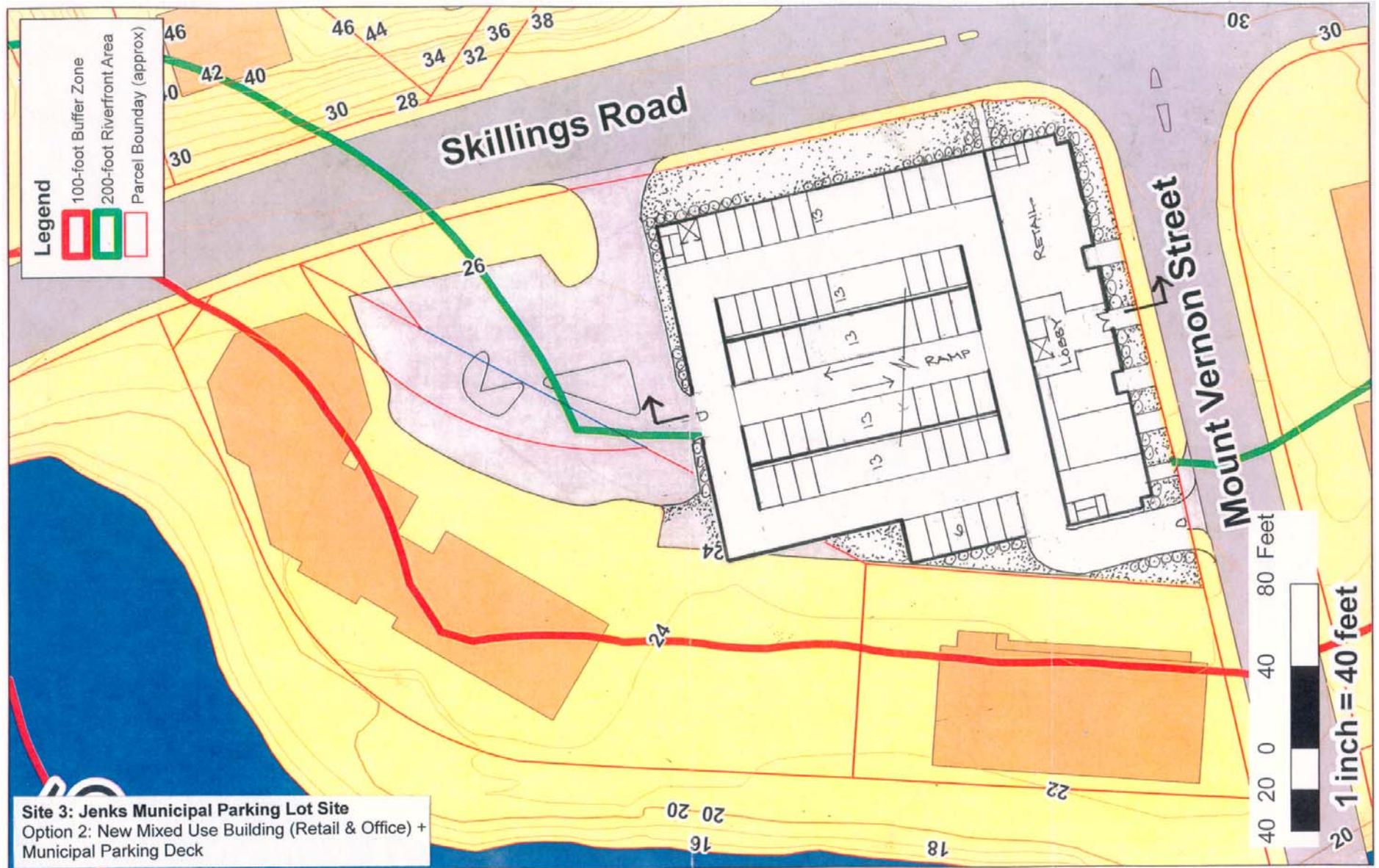


Site 3 / Option 1 Cross-Section: New Municipal Parking Deck + Park

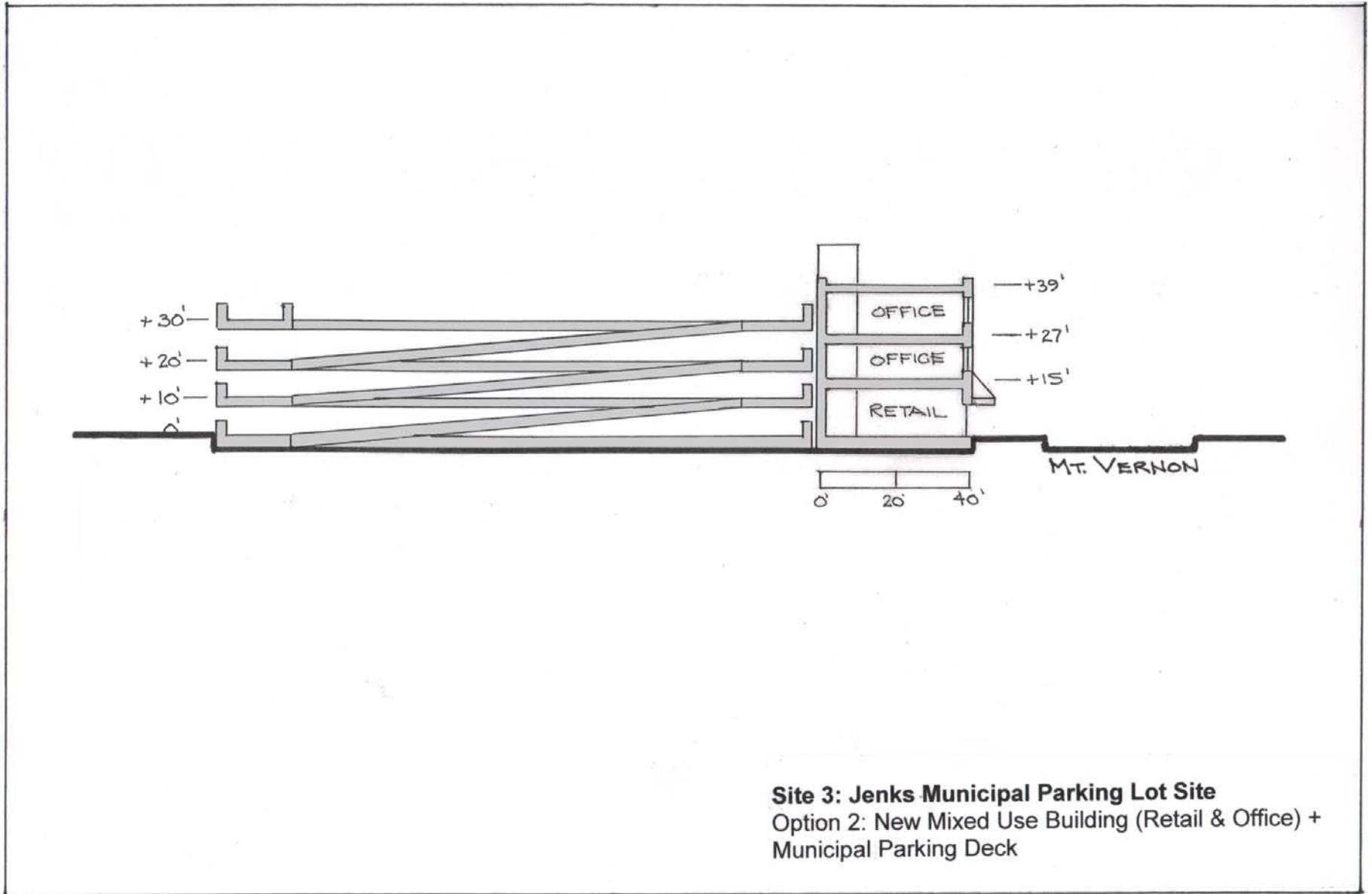


**Site 3: Jenks Municipal Parking Lot Site**  
Option 1: Municipal Parking Deck + Public Open Space

## Site 3 / Option 2 Plan: Office / Retail Building + Public Parking Deck



**Site 3 / Option 2 Cross-Section: Office / Retail Building + New Municipal Parking Deck**



**Site 3: Jenks Municipal Parking Lot Site**  
Option 2: New Mixed Use Building (Retail & Office) +  
Municipal Parking Deck

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# Appendices

## APPENDIX A: 100 Year & 500 Year Flood Plain Map – Five Test Sites



## APPENDIX B: River Protection 100 & 200 Ft. Buffer Zones – Five Test Sites



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## Notes