



Winchester Planning Board

Memorandum

Date: 5 December 2001

To: Town Meeting Members, Winchester Boards, Department Heads, and Interested Citizens

From: Winchester Planning Board

Re: Planning Board Vision Statement

With the help and support of Town Meeting, the Planning Board has accomplished most of what was recommended in the Triangle Area Master Plan prepared in 1995. As a result, the future, long-term economic development of Main Street, from the Skillings-Lake Street intersection to the Woburn line, now seems assured. Also, zoning by-law amendments have been enacted to control new uses as they have come along, including Adult Use, Body Art, Fast Food, Light Pollution, and Wireless Service Facilities.

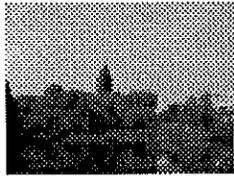
Commendable as these actions may be, we are faced with the greatest economic pressures for redevelopment that we have seen since the zoning by-law was first enacted in 1924. The value of real estate cannot dictate otherwise. Accordingly, we have prepared the enclosed draft Vision Statement, which we plan to use as the basis of our future endeavors.

We wish to emphasize that this is a work in process. We will hold meetings in the new year, in order to obtain consensus about our ideas for land use and the built environment from as broad a citizen base as possible. This statement is not a finished product; it is an evolving vision, and there will be ample opportunity to enhance it as time goes on. It is especially appropriate now, as we welcome our new Director of Planning and Community Development, to whom we will look for advice and dialogue as well.

We are cognizant of the important work being done by the Visioning and Strategic Planning Committee (Envision Winchester). This Planning Board Vision Statement represents our desire to collaborate with them on one important aspect of their broader vision for Winchester.

The Planning Board welcomes the ideas of all interested residents, businesses, and organizations by phone, Email, or at our meetings devoted to the subject. Following Town input, this Vision Statement as modified will become the basis for setting our agenda for 2002.

W. Sam Stroud
Thomas R. Howley
Maureen Meister
Stephen R. Parkhurst
Peter Kuttner



Winchester Planning Board

Framework for Town Planning

Working Draft for On-Going Public Discussion December 20, 2001

A. WHAT MAKES WINCHESTER UNIQUE AS A BUILT ENVIRONMENT?



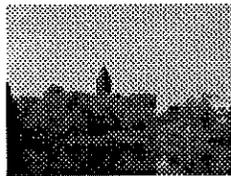
What distinguishes Winchester as a built environment? What is it about the physical environment of Winchester that we should protect, encourage, and celebrate? Planning Board members have identified the following as attributes of our town that we particularly value:

- An exceptionally coherent town center, including schools, stores, civic buildings, and houses of worship, which brings Winchester citizens from all parts of the community together.
- Many walkable neighborhoods where residents regularly encounter each other.
- High-style Victorian and Arts and Crafts buildings, many designed by noted Boston architects.
- Olmsted-influenced parks and parkways, lakes and streams, and the Fells.
- Two commuter rail stations, both within walking distance of much of the town's housing stock.

B. A FRAMEWORK THAT WILL GUIDE US IN OUR PLANNING

In order to protect, encourage and celebrate the attributes we feel distinguish Winchester's built environment, the Planning Board seeks to promote the following features in future development:

- Public and commercial spaces that encourage use and interaction and where residents of all generations can feel a sense of connection to the broader community.
- Streets that serve people as well as cars so that stores, schools, civic buildings, houses of worship, parks and public transportation are accessible by foot or bicycle.
- The distinctive rhythms of open space and building scale that have come to characterize the various streetscapes of the town at a time when maximum build-out is approaching.
- Diversity in the size and type of housing in order to maintain the town's vitality.
- The preservation and adaptation of Winchester's historic and successful modern buildings, hospitable thoroughfares, public spaces, conservation land, and recreational facilities.



Winchester Planning Board

Framework for Town Planning

C. THE TOOLS NECESSARY FOR EFFECTIVE PLANNING

We believe the following tools are necessary if we are to be successful:

MASTER PLAN

- A comprehensive master plan, broadly defined by state law “to provide a basis for decision-making for the long-term development” of the entire community.

PROFESSIONAL STAFF

- A professionally trained, full-time Planning Director in addition to the part-time volunteer Planning Board.
- A professionally trained, appropriately staffed Engineering Department under the direction of the Town Engineer.

BY-LAWS

- Clear, coherent zoning by-laws that serve our planning vision, and which protect and encourage the built attributes of our town that are valued.

GUIDELINES

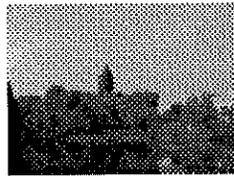
- Commercial and residential design guidelines.
- Pedestrian-friendly street design guidelines.

PRESERVATION

- Historic preservation protections.
- Open space preservation: conservation land, parks, bikeways, pools and recreational areas; retail / agricultural uses.



Panorama of New Village Center Overlay District for the Skillings/Main Intersection



Winchester Planning Board

Framework for Town Planning

D. SPECIFIC ACTIONS AND OBJECTIVES FOR CONSIDERATION AND DEBATE

Guided by a planning framework that originates from the best of our built environment, the Planning Board is committed to providing a public forum that encourages broad participation and debate with the goal of making a master plan. Possible actions include:

- Consider amending our zoning by-law to address tear-downs and mansionizing: possibilities include enlarging rear and front setbacks; establishing cubic feet to lot size limits; re-evaluating minimum open space requirements and floor-area ratios; establishing new maximum gradient rules.
- Consider amending our zoning by-law to address subdivisions that detract from the established rhythms and proportions of the town's neighborhoods.
- Consider amending our subdivision rules and regulations to further address drainage issues (require a topographical plan as part of subdivision plan).
- Support the Design Review Committee in drafting design guidelines (including scale; preferred materials; hierarchy of architectural detail; the placement of structures on lots; garages on the side or back of houses, or at least recessed from the front plane of the house).
- Require planting in the center of all cul-de-sacs.
- Consider amending our zoning by-law to promote mixed-use areas: village centers.
- Promote the re-design of North Main Street, including safer, more pedestrian-friendly qualities, more green space, and infrastructure improvements.
- Establish parks/green space at Skillings and Main and Swanton and Main.
- Re-open Leonard Pond for recreation.
- Establish commercial use on Marotta property (encourage tax-base enhancement).
- Encourage compatible commercial use to enhance economic development.
- Establish retail/agricultural use (encourage tax-base enhancement and preserve open space).
- Protect the lot in front of the Mill Pond building (preserve open space).
- Address the problem of the town's deteriorating commuter rail stations.
- Coordinate planning for open space/resource protection, transportation, housing, and economic development within Metropolitan Area Planning Council guidelines.
- Establish a list of vulnerable buildings, locations, and physical assets for special attention and public focus.
- Prepare a Planning Vision Map to graphically present specific locations where uses can occur that will help realize the master plan: revenue enhancement opportunities; streetscape redesign; conservation land; visual conservation easements; agricultural/retail use; bike paths; parks; recreation areas; historic districts; public parking; affordable housing.

TRIANGLE AREA MASTER PLAN

WINCHESTER, MASSACHUSETTS



FINAL REPORT

April, 1997

Winchester Planning Board

Prepared By: John Brown Associates, Inc.

In Association With: Bluestone Planning Group

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ACKNOWLEDGMENTS

The consultant team wishes to acknowledge with appreciation the following individuals who have provided guidance and assistance in the preparation of the Master Plan for the Triangle Area.

Winchester Planning Board

Stephen R. Parkhurst, Chairman
Daniel T. Chane III
Harry E. Chefalo
Charles E. Nurnberger
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Peter T. Kelleher (to March, 1997)
Richard A. Welch, Jr. (to March, 1997)

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Tony Celli, DPW Director
Peter T. Van Aken, Chairman, Board of Selectmen
John Wortmann, Chairman, Conservation Commission
Thomas Raphael, MAPC Representative
Timothy Oldfield, Design Review Committee
John Suhrbier, Chair, Winchester Housing Partnership Board
Winchester Chamber of Commerce
Concerned Citizens of Winchester Triangle Area
Jamie Fosburgh

Special thanks to Jill Walter Behrens, a member of the Design Review Committee, who shared with us her Masters thesis on a greenway model for improvement of the Aberjona River and Horn Pond Brook.

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Notes: 1. Two interim reports were prepared by the consultant and are available for review in the Planning Board office. These are:

- *Baseline Summary - Existing Conditions, Issues & Opportunities*, October, 1996
- *Alternatives & Impacts*, December, 1996

2. A map showing potential future zoning map changes has been delivered to the Planning Board.

EXECUTIVE SUMMARY

The Triangle Area, composed of approximately 585 acres, is a triangular-shaped area in the northeast part of the Town bordered on the east by Washington Street, on the north by the Woburn Town Line, on the west by Sylvester Avenue / Middlesex Street, and on the south by the apex of the triangle formed by the intersection of Skillings Road and Washington Street.

The long-range vision for the Triangle Area seeks to protect and enhance the area's existing residential areas while retaining and stabilizing compatible nonresidential uses that are an important part of the Town's economic base. Simultaneously, this version seeks to expand and enhance the Triangle Area's greenway/riverway system. This will be largely achieved by:

1) removing obsolete and isolated pockets of industrial zoning that most disturb the Triangle's residential neighborhoods; 2) retaining existing commercial/business properties for commercial use that do not impact the tranquillity of the Triangle's residential neighborhoods; 3) acquiring or reclassifying portions of certain key parcels for open space use adjacent to rivers and streams to add recreational lands and provide continuity to the area's linear bike and trailway systems; and 4) encouraging one and two-family residential use on existing infill lots.

Aberjona River. The Aberjona River corridor and bikeway should be enhanced, at a minimum, by restoring accessibility to certain links that have been lost. This can be achieved by regaining public access rights to the river and pond across from the "Village" Condominiums and constructing an underpass beneath the elevated MBTA rail embankment to link the Leonard Pool area with the riverway. The corridor would also be greatly enhanced by the addition of open space parcels adjacent to the river which have significant constraints to redevelopment. These additional properties should include portions of the Marotta site and the Waste Transfer site and hopefully, the Faith Fellowship site south of the river, which would provide an excellent entrance to the riverway system from Washington Street. In addition to supplementing the existing open space network, these properties could be controlled, decontaminated, and prevented from adding contamination to the river system in the future. Prior to acquiring any contaminated sites the Town must, of course, protect itself from any potential liability.

Horn Pond Brook. The Horn Pond Brook greenway/ bikeway network from the Woburn Town Line to Wedge Pond also has the opportunity to be enhanced. When the MWRA reconstructs its sewer system along Horn Pond Brook Road and Sylvester Avenue, the streets and easements which must then be reconstructed could be enhanced with new street tree plantings, landscaping, and a striped and demarcated bike lane to increase the safety of users who must divert to local streets for segments of this bikeway.

Woburn Loop. Winchester now has the opportunity to add a third linear bikeway / walking path corridor to the Triangle Area's existing network of recreational corridors. At a minimum, Winchester should reserve a fifteen foot public easement along the Woburn Loop's entire length for this new linear recreation corridor. Currently, various parcels of the Woburn Loop are being offered for sale. These public offering documents should include provisions for these easements.

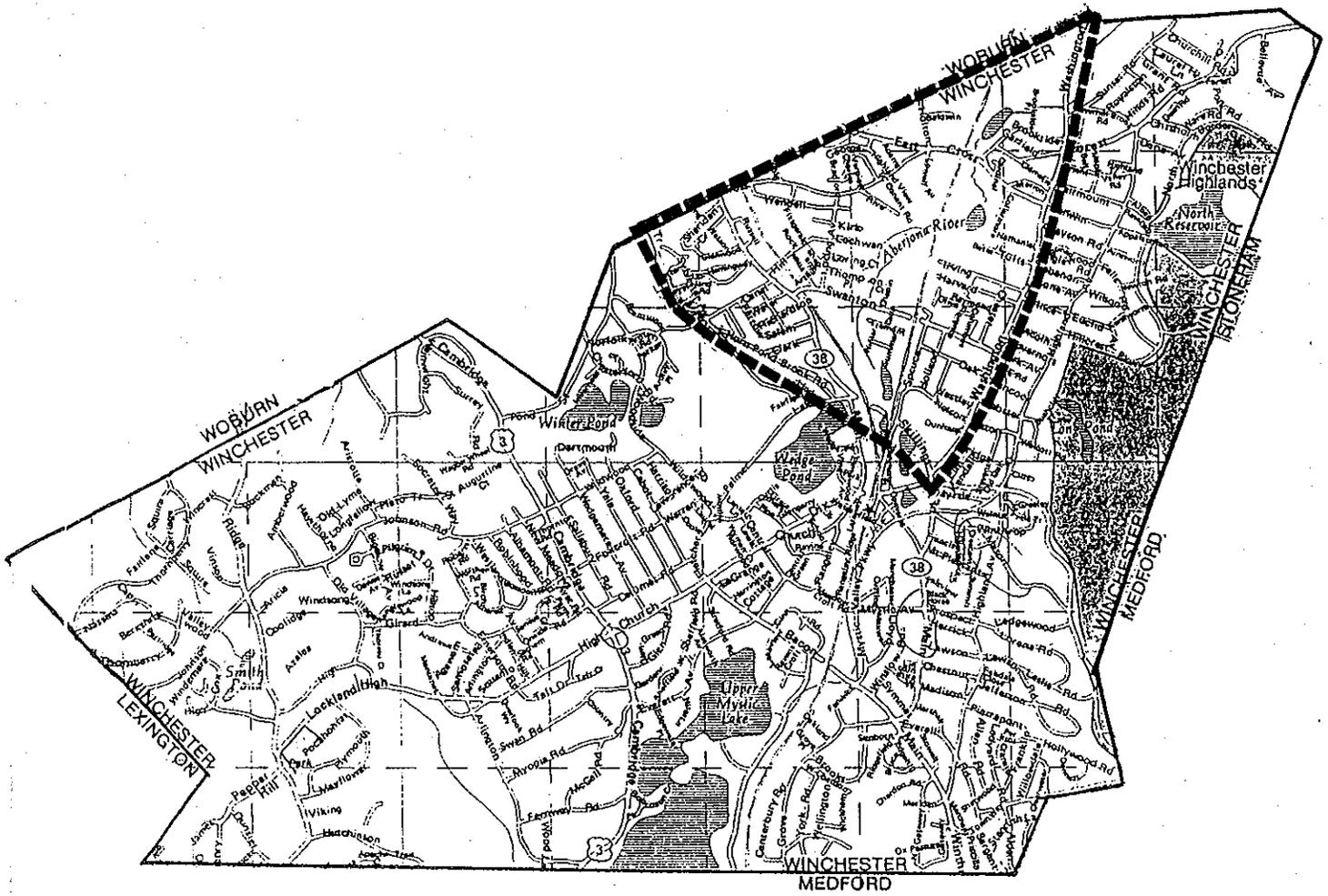
Reclassification of Properties. It is recommended that the current Limited Light Industrial District zoning category be either revised or replaced to reflect a more modern office / research /

high tech orientation rather than traditional industrial use. In fact, an industrial district, as currently described, may no longer be necessary. In any event, numerous properties currently designated Industrial on the zoning map should be placed in districts which more appropriately describe their current or desired use, including residential, commercial, institutional, and open space uses. In addition, the irregular shaped light industrial district centered around River Street that presently forms a light-industrial "pocket" in the midst of an otherwise residential neighborhood should be designated for long term residential use. This long term land use designation will reflect the desired future land policy for this area even though the existing uses may remain for some years to come.

A Vision for North Main Street. North Main Street remains an important commercial spine of offices and automotively - approached businesses, interspersed with segments of residential uses, institutional uses, and parkland. Based on its current usage and function within the Town as a place where businesses offer convenient and immediately adjacent parking, North Main Street is not Winchester Center; nor should it try to be. A vision for North Main Street should be crafted that capitalizes on its existing strengths, supports its role within the community, and allows its existing functions to thrive. At the same time, however, it should build upon its changing role, capitalize on new opportunities such as adjacent linear trail systems, provide a pleasant streetscape, and offer more pedestrian-friendly environments at key activity centers along its length.

This approach envisions the creation of two small "village centers" - at the North Main Street intersections at Lake Street and at Swanton Street - as pedestrian-friendly nodes along the North Main Street corridor that provide a strong "sense of place". Between these pedestrian-scaled "village centers" stretch commercial businesses that remain primarily automotive-oriented, offices and housing. A coherent and consistent streetscape of street trees and lighting would provide a unifying and consistent visual image along the street's entire length, although the land uses, architectural styles, scale, and setbacks of its buildings may continue to vary.

The details of the Guide Plan for the Triangle Area, potential impacts of the plan, and proposed implementation strategy are contained in the main body of the report.



Study Area

I. INTRODUCTION

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The 1996 Annual Town Meeting appropriated funds so that the Planning Board could begin qualitative studies on a Master Plan for the town, beginning with the so-called "Triangle Area". A portion of these funds were reserved to provide technical assistance to the Winning Farm Reuse Committee. Because of the variety of land-uses within the Triangle, increasing conflicts between these uses, the availability of several large redevelopment parcels, and a changing economy, the future direction of this district was uncertain. A vision for this Area and North Main Street was therefore needed to guide future growth and redevelopment.

The Triangle Area

The Triangle Area, composed of approximately 585 acres, is a triangular-shaped area in the northeast part of the Town bordered on the east by Washington Street, on the north by the Woburn Town Line, on the west by Sylvester Avenue / Middlesex Street, and on the south by the apex of the triangle formed by the intersection of Skillings Road and Washington Street.

The Triangle Area is perhaps the most diverse neighborhood of Winchester with various land uses juxtaposed closely one upon another. It includes, for example, a number of former and current industrial sites such as the old Winn Manufacturing plant (now the Faith Fellowship Ministries School) and the Parkview Electronics Park. It includes several multifamily housing developments such as the Parkview Condominiums, the Village Condominium townhouses, the Winchester Housing Authority elderly housing development on Westley Street, and several nursing homes on Swanton Street. A variety of general business establishments are focused primarily along the neighborhood's primary commercial spine - North Main Street. The Town's Waste Transfer Station is located adjacent to the Aberjona River. Several large undeveloped tracts of land such as the Willows property and the Marotta property remain available for potential development off Cross Street. (The Willows property is expected to be developed for 70 units of multi-family housing under a covenant executed with the Town some years ago.) Single- family and two-family homes remain predominant, however, throughout the majority of the district.

The Triangle Area also hosts two of Winchester's important riverway / linear open space systems - the Aberjona River corridor and Horn Pond Brook. Though both offer great potential, they are now underutilized and inaccessible in certain parts.

Information Gathering

With the cooperation of the Planning Board and a variety of Town municipal departments, the consulting team was able to gather a large amount of information and data about the Triangle Area. Mapping of the area, including plat maps, utility maps, aerial photos, and USGS topography maps were obtained from the Engineering Department. Zoning maps were obtained from the Planning Board. Maps of open spaces and conservation areas as well as pocket wetland sites and flood plain maps were obtained from the Conservation Commission and Building Department. Assessors maps and assessed valuation data were received from the Town Assessors Office.

A variety of reports were also collected. These included information on currently planned public improvement projects such as the reconstruction of Washington Street as well as the planned MWRA Cummingsville Branch sewer replacement project along the Horn Pond Brook Road corridor. The 1995 Town Register of Historic Places was obtained from the Winchester Historical Commission; and a monograph on the history of landscape architect Herbert J. Kellaway and his design of the Aberjona River corridor and park system was obtained from the Winchester Historical Society. In addition, a 1996 masters thesis by Jill Walter Behrens on a greenway planning model for the improvement of the Aberjona River and Horn Pond Brook was reviewed. From the Planning Department, a 1953 Master Plan Study for the Town of Winchester prepared by Allen Benjamin and Associates was also reviewed. From HMFH Architects, in behalf of the Winchester School Department, the 1996 Winchester School Facilities Master Plan was reviewed. In addition to gathering data and information, a number of Town municipal Department Heads were interviewed. Meetings were held with: Planning Board members; Daniel McGurl, Director of Assessments; Dom Serratore, the Building Commissioner and Zoning Enforcement Officer; Elaine Vreeland, the Conservation Officer; Joseph Capone, Acting Town Engineer; and Tony Celli, DPW Commissioner.

Another valuable source and exchange of information was obtained during a bus / walking field tour of the Triangle Area on Saturday morning, September 21, 1996. The bus / walking tour was attended by several neighborhood residents, businesspersons, Town Meeting members, members of the Historical Commission and Winchester Historical Society, members of the Winchester Design Review Committee, Housing Partnership Board members, and Planning Board members. A number of issues and observations were brought to the consultant's attention, including: contamination issues at Leonard Pool; the discontinuity of public access along certain segments of the Aberjona River Corridor; the lack of pedestrian and open space linkage between Elliot Park at Wedge Pond and the High School Athletic Fields; the opportunity to perhaps create an historic district at the Main Street / Lake Street / Skillings Road intersection; the noise created by industrial users in close proximity to residential neighborhoods, the visual and land use disharmony along much of the length of North Main Street; the parking spillover problem into residential neighborhoods from commercial businesses on the edges of the Triangle Area; and comments on the currently proposed School Committee facilities expansion plan.

Structure of the Triangle Area

The Triangle Area is historically structured by its transportation infrastructure and its river/greenway system - the Aberjona River network of ponds and recreational open spaces and Horn Pond Brook. Running from north to south and parallel to Washington Street is the MBTA's elevated commuter rail line. The Winchester primary Commuter Rail Station is located south of the Triangle Area in Winchester Center. Also branching off from south to north is the former Woburn Loop rail corridor which was abandoned as a rail right-of-way in the 1980s and acquired by the Town of Winchester. Historically, industrial facilities were built adjacent to these rail lines and the river. Although many industrial plants have closed over the years and have either been converted to other uses or been demolished and remain undeveloped, their legacy remains in the form of large parcels of former industrial land and, at some locations, lingering contamination. Because of these two rail rights-of-way and the Aberjona River, also running from north to south, there are very few street crossings of the Triangle Area in the east-west direction. In fact, only Cross Street and Swanton Street connect Washington Street to the east with North Main Street to the west. As a result, many streets lead to dead-ends at the rail right-of-way or river's edge. This preponderance

of dead ends has led, somewhat, to isolation of the eastern half of the Triangle Area from the western half of the district.

The Aberjona River system and ponds have been intentionally planned and transformed over the years by a variety of man-made efforts from a polluted industrial river and flood plain system to a recreation river with adjacent parklands, bikepaths, and open spaces that are almost contiguously linked into an open space network. Similarly, Horn Pond Brook has been improved with the creation of a linear open space system along its banks and the creation of an adjoining bike trail.

Presently, the Washington Street corridor is relatively stable and is primarily characterized as a residential street interspersed with school properties, playfields, and neighborhood businesses and retailers. Swanton Street, although more mixed in use, is also relatively stable. Cross Street, adjoined by several large undeveloped sites, such as the Willows property and the Marotta property, and characterized by a juxtaposition of residential and industrial uses, is probably the street corridor most subject to change and development in the future. North Main Street, which serves as the Triangle's primary auto-oriented retail and office spine, has a number of mixed use, parking, and design issues to be resolved.

Evolution of the Proposed Plan

Work on the plan started in the fall of 1996. In October, 1996 an Interim Report entitled "Baseline Summary - Existing Conditions, Issues, and Opportunities" was completed. A summary of this report is contained in Appendix 1. This report described existing land use and zoning, traffic and transportation, public facilities, the Aberjona River Greenway recreational network, and a number of potential public and private redevelopment sites and key parcels. Issues and opportunities as they were known at that time were also discussed. These issues included housing policy, the future of light industry, industry/residential neighborhood conflicts, impact of the 1996 Rivers Protection Act, open space and bikeways issues, the North Main Street corridor, gateways and historic issues, and potential rezoning to minimize land use conflicts.

After discussion of the Baseline Summary with Town officials and community participants, work was begun on a series of alternative development scenarios. In December, 1996 a second interim report, entitled "Alternatives and Impacts" was completed. This report presented three alternative approaches toward future development in the Triangle Area. These development scenarios were purposely designed to show contrasts in development approaches and were labeled "Economic Development and Growth Scenario", "Open Space Expansion Scenario", and "Balanced Growth Scenario" (the latter an attempt at a composite plan).

The report also described desirable district-wide street corridor and greenway system recommendations and other features common to all three plans. The report also compared potential impacts and consequences of implementing each alternative.

A series of meetings were held to discuss the alternative scenarios with Town officials, residents, landowners, and businesspersons. In addition to comments received at these meetings, written comments were received from the Planning Board, Board of Selectmen, Conservation Commission, Design Review Committee, Winchester Housing Partnership, Winchester's MAPC representative, and a number of town citizens and businesspersons.

After review of all comments received, the Planning Board discussed the available options and approaches and directed the consultant to prepare a Guide plan and draft final report. The Guide Plan most closely resembled the recommendations of the "Balanced Growth Scenario" prepared during the Alternatives phase of the study.

II. GOALS FOR THE TRIANGLE AREA

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Goals for the Triangle Area fall into a number of categories including land use and housing, environment, economic/fiscal, public facilities, transportation, and cultural. These goals evolved from responses received from Town officials, citizens, and businesspersons to preliminary reports and feedback from public meetings.

1. Land Uses and Housing:

- Protect the existing neighborhood-scale residential environment of the Triangle Area.
- Maintain moderate housing densities similar to densities of existing homes.
- Retain the housing diversity within the area, which provides housing for a wide variety of income ranges and family sizes.
- Phase out or reduce conflicts with industrial zoning, where current uses are inappropriate.
- Make business uses on North Main Street more functional and attractive; seek to avoid automobile-oriented "strip" development.
- Consider modest levels of mixed business and residential uses on North Main Street where appropriate.
- Use open space as buffers between conflicting uses, where possible.

2. Environment:

- Re-establish and enhance the network of public open space uses along the Aberjona River and Horn Pond Brook.
- Protect and enhance the historic riverway and other historic buildings and features in the area.
- Eliminate or reduce environmental pollution (water, air, soil) and visual pollution (gaudy signs, junk).
- Reduce the potential for damage from periodic flooding of rivers and streams.
- Protect the habitats for indigenous plants and animals, especially along and near the stream corridors.

3. Economic/Fiscal:

- Protect and enhance the economic base and tax base of the Town as a whole.
- Encourage long-term neighborhood stability while considering the most suitable uses for available sites.
- Preserve the high value image of Winchester as a place to live and work.
- Eliminate economic stagnation and misuse of Triangle Area property.
- Avoid encroachment of incompatible nonresidential uses into residential areas.

4. Public Facilities:

- Review the long-term future use of the current transfer station site.

- Improve opportunities for passive and active recreation, especially along the rivers and streams.
- Protect and enhance existing school properties (Muraco School, Lynch School, and High School).
- Maintain high levels of utilities and protective services.
- Use major public works projects such as the MWRA Sewer project and the Washington Street reconstruction project as opportunities to improve overall facilities in the Triangle Area.

5. Transportation:

- Improve traffic control at key intersections along Washington Street as part of Washington Street reconstruction.
- Improve safety and function at other key intersections in the area, including North Main Street intersections with Skillings Road, Swanton Street, and Cross Street.
- Maintain and improve public commuter rail transportation serving the area.
- Maintain and expand the current bikeway system, including the Aberjona River and Horn Pond Brook bikeways, and a proposed new bikeway along the former Woburn Loop right-of-way.
- Improve public pedestrian facilities, walkways, and landscaping throughout the area.

6. Cultural:

- Protect and enhance the area's historic and cultural resources, especially the historic greenway system.
- Offer cultural, recreational and educational opportunities to Triangle Area residents as close to home as possible.

III. GUIDE PLAN FOR THE TRIANGLE AREA

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The Guide Plan for the Triangle Area is intended to be a long range policy plan to help guide public and private decisions related to land use and public facilities. Land uses include public and institutional uses, commercial and industrial uses, and housing. Public facilities include transportation, recreation and conservation, and other public facilities such as schools, public works, and waste disposal.

A. Land Use and Land Use Regulation

The proposed land use plan for the Triangle Area establishes long range goals for land use within the district. Factors influencing land use decisions include current use, compatibility of uses, community needs, financial and economic concerns, and protection of the environment. Some of the land use recommendations can be carried out immediately while others are more long-term in nature. The land use plan is intended to provide policy guidance to public officials and private landowners related to long range future land use in the Triangle Area.

1. Area-Wide Vision

The long-range vision for the Triangle Area seeks to protect and enhance the area's existing residential areas while retaining and stabilizing compatible nonresidential uses that are an important part of the Town's economic base. Simultaneously, this version seeks to expand and enhance the Triangle Area's greenway/riverway system. This will be largely achieved by: 1) removing obsolete and isolated pockets of industrial zoning that most disturb the Triangle's residential neighborhoods; 2) retaining existing commercial/business properties for commercial use that do not impact the tranquillity of the Triangle's residential neighborhoods; 3) acquiring or reclassifying portions of certain key parcels for open space use adjacent to rivers and streams to add recreational lands and provide continuity to the area's linear bike and trailway systems; and 4) encouraging one and two-family residential use on existing infill lots.

2. Key Parcels

Key parcels identified during the inventory and analysis phase included the 7.24 acre "Willows" property on Cross Street, the 7.5 acre "Marotta" property off Cross Street (next to the railroad), the 8.9 acre Waste Transfer Station site off Swanton Street, and the remaining Town-owned Woburn Loop properties. The anticipated future role for these parcels is as follows:

- The "Willows" property is now moving ahead under its original covenant for 70 units of multi-family housing.
- The "Marotta" property, adjacent to the Aberjona River, is now subject to considerable development restrictions due to the passage of the Rivers Protection Act of 1996. Therefore, it is recommended for public use, which would include expansion of the Aberjona River greenway adjacent to the river and (subject to feasibility) the possible location of an MBTA commuter rail substation and parking lot. If the commuter rail substation proves infeasible, the Marotta parcel is recommended for a combination of

active and passive recreation. Any proposal for the Marotta parcel is subject to resolution of the current contamination of the parcel.

- The Waste Transfer Station site is recommended for public use, including continuation of the Waste Transfer Station as long as needed and expansion of the Aberjona River greenway adjacent to the river. It is also recommended that the feasibility of relocating the Town's salt storage shed from its current location off Linden Street (adjacent to DPW headquarters and Horn Pond Brook) to the Waste Transfer site be investigated.
- The remaining Town-owned Woburn Loop properties are recommended for sale, for the most part, to abutters. The future use of the Loop property between Cross Street and the Russell Hill property will depend upon developer interest, and could be either business or residential use and possibly, public parking. The remaining portions of the Loop are most suitable for expansion of abutting business uses except where already reserved for public open space and recreation use. A 15 foot easement for a bikeway is recommended from Cross Street to Skillings Road where it will join with the Town's other trail and bikeway systems. Arrangements for passage over the Russell-Hill property will be needed if the existing sewer easement is insufficient. A number of parcels have already been sold, primarily to abutters. The major remaining parcels include the parcel from Cross Street to Russell Road, the parcel from Hill Street to Swanton Street, and the parcel south of Salem Street to the car wash. The parcel between Swanton and Salem Streets is being retained by the Town for park purposes. The parcel adjacent to the High School athletic fields is being retained for parking.

Other key parcels that were studied included the 8.9 acre Faith Fellowship site south of the Aberjona River, the 3.6 acre Lynch School site at the end of Sylvester Avenue, and the 24,833 square foot Homsis site on North Main Street. It is recommended that the long term use of the Faith Fellowship site, now restricted by the 1996 Rivers Protection Act, be open space, that the Lynch School site remain in Town ownership for school or recreation use, and that the Homsis site be developed for business use (possibly in combination with a portion of the Woburn Loop land to the rear).

3. Historic Greenway/Riverway System and Bikeways

The Triangle Area is blessed with an historic planned network of greenways and pathways along its river and brook systems which pass through the district. The greenway system was originally planned by landscape architect Herbert J. Kellaway, a former associate of Frederick Law Olmsted, during the early 1900's. Over the years, certain links along these open space networks have been diminished, disrupted or entirely lost. The resultant consequence has been that this network is less often used than in the past. Winchester now has the opportunity to restore and enhance these networks so that they once again become integral to the amenities supporting the quality of life that Winchester has historically offered its citizens. Additionally, the opportunity presents itself to add a new corridor to the open space network, along portions of the Woburn Loop.

Aberjona River. The Aberjona River corridor and bikeway should be enhanced, at a minimum, by restoring accessibility to certain links that have been lost. This can be achieved by regaining public

access rights to the river and pond across from the "Village" Condominiums and constructing an underpass beneath the elevated MBTA rail embankment to link the Leonard Pool area with the riverway. (The construction of this underpass, together with proper grading, may contribute to improved flood control for the Aberjona River. This potential should be studied further by the Town.) The corridor would also be greatly enhanced by the addition of open space parcels adjacent to the river which have significant constraints to redevelopment. These additional properties should include portions of the Marotta site and the Waste Transfer site and hopefully, the Faith Fellowship site south of the river, which would provide an excellent entrance to the riverway system from Washington Street. In addition to supplementing the existing open space network, these properties could be controlled, decontaminated, and prevented from adding contamination to the river system in the future. Prior to acquiring any contaminated sites the Town must, of course, protect itself from any potential liability.

Consideration was given to removing the culvert beneath the High School athletic fields and replacing it with a landscaped open river channel at the field's perimeter to provide a continuous recreational river system. Due to the potential disruption of the playfields and the need for further study, this proposal is not recommended at this time. Further consideration could be given to this proposal in the future as part of Town's open space and recreation planning.

Horn Pond Brook. The Horn Pond Brook greenway/ bikeway network from the Woburn Town Line to Wedge Pond also has the opportunity to be enhanced. When the MWRA reconstructs its sewer system along Horn Pond Brook Road and Sylvester Avenue, the streets and easements which must then be reconstructed could be enhanced with new street tree plantings, landscaping, and a striped and demarcated bike lane to increase the safety of users who must divert to local streets for segments of this bikeway. It is recommended that the Town review the feasibility of relocating the DPW's Salt Shed from its current location to the Waste Transfer site. This would allow some or all of the present Salt Shed site to be added to the Horn Pond Brook greenway, and avoid potential contamination of Horn Pond Brook.

Woburn Loop. As discussed above, Winchester now has the opportunity to add a third linear bikeway / walking path corridor to the Triangle Area's existing network of recreational corridors. At a minimum, Winchester should reserve a fifteen foot public easement along the Woburn Loop's entire length for this new linear recreation corridor. Currently, various parcels of the Woburn Loop are being offered for sale. These public offering documents should include provisions for these easements.

Opportunities for Convergence. By the circumstance of geography, the three linear recreational corridors described above all meet in the vicinity of the Lake Street / North Main Street / Skillings Road intersection before they converge south of Skillings Road and the High School. This intersection has the potential to be a true "entry gateway" into this entire recreational system as well as a gateway to the North Main Street commercial corridor. The current planning for the Tri-Community Bikeway, in cooperation with the communities of Woburn and Stoneham, offers additional opportunities for state and federal assistance in upgrading and expanding the existing bikeway system.

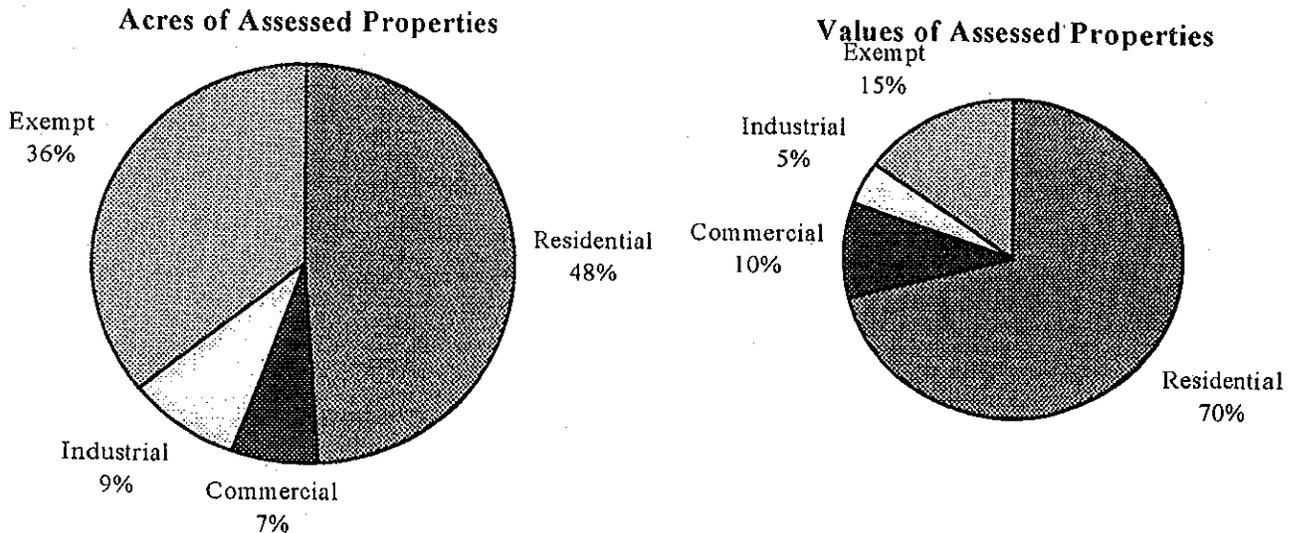
Maintenance. By adding park properties to Winchester's open space inventory, the Town's maintenance burdens and responsibilities will be increased. There are several alternatives that should be considered to provide responsibility for maintenance. For instance, with the assistance of

Town equipment and staff, neighbors, abutters or "Friends" groups could be established to augment Town maintenance capabilities.

4. Commercial and Industrial Uses

According to the Assessor's data, approximately 48% of the property in the Triangle Area (excluding streets, railroads, and waterbodies) is in residential use, 6.5% is in commercial use, 8.6% in industrial use, and the remaining 36% tax exempt public and institutional properties.

The total assessed value in the Triangle Area is \$379,261,800. Subtracting the exempt properties, the value of all taxable properties is \$322,667,700. Approximately 70% of the total value of properties in the Triangle Area is residential, 9.6% is commercial, and 4.5% is industrial. Industrial property represents only 1.5% of the Town's total assessed property, excluding exempt properties. All of the Town's industrial property is located in the Triangle Area.



Zoning vs. Use. The historic zoning classifications do not always accurately reflect current usage. For example, the Russell Hill office building on North Main Street is within an industrially zoned parcel. While the area estimated to be in the light industrial zoning district is 71.4 acres, the total acres of properties classified by the assessor to be in industrial use totals 44.5 acres. Comparing the locations of each industrial property with the zoning map, it is found that 13.7 acres of the property in industrial use lies in other zoning districts, thus only 30.9 acres of the land zoned for light industry (less than half) is actually in industrial use. The remaining portions are largely in commercial use.

Within the Triangle Area a variety of zoning districts are juxtaposed. Although the General Business District zoning is concentrated mostly along Main Street, Light Industrial zoning is dispersed and closely integrated with residential districts.

Uses Permitted in Nonresidential Districts. The two nonresidential zoning districts in the Triangle Area which allow business uses include the Limited Light Industrial District (IL) and the General Business District (GBD). Uses permitted in these districts are described below.

The Limited Light Industrial District (IL) is intended primarily for light manufacturing, miscellaneous service and related activities, for retail and wholesale commercial establishments, for research laboratories, and offices. Uses allowed in the IL District include private schools, personal service establishments, restaurants, repair shops, banks, business and professional offices, medical laboratories, wholesaling, lumber and contractors' yards, research laboratories, printing establishments, and manufacturing, assembly, and processing uses. The open storage of vehicles is also permitted within this district. Uses allowed with a special permit include private lodges or clubs, retail establishments, veterinary establishments and kennels, and outdoor storage of supplies and equipment.

The General Business District (GBD) is intended primarily for retail and service businesses, offices, and other businesses which require on-site parking. Uses allowed in the GBD District include private schools, retail establishments, personal service establishments, restaurants, theaters, bowling alleys, funeral establishments, repair shops, banks, business and professional offices, medical laboratories, medical centers, and gasoline stations. Uses allowed with a special permit include private lodges and clubs, and salesrooms or repair garages for new and used automobiles, boats, and other vehicles.

Reclassification of Properties. It is recommended that the current Limited Light Industrial District zoning category be either revised or replaced to reflect a more modern office / research / high tech orientation rather than traditional industrial use. In fact, an industrial district, as currently described, may no longer be necessary. In any event, numerous properties currently designated Industrial on the zoning map should be placed in districts which more appropriately describe their current or desired use, including residential, commercial, institutional, and open space uses. These are described under zoning and regulatory controls in Section V.

In addition, the irregular shaped light industrial district centered around River Street that presently forms a light-industrial "pocket" in the midst of an otherwise residential neighborhood should be designated for long term residential use so as to eventually remove this negative influence from the residential community. This long term land use designation will reflect the desired future land policy for this area even though the existing uses may remain for some years to come.

Other properties, now inappropriately zoned Industrial (as discussed above), should be reclassified to either commercial, business, housing, or institutional use to more accurately reflect their actual use.

5. North Main Street

North Main Street is the primary office and retail commercial spine through the Triangle Area. This corridor, between its intersection with Skillings Road / Lake Street and the Woburn Town Line, is now a varied mix of uses - new offices and medical buildings, institutional uses (such as churches), telephone switching facilities, housing, former houses converted to offices and businesses, automotive-oriented retail facilities, car dealerships, fast food restaurants, drive-in banks, and a park (not yet fully developed) at the corner of Swanton Street, on land of the former

Woburn Loop rail right-of-way. Building setbacks vary and the street's many buildings are composed of many different architectural materials and styles. Additionally, the corridor lacks a streetscape of trees, and overhead electrical wires mar the street's visual appearance. In summary, the street's overall appearance lacks the consistent visual character and appeal, attractive streetscape, and pedestrian orientation of Winchester Center.

Along the east side of the street, the parcels and the uses located there were historically shaped by the immediate adjacency of the Woburn Loop railroad right-of-way, and were therefore often zoned industrial. On the west side of the street, individual parcels were arbitrarily placed, in many instances, into two different land use classifications by the "strip zoning" ordinances of the 1930's. As a result, many parcels are zoned for business use along the street edge and for residential use at the rear of the property, thereby confusing the long-term reuse potential of these sites.

The buildings and businesses along North Main Street are often set back from the street at varying distances, contributing to an unruly image. Most are primarily approached by patrons arriving by automobile. Therefore, many of these business properties are often fronted with parking lots that are seldom screened or shielded from view. This typical site layout of parking in front, often seen along many "strip commercial" roadside developments throughout the country, is in sharp contrast to the strong pedestrian-friendly orientation and "walkable" quality of the shops and businesses located in Winchester Center. Clearly, North Main Street is of a different character than the Center.

In recent years, North Main Street has changed considerably, due in large part to the discontinuance of rail service on the Woburn Loop and the conversion of many homes to businesses or office uses. Additionally, several large industrially-zoned sites were redeveloped as modern professional office buildings. As a result, North Main Street has changed, but changed without a coherent image or vision to guide its redevelopment.

A Vision for North Main Street. North Main Street remains an important commercial spine of offices and automotively - approached businesses, interspersed with segments of residential uses, institutional uses, and parkland. Based on its current usage and function within the Town as a place where businesses offer convenient and immediately adjacent parking, North Main Street is not Winchester Center; nor should it try to be. A vision for North Main Street should be crafted that capitalizes on its existing strengths, supports its role within the community, and allows its existing functions to thrive. At the same time, however, it should build upon its changing role, capitalize on new opportunities such as adjacent linear trail systems, provide a pleasant streetscape, and offer more pedestrian-friendly environments at key activity centers along its length.

This approach envisions the creation of two small "village centers" - at the North Main Street intersections at Lake Street and at Swanton Street - as pedestrian-friendly nodes along the North Main Street corridor that provide a strong "sense of place". Between these pedestrian-scaled "village centers" stretch commercial businesses that remain primarily automotive-oriented offices and housing. A coherent and consistent streetscape of street trees and lighting would provide a unifying and consistent visual image along the street's entire length, although the land uses, architectural styles, scale, and setbacks of its buildings may continue to vary.

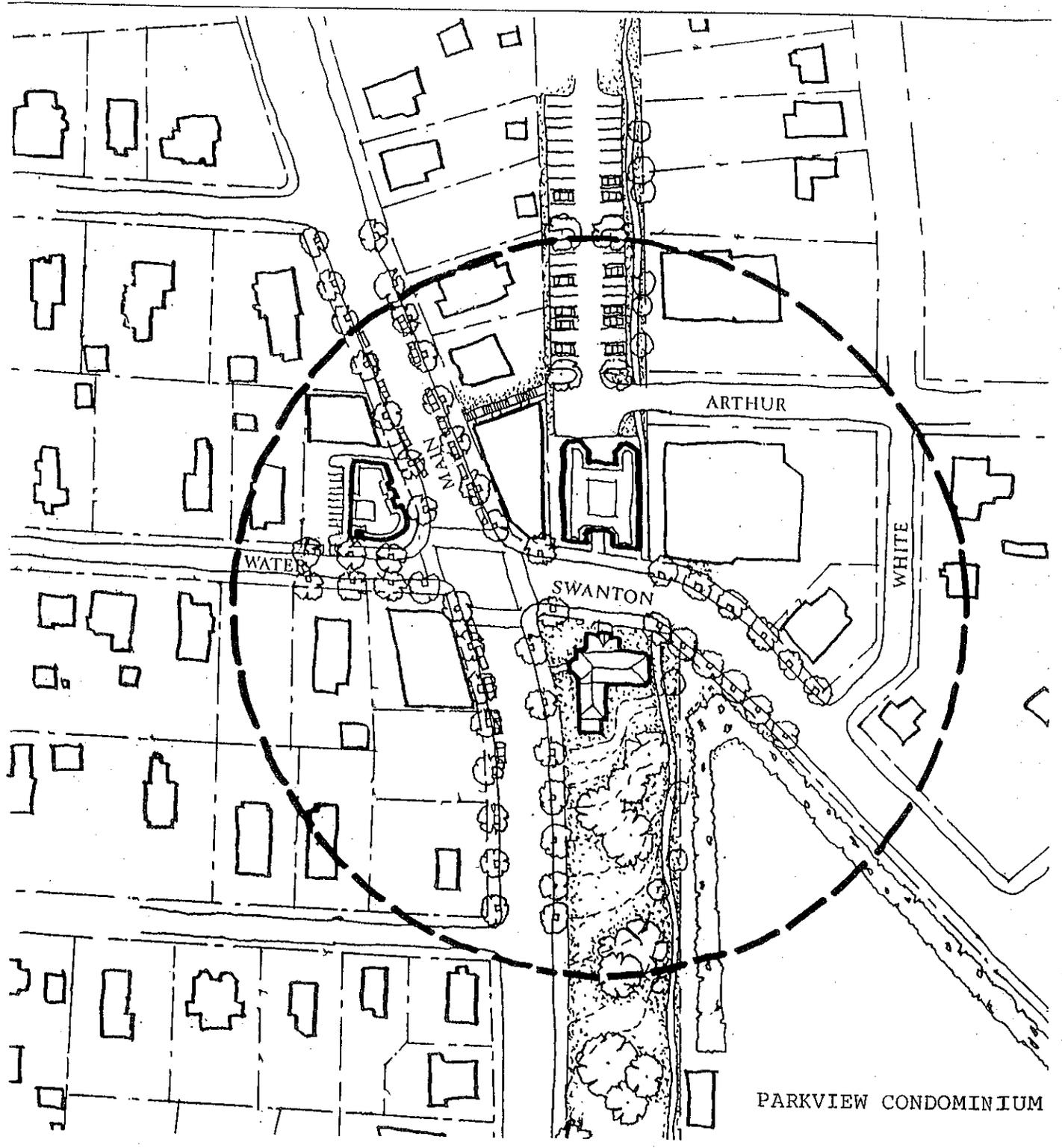
The Village Centers - Intent and Guidelines. The Village Centers would consist of a concentration of mixed-use buildings surrounding two key intersections - at Swanton Street and at the Lake / Skillings intersection - that would be designed to provide spatial containment (a sense of place), a pedestrian orientation, and a critical mass of activity. The modestly-scaled buildings that comprise these centers would be constructed immediately adjacent to the sidewalk line without front yard setbacks to provide a contiguous "streetwall" of storefronts. Preferably, they would be at least two stories in height - with retail stores on the ground floor and either professional offices or apartments above that might also be suitable for seniors wishing the convenience of being located near retail shops and stores.

Preferably, parking would be located at the rear of each building or, alternatively, grouped into municipally- constructed shared parking lots at the rear of these buildings so that each parcel developer would not be required to construct on-site parking. The front yards of parcels adjoining the streets at these village centers would not be allowed to be used for parking lots so as not to present a "gap-tooth" image along these street fronts.

Pedestrian-friendly amenities such as awnings would extend from building facades over the sidewalks, stores would be encouraged to construct largely glass storefronts, and shop entrances would preferably be located directly on North Main Street, as well as on the sides of the buildings facing their parking lots. If developed according to these guidelines, a pedestrian-friendly environment and new sense of place will hopefully be created at these new village centers.

The Swanton Street Village Center. The Swanton Street / North Main Street intersection now lacks focus or critical mass of activity. The intersection lacks spatial containment because its edges spatially dissipate at its northwest corner where there is an open parking lot and at its southeast corner where there has been constructed an open lot park. For this intersection to be transformed into a village center, a greater concentration of activities is required and the two corner lots or edges of the intersection that spatially float must be contained and filled.

At the southeast corner, within a portion of the park created on the former Woburn Loop right-of way (Winn Park), the Town may wish to consider encouraging the construction of a new small building (or relocation of an existing historic house) to spatially contain the intersection. In keeping with its public park setting, it should primarily accommodate a public or semi-public use such as Historic Society offices, a town information or visitors' center, Chamber of Commerce offices, or similar use. If this new building is of the scale of a house, the ground floor could be a retail shop or cafe' with offices above. An excellent example of this concept was developed by the Town of Arlington in Arlington Center at the southeast corner of Massachusetts Avenue and Route 60 (Mystic Street). A small historic house was relocated to this former parking lot site and carefully sited within a new small park-like setting. This relocated house not only provides spatial containment to the broad Massachusetts Avenue / Route 60 intersection, but also adjoins the Minuteman Bikeway which travels through Arlington Center. A very similar opportunity could be repeated at Swanton and North Main Street, particularly if an easement is retained for a bike trail between Woburn Center and Winchester Center along the old Woburn Loop. If a building is not deemed feasible or acceptable at this location, special containment could be attained by landscaping or a low wall.



PARKVIEW CONDOMINIUM

Swanton St. Village Center

If available, underutilized land at the Parkview Condominium parking lot (adjacent to Winn Park) could be acquired or leased for expansion of Winn Park and additional parking to serve the Village Center.

On the north side of Swanton Street, within the former Woburn Loop right-of-way, and between Andrea's Pizza and the redeveloped professional office building, a new building could be infilled on Swanton Street to expand the "village center" district. Parking (either private or a town-owned lot) could be developed behind this new building on Woburn Loop property and could be accessed from White and Arthur Streets. It is presumed that a 15 foot wide easement would be retained on the Woburn Loop parcel for a bike / walking path.

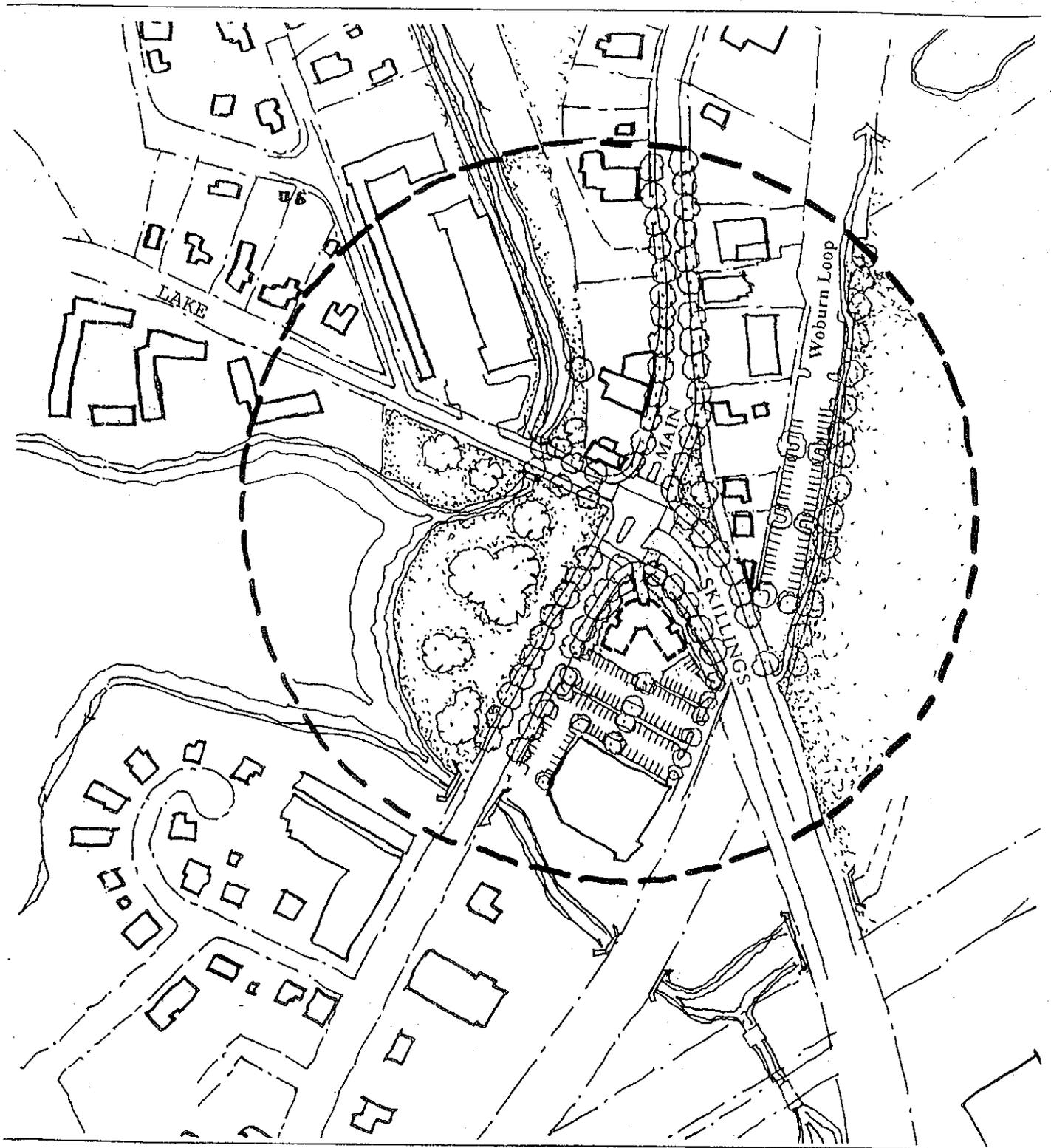
Infill development should perhaps also be encouraged on the parking lot site at the northwest corner of Swanton Street and N. Main Street to complete the spatial containment and commercial infill of this "village center". If this site is redeveloped, replacement or shared parking could perhaps be provided across the street at the suggested parking lot (see above) on the Woburn Loop property behind the Andrea's Pizza building. If infill of this site should prove impractical, this corner parking lot should be visually screened, at a minimum, with a landscape buffer or a low wall that would not only filter or block the view of parked cars, but also help spatially contain the intersection. (Care must be taken to protect sight distances for oncoming cars at this intersection.)

The upper floors of any new buildings at the Swanton Street Village Center may be designed for professional offices or apartments. A market study may be required to test the market viability of either of these uses.

The Skillings / Lake Village Center & Gateway. The Skillings / Lake / Main Street intersection is now extremely wide, difficult for pedestrians to cross, and lacking in spatial containment because of the intersection's broad width and the large open parking lot at the Stop & Shop supermarket site south of Skillings. Nevertheless, this intersection is a key "gateway" into the Triangle Area and begins to host a critical mass of businesses hosted in a potentially attractive array of village-scale wood-framed houses north of Skillings and Lake Streets. This intersection is also at the nexus of, or gateway to, Winchester's three main linear park or trail systems - the Aberjona River Park system, the Horn Pond Brook trail system, and the potential future Woburn Loop bike and walking trail system. As such, it should be celebrated and identified as such a gateway.

For this intersection to become more pedestrian-friendly, it must be perceptually, visually, and functionally narrowed in width so that pedestrians would be provided with a shorter, more inviting, and safer crossing. This can be accomplished, in part, by reconfiguring the intersection to provide pedestrian safety islands or medians of sufficient width to provide refuge, and by expanding landscaped "green" peninsulas further into the intersection to shorten crossing distances.

The greatest opportunity to accomplish this is to reduce or eliminate the small parking lot - located within the street right-of-way in front of the businesses at the northeast corner of Skillings and Main Streets - and convert this lot into a small landscaped park. This would diminish the apparent broad openness of this wide intersection, provide a small but important new park / open space that would perceptually link Wedge Pond, the Aberjona / High School athletic fields, Horn Pond Brook and Woburn Loop open space systems, and complement the image of this intersection as the gateway to these three systems. In exchange for this loss of existing parking, the Town



**Skillings/Lake
Village Center**

could provide a portion of the Woburn Loop right-of-way located immediately behind these businesses for replacement parking.

Additionally, the Stop & Shop parking lot should be better screened with a landscaped edge to screen the parked cars from view and better provide a sense of spatial containment to the intersection. If, in the future, Stop & Shop or some future owner or occupant is not in need of this entire parking lot, the portion of this parking lot site immediately adjoining the south side of Skillings and the east side of Main Street should be infilled with one or more modestly scaled commercial buildings to complete the formation of a village center at this key gateway intersection.

Potential funding for "surface restoration" improvements to this intersection could result from the MWRA Cummingsville sewer project which will travel across this intersection when it is scheduled and funded.

Municipal Parking Strategy. Many existing businesses along the east side of the North Main Street corridor provide on-site surface parking within their front yards and sideyards. With narrow depth lots, it is often their only choice. It is a recommendation of this plan that when sites are redeveloped, on-site parking be provided, if possible, only within the rear yards of these parcels. To help achieve this strategy, the Town may wish to consider developing linear municipal parking lots on portions of the Woburn Loop located behind these businesses, or, encourage land / business owners to purchase or lease portions of the Woburn Loop property for this purpose. Doing so would allow parcel owners to eventually reconfigure their sites in accordance with these recommendations.

North Main Street Streetscape Plan. Although the architectural styles, building sizes, setback distances, and uses along North Main Street are quite varied, the design of a consistent streetscape plan and pattern (e.g. street trees, light poles, etc.) could go far to help provide a uniformly attractive image for the street as a whole. Once such a uniform streetscape plan is in place, the wide variety of building scales, sizes and setbacks along Main Street's length will be less noticeable.

Winchester should commission a streetscape plan for North Main Street. With such a plan in place, street tree locations could be pinpointed, locations for future curbcuts identified to fit within the street tree planting pattern, and lighting plans could be developed. Underground utility locations would have to be identified to investigate whether they would interfere with a consistent pattern of street tree plantings. Without such a comprehensive plan in place, individual curb-cut applications will be permitted and street tree plantings will take place on an ad hoc basis without regard for or benefit of an overall plan for the entire street. As a part of the North Main Street Streetscape Plan, the feasibility of removing the overhead electrical wires and telephone poles and placing them underground might also be explored. At present these poles and overhead wires are unsightly and diminish the image of North Main Street.

At the two pedestrian-scaled village centers identified above, additional street furniture elements could be added to the overall North Main Street Streetscape Plan. Such additional elements may include pedestrian-scaled street-lights, benches, ornamental treeguards, trash receptacles, phone booths, etc. As the streetscape plan is developed for the village centers, attention to such detail as up-glare from street lamps must be addressed if the residents of second floor apartments are not to be disturbed at night.

Winchester, for reasons of fiscal constraint, may wish to consider the phased implementation of the overall streetscape plan. If such a phasing strategy is judged necessary, the streetscape improvements at the two village centers should be constructed first.

North Main Street Design Guidelines. Winchester's Design Review Committee could work with the Planning Board to develop design guidelines for North Main Street. These guidelines could, in part, be incorporated into revised mandatory zoning provisions for the General Business District (GBD) when they address traditional zoning concerns such as uses, setbacks, densities, heights, and parking. Other portions of the design guidelines, which address aesthetic concerns, could serve as the criteria by which advisory design reviews are conducted for projects subject to site plan review, design review, or special permits.

Some suggested guidelines may include:

- New buildings should be constructed immediately adjacent to the back-of-sidewalk line, especially within the two village center districts, with "zero" front-yard setbacks (some modifications could be permitted for valid design reasons).
- Parking lots should be located at the rear of buildings when possible. If not possible, all parking lots should be visually buffered from view. Such buffering devices may include landscaping, masonry walls, ornamental fences, etc. Chain link fences should not be used.
- The use of shared parking in municipal lots should be encouraged, particularly in village centers. If municipal lots are available and offer parking in sufficient quantities, individual property owners would not be required to provide parking within their own properties.
- Buildings in village centers should be encouraged to provide pedestrian-scaled amenities such as protective awnings over sidewalks, canopies over entry doors, and ground floor storefronts that are, at a minimum, seventy-percent glazed with transparent vision glass.
- New buildings, particularly within village centers, should be encouraged to provide pitched rather than flat roofs, with articulated roof features such as dormers, gables, and architecturally articulated cornices.
- Buildings constructed within village centers should be encouraged to have their primary entries and retail shop entries located directly on Main Street. Secondary entrances may also be located on the sides of buildings facing parking lots.
- Signage for retail establishments should be subject to review in accordance with design guidelines promulgated by the Town's Design Review Committee.

If the zoning district is revised to allow mixed residential and nonresidential structures, specific design controls will be needed to regulate such uses.

Although our study area ends at Skillings Road, it is recognized that an important segment of North Main Street extends south into Winchester Center. This section of North Main Street should be included in the proposed North Main Street Streetscape Plan.

6. Washington Street

Washington Street is a stable street adjoined by residences, neighborhood-oriented convenience retail stores, and institutions such as St. Mary's Church, St. Mary's School and the Faith Fellowship School. Washington Street requires consistent guidelines and recommendations for streetscape improvements to maintain its primarily residential character. Washington Street will be undergoing a complete reconstruction in the next few years, including improvements and signalization at key intersections. A streetscape plan for Washington street should be developed as part of this process.

7. Swanton Street and Cross Street

Commercial areas on Swanton Street and Cross Street would also benefit from the adoption of specific design guidelines and streetscape plans for such uses. These are largely convenience-oriented business areas and would benefit from more coherent parking and pedestrian amenities as well as better landscaping, sign control, and other design features.

8. Housing

The Triangle Area offers a considerable mix of single family, two family, multi-family apartments, senior apartments, and nursing homes. As Winchester's population gradually ages, housing which is specifically designed for seniors will increasingly be in demand. If Winchester's seniors wish to stay in Winchester, suitable housing to meet their needs must be developed or converted from existing housing stock. Such housing should be located throughout all areas of Winchester, not only the Triangle Area.

As market-rate housing values increase in Winchester, younger families, including the adult children of Winchester's older families, will find it increasingly difficult to afford homes in their own hometown. Winchester must decide whether it wants to increase its moderate-income housing stock to accommodate younger families. If it does, neighborhoods other than the Triangle Area in Winchester must also share in the responsibility to host such housing. The residents of the area believe that the Triangle Area should not be the location of additional multi-family housing, other than the already approved Willows development (70 units) on Cross Street.

Based on preferred uses on available sites in the Triangle Area, it is not anticipated or recommended that any significant additional multi-family housing (except on the Willows site) be developed in the Triangle Area. As discussed in the section on North Main Street, some limited mixed commercial/residential use may be appropriate for portions of North Main Street. There may also be opportunities for infill of one and two-family homes on the few remaining vacant lots in the Triangle Area. In addition, as the current industrial area centered on River Street is phased out, it will be a suitable location for one-, two-, and three-family homes.

It is also recommended that the minimum lot size in the General Residence District (RG) be increased from 6,500 square feet to 10,000 square feet. This will reduce the number of future lots

that are created and will allow sufficient room for the larger dwelling structures that are now being built.

B. Public Facilities

Public facilities serve Winchester's citizens and the use of the land. In the Triangle Area these facilities include transportation, recreation and conservation, and other public facilities such as schools, public works, waste disposal, and utilities, including the proposed MWRA sewer project.

1. Transportation

Transportation in the Triangle Area includes automobile transportation, pedestrian and bicycle facilities, and public transportation operated by the MBTA. Transportation is not a major focus of this study, which centers on future land use. However, transportation issues frequently relate directly or indirectly to future land use policies.

Public Roadways. The Triangle Area is serviced by North Main Street and Skillings Road (both part of Route 38) and Washington Street for north-south circulation. East-west circulation is limited to Swanton Street and Cross Street due to the need for railroad and river crossing. Washington Street is scheduled for a major reconstruction in the near future which will include reconfiguration and signal improvements at Swanton Street, Cross Street, and Forest Street. No other major street improvements are scheduled, although it is acknowledged by the Traffic Safety Officer that the intersection at Skillings / Washington / Mount Vernon is dangerous and needs improvement. The Cross Street / Main Street intersection also needs improvement but it is located just beyond the town line in Woburn and is not in the Town's jurisdiction.

Truck traffic from light industrial areas adjacent to Cross Street are potentially disruptive to adjacent residential neighborhoods. At present, the low vertical clearance of the MBTA viaduct over Cross Street effectively limits truck traffic to that portion of Cross Street east of the viaduct. Residents along Cross Street wish to maintain this restriction as a means of limiting truck traffic through their neighborhood. While this restriction helps to reduce intrusive truck traffic it also limits the potential viability of these industrial businesses and properties in the future.

Bicycle and Pedestrian Facilities. Bicycle and pedestrian facilities help to reduce the reliance upon the automobile, are less polluting, provide better human contact and interaction, provide recreation, and encourage physical fitness. Generally speaking, bikeways can also be used by pedestrians. Winchester already has a substantial bikeway system, as discussed above, and efforts are being made for its improvement and expansion. Within the Triangle Area, the existing Aberjona River Bikeway and the Horn Pond Brook bikeway are an integral part of the riverway/greenway systems. The potential addition of a third bikeway along the right-of-way of the former Woburn loop rail line would create a sophisticated system intersecting near Wedge Pond and connecting to the remainder of the town and adjoining town.

Public Transportation. MBTA bus service is provided on North Main Street and commuter rail service is available in Winchester Center. A former commuter rail substation at Cross Street was closed some years ago. As discussed in the land use section, it is recommended that consideration be given by the MBTA to re-opening a commuter rail substation off Cross Street, on a portion of

the Marotta parcel. This parcel is immediately adjacent to the rail line and accessible from Cross Street. Parking could be provided on the site, although the portion of the site adjacent to the Aberjona River is recommended for open space / greenway use.

2. Recreation and Conservation

Conservation and Passive Recreation. As described in the goals and land use sections enhancement of the existing open space / greenway / riverway systems is a key element of the plan for the Triangle Area. A number of open space land acquisitions and reclassifications were recommended, including use of portions of the Marotta parcel and Waster Transfer parcel for open space use. In addition, several links to the riverway system should be restored or reinforced.

First, the Conservation Commission should plan to complete the legal transactions necessary to regain public access easements or direct ownership to that portion of the Aberjona River and pond across from the "Village" Condominiums to provide continuity for the Aberjona River open space and bikeway system.

Second, a new pedestrian / bikeway underpass should be constructed beneath the MBTA raised commuter rail embankment to link the Leonard Pool area to the Aberjona River area across from the "Village" Condominiums (once public access to that area is restored) to provide continuity for an area-wide bike/trail system. This underpass may also provide a measure of flood relief and control if the grades can be constructed properly.

The Horn Pond Brook greenway / bikeway / riverway system could also be strengthened by converting the existing Public Works Salt Shed site to a park adjacent to Horn Pond Brook, subject to the feasibility of moving the Salt Shed to a small portion of the Town's Waste Transfer site. By converting this Salt Shed property to a park and removing the storage of salt, a potential contaminating source would be removed from the proximity of the Horn Pond Brook. In addition, further improvements to the Horn Pond Brook system may be possible as part of the proposed MWRA sewer project in the area.

Active Recreation. Active recreation takes place at a number of locations within the Triangle Area, including the Muraco and Lynch Schools, the High School athletic fields, Leonard Field, and McDonald Playground. Additional active and passive recreation opportunities will be created on portions of the Woburn Loop, including a proposed bikeway, and on portions of the Marotta site if the proposed commuter rail substation proves infeasible. The Lynch School site may also be available for active recreation depending upon the future needs of the school.

3. Other Public Facilities

Other public facilities in the Triangle Area include schools, public works facilities, waste disposal and utilities, including the proposed MWRA sewer project near Sylvester Avenue and Middlesex Street.

Public Schools. The Muraco School serves the easterly portion of the Triangle Area and abuts Leonard Field and the Aberjona greenway system. If the nearby Marotta parcel is used for active and passive recreation, a substantial campus of public school and recreation facilities will be created, offering opportunities for future expansion and enhancement of such facilities. The Lynch

School serves the westerly portion of the Triangle Area and abuts Horn Pond Brook. The school has a substantial site, offering the potential for expansion of school or recreation use in the area, as well as enhancement of the Horn Pond Brook greenway. Winchester High School is a major use in the south part of the Triangle Area. Its adjacent athletic fields, west of the railroad, also abuts the Aberjona greenway system and the former Woburn Loop. The proposed bikeway on a portion of the Woburn Loop is compatible with the athletic fields and the off-street parking offered by the Woburn Loop land is badly needed to serve the athletic fields.

Public Works Facilities. Winchester's public works facilities are located on Lake Street adjacent to Horn Pond Brook. These facilities include a salt storage shed on the northeasterly side of the brook. These public works facilities have been at this location for many years and the Town has a substantial investment in them. They work well and are located well to serve the needs of the town. However, during extreme floods the salt piles may be saturated and could potentially contaminate the Horn Pond Brook. As indicated in the discussion of the Historic Greenway/Riverway system above, it is recommended that the Town review the feasibility of relocating the salt shed from its current location to the Waste Transfer site. This may or may not prove feasible.

Waste Disposal. The Town's Waste Transfer Station is located on an 8.9 acre site off Swanton Street. Portions of this site were used in the past as a landfill, an incinerator site, and (currently) as a waste transfer station. A portion of the site is also used as a dog pound. Until technology changes or other more fiscally advantageous arrangements for waste disposal are made, it appears that this site will be needed to continue to serve this purpose for the foreseeable future. It is recommended that a linear strip adjacent to the Aberjona River (at least 150 feet in depth) be dedicated to permanent open space uses as part of the Town's Historic Greenway/Riverway system. As discussed above, a portion of this site may also be suitable for the Town's salt shed, subject to feasibility.

MWRA Sewer Project. The existing MWRA Cummingsville Branch Sewer System is located in the town of Winchester, with a small portion in Woburn, and serves sections of Winchester, Woburn and all of Burlington. To serve present and future needs, the MWRA proposes the replacement of the existing Section 47 line with a new 36-inch reinforced concrete sewer. Approximately 25 feet of the new sewer shall be installed in Woburn, with the balance of the 5000 linear foot replacement line to be constructed in Winchester. For most of its length, the new sewer will directly replace the line which begins south of Lake Terrace in Woburn at the Woburn/Winchester border, and runs in a southeasterly direction through Winchester along Sylvester Avenue, Middlesex Avenue, Horn Pond Brook Road Extension, Linden Street and Lake Street. The new sewer will connect with the existing MWRA Section 114 sewer at Skillings Road. The majority of construction will take place within public streets. Depending upon the length of the design phase, construction of the new sewer would be expected to begin in or before the year 2000.

It is anticipated that the Town may benefit from this project in at least two ways:

- Enhancement of the Horn Pond Brook Greenway as part of the project's reconstruction.
- Enhancement of the Lake / North Main / Skillings intersection (and proposed Village Center at this location) as part of the project's street reconstruction.

The Town should monitor the progress of this project to gain any potential benefits as described above.

IV. IMPACTS OF THE PROPOSED PLAN

IV. IMPACTS OF THE PROPOSED PLAN

A. Economic Development / Fiscal Impacts

While the changes offered by the Guide Plan for the Triangle Area would have some impacts on economic development in the town, they are considered to be minimal, or perhaps even neutral. Land use designations which are inappropriate or outdated frequently result in lack of a clear perception of desired long term land use policies and the stability which results from such policies. Clarification and stabilization of land use policies may, in fact, produce increases in nonresidential values over the long term, resulting in relatively little loss in tax revenue. Under the plan most current industrial areas are retained, although redesignated as "Commercial-Services" to reflect current usage. The notable exception is the small leftover industrial area on River Street and off Loring Avenue, in the midst of surrounding residential neighborhoods, which is recommended for residential use, as a long term land use policy.

The Town must consider its long term goals. Additional industrial uses that might be attracted to Winchester's industrially zoned properties may or may not be desirable for the available locations. The Town has been gradually shrinking the Light Industrial zoning district over the past twenty years and the remaining industrial segments must be reexamined for determinations of their future viability in the Town's long range land use structure. In any event, any changes in zoning designations would not be felt for some time, since all current uses would be grandfathered as nonconforming uses. The Town may wish to establish an Economic Development Advisory Committee or similar body to monitor and advise on potential changes to the town's nonresidential areas.

Most of the other land use recommendations will have beneficial economic and fiscal impacts by providing a stable concept for future land use in the area. These beneficial aspects include:

- Use of portions of the former Woburn Loop right-of-way to expand North Main Street business properties or provide parking.
- Improvement to the function and appearance of North Main Street by use of the Village Center concept and other proposed improvements to the design and function of the district.
- Overall esthetic improvements to the Triangle Area by expansion and enhancement of the Historic Greenway / Riverway system.

Although the Marotta property is recommended for public use rather than multi-family use, thereby removing it from the tax rolls, its realistic prospects as a multi-family site are questionable at best, considering the restrictions imposed by site contamination and the Rivers Protection Act. If ultimately used, in part, as a commuter rail substation, this site could have positive economic benefit to nearby businesses as well as convenience benefits to residents.

The Willows property will proceed under its existing covenant for 70 units of market rate multi-family housing. This use should provide a positive fiscal benefit to the Town, based upon experience elsewhere for similar projects. Market rate multi-family units produce few, if any, public school children.

The proposed plan will generate some substantial costs over its period of implementation, most of which will generate corresponding economic and tax revenue benefits. These include:

- Capital costs of improvements to North Main Street and its key intersections (hopefully this will be financed by state funds in a manner similar to Washington Street).
- Cleanup costs of the Marotta parcel and Leonard Pool. Determination of these costs requires further study and will influence decisions about potential Town involvement or scheduling of action.
- Capital costs and increased maintenance costs related to land acquisition and improvements to the greenway system.
- Capital costs related to relocating the Salt Shed, if that should prove desirable and feasible.

It is not anticipated that any substantial increase in school enrollments will result from the proposed plan in view of the type and limited amount of new housing proposed.

Sale of Woburn Loop land by the Town will be largely used to repay funds expended for its acquisition.

On balance, it is anticipated that the recommendations of the Triangle Area plan will have positive economic and fiscal impacts to the Town over the term of the plan.

B. Infrastructure

Major Construction Projects. The proposed MWRA Cummingsville sewer replacement project, which traverses the westerly border of the study area (near Horn Pond Brook), offers opportunities for ancillary improvements along its route. Such improvements could include upgrading of the Horn Pond Brook Bikeway and improvements to the village gateway identity at the North Main/Skillings intersection.

The Washington Street reconstruction will provide improvements to intersections at Forest Street, Cross Street, and Swanton Street as well as the opportunity to make other pedestrian and vehicular improvements.

Capital Infrastructure Projects. The improvements recommended to the Historic Greenway / Riverway System will require some capital costs as well as some land acquisition costs. Possible state assistance under the Rivers Protection Act, the Open Space Bond Bill, or the Land and Water Conservation Fund might help to reduce Town costs.

Other potential improvements such as the North Main Street streetscape improvements, construction of a Woburn Loop bike path, and construction of a new pedestrian underpass beneath the MBTA railroad embankment will require further study and may be eligible for state or federal assistance. Also, ISTEA federal transportation monies are available to construct bikeways.

C. Traffic and Parking

The increased numbers of dwelling units and nonresidential floor space under the plan will not generate significant increases in the amount of vehicular traffic or parking in the area. The potential reduction in truck traffic due to reduction in industrial use will be beneficial to the residential community by reducing noise, vibrations, and air pollution. The plan will hopefully produce increased economic activity along North Main Street, with some increased traffic, but also with improved parking (some using Woburn Loop land), better access, and better traffic flow at improved intersections. On North Main Street, commercial business parking should be encouraged to share pooled parking lots, possibly constructed as municipal parking lots by the Town. The parking provisions of the zoning by-law could encourage this by reducing on-site parking requirements for each commercial parcel if shared parking is available.

D. Natural and Cultural Resources

The proposed plan will have substantial benefit to the natural environment by expanding, enhancing, protecting, and improving the greenway / riverway systems. Use of portions of available land, such as the Marotta Property, the Waste Transfer site, the excess Lynch School site, and portions of the former Woburn Loop right-of-way for passive and active recreation will also benefit the natural environment.

The plan is also sensitive to the historic greenway / riverway plans prepared many years ago and seeks to implement them. Likewise, other aspects of cultural and historic development in Winchester are enhanced, such as the historic buildings near the Skillings/North Main intersection and the opportunity for cultural interchange or nature study along the greenway system, the bikepaths, the pedestrian ways, and in the Village Centers.

V. IMPLEMENTATION STRATEGY

V. IMPLEMENTATION STRATEGY

A. Overall Strategy

The overall strategy is to utilize available resources where possible and to capitalize on opportunities for obtaining benefits from allied projects funded by others. However, in some cases direct action and funding by the Town is the only way to carry out important plan objectives.

B. Zoning and Other Regulatory Controls

1. Adopt Land Use Policies. The Planning Board should adopt the master plan for the Triangle Area, including the future land use policies it contains.

The purpose is to comprehensively look at land uses in the district and seek to determine the most desirable land uses for the future. Some of these uses may be appropriate for immediate zoning map changes while some may be longer range in nature and represent the desired pattern for the future. The future land use plan and policies must be re-evaluated periodically to determine their continuing appropriateness in terms of the Town's goals, changing social and economic conditions, and changing technology.

2. Create a New "Commercial Service" District. It is recommended that a new "Commercial Service" district be created to replace the current Light Industrial district. The uses in the Light Industrial District have changed over the years and are now predominately of a commercial or service nature rather than an industrial or manufacturing nature. Uses permitted in the new Commercial Service district would include many of the uses currently allowed in the district, but would eliminate some uses and describe new uses that would be permitted (and encouraged) including artificial intelligence, computer technology, software development, data communications, biotech, electronic publishing, robotics, telecommunications, and medical and scientific research. It is anticipated that some restrictions would be placed on heavier industrial uses now permitted in the Light Industrial district. Some uses of this type may also be required to obtain a special permit. Other uses over certain size limits or generating potentially undesirable environmental impacts (such as substantial truck traffic) may also require a special permit (or may be prohibited). On-site open storage of unregistered vehicles and other types of vehicles would be regulated. Although the anticipated change in uses from the Light Industrial to the Commercial Service district are not that substantial, the change in terminology from "industrial" to "commercial" is an important policy change.
3. Create a New "Protected Open Space" District. The current SCI district is too broad and includes public, institutional and private uses. Another zoning district is needed to identify and specifically protect public and private permanent open space.
4. Revise SCI District. The Conservancy-Industrial District (SCI) should be revised to reflect the recommended Protected Open Space district above, and to eliminate some of the "for profit" uses currently allowed in the district, such as nursing and convalescent homes. The SCI district should be reserved for public and nonprofit uses and might better be described as a

“public-institutional” district.

5. Adopt Design Guidelines for North Main Street. Section III.5. discusses the need for design guidelines to help improve the quality of public and private design in terms of both function and appearance. Suggested design guidelines are presented which could become part of the requirements in the General Business district or could serve as criteria by which design reviews are conducted by the Design Review Committee. Similar design guidelines should be considered for business areas on Swanton Street, Cross Street, and Washington Street.
6. Other District Changes. It is recommended 1) that the current minimum lot size in the RG District be increased from 6,500 square feet to 10,000 square feet, and 2) that studies be undertaken to determine the best manner of allowing mixed housing and commercial uses along North Main Street (possibly through use of an overlay district).
7. Adopt Initial Zoning Map Changes. The Zoning Map changes which are recommended for early action include:
 1. Russell-Hill site (from Light Industrial to General Business).
 2. Industrial district on North Main Street north of Russell Road (from Light Industrial to General Business).
 3. Industrial district east of Woburn Loop - opposite Russell-Hill site (from Light Industrial to General Residential).
 4. Industrial district east of Woburn Loop - between Arthur Street and Hill Street - to the rear of White Street (from Light Industrial to General Residential).
 5. Industrial district east of Woburn Loop - bounded by Swanton, White, and Arthur Streets (from Light Industrial to General Business).
 6. Industrial district on Swanton Street - northwest of Chapin Street (from Light Industrial to General Residential).
 7. Faith Fellowship property - north of Aberjona River (from Light Industrial and Residential to SCI).
 8. Faith Fellowship property - south of Aberjona River (from Residential to SCI).

Other properties shown in the Guide Plan for future land use changes either require further study or are not recommended for immediate zoning map changes since they are longer range in nature.

C. Public Facilities

1. Commit Resources to Enhancement of Historic Greenway / Riverway System and Flood Control System. As a major component of the town's natural system of drainage, open space, habitat protection, and flood control, and as an important natural, cultural and historic feature of the Town, the Town should view the Historic Greenway / Riverway System as an important component of the structure of the Town and provide the necessary resources, financial and otherwise, to insure the continued enhancement and protection of the system.
2. Adopt Greenway / Riverway Plan as Part of Town-Wide Open Space Plan. The Conservation Commission should adopt both the Aberjona River and Horn Pond Brook Greenway Systems

as part of the Town's open space and recreation plan (with any revisions or detailing they deem appropriate or necessary).

3. Improve the Bikeway Systems. The existing bikeway systems along the Aberjona River and Horn Pond Brook are already being planned for improvement under the regional bikeway program. The additions to the Greenway Systems recommended by this plan will also assist in making improvements to the bikeways. In particular, the proposed underpass under the MBTA rail line (near the Muraco School) will greatly assist the bikeway. The proposed bikeway easement along the former Woburn Loop will also add substantially to the local bikeway system. It is important that easements be retained by the Town when Woburn Loop parcels are sold.
4. Seek the Maximum Benefit to the Town in the Washington Street Reconstruction Project. The Town should seek as many state-financed improvements as possible, as part of the Washington Street reconstruction, including intersection improvements, traffic signals, sidewalks, street trees and street furniture.
5. Ask the MBTA to Investigate the Feasibility of a Commuter Rail Substation Near Cross Street. The Town should request that the MBTA conduct a study to determine whether a commuter rail substation near Cross Street would be feasible. As part of this study, the potential use of the Marotta site for commuter parking and addition to the Greenway should be investigated.
6. Use the MWRA Cummingsville Sewer Project to Make Improvements to the Horn Pond Brook Greenway and the Proposed Village Center at the Lake / North Main / Skillings Intersection. The reconstruction and replacement of this major sewer trunk line will cause substantial disruption and construction activity in the area. Hopefully, the Town will benefit from the improvements adjacent to the Horn Pond Brook Greenway and associated bikeway. In addition, the MWRA's various sewer lines intersect near the Lake / North Main / Skillings intersection offering possible benefits to the proposed Village Center at this location.
7. Improve Traffic Safety and Operations at Intersections of North Main Street and Washington Street with Skillings Road, Swanton Street, Cross Street and Forest Street. The Washington Street reconstruction project, as discussed above, will provide intersection and traffic signal improvements at Swanton, Cross, and Forest Streets. Additional improvements are needed on North Main Street, particularly at Skillings Road, Swanton Street, and Cross Street. The Cross Street intersection is just north of the town line in the City of Woburn, requiring a cooperative effort between the two communities.
8. Parking. The Woburn Loop land will continue to provide opportunities for improving parking for abutting North Main Street businesses. As discussed in Section III.5. (North Main Street), some situations might benefit from the provision of public parking facilities. This may be especially relevant with regard to the proposed Village Centers at Swanton Street and Skillings Road. The Woburn Loop parcel off Skillings Road is already being used for parking to serve the High School athletic fields and can also be used to serve businesses at the Skillings Road Village Center. The use of the Marotta parcel was discussed earlier as the potential site for a commuter rail substation with associated parking. Regardless of the feasibility of the commuter rail substation, the Town should consider a portion of this site for parking to serve

the Greenway System and the Leonard Field playfields. Interim or permanent parking is frequently considered an appropriate use for contaminated sites (like the Marotta parcel) which are undergoing site remediation.

9. Use the Marotta Parcel and Waste Transfer Parcel For Public Uses and Greenway Enhancement. As discussed in the Guide Plan, both the Marotta and Waste Transfer parcels are impacted by the Rivers Protection Act, which limits development within 200 feet of the river. Since the Waste Transfer parcel has other site limitations (as discussed above) portions of both sites are suitable for enhancement of the Greenway System.

D. North Main Street Improvements / Village Centers

1. Improve Urban Esthetics on North Main Street. Section III.5. includes proposals for improving the function and appearance of North Main Street.
2. Creation of Village Centers. As discussed in Section III.5. on North Main Street, Village Centers are proposed at North Main Street's intersections with Skillings Road and Swanton Street. Available portions of the Woburn Loop near these intersections may be useful in implementing these plans, especially for possible parking facilities.

E. Contaminated Sites

1. Marotta Parcel. A specific program for the eventual decontamination of this site, under either public or private auspices, is needed so that this site can be placed back into productive use and cease to be a danger to the community. Some of the proposals contained herein may help to move this problem toward resolution.
2. Leonard Pool. This property is very important to the Town's open space and recreation system and is immediately in the path of the improved Aberjona River bikeway system. Steps should be taken as soon as possible to remove any dangerous contamination and restore this property to productive use.

F. Land Acquisition

1. Marotta Parcel. It is recommended that the Marotta parcel be acquired for public use, including expansion of the Aberjona Greenway and possible use as a commuter rail substation, parking and/or active recreation.
2. Faith Fellowship Parcel. The Faith Fellowship parcel immediately south of the Aberjona River is highly suitable for public or private open space use and as an entrance to the Aberjona River Greenway from Washington Street. Acquisition of the land or an open space easement is recommended. Due to the existence of wetlands on a substantial portion of the site, other forms of development appear doubtful.
3. Greenway Easement on South Bank of Aberjona River Across From Village Condominiums. The Conservation Commission is in the process of reacquiring rights to the south bank of the Aberjona River across from the Village Condominium Association. This is an important link

in the Greenway System and should be completed as soon as possible.

G. Woburn Loop

1. Bikeway Easement. A 15 foot bikeway easement is being retained on the portion of the Woburn Loop between Swanton Street and Skillings Road. It is recommended that a continuous 15 foot or larger right-of-way be retained or reacquired along the entire length of the Woburn Loop for a bikeway and walking path.
2. Expansion of Business Properties. The best use of most of the Woburn Loop parcels is expansion of business use or parking for businesses adjoining the Loop. The portion of the Woburn Loop behind Russell Road is most suitable for open space or residential use due to the adjoining residential use.

H. Potential Funding Sources

1. Transportation Related Improvements

ISTEA

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) is the federal legislation that provides federal funding for highway and transit projects in the nation. The length of ISTEA is from FY 1992 to 1997 and efforts are underway to extend the program. Massachusetts receives an allocation for each of the programs in the Act. In some cases, the amount of funding is based on a formula distribution to the states, but in other cases, the funding is discretionary.

Listed below are brief descriptions of the funding categories of the Intermodal Surface Transportation Efficiency Act that could be used in the Triangle Area:

- Congestion Mitigation and Air Quality Program (CMAQ) - This program is for federal aid eligible projects which mitigate congestion or improve air quality.
- Surface Transportation Program (STP) - This program is for federal aid eligible roadways which are maintained by the state or the local communities. These are functionally classified as collectors or arterials. The STP program also contains subcategories such as STP Earmark, STP Safety, and STP Enhancement. Funding within the STP Safety category must be spent on safety projects and funding in the STP Enhancement category must be spent on non-traditional transportation projects such as bicycle/pedestrian projects, historic preservation, landscaping, water quality, and similar projects.

Chapter 90

Chapter 90 funds are State funds allocated to cities and towns on a formula basis for improvements to state and local collector and arterial streets within the community.

Transportation Bond Issue (State)

Periodically, State and local transportation projects are grouped and submitted to the State legislature for funding through bond issues. Lead time is required to get local projects on the list.

Bikeways Program/Department of Public Works

This program provides funding for the development of bikeways and the provision of bicycle parking facilities. Regional bikeways are 100% funded and often utilize DEM to oversee design and construction. Local bikeways are funded 75% by the state and 25% by local. The local share can be made up of in-kind services such as designing the project. Bicycle parking is funded 50% state and 50% local.

2. Open Space Related Improvements

Rivers Protection Act

This recently enacted (1996) State legislation includes \$30,000,000 acquisition of key properties important to the purposes of the Act.

State Open Space Bond Bill

The State recently passed an open space bond authorization in the amount of \$400 million for the purchase of state and local open space, including \$50 million to replenish the Self-Help Program (described below).

Massachusetts Self-Help Program

MGL Chapter 132A, Section 11 is administered by the Division of Conservation Services. This program offers towns up to 90% reimbursement for the cost of land purchased for conservation or passive outdoor recreation. Resources protected through land and water purchases may include reservoirs, watershed areas, trails, beaches, wetlands, archaeological sites and farmland.

Federal Land and Water Conservation Fund

This is a federally funded program designed to reimburse cities and towns up to 50% of the total project cost to acquire and develop park and recreation and conservation land.

I. Follow-up Studies

1. Community-wide Master Plan. Normally, communities first do community-wide master plans and then do follow-up studies of specific districts and neighborhoods. This was not the case in Winchester, where the town-wide master plan has not been updated since 1953. It is recommended that the Town update its overall master plan before undertaking any additional neighborhood or district plans.
2. Streetscape Plan For North Main Street. As discussed in Section III.5. it is recommended that the Town undertake a streetscape plan for North Main Street including components related to street trees, paving, street furniture, overhead utilities, and other esthetic and functional features. Where the street meets proposed Village Centers at Skillings Road and Swanton

Street, planning for both elements should be integrated and coordinated. Similar streetscape plans for commercial areas on Swanton Street and Cross Street are also needed.

3. Greenway Plan. It is recommended that the Town complete an integrated Greenway Plan to complete details for all portions of the Aberjona River and Horn Pond Brook Greenways, including:
 - Plan for Leonard Pool area
 - Plan for Underpass under railroad embankment
 - Use of Marotta Parcel
 - Use of Transfer Site (short and long range)
 - Bikeways along Aberjona River and Horn Pond Brook
 - Use of Salt Shed Site
 - Other key elements important to the enhancement of the Greenway System, including flood control and amenities such as landscaping, walkways and benches.

4. Commuter Rail Substation. As discussed above, it is recommended that the Town request the MBTA to undertake a feasibility study of locating a commuter rail substation and associated parking on a portion of the Marotta parcel.

Winchester "Triangle" Master Plan

Planning Board
Town of Winchester, MA

-  Key Redevelopment Parcels
-  100 Year Flood Plain
-  200 Foot Protected Zone
(Rivers Protection Act of 1996)
-  Washington Street
Reconstruction
-  Cummingsville Sewer
Alignment



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with
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Cambridge, MA

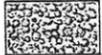
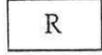
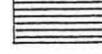
Potential Opportunities &
Constraints



Winchester "Triangle" Master Plan

Planning Board
Town of Winchester, MA

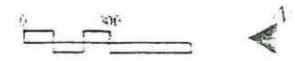


-  Open Space
-  Public
-  Residential
-  Multi Family Residential
-  Commercial / Business
-  Commercial / Service
-  Institutional
-  Village Center
-  Potential Commuter Rail Station
-  Potential Walking / Bike Path

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Cambridge, MA

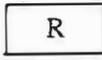
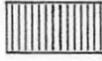
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Cambridge, MA

Recommended
Guide Plan



Winchester "Triangle" Master Plan

Planning Board
Town of Winchester, MA

-  Public / Open Space
-  Residential
-  Multi Family Residential
-  Commercial / Business
-  Industrial

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Existing Conditions

