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## Thoreau/Depot Village Center Alternative A: Private Sector Mixed Use Improvements

### Concept

This alternative would rely on private sector reinvestment combined with regulations and public sector reinvestment in the streetscape and infrastructure to create an improved village center. The focus of private sector redevelopment would be “Crosbie’s” and its surroundings. After securing an adequate number of parking spaces for future commuter use, zoning incentives could promote retail, housing, and office improvements that would meet local needs and transform the site and its surroundings. Other initiatives would focus on better parking management, improved streetscape, and façade improvements for some buildings.

### Programs and Regulations


- Mixed use redevelopment – The town would encourage mixed use (retail/office/housing) redevelopment through increasing allowable density, providing incentives to assemble adjacent parcels, and developing improved site planning and design standards.
- Façade improvements – A program would be developed to promote building and façade improvements.
- Parking management – Better management of both public and private parking areas would be provided through cooperative efforts and regulation.
- Professional offices in homes – Appropriate inclusion of professional offices in residential buildings would be supported and design, signage and other standards would be provided to preserve neighborhood character.

### Physical Improvements

- Reorganized commuter parking – Commuter parking would be reorganized with improved connections for pedestrians.
- Sudbury Road streetscape improvements – The pedestrian experience and landscape would be enhanced with sidewalk, crosswalk, planting and amenity upgrades along the east side of Sudbury Road.
- Improved pedestrian connections – Pedestrian connections to and from the depot would be enhanced.
- District streetscape improvements – The pedestrian experience and landscape would be enhanced with sidewalk, crosswalk, planting and amenity upgrades.

### Key Actions/Requirements

- Zoning changes providing incentives for appropriate redevelopment
  - Resources for public realm improvements
  - Parking management association
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Thoreau/Depot Village Center  
Alternative B: Public/Private Partnership for Managed Growth

Concept

This alternative would provide shared financing of a small parking structure at the “Crosbie’s” site which would support commuter parking and redevelopment with a mix of other uses. Through such a partnership, the town could control the types and mix of uses such as assuring that a small grocery store would be retained within the redevelopment. Other initiatives would be the same as described in Alternative A for this village.


Programs and Regulations

- Provide for new mixed use development – The town would support expansion of residential, commercial and retail uses along the perimeter of the redeveloped site.
- Façade improvements – A program would be developed to promote building and façade improvements.
- Parking management – Better management of both public and private parking areas would be provided through cooperative efforts and regulation.

Physical Improvements

- Parking deck - A parking deck/garage would be constructed to provide adequate parking for commuters and mixed use through a public/private partnership.
- New grocery – A locally-oriented grocery store would be retained along Sudbury Road.
- Improved pedestrian connections – Pedestrian connections to and from the depot would be enhanced.
- District streetscape improvements – The pedestrian experience and landscape would be enhanced with sidewalk, crosswalk, planting and amenity upgrades.

Key Actions/Requirements

- Public/private agreements and parking financing
  - Zoning changes providing incentives for appropriate redevelopment
  - Resources for public realm improvements
  - Parking management association
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Thoreau/Depot Village Center  
Alternative C: Public Realm Improvements

Concept

This alternative would concentrate initiatives in the public realm and would restrict redevelopment so that the mix of uses and densities would likely remain as they are today. The public could take the initiative to create landscaping within the parking areas used by commuters and create proved pedestrian paths connecting the parking to the depot. Other improvements would concentrate on creating aesthetic enhancements.

Programs and Regulations

- Retain existing uses – Restrictive zoning would be employed to “freeze” current development patterns and densities, and to discourage redevelopment.
- Façade improvements – A program would be developed to promote building and façade improvements.
- Parking management – Better management of both public and private parking areas would be provided through cooperative efforts and regulation.

Physical Improvements

- Parking lot aesthetics – The appearance of the commuter and retail parking area would be improved with enhanced landscaping.
- Sudbury Road streetscape improvements – The pedestrian experience and landscape would be enhanced with sidewalk, crosswalk, planting and amenity upgrades along the east side of Sudbury Road.
- Improved pedestrian connections – Pedestrian connections to and from the depot would be enhanced.
- District streetscape improvements – The pedestrian experience and landscape would be enhanced with sidewalk, crosswalk, planting and amenity upgrades.

Key Actions/Requirements

- Restrictive zoning measures to limit the scale of redevelopment and types of uses
  - Resources for public realm improvements
  - Parking management association
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