

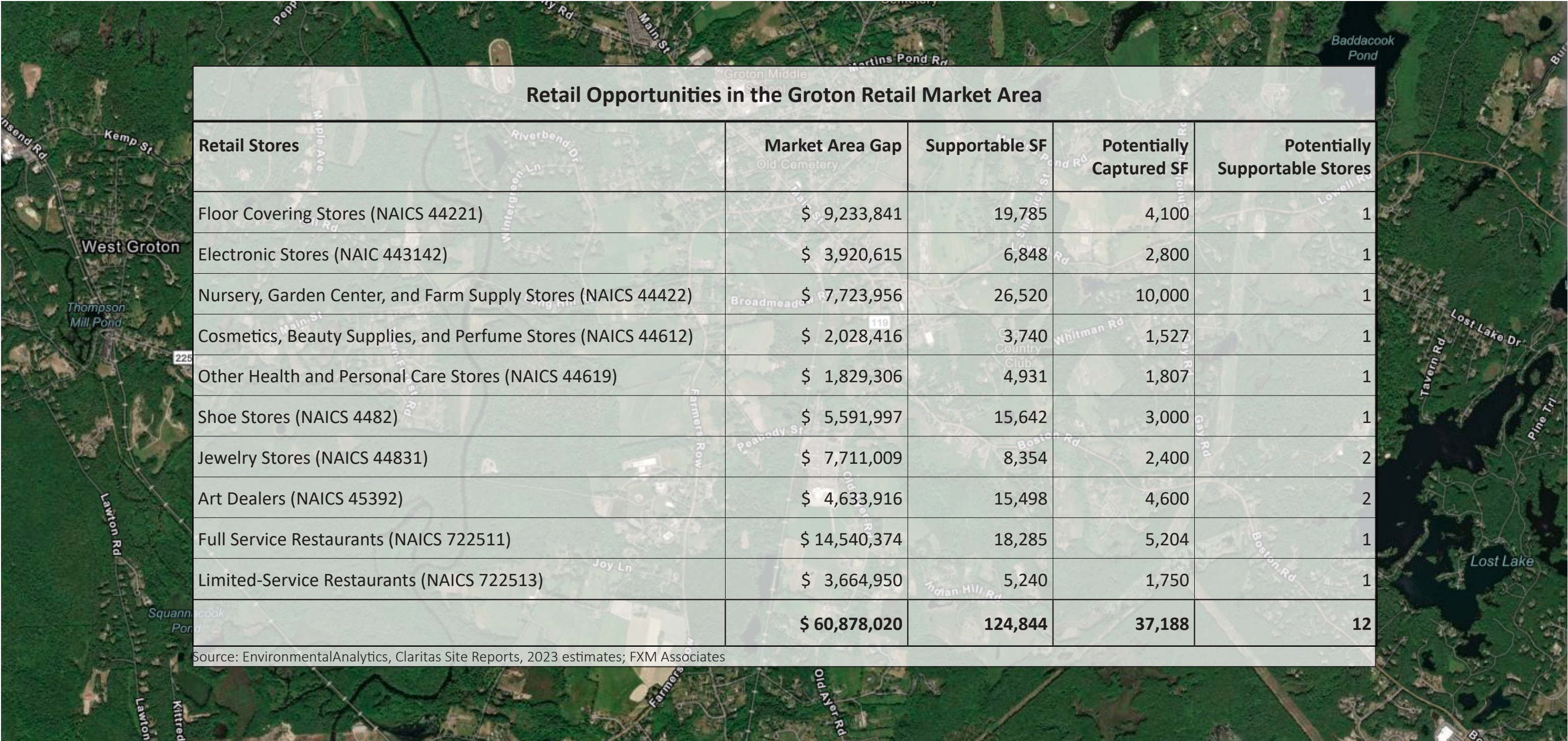
JULY 9TH, 2025 **WORKSHOP** with TOWN BOARDS & COMMISSIONS

GROTON TOWN CENTER VISION PLAN



Studio InSitu Architects, Inc.

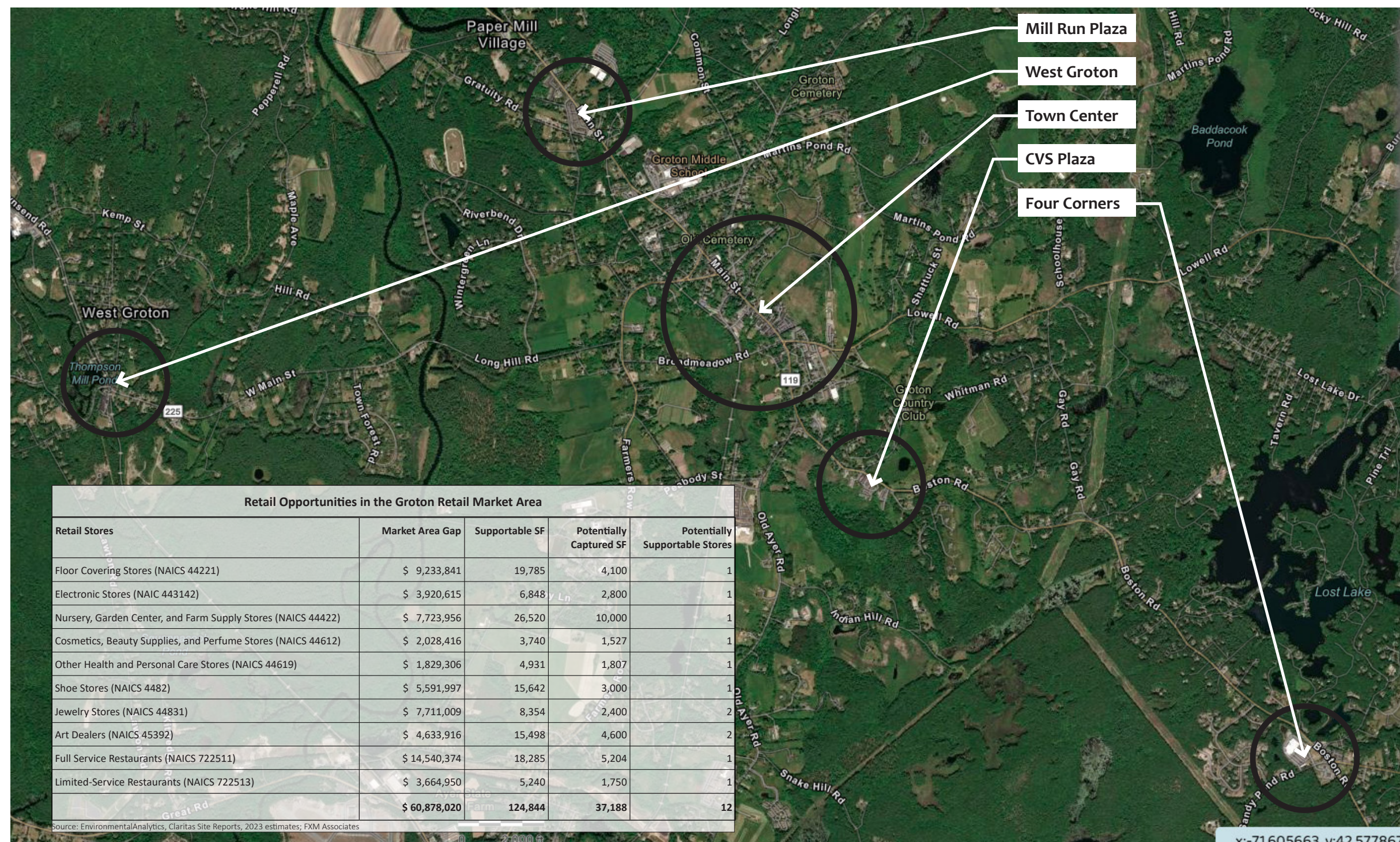




LEAKAGE AND RE-CAPTURE METRICS HAVE YIELDED PRETTY GRANULAR SUGGESTIONS ABOUT GROTON’S POTENTIAL TO SUPPORT A SPECIFIC RANGE OF RETAIL STORES, FROM REVENUE-PER-MARKET SEGMENT TO THE SIZE OF EACH STORE. THE ECONOMIC OPPORTUNITY SUGGESTED BY THAT DATA IS DISTRIBUTED ACROSS THE WHOLE TOWN INCLUDING AREAS AT FOUR CORNERS, THE CVS PLAZA ACROSS FROM THE COUNTRY CLUB, MILL RUN PLAZA AREA, AND WEST GROTON.

A SEPARATE STUDY OF GROTON'S GATHERING STRENGTH AS A **DESTINATION** ALSO IDENTIFIES SIGNIFICANT ECONOMIC PRESSURE / OPPORTUNITY.

HOWEVER IMPRECISE THEY MAY BE, THESE TWO STUDIES DESCRIBE SUBSTANTIAL ECONOMIC OPPORTUNITY.



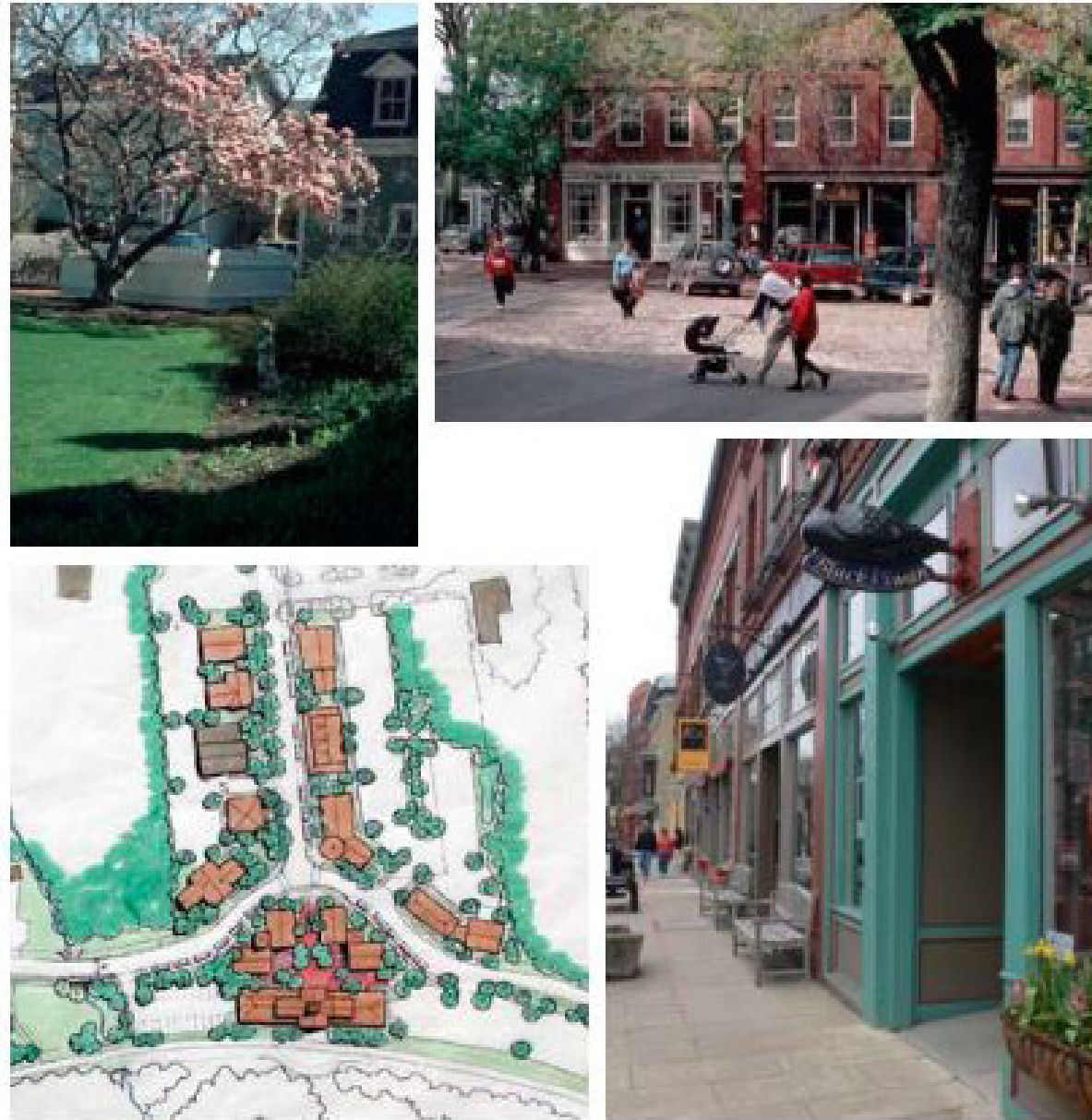
THE WORK OF THE TOWN CENTER VISION PLAN IS LIMITED TO THE TOWN CENTER AREA.
ONLY SOME OF NEWLY ARTICULATED ECONOMIC OPPORTUNITY WILL APPLY TO THE CENTER.
AMONG THE RETAIL / COMMERCIAL AREAS IN TOWN, THE CENTER'S HISTORIC FABRIC MAKES IT ESPECIALLY WELL-SUITED FOR MUCH OF
THE DESTINATION OPPORTUNITY AND SOME COMPLEMENTARY PORTION OF THE LEAKAGE RE-CAPTURE OPPORTUNITY.
IN A TEST-FIT STUDY MODEL WE'LL SHOW TODAY, WE HAVE REPRESENTED AS MUCH AS 25,000 SF OF RETAIL IN THE TOWN CENTER.

GROTON TOWN CENTER VISION PLAN

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THE ASPIRATION FOR A VIBRANT WALKABLE TOWN CENTER IS NOT NEW



Station Avenue Design Guidelines

2008: EARLY CONCEPT

Station Avenue Overlay District
Groton, Massachusetts



This site-wide concept plan was developed over the course of several public hearings. It posits a distribution of use and a circulation system that, in combination, maximize use of existing infrastructure, protect integrity of abutting neighborhoods, balance vehicular circulation with pedestrian both in terms of safety and access, encourage long-term viability, draw rail trail traffic into Groton, and promote a socially and economically vibrant town center.

The Vision

In the decades since World War II, the daily activities of Groton residents' lives have become increasingly tied to the Greater Boston Metropolitan Area. Routes 119 and 225 have become major regional corridors, connecting the relatively inexpensive land to our North and West to the jobs and relative prosperity to our South and East. Major centers for business, shopping and even entertainment have shifted from town centers to locations where these regional corridors intersect with major routes like 495 and 128. This process has narrowed the role that Groton's Town Center plays within the culture of Groton's residents. Every day, thousands of people who live in Groton leave town to make a living, to shop for the needs and wants of their households, and to participate in the cultural events that bring meaning and value to their lives. As the era of cheap gas and moderate traffic comes to an end, there is a growing need to bring services, shopping, entertainment and business closer to where people live.

The Town envisions a place where more of the townspeople's needs and wants can be satisfied in the town center. Nowhere in Groton is there a better place to do this than in the Station Avenue District, which has emerged after many years of planning as a unique and important opportunity to improve quality-of-life for town residents. We see a place where we can do errands, do business, and participate in cultural activities enriched by a strong sense of community. Adjacency to civic and social institutions will create additional activity and synergy between uses, weaving together a rich fabric of community and civic life.



Adams Avenue

Court Street

Station Avenue at Main Street

Broadmeadow Road at
Nashua River Rail Trail Crossing

Station Avenue Overlay District Traffic Calming Focus Areas

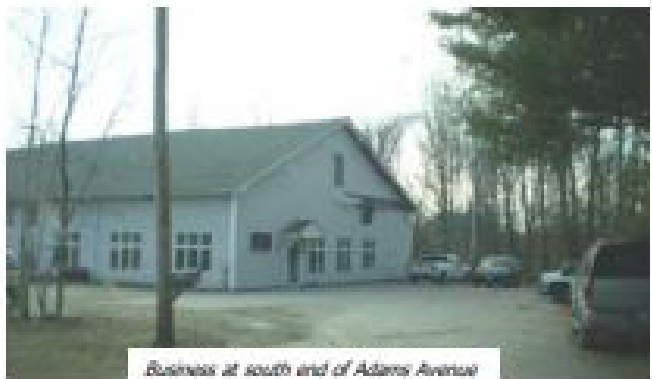
Prepared for:
Town of Groton Planning Board

Attachment 1

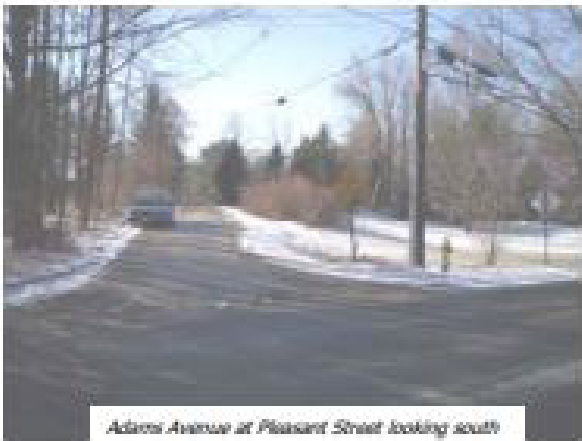
Appendix N – Adams Avenue Focus Area Traffic Calming Options

The Setting
Adams Avenue is approximately 16 feet wide, already 'traffic calmed'. Horizontal shifts already exist and vertical shifts not needed with existing street geometry. Consider modifying Adams intersection at with Pleasant Street. Assume bikes have 'share the road' access. All changes assumed to comply with Manual on Uniform Traffic Control Devices

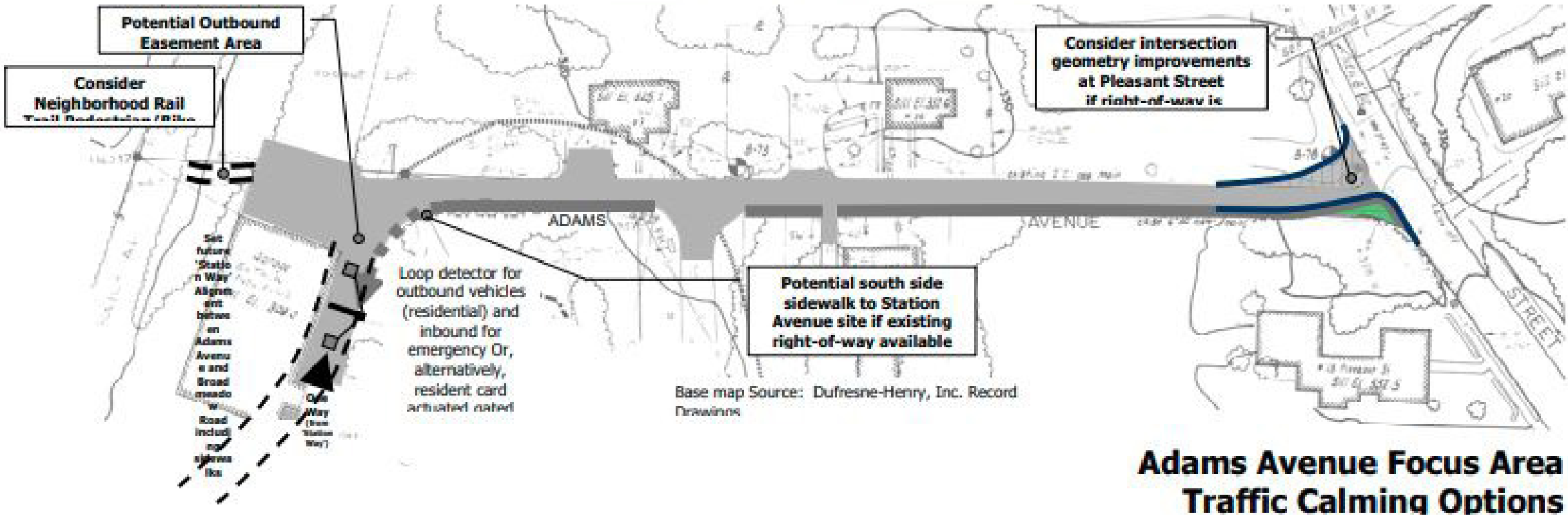
Traffic Calming Options:
1) Consider installing a 5-foot Sidewalk on south side



Business at south end of Adams Avenue



Adams Avenue at Pleasant Street looking south



Base map Source: Dufresne-Henry, Inc. Record Drawings

Adams Avenue Focus Area Traffic Calming Options

3. Widening Sidewalks/Narrowing Streets and Traffic Lanes



These techniques provide a flexible way to take back space from the street for non-motor-vehicle uses. Traditional traffic engineering calls for 12- to 13-foot lanes, citing "traffic safety" standards - but newer evidence shows that lanes as narrow as nine feet can still be safe for driving.

4. Bulbs - Chokers - Neckdowns



Interchangeable terms for sidewalk extensions in selected areas - such as at intersections or at mid-block - as opposed to a full sidewalk widening. The benefits:

- Provide a haven for pedestrians waiting to cross the street
- Shorten the crossing distance
- Define parking bays
- Deflect through traffic at a corner
- Function as entry points
- Provide space for amenities and enhancements (e.g. kiosks, trees, lighting)



Groton Center Design Guidelines

2014: EARLY CONCEPT

Groton Town Center Overlay District
Groton, Massachusetts

The Vision



The purpose of the guidelines is to promote development of a socially and economically vibrant town center.

In the decades since World War II, the daily activities of Groton residents' lives have become increasingly tied to the Greater Boston Metropolitan Area. Routes 119 and 225 have become major regional corridors, connecting the relatively inexpensive land to our North and West to the jobs and relative prosperity to our South and East. Major centers for business, shopping and even entertainment have shifted from town centers to locations where these regional corridors intersect with major routes like 495 and 128. This process has narrowed the role that Groton's Town Center plays within the culture of Groton's residents. Every day, thousands of people who live in Groton leave town to make a living, to shop for the needs and wants of their households, and to participate in the cultural events that bring meaning and value to their lives. As the era of cheap gas and moderate traffic comes to an end, there is a growing need to bring services, shopping, entertainment and business closer to where people live.

The Town envisions a place where more of the townspeople's needs and wants can be satisfied in the town center. We see a place where we can do errands, do business, and participate in cultural activities enriched by a strong sense of community. Adjacency to civic and social institutions will create additional activity and synergy between uses, weaving together a rich fabric of community and civic life.

In order to facilitate this social and economic activity in a durable and lasting way, the district must manifest a coherent and cohesive physical framework — a comprehensive composition of spaces and buildings that achieves a distinct and compelling sense of place. Much of the town center has these characteristics already, benefiting from centuries of gradual growth and refinement. In these areas, especially within the historic district, the guidelines are designed to reinforce what is already working – allowing for modest redevelopment that enhances what is already here. In other areas, such as along Station Avenue, there is an opportunity for more extensive redevelopment – but this too must be shaped carefully to support the visual and historic character of the entire town center. In all cases, the guidelines are designed to support a system of streets, parking areas and sidewalks that meet the needs of all users. While providing safe and efficient vehicular access and ample public parking, the district shall be marked by its pedestrian-friendly character, with a continuous network of sidewalks and paths making it easy and enjoyable to visit by foot.

B. Reinforcing the Streetscape of Main Street and Station Avenue

The streetscape shall be the visual and functional focus of Groton Center. The importance of Main Street and Station Avenue shall be reinforced with a consistent streetscape lined with 2-3 story buildings fronting on tree-shaded sidewalks.

A conceptual approach to redevelopment grew out of visioning sessions in 2012. The vision promotes infill development of new buildings along the street (orange blocks), with shared parking lots in the rear of structures (purple areas). By sharing driveway entrances and providing connections across lot lines behind buildings (dashed lines), circulation can be safer and more efficient.



Placing parking behind buildings, simplifying circulation and reducing the number of curb cuts allows the streetscape to be more pedestrian friendly. Additional space is opened up along the frontage for active retail uses, gardens and gathering spaces.



Preferred Future Conditions: Under these design guidelines, new buildings (shown in brown) are located along the historic setback line close to the street, with parking “flipped” to the rear of the structures. Connections across lot lines allow cars to circulate in the rear and access side streets. This allows for fewer curb cuts along Main Street, reducing conflicts between cars and pedestrians.



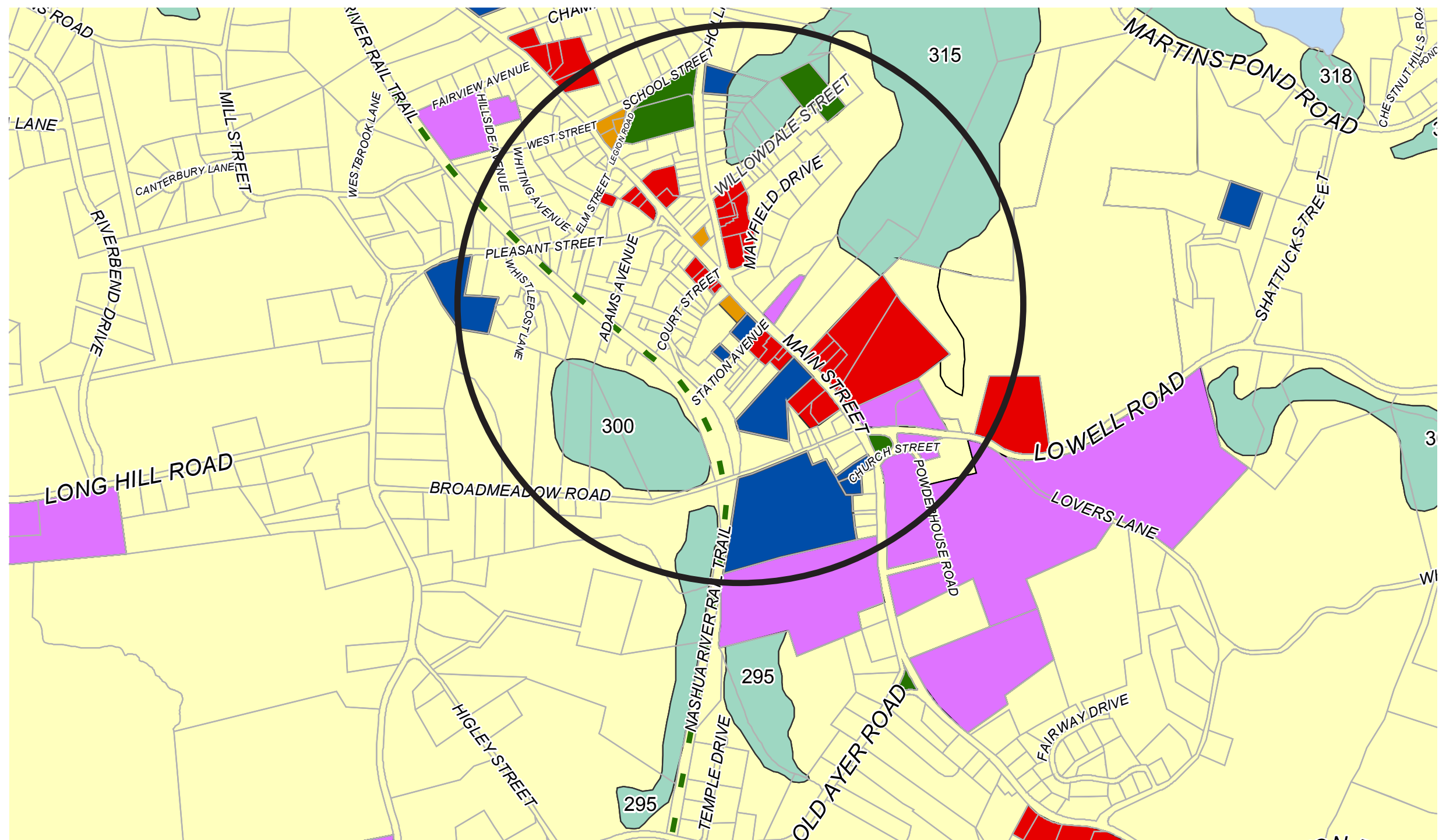
2025 TOWN CENTER VISION PLAN TESTING; ASPIRATIONS APPLIED

EXISTING CONDITIONS

GEOMETRY

VALUE

CULTURE

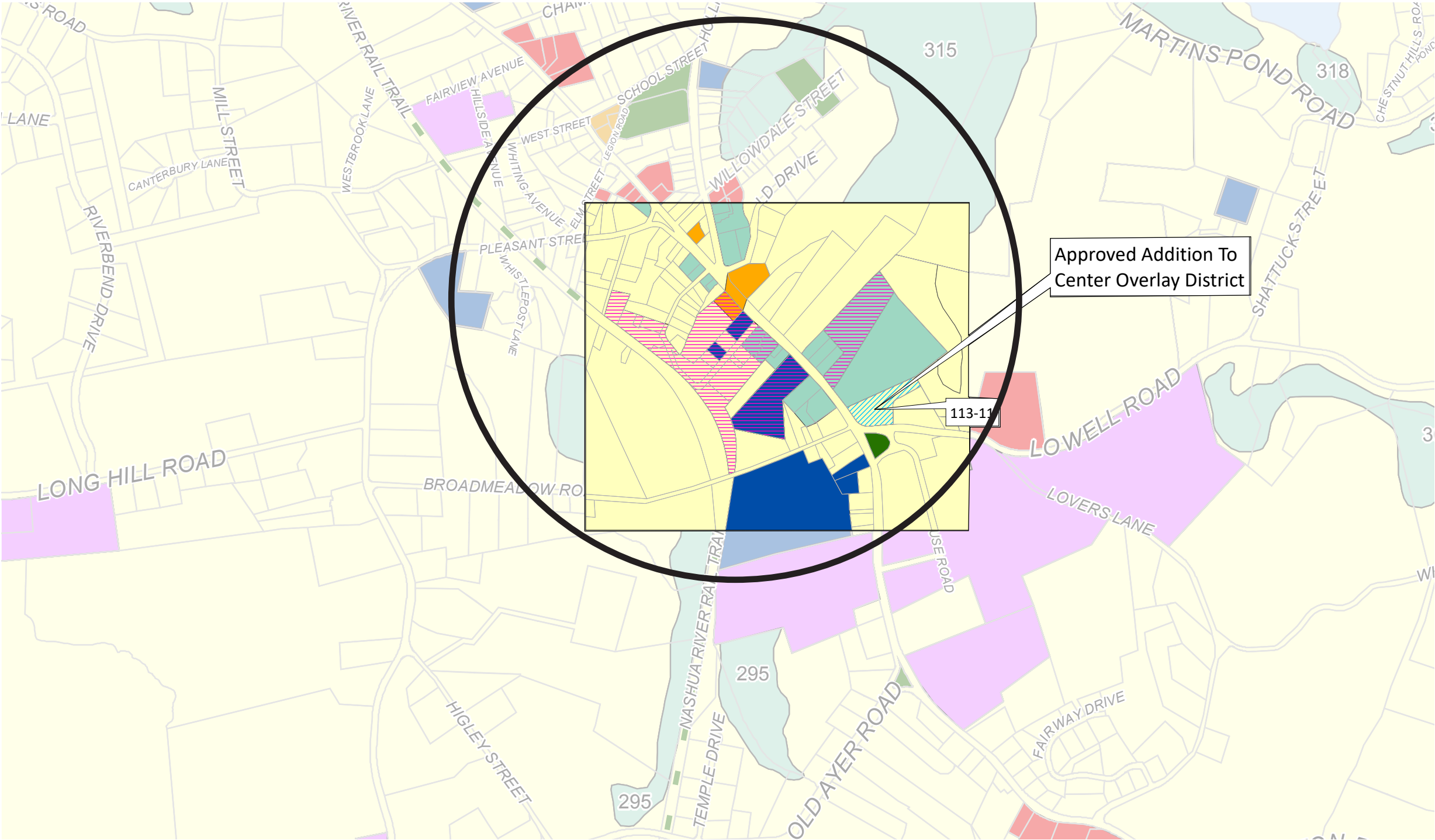


ZONING MAP

GROTON TOWN CENTER VISION PLAN

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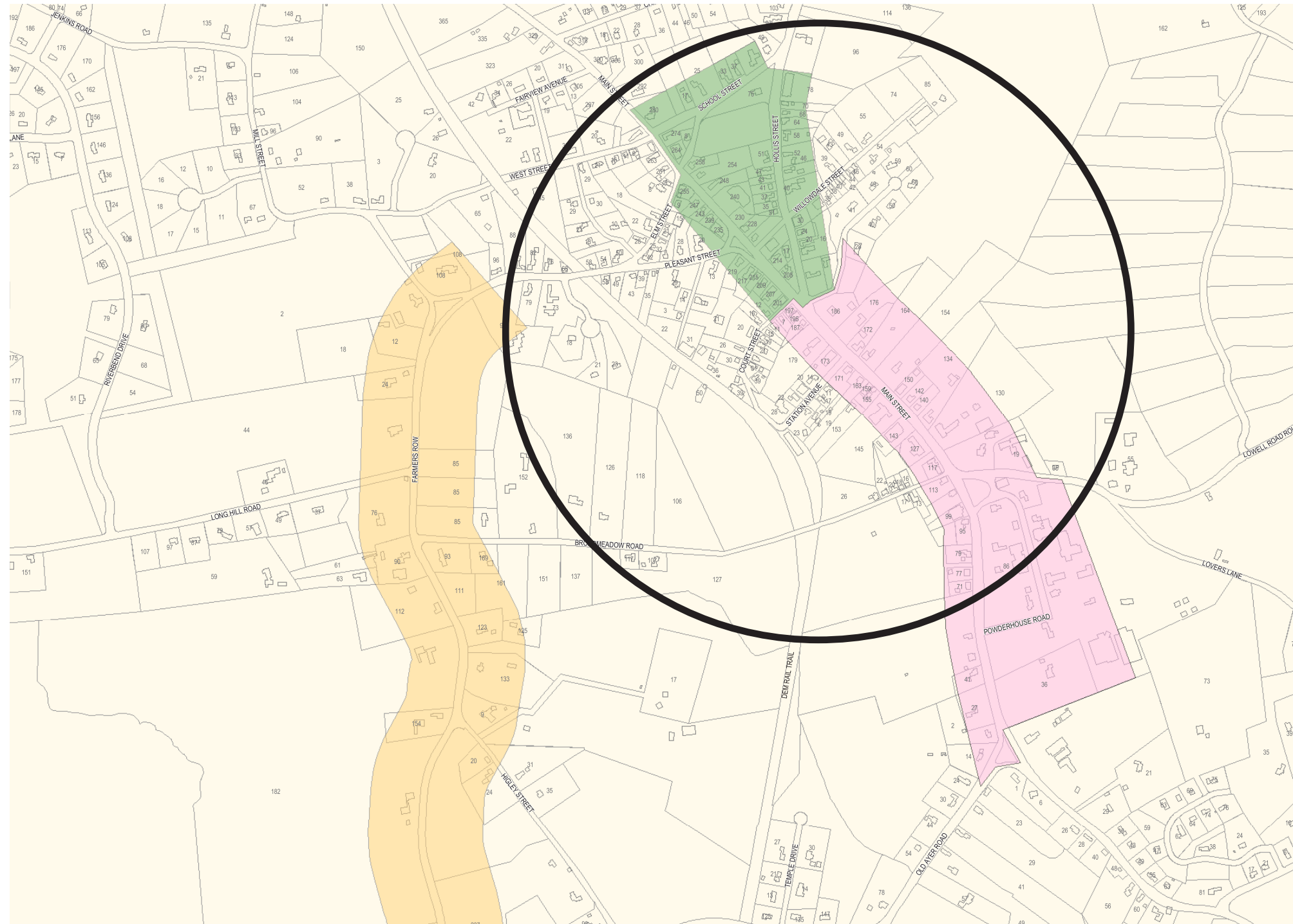
- LEGEND**
- NASHUA RIVER RAIL TRAIL
 - RAILROADS
 - TOWN BOUNDARY
 - PONDS & RIVERS
 - PARCELS
 - APPROVED ADDITION TO CENTER OVERLAY
 - CENTER OVERLAY
 - RESIDENTIAL/AGRICULTURAL
 - GENERAL BUSINESS
 - NEIGHBORHOOD BUSINESS
 - VILLAGE CENTER BUSINESS
 - RESIDENTIAL/BUSINESS
 - OFFICIAL OPEN SPACE
 - PUBLIC USE DISTRICT
 - INDUSTRIAL

ZONING MAP
SHOWING ADDITION TO CENTER OVERLAY DISTRICT

GROTON TOWN CENTER VISION PLAN

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Legend

Historic District

1

2

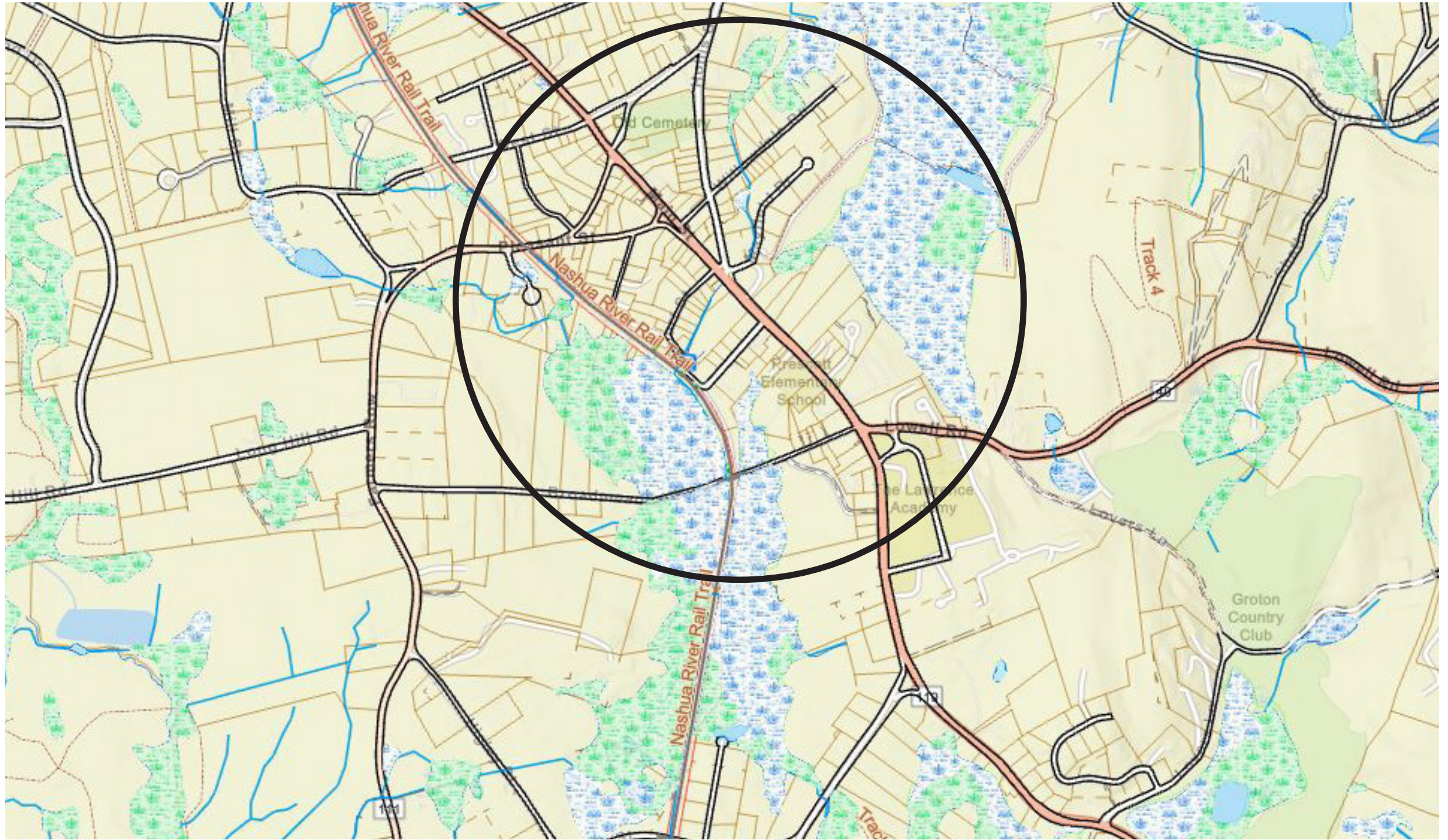
3

Water Bodies

Building Footprints

HISTORIC DISTRICT MAP

GROTON TOWN CENTER VISION PLAN



WETLAND MAP

CULTURE; AN EXISTING CONDITION











GROTON TOWN CENTER VISION PLAN

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PER-PARCEL TEST FIT



LOT SIZE = 0.53 ACRES (23087 SQ FT)
 REQUIRED PERMEABLE SURFACE = 25% (5772 SQ FT)
 MAX RESIDENTIAL UNITS (AT 14 UNITS/ACRE): **8**

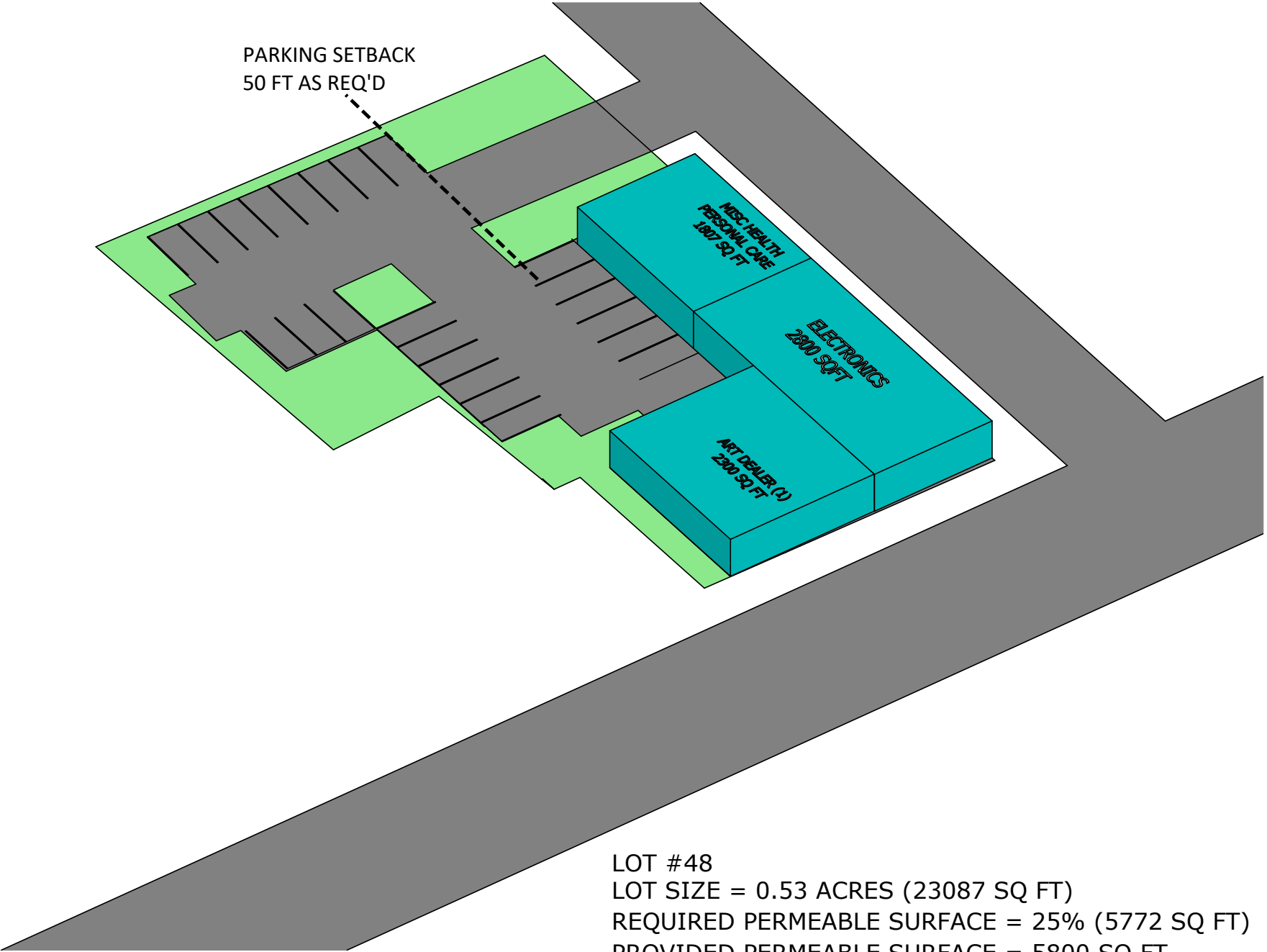
167 MAIN STREET RETAIL ONLY

RETAIL SPACE = 3 SPACES, 6907 SQ FT TOTAL

RETAIL PARKING REQ'D AT EXISTING 3 PER 1000 SQ FT = **23**

SPACES POSSIBLE ON LOT = **23**

PARKING DEFICIT = **0**



LOT #48
LOT SIZE = 0.53 ACRES (23087 SQ FT)
REQUIRED PERMEABLE SURFACE = 25% (5772 SQ FT)
PROVIDED PERMEABLE SURFACE = 5800 SQ FT
MAX RESIDENTIAL UNITS (AT 14 UNITS/ACRE): **8**

167 MAIN STREET RETAIL + 16 APARTMENTS ON BLDG. FOOTPRINT

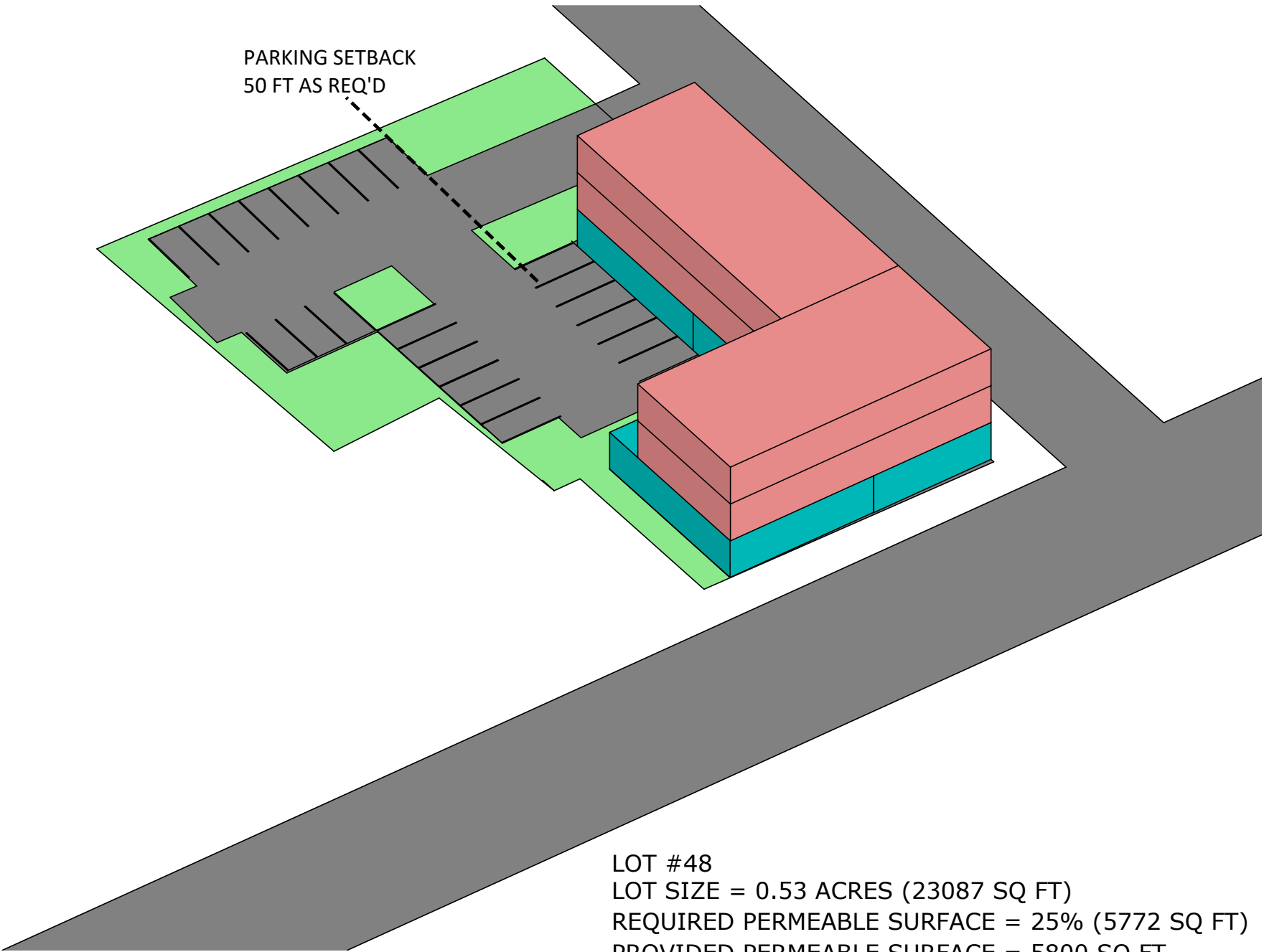
3

RETAIL SPACE = 3 UNITS, 6907 SQ FT TOTAL
RETAIL PARKING REQ'D AT EXISTING 3 PER 1000 SQ FT = 23

APARTMENTS: 16 (8 MAX BY DENSITY RESTRICTION)
RESIDENTIAL PARKING REQ'D AT 1.5 SPACES PER UNIT=24

SPACES POSSIBLE ON LOT = 23

PARKING DEFICIT = 24



LOT #48
LOT SIZE = 0.53 ACRES (23087 SQ FT)
REQUIRED PERMEABLE SURFACE = 25% (5772 SQ FT)
PROVIDED PERMEABLE SURFACE = 5800 SQ FT
MAX RESIDENTIAL UNITS (AT 14 UNITS/ACRE): 8

167 MAIN STREET

RETAIL AT 2.5 SPACES PER 1K SQ FT PLUS APARTMENTS

4

RETAIL SPACE = 3 UNITS, 6907 SQ FT TOTAL

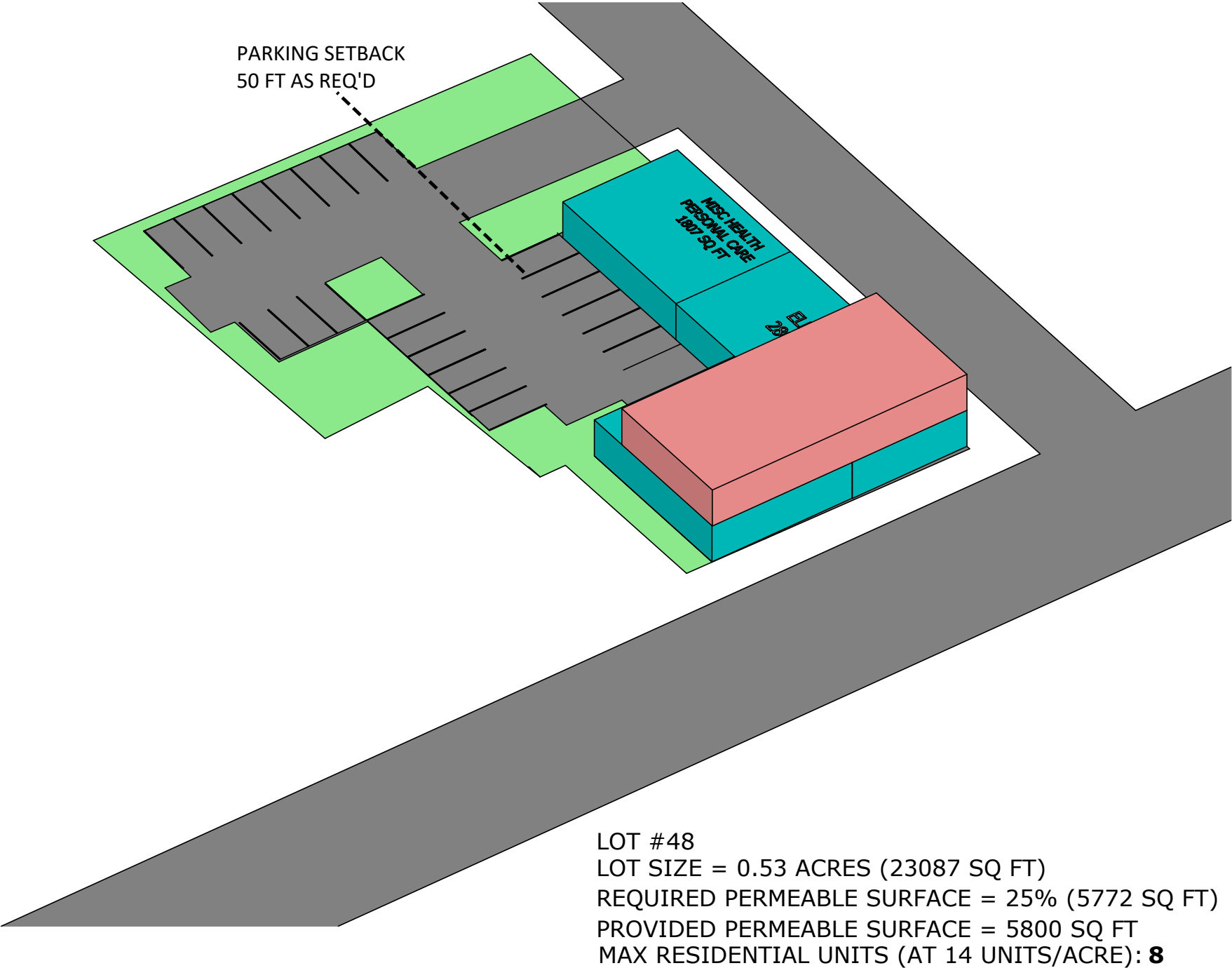
RETAIL PARKING REQ'D AT RELAXED 2.5 PER 1000 SQ FT =18

APARTMENTS POSSIBLE AT 1.5 =3

RESIDENTIAL PARKING REQ'D AT 1.5 SPACES PER UNIT=5

SPACES POSSIBLE ON LOT = 23

PARKING DEFICIT = 0



167 MAIN STREET

RETAIL AT 2.5 SPACES PER 1K SQ FT PLUS SHARED PARKING

5

RETAIL SPACE = 3 UNITS, 6907 SQ FT TOTAL

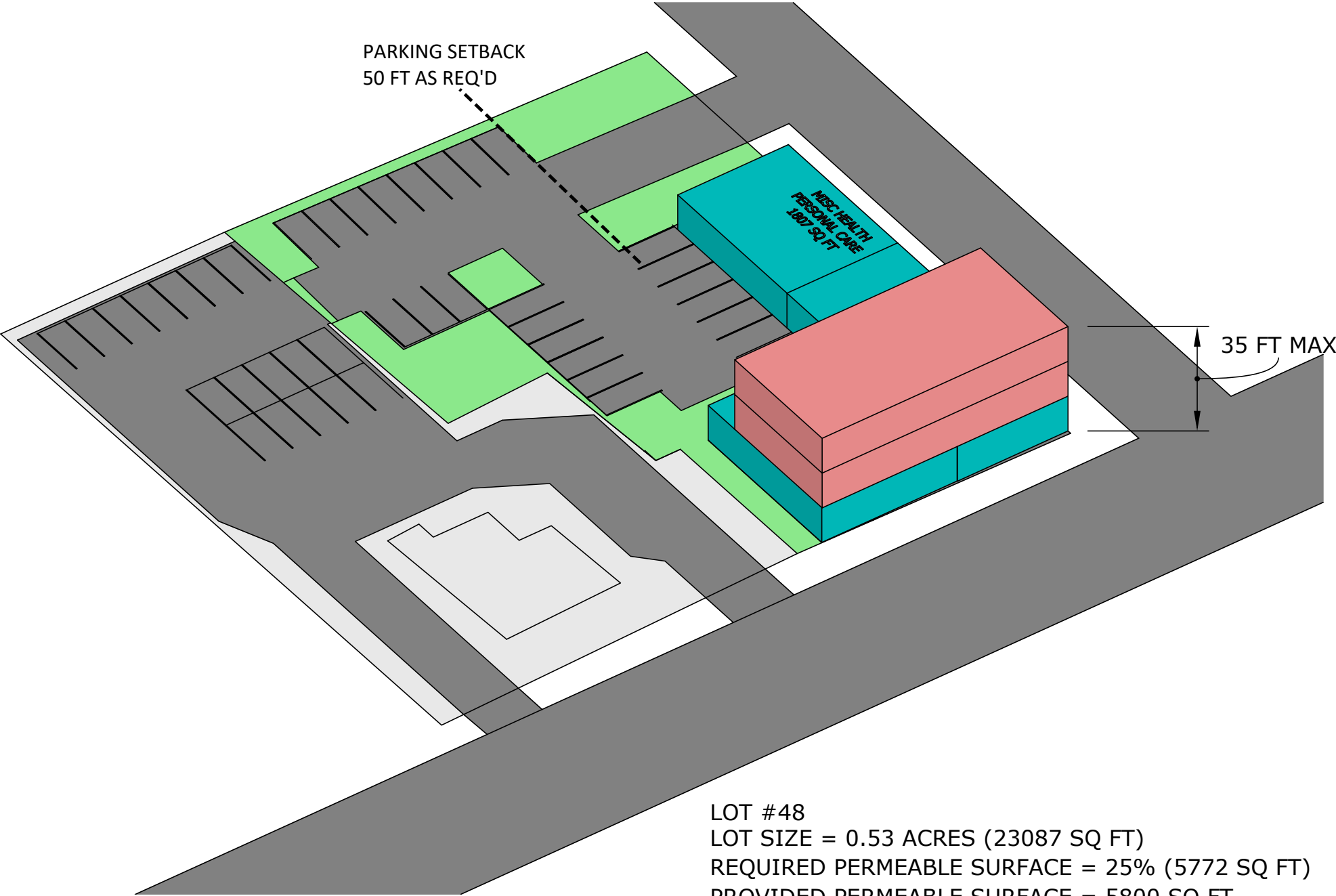
APARTMENTS POSSIBLE AT 1.5 SPACES PER = 8

RETAIL PARKING REQ'D AT RELAXED 2.5 PER 1000 SQ FT =18

RESIDENTIAL PARKING REQ'D AT 1.5 SPACES PER UNIT= 12

ALLOWED SHARED PARKING WITH ADJACENT MAXIMIZED
BANK PARKING LOT = 12

SPACES POSSIBLE SHARED= 35
PARKING DEFICIT = -8



LOT #48
LOT SIZE = 0.53 ACRES (23087 SQ FT)
REQUIRED PERMEABLE SURFACE = 25% (5772 SQ FT)
PROVIDED PERMEABLE SURFACE = 5800 SQ FT
MAX RESIDENTIAL UNITS (AT 14 UNITS/ACRE): 8

167 MAIN STREET

SHARED RELAXED PARKING + 25 RESI UNIT PER ACRE DENSITY

6

RETAIL SPACE = 3 UNITS, 6907 SQ FT TOTAL

RETAIL PARKING REQ'D AT RELAXED 4 PER 1000 SQ FT = 18

ALLOWED SHARED PARKING WITH ADJACENT MAXIMIZED

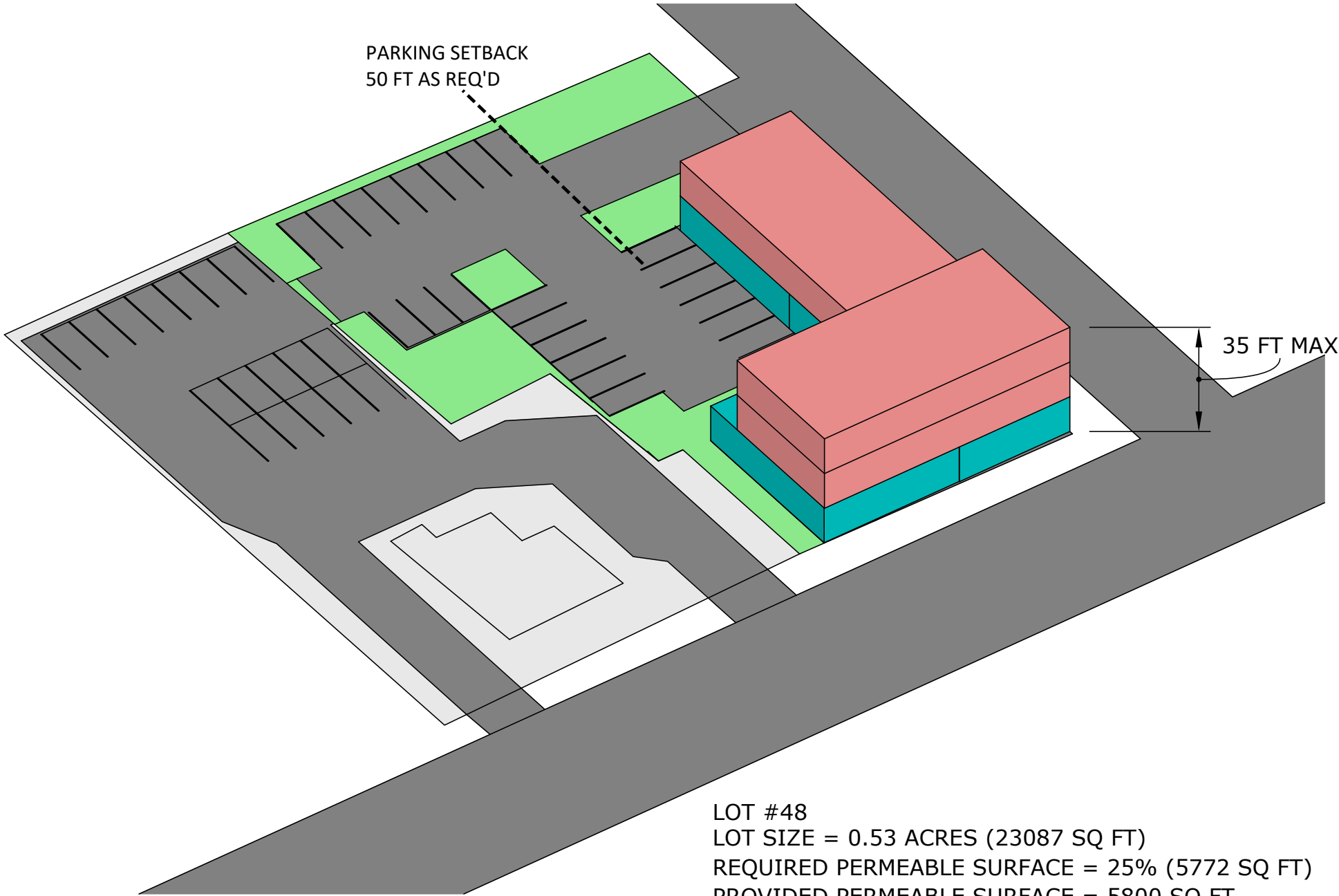
BANK PARKING LOT = 12

APARTMENTS POSSIBLE AT 1.5 SPACES PER = 11

RESIDENTIAL PARKING REQ'D AT 1.5 SPACES PER UNIT= 17

SPACES POSSIBLE SHARED= 35

PARKING DEFICIT = 0



LOT #48

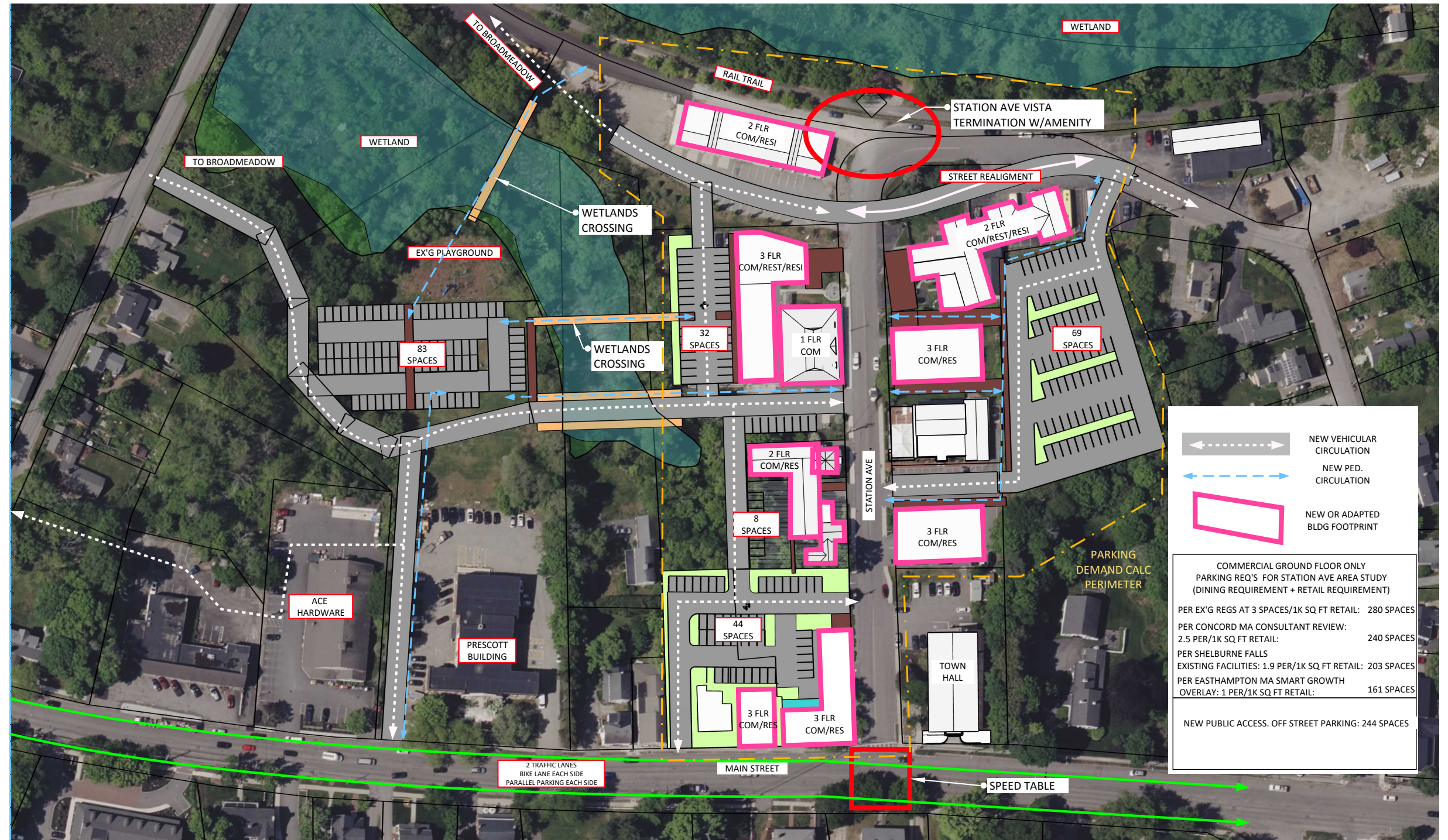
LOT SIZE = 0.53 ACRES (23087 SQ FT)

REQUIRED PERMEABLE SURFACE = 25% (5772 SQ FT)

PROVIDED PERMEABLE SURFACE = 5800 SQ FT

MAX RESIDENTIAL UNITS (AT 14 UNITS/ACRE): 8

MAX RESIDENTIAL UNITS (AT 25 UNITS/ACRE): 14



CARRYING CAPACITY TEST FIT FOR
 3000 SQ. FT. RETAIL
 50,000 SQ. FT. RESIDENTIAL
 220 PARKING SPACES SHOWN (AGAINST 280 REQUIRED)

GROTON TOWN CENTER VISION PLAN

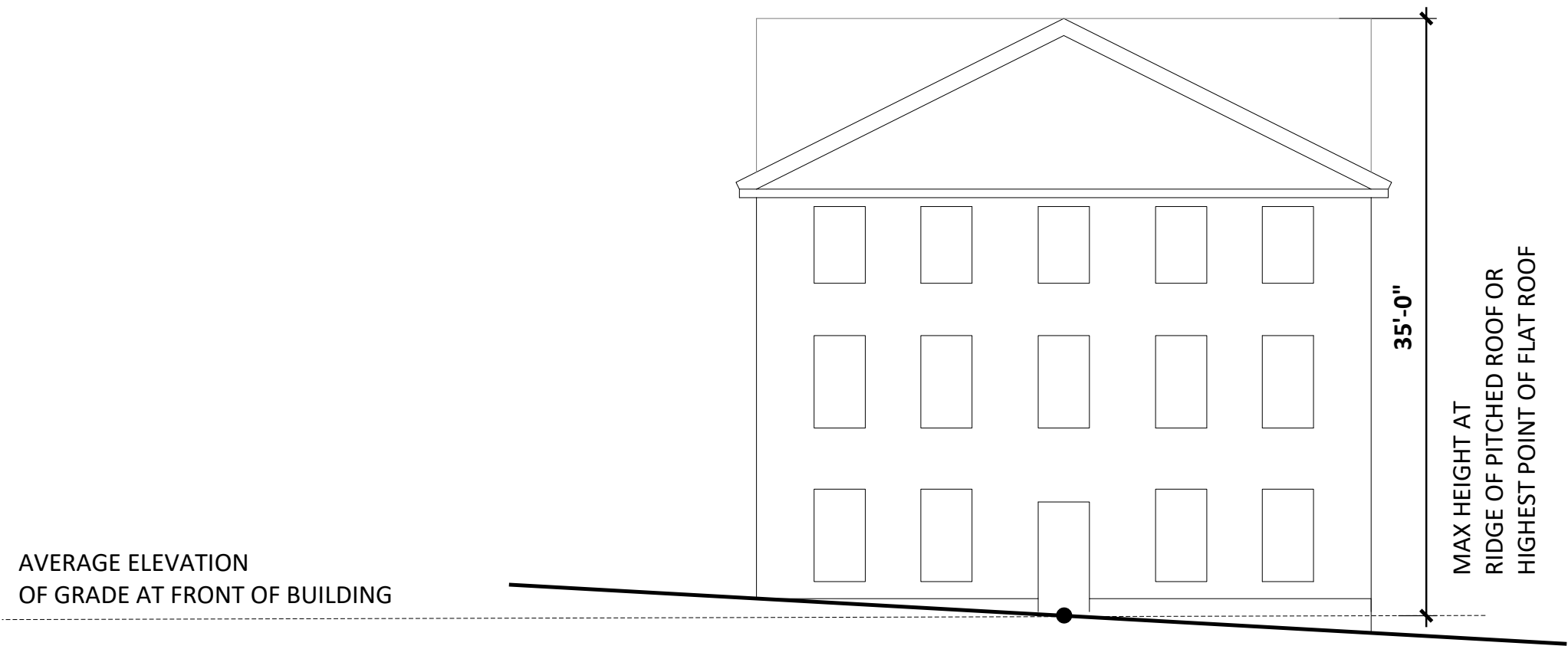
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GROTON BUILDING HEIGHT DIAGRAM

BUILDING HEIGHT DEFINITION(2024.04.09- ZONING 218-3 DEFINITIONS)

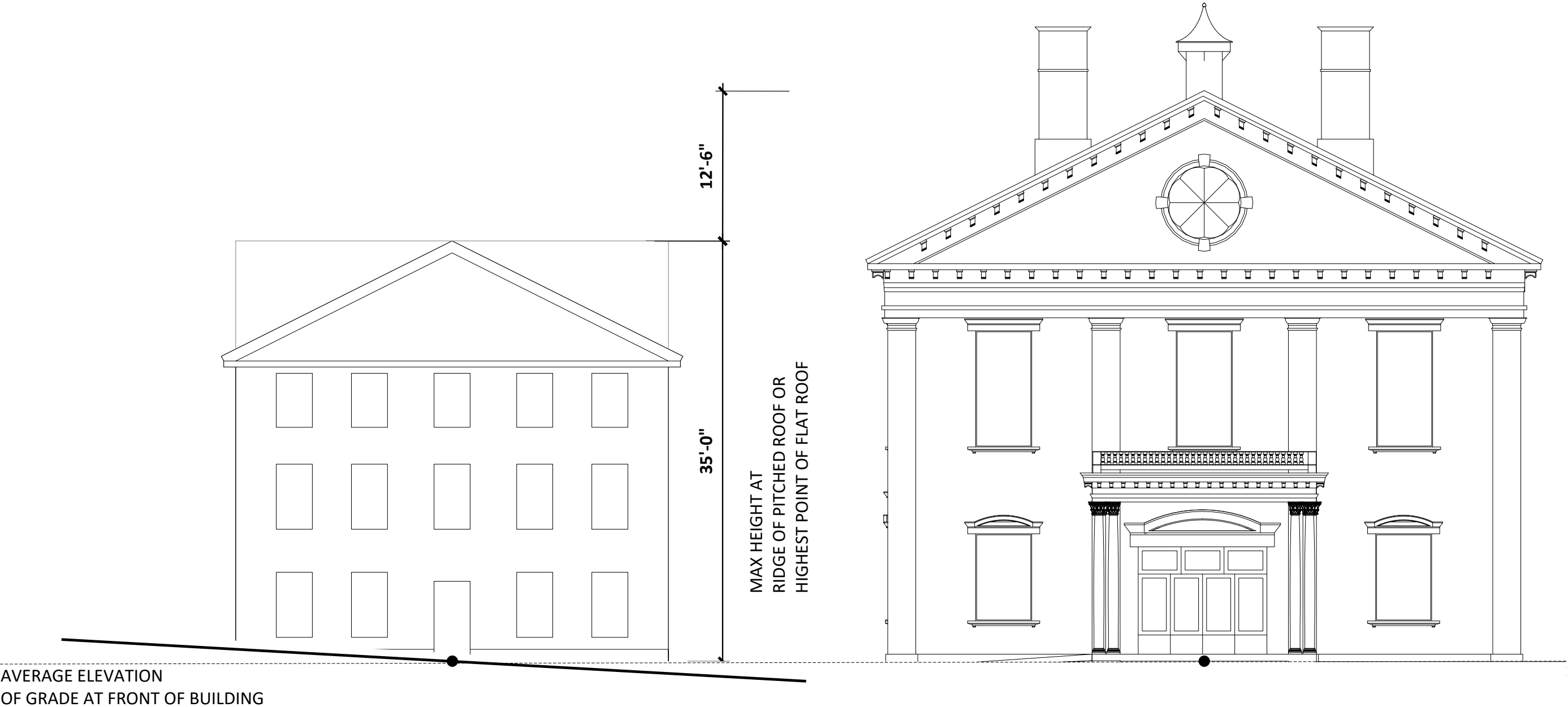
Measured at the vertical distance from the average elevation of the finished lot grade at the front of the building to the highest point of the top story in the case of a flat roof and to the ridge in the case of a pitched roof



GROTON BUILDING HEIGHT DIAGRAM COMPARED TO TOWN HALL

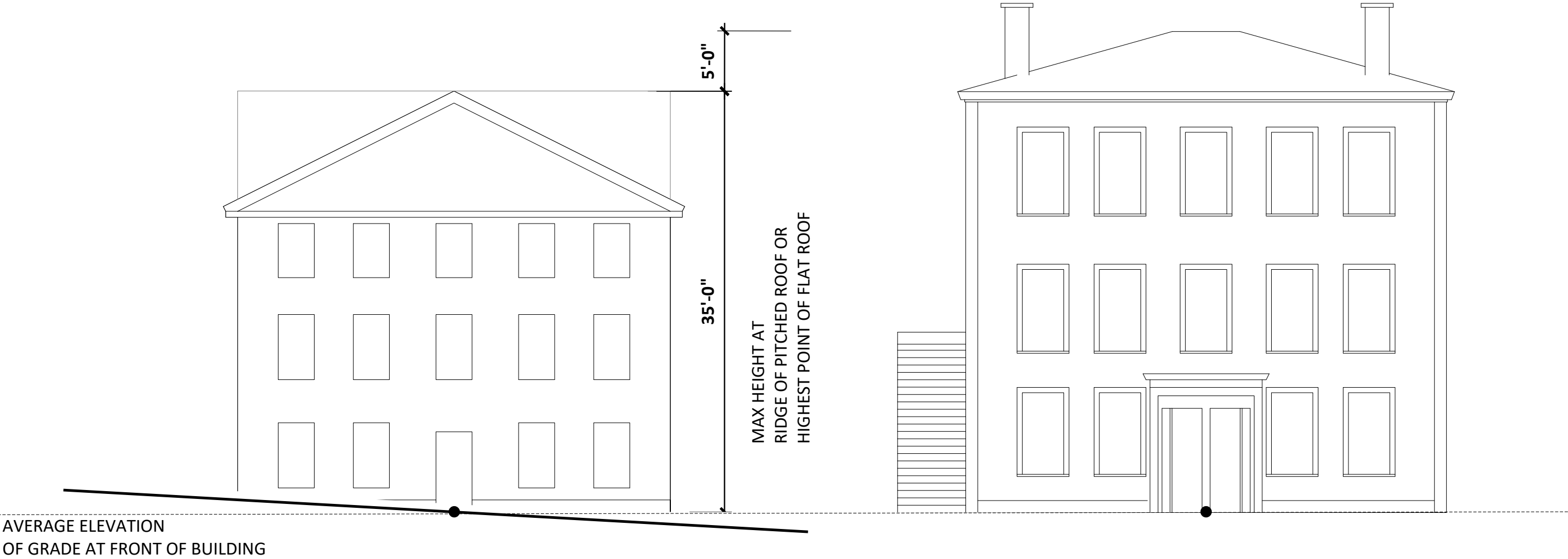
BUILDING HEIGHT DEFINITION (2024.04.09- ZONING 218-3 DEFINITIONS)

Measured at the vertical distance from the average elevation of the finished lot grade at the front of the building to the highest point of the top story in the case of a flat roof and to the ridge in the case of a pitched roof



GROTON BUILDING HEIGHT DIAGRAM COMPARED TO 113 MAIN ST

BUILDING HEIGHT DEFINITION (2024.04.09- ZONING 218-3 DEFINITIONS)
Measured at the vertical distance from the average elevation of the finished lot grade at the front of the building to the highest point of the top story in the case of a flat roof and to the ridge in the case of a pitched roof



TEST FIT JULY 9TH, 2025



APPROX. 25,000 SF RETAIL
 APPROX. 40,000 SF RESIDENTIAL
 220 PARKING
 ONE MAJOR MUNICIPAL LOT

TRAFFIC CALMING SHOWN
 ROUNDABOUTS AT LOWELL RD
 AND HOLLIS ST.
 SPEED TABLE AT STATION + MAIN
 RAISED CROSSWALKS
 10 FOOT TRAVEL LANES

CONNECTIVITY
 BEHIND MAIN ST TO BROAD-
 MEADOW
 TO ADAMS AVENUE

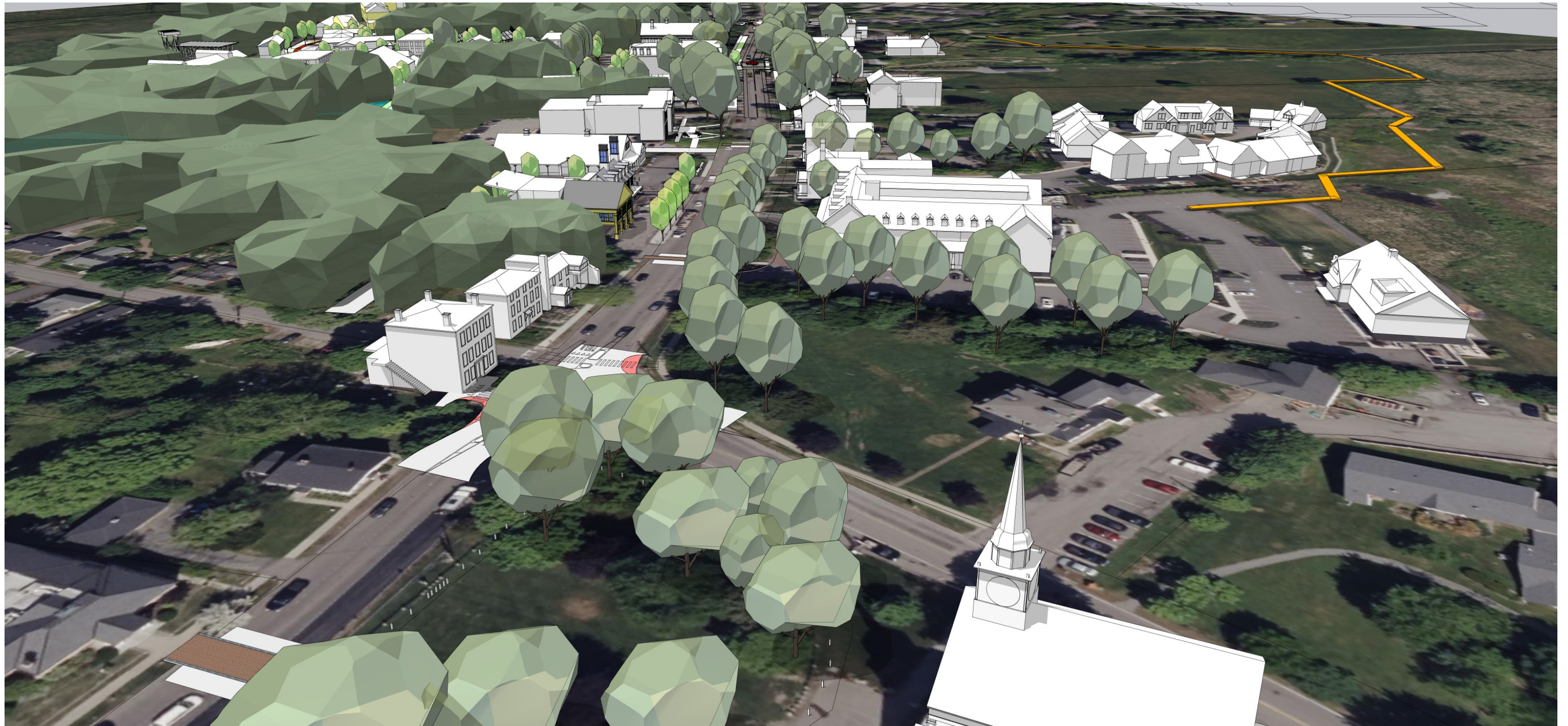
GRAND CIVIC SPACE AT RAIL TRAIL

TOWN CENTER LOOP TRAIL

GROTON TOWN CENTER VISION PLAN

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LOOKING NORTHWEST
TOWN CENTER LOOP TRAIL BEHIND BOYNTON MEADOWS
DUNKIN PLAZA ENLARGED

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VIEW NORTHWEST FROM COMMON

GROTON TOWN CENTER VISION PLAN

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EXISTING WIDE CURB CUTS DISCOURAGE PEDESTRIANISM

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VIEW FROM FRONT PORCH AT GROTON INN

GROTON TOWN CENTER VISION PLAN

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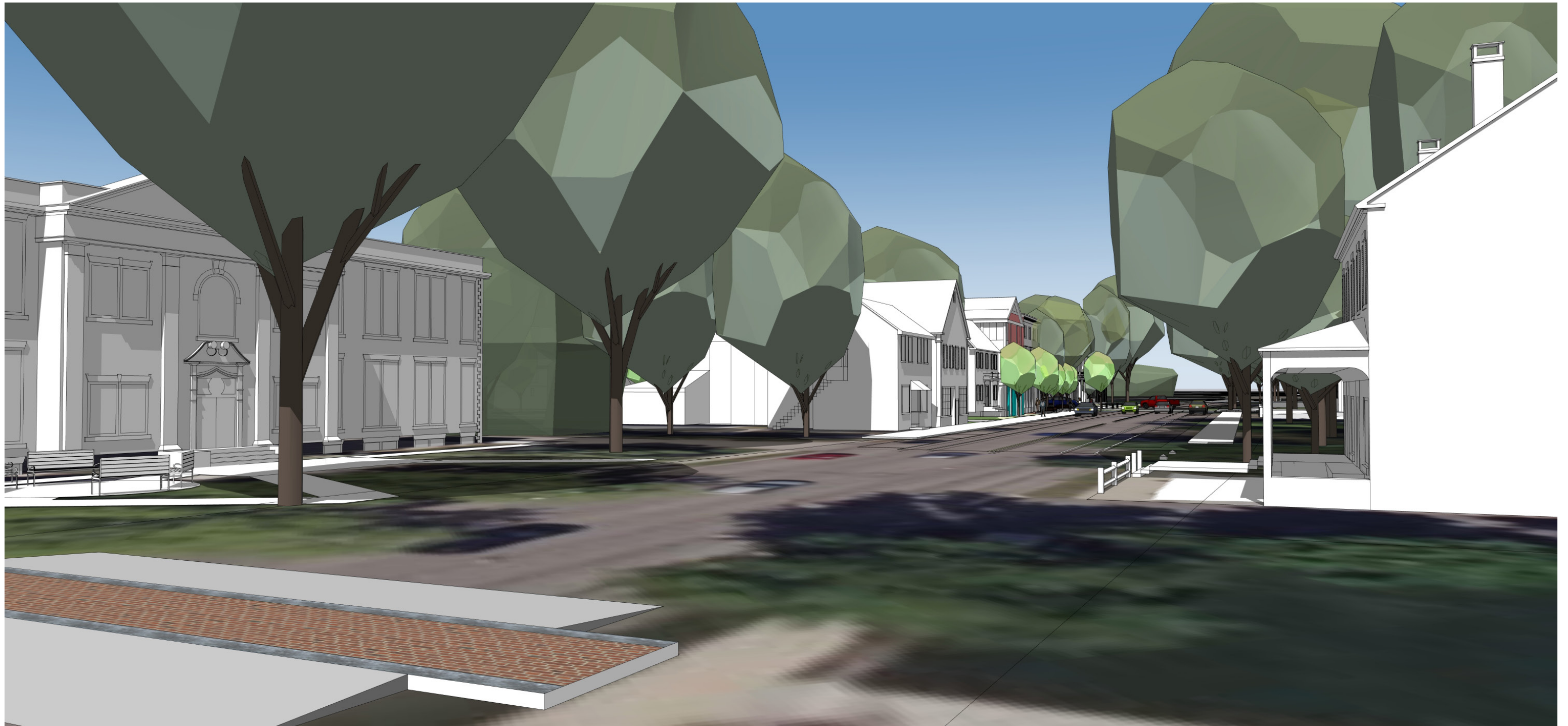


HOW MIGHT SOME ROAD DIET TOOLS BE APPLIED?
TEST FIT SHOWN BETWEEN PRESCOTT AND HOLLIS ST
SOME NEW BUILDING MASS VISIBLE ON STATION AVENUE BEYOND

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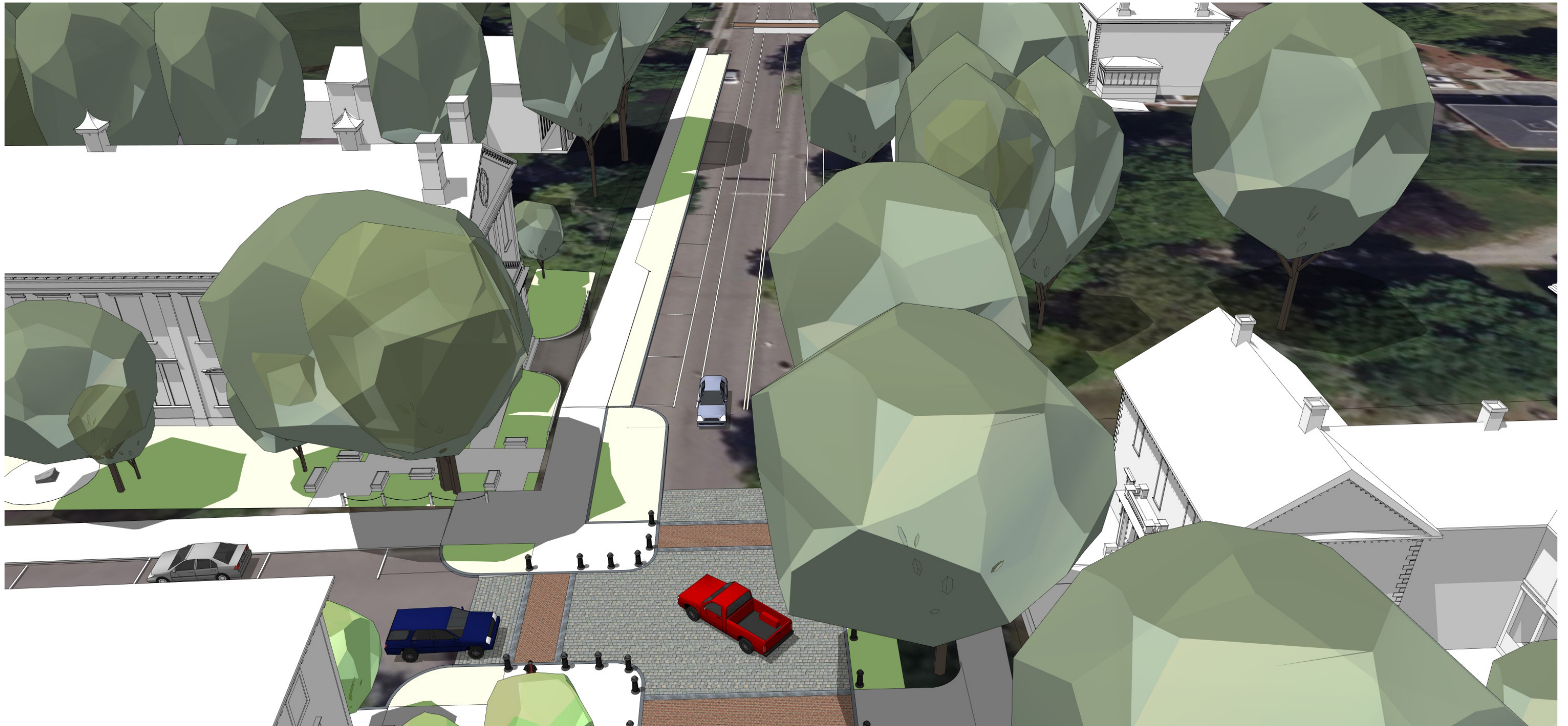


NEW BUILDING MASS ADJACENT TO SALT+LIGHT
THIS STRETCH BETWEEN PRESCOTT AND TOWN HALL IS A GOOD PLACE FOR DENSER FABRIC / CLOSER BUILDING MASS

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TEST FIT AT STATION AND MAIN

GROTON TOWN CENTER VISION PLAN

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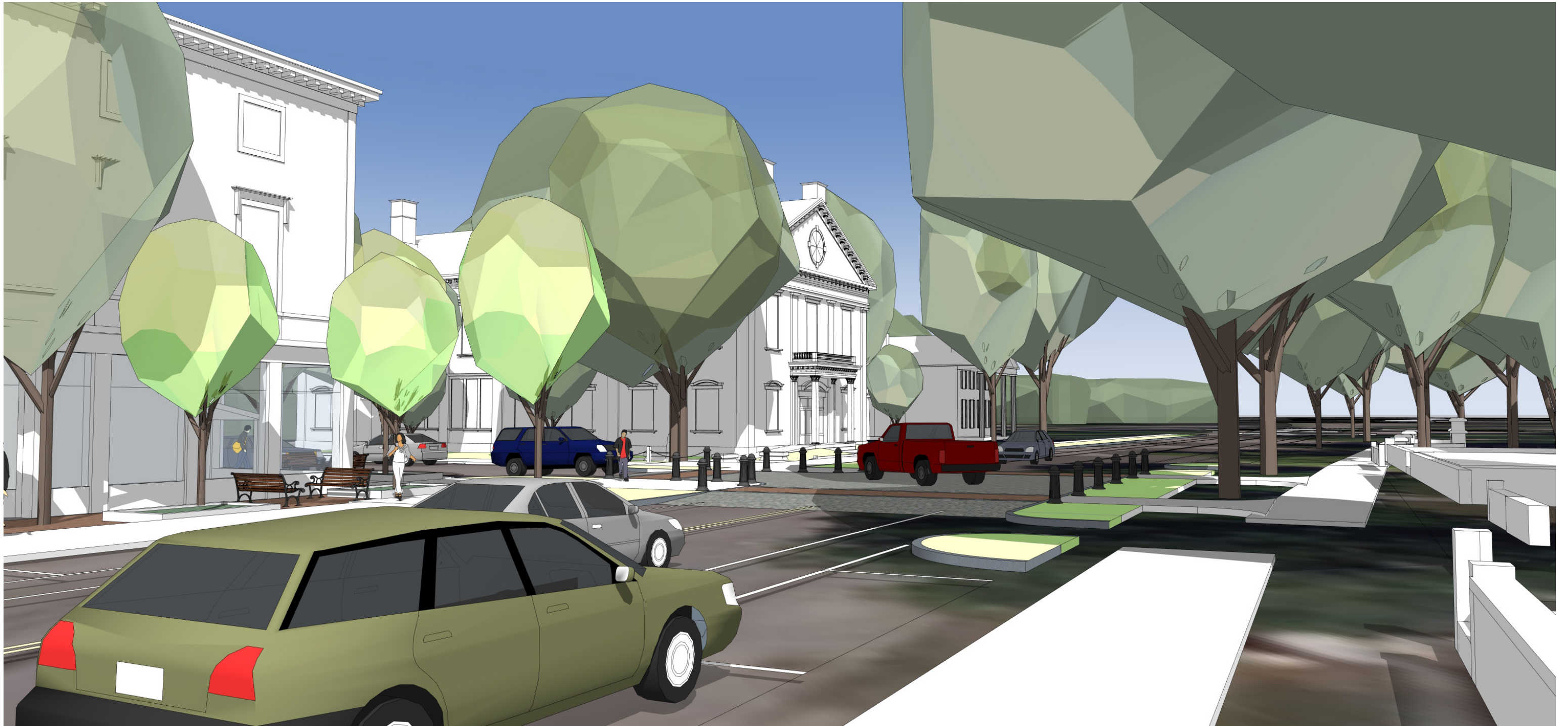


TEST FIT AT STATION AND MAIN
PEDESTRIAN AND VEHICULAR USERS IN THIS KIND OF ENVIRONMENT READ THE CLUES AND FEEL THE COMPOSITION AND
FABRIC OF THE SPACE

GROTON TOWN CENTER VISION PLAN

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NEW BUILDING AT FORMER TORREY BLOCK COULD BE POSITIONED AND ARTICULATED TO COMPOSE STREETScape AND SHAPE THE VOLUME BETWEEN BUILDINGS

GROTON TOWN CENTER VISION PLAN

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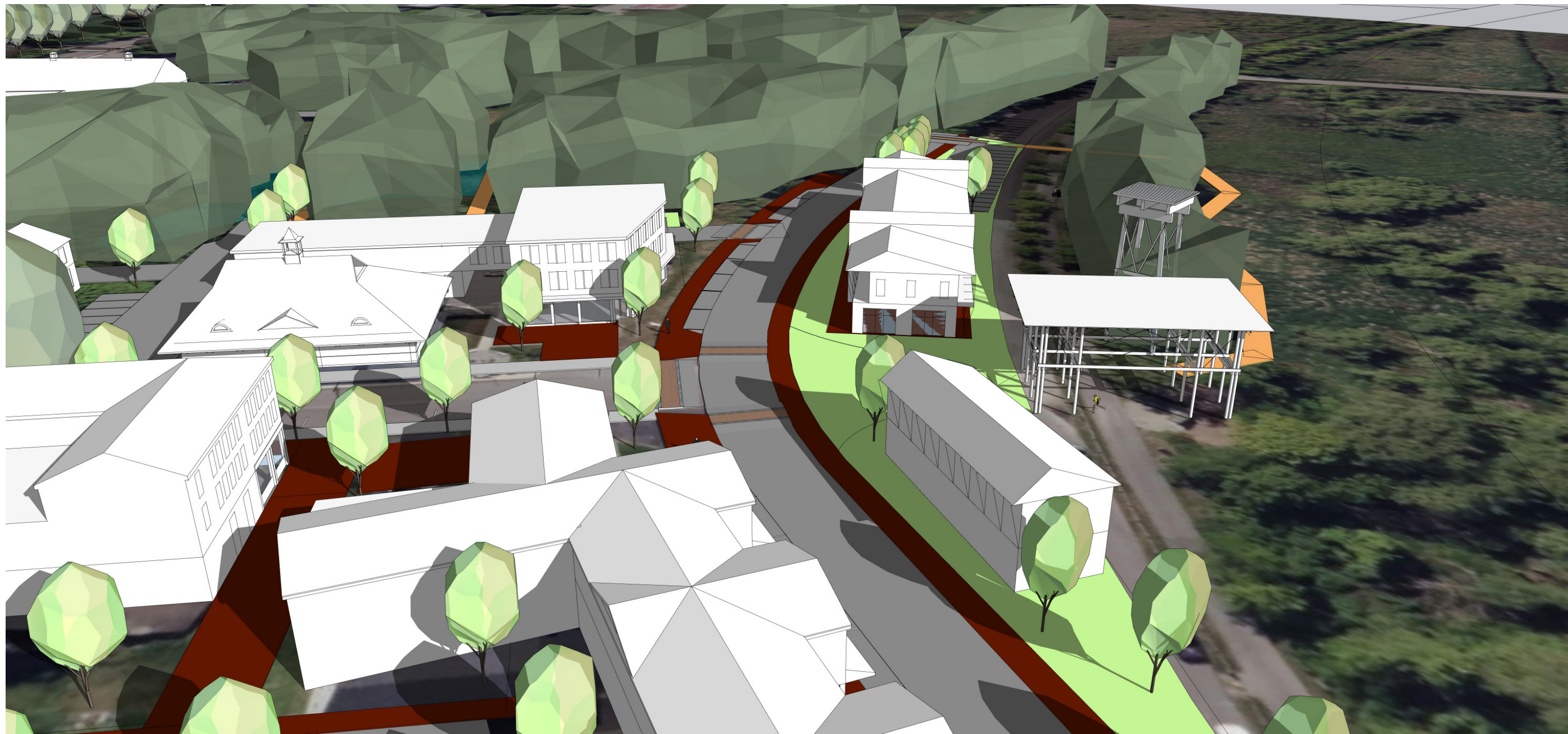


IF A CONNECTION COULD BE MADE FROM ADAMS TO COURT AND STATION AND THE RAIL TRAIL
THE RESULTING STREET FRONTAGE MIGHT ENHANCE THE POTENTIAL FOR SOME DEVELOPMENT
SIMPLE HANDSOME LIGHT INDUSTRIAL BARN BUILDINGS LIKE THOSE SHOWN HERE IN YELLOW MIGHT WORK WELL FOR
THINGS LIKE ARTISANAL MANUFACTURING, RESTAURANTS, A MICRO-BREWERY (EX NASHOBA BAKERY IN WEST CONCORD)

GROTON TOWN CENTER VISION PLAN

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A GRAND-SCALED CIVIC PLACE COULD TRANSFORM A DEAD-END WITH AN INVITATION TO A COMPELLING DESTINATION
TERMINATE STATION AVENUE IN A NEW BROADMEADOW / RAIL TRAIL COMMON
ANIMATE THE RAIL TRAIL WITH A COMPELLING WAY-STATION AND A GATEWAY TO GROTON'S TOWN CENTER
ALIGNED ON-AXIS W/ BOUTWELL HOUSE, THE SPACE IS ADDRESSED HERE WITH AN EMPHATIC AND GRACIOUS CIVIC DIGNITY

GROTON TOWN CENTER VISION PLAN

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WETLANDS TOWARD RAIL TRAIL AND STATION AVENUE PRESENT CHALLENGES

A CONNECTION FROM MAIN TO BROADMEADOW MIGHT DIFFUSE SOME PRESSURE ON MAIN

BOARDWALK / WETLANDS CROSSINGS COULD BETTER CONNECT TO

A BROADMEADOW BOARDWALK / CANOPY TOWER MIGHT SUGGEST A SUITE OF SPACES AND POSSIBILITIES WHERE THE RAIL TRAIL REACHES TOWN CENTER

THE SPACE BEHIND PRESCOTT CAN CURRENTLY FEEL/SEEM ISOLATED / RELATED ONLY TO PRESCOTT AND NOT TO OTHER SURROUNDINGS

IT'S POSITION AND MUNICIPAL OWNERSHIP SEEM TO PRESENT OPPORTUNITIES

SIGNIFICANT MUNICIPAL PARKING HERE MAY BE TOO REMOTE TO SERVE RETAIL EFFECTIVELY
(THOUGH ONE MUNICIPAL LOT IN CONCORD HAS SOME SIMILARITIES AND APPEARS TO WORK, IT MAY BE CONCORD'S GREATER DENSITY, MORE RE-TAIL, COMMERCIAL AND STRONGER DESTINATION IDENTITY)



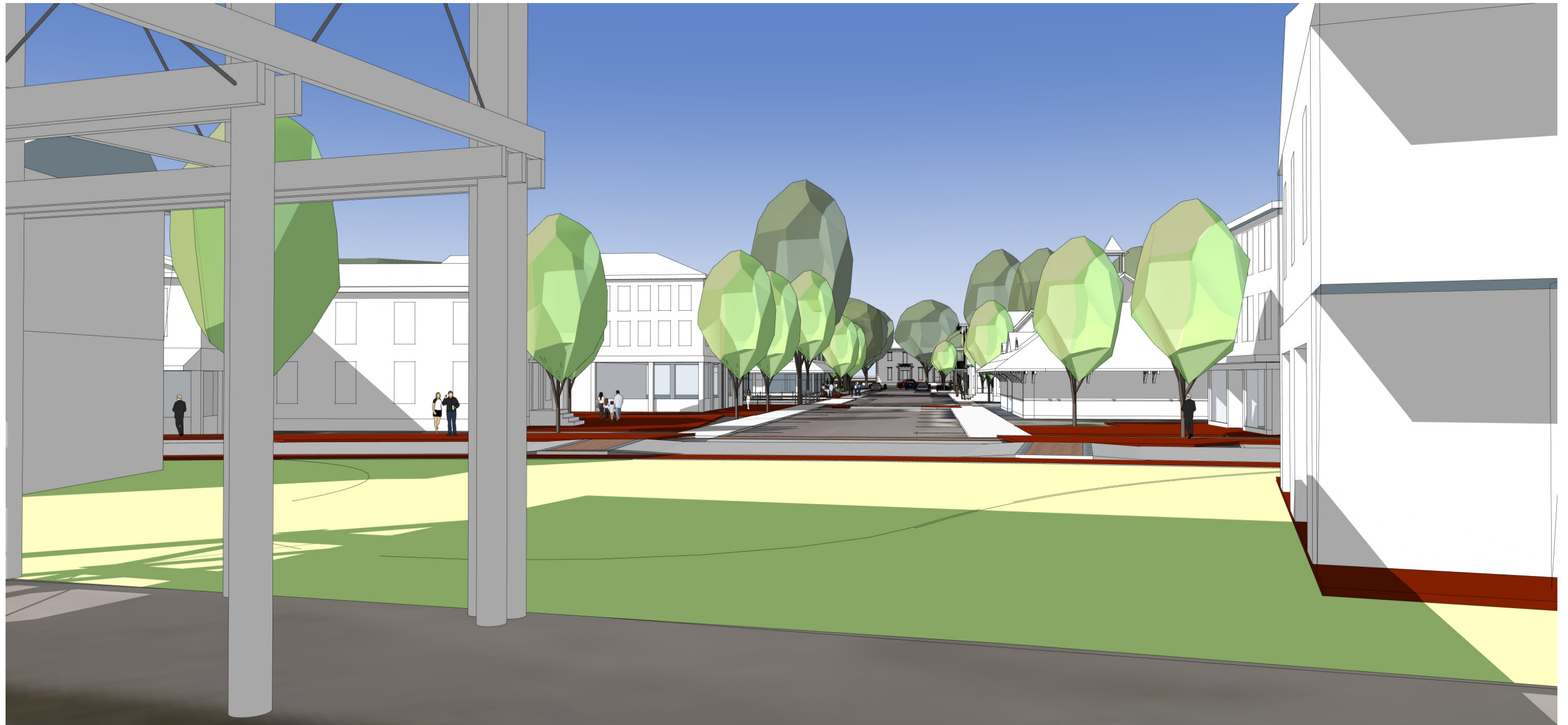


VIEW UP STATION AVENUE TO BOUTWELL
APPROX FOUR NEW BUILDINGS ON STATION
BUILDING MASS PULLS-BACK ACROSS FROM COMMON, OUTDOOR SPACE FOR DINING, OTHER
(EX MARKET SQUARE IN PORTSMOUTH)

GROTON TOWN CENTER VISION PLAN

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VIEW UP STATION AVE TO BOUTWELL HOUSE

GROTON TOWN CENTER VISION PLAN

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OVERVIEW FROM MAIN TOWARD BROADMEADOW
LARGER BUILDINGS AROUND INTERSECTION MAY HELP ESTABLISH THE CORNER AND TURN THE CORNER
AND SUPPORT THE DIALOGUE ALONG THE AXIS

GROTON TOWN CENTER VISION PLAN

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RAISED INTERSECTION
MORE BUILDING MASS / FEWER MISSING TEETH
A COMPELLING FOCAL POINT / TERMINUS / COMPELLING FRACTION OF SOMETHING BEYOND
MIGHT ALL HELP STATION AVENUE ESTABLISH COHESION AND INVITING PRESENCE

GROTON TOWN CENTER VISION PLAN

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