

Yule Development

A B B O T M I L L

- **Site Plan:**

One of the more difficult problems with the redevelopment of the property is the lack of space for necessary parking. The site is tightly constrained. The railroad tracks lie to the north, and Pleasant Street and a steep hill are to the south.

The proposed solution to this problem is to put parking in the basements / first levels of a number of the buildings. These include two of the buildings that are part of the main mill complex (Buildings 1A and 3), and three of the buildings along the railroad tracks. See the site plan for the locations of these buildings. All of the buildings but one (Building 10) will have apartments on the floor or floors above the parking.

By including parking within the buildings, it will be possible to include more open space and landscaping on the site.

There is a second important element in the planning for the site. As a condition of the sale of the property, Courier has required that there be open space between the new apartment complex and the buildings retained by Courier. This means that the connecting building, which is approximately 50 feet wide by 100 feet long (Building 4) must be demolished as part of the redevelopment of the site. In addition, most of the cinderblock “tunnel” that is adjacent to Building 9 and the river will be demolished.

The removal of these buildings offers an opportunity to create an unusual and attractive feature for the property. The open space left by the demolitions will extend around the east side of the apartment complex, connecting the parking lot to the southeast with the river, walking areas, and the buildings next to the railroad tracks. The section formerly occupied by the tunnel is right next to the river, as it bends around Building 9. By heavily landscaping this newly found land an attractive place will be created. It will be a park by the edge of the river, a river park. All day, the sun will shine directly on portions of this area, and the adjacent buildings will provide protection against the wind. For most of the year it will be pleasant to sit in the sun,

There is a small building with a hip roof located in this area, on the north side of the river, as it curves around, next to the boiler building. There are two foot bridges crossing the river nearby. This building will be renovated and integrated into the landscaping around the river.

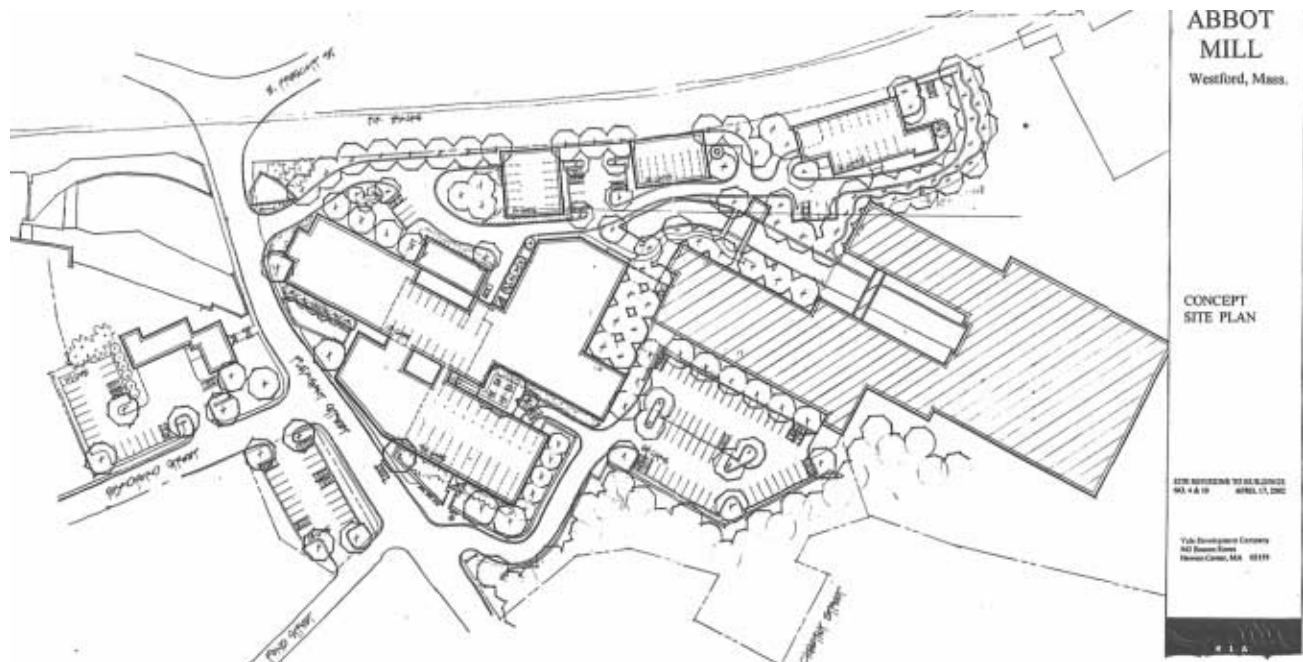
It is planned to build a one-brick thick serpentine wall from the river, along the boundary with Courier’s retained property, around Building 10, over to the railroad tracks. This wall and the adjacent river park will be landscaped to provide continuity along the border, near the river, and between the buildings over to the southeastern parking lot.

Vehicle circulation will be provided with the two existing entrances to the property from Pleasant Street. The southeastern most entrance will remain essentially as it current

exists, and will serve the parking lot to the southeast, and the parking to be located under Building 3.

The entrance to the property from Pleasant Street closer to the railroad tracks and the river will also be retained. However, the driveway will be shifted to the north, closer to the tracks. A portion of the drive will extend through the buildings along the tracks. There will be an emergency gate through the serpentine wall to allow vehicles to continue through to Courier. This will also allow the Fire Department to reach the apartment buildings directly from Town Farm Road.

Proposed Site Plan



Courier will retain the buildings to the right with the cross-hatching. Building 9 is the one extending furthest to the left (west). The river exits from under the mill buildings, and wraps around Building 9. The river park area is shown with trees and landscaping at the end of Building 9 and along both sides of the river in that area.

Parking is shown in the three buildings along the railroad tracks to the north. Building 10 is the one furthest to the right; it will have office uses on the upper floor. The other two buildings along the tracks, Storehouse 4, and the boiler building, will have apartments on one, and two upper floors, respectively.

Parking areas will be constructed within two of the mill complex buildings, as shown with parking spaces outlined. Three stories of apartments will be upstairs in each instance.

Parking is also shown on the two lots across Pleasant Street. Note that the paving at the intersection of Pleasant and Bradford Street has been substantially reduced, and the intersection designed to be a more normal size and shape than its current configuration.

The area between the railroad tracks and the administration building includes the dam, the river, the sluiceway and pond that formerly provided water power to the mill, and some open area. This portion of the site will be cleaned up and landscaped.

The wastewater treatment plan is expected to be located in the southeast parking lot. Leaching fields are anticipated to be placed in all or some of that lot, the lot facing Oak Street, and the two lots across Pleasant Street.

