

Lee Revitalization Designs by the 4 studio teams. See notes.

PROPOSAL 1: "MAKE MANY LITTLE CHANGES"

TOTAL BIG IDEA: "REVITALIZATION THAT STRENGTHENS LEE'S TRADITIONAL LOCAL (& NON-TOURIST) WORKING MILLTOWN' CHARACTER, BY CREATING MANY SMALLER-SCALE CHANGES WHERE THEY COUNT MOST".

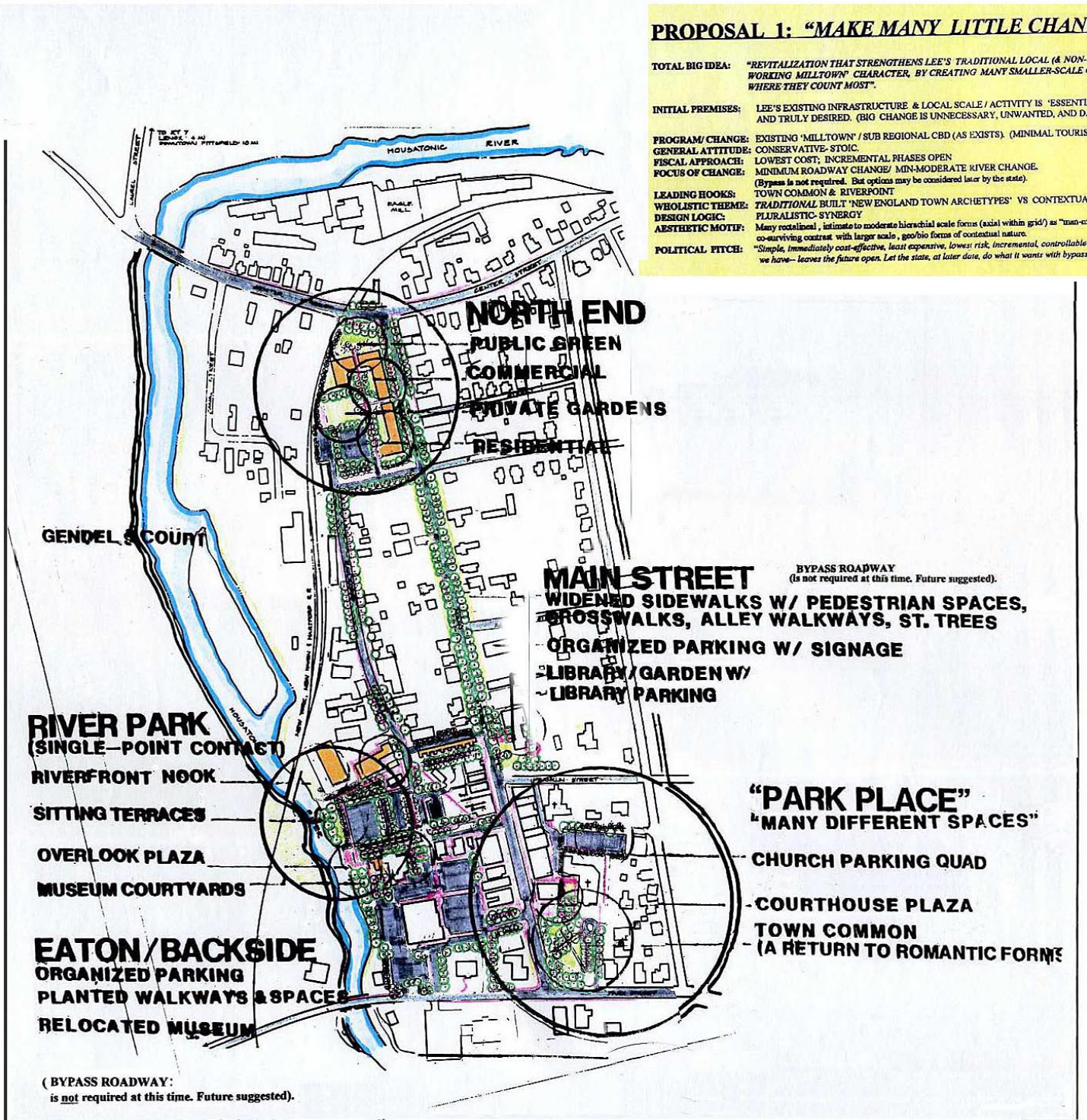
INITIAL PREMISES: LEE'S EXISTING INFRASTRUCTURE & LOCAL SCALE / ACTIVITY IS 'ESSENTIALLY' GOOD, AND TRULY DESIRED. (BIG CHANGE IS UNNECESSARY, UNWANTED, AND DANGEROUS).

PROGRAM/ CHANGE: EXISTING 'MILLTOWN' / SUB REGIONAL CBD (AS EXISTS). (MINIMAL TOURISM).
GENERAL ATTITUDE: CONSERVATIVE- STOIC.

FISCAL APPROACH: LOWEST COST; INCREMENTAL PHASES OPEN
FOCUS OF CHANGE: MINIMUM ROADWAY CHANGE/ MIN-MODERATE RIVER CHANGE.
(Bypass is not required. But options may be considered later by the state).

LEADING HOOKS: TOWN COMMON & RIVERPOINT
WHOLISTIC THEME: TRADITIONAL BUILT 'NEW ENGLAND TOWN ARCHETYPES' VS CONTEXTUAL 'NATURE'
DESIGN LOGIC: PLURALISTIC- SYNERGY

AESTHETIC MOTIF: Many traditional, initiated to moderate hierarchical scale focus (axial within grid) as "man-made/ built- in co-surviving contrast with larger scale, geo/bio focus of contextual nature."
POLITICAL FITCH: "Simple, immediately cost-effective, least expensive, lowest risk, incremental, controllable- protects what we have- leaves the future open. Let the state, at later date, do what it wants with bypass."



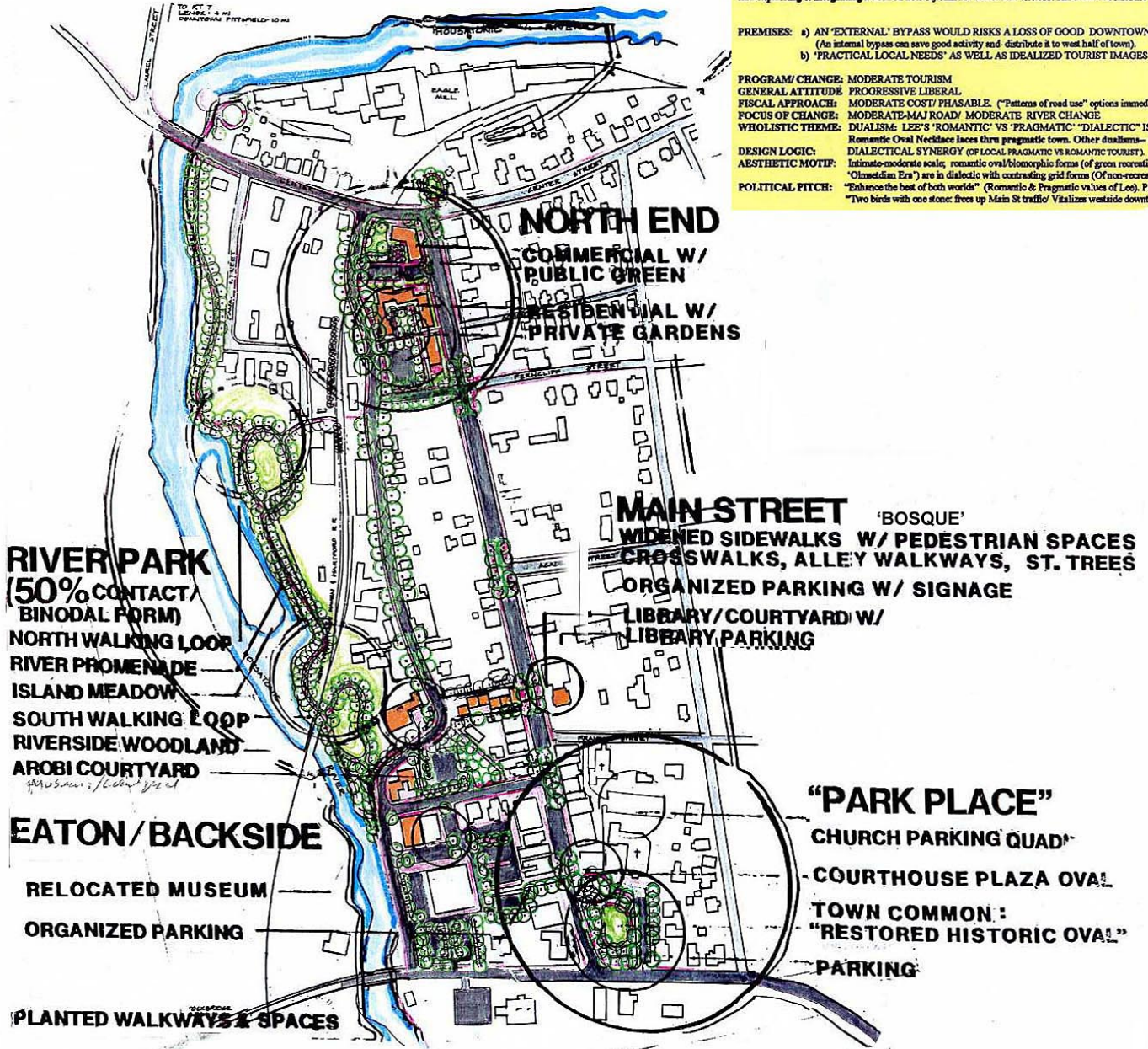
PROPOSAL 2: "DIVIDE AND UNITE"

TOTAL BIG IDEA: REVITALIZATION THROUGH BALANCED 'INTERNAL' TRAFFIC DIVISION:
 (ONE WAY MAIN STREET / EXTENDED RAILROAD STREET SYSTEM)
 ("Redesign RR & Main Streets for one way traffic—thus solving Pedestrian/vehicle conflicts, while also expanding & integrating a desired activity-mix for locals and visitors: full balanced landuse").

PREMISES: a) AN 'EXTERNAL' BYPASS WOULD RISKS A LOSS OF GOOD DOWNTOWN ACTIVITY.
 (An internal bypass can save good activity and distribute it to west half of town).
 b) 'PRACTICAL LOCAL NEEDS' AS WELL AS IDEALIZED TOURIST IMAGES ARE CRUCIAL.

PROGRAM CHANGE: MODERATE TOURISM
GENERAL ATTITUDE: PROGRESSIVE LIBERAL
FISCAL APPROACH: MODERATE COST/ PHASABLE. ("Patterns of road use" options immediately experimental).
FOCUS OF CHANGE: MODERATE-MAJ ROAD/ MODERATE RIVER CHANGE
WHOLISTIC THEME: DUALISM: LEE'S 'ROMANTIC' VS 'PRAGMATIC' "DIALECTIC" IS ENHANCED.
 Romantic Oval Necklaces lace thru pragmatic town. Other dualisms— divide/unite— follow.

DESIGN LOGIC: DIALECTICAL SYNERGY (OF LOCAL PRAGMATIC VS ROMANTIC TOURIST)
AESTHETIC MOTIF: Intimate-modernist scale, romantic oval/biomorphic forms (of green recreational space, recalling 'Olsonian Era') are in dialectic with contrasting grid forms (Of non-recreational hard space)
POLITICAL FITCH: "Enhance the best of both worlds" (Romantic & Pragmatic values of Lee). Plus "Two birds with one stone: frees up Main St traffic/ Vitalizes westside downtown"



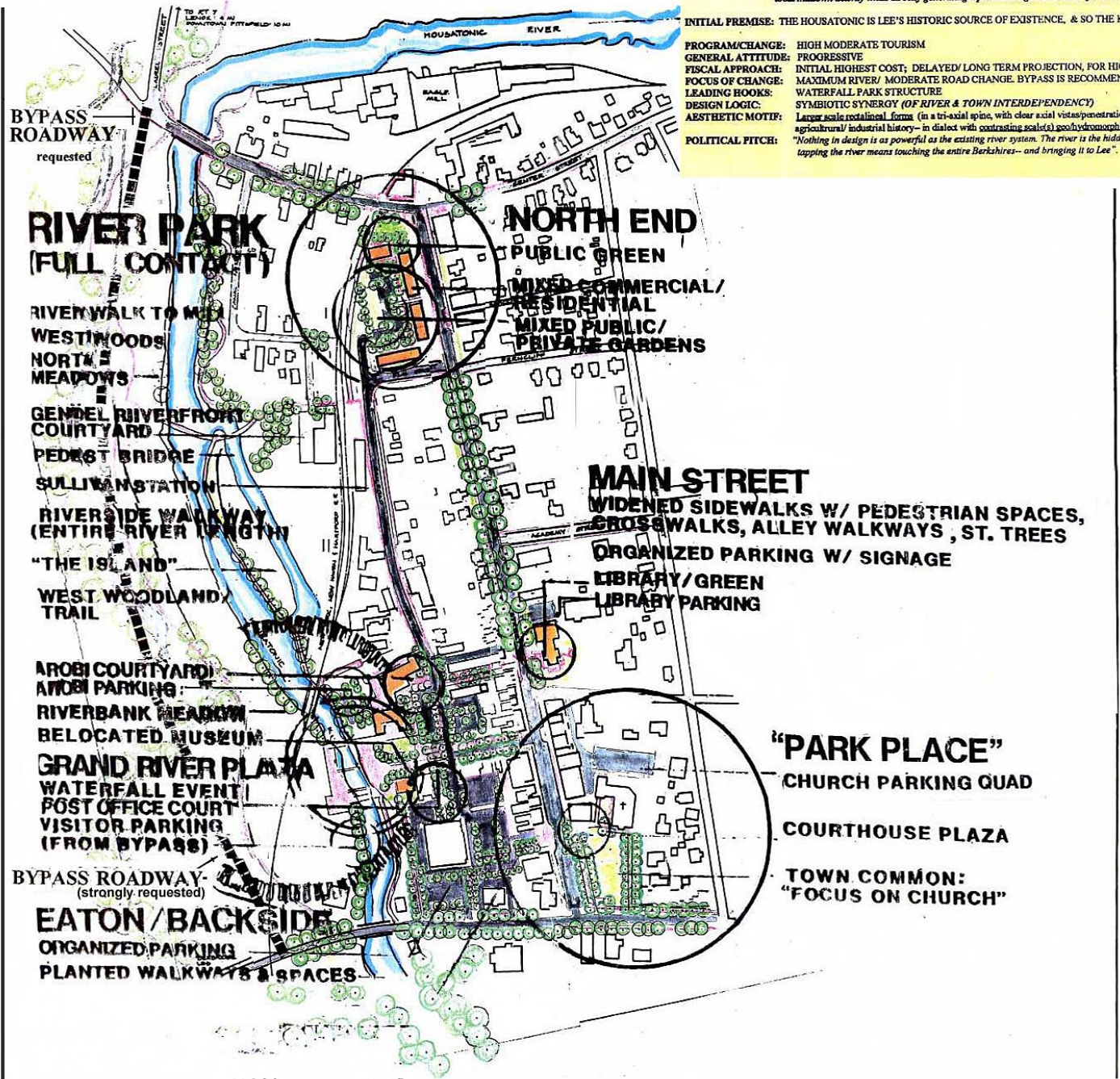
External Bypass Roadway is not required because RR St is used as internal bypass.
 However a future option of external bypass remains co valid

PROPOSAL: 3 "RETURN TO THE RIVER"

TOTAL BIG IDEA: REVITALIZATION THROUGH THE THEME OF "RIVER/TOWN" INTERACTION".
 CREATE A FULL BERKSHIRE ORIENTED WATERFALL PARK to simultaneously rejuvenate local milltown activity while directly generating a permanent genuine cause for lucrative tourism.

INITIAL PREMISE: THE HOUSATONIC IS LEE'S HISTORIC SOURCE OF EXISTENCE, & SO THE KEY TO FUTURE.

PROGRAM/CHANGE: HIGH MODERATE TOURISM
GENERAL ATTITUDE: PROGRESSIVE
FISCAL APPROACH: INITIAL HIGHEST COST; DELAYED/ LONG TERM PROJECTION, FOR HIGHEST YIELD
FOCUS OF CHANGE: MAXIMUM RIVER/ MODERATE ROAD CHANGE. BYPASS IS RECOMMENDED-REQUIRED.
LEADING HOOKS: WATERFALL PARK STRUCTURE
DESIGN LOGIC: SYMBIOTIC SYNERGY (OF RIVER & TOWN INTERDEPENDENCY)
AESTHETIC MOTIF: Larger scale rectilinear forms (in a tri-axial spine, with clear axial vistas/penetrations) signify built town agricultural/ industrial history-- in dialect with contrasting scale(s) geo/hydromorphic form river system.
POLITICAL FITCH: "Nothing in design is as powerful as the existing river system. The river is the hidden treasure to rediscover. Tapping the river means touching the entire Berkshires-- and bringing it to Lee".



PROPOSAL 4: "MAKE ONLY GRAND PLANS"

TOTAL BIG IDEA: REVITALIZATION THROUGH GREAT "ALL-PEDESTRIAN" EVENTFUL SPACE. Completely eliminate vehicles from south Main Street, to create a pedestrian-only town center—Lee Parkplace—that elevates Lee's total image, sending a far-reaching "Berkshire" reputation, to stimulate a legendary draw of all type visitors.

PREMISES: LEE NEEDS A VERY BIG IDEA FOR THE NEXT CENTURY; TOURISM AS THE OBVIOUS KEY

PROGRAM CHANGE: MAXIMUM TOURISM (as Stockbridge & Lenox)
FOCUS OF CHANGE: MAXIMUM ROAD CHANGE/ MODERATE RIVER CHANGE: FOR FULL TOURISM
GENERAL ATTITUDE: RADICAL
FISCAL APPROACH: MOST EXPENSIVE COST; POTENTIAL (DELAYED) HIGHEST LONG TERM YIELD
WHOLISTIC THEME: "PROGRESSIVE NEW" JUXTAPOSED WITH LEE'S "HISTORIC OLD"
DESIGN LOGIC: JUXTAPOSITIONAL SYNERGISTIC
AESTHETIC MOTIF: Bold scale simple arc-tangent form / pinwheel spine of backspace/great tree allee—(signify 'progressive new') tourism program— in juxtaposition to the ("historic old") smaller, introverted rectilinear grid/ fragmented complex town space, and the diverse geobiomorphic Berkshire context.
POLITICAL FITCH: "Make no small plans—for only big ideas matter. A tremendous tourism market is there for the taking— do not fight it— reap it. Its all or nothing— go for broke!"

