

\* Proposed 'PARKPLACE' NODE AREA— (general description, fits all 4 proposals):

**A) ENHANCE "PARK PLACE"**  
**LEE'S HISTORIC TOWN CENTER AND SOUTH GATEWAY :**  
**SPATIALLY UNIFIED / PEDESTRIAN ORIENTED**

In each of the four proposals, the entire oval park area— previously fractured by dangerous traffic, cluttered with excessive parking, and devoid of pedestrian space & potential activity— is transformed into a beautiful, safe, and efficient, unified TOWNCENTER and GATEWAY named "PARK PLACE". The previous asphalt sprawl and residual oval has been replaced with an enlarged town common with green space, and pedestrian walkways & thematic court spaces— all relating to the different buildings and adjacent downtown areas, visually and functionally. South Main Street has been sharply defined (and in scheme 4 has a been eliminated) for facilitating traffic without conflict, and accessible parking has been relocated (to the east perimeter of the green, and also north behind the church, and/or directed into a new Eaton bulk parking area). Vehicles are therefore accomodated within the area as necessary, and directed off-street otherwise— so to return (or share) oval park to the pedestrian, for local people or those visiting from afar— as was a hundred years ago. The original quad (defined by the fine existing buildings) is wholly seen and spatially felt again. Moreover, the forgotten distant landforms and (therefore a sense of all the Berkshires) visually and spatially return to feel as part of oval park as well. (A bandstand and revised bustop are important options designated for all proposals, but not shown at this stage). The dual role of Park Place as primary gateway and town center— with both roles integrated— is crucial for town revitalization. As gateway, it welcomes townspeople and attracts visitors, in marking a boundry to strengthen and celebrate the town. As a strong towncenter, while strategically accomodating while diverting the automobile, provides a beautiful and functional pedestrian setting that awakens and connects or protects civic, commercial, and new recreational life— reciprocating human needs in relation to the other downtown areas— to strengthen Lee as a whole. The seasonal changes in great trees— stark winter branches, spring buds, summer thick canopy, and autumnal glory)— upon the blanket of green, snuggled by architecture and wrapped in tapestry of pavement— is here to be loved by all. (\* Note: the four schemes vary greatly in the theme, size, and forms of hard/soft space). Itemized descriptions of these elements shared by the four schemes are as follows:

1). PEDESTRIAN SPACES: TOWN COMMON, WALKWAYS, THEMATIC COURTYARDS

All proposals include a full green common with integrative walkways and a pedestrian system of thematic courtyard space. These elements are synergistically diverse (eg hard vs soft, green vs paved, different size, different textured material, shade vs sun, inward vs outward orientaion, degree of enclosure and publicness)-- a rich plurality; in whole they make a network of space harmonized in being pedestrian-virtuous and historically valid. They occur in logical desirable locations for gathering, walking, or resting, viewing in differnt modes, relating to all buildings, and linking outward by sidewalks to Main Street and Eaton Area. In all, theses spaces enhance Park Place's historical spirit as an upscale commercial/ civic /church/ and recreational place, in complement to the adjacent different working areas of town. All proposals have these elements:

a) Green Town Common: The dominant space of proposed Park Place is the new enlarged town common— bringing upscale beauty, symbol, and function in the location that once served the town so well. It is Lee's most significant, most public, visible, useful, and formal green open space. Perhaps the greatest amenity a town could have, it is a truly great gift to the residents for whatever use they wish, any time of the year, and the grandest welcome to seasonal visitors. (The green image in photograph would resonate as far as the town would like for tourist value). Along with the river and northend common, it makes wonderful open space ribbon system that conceptually bridges the manmade town to natural region. Park Place can provide formal or informal, active or passive recreation— walking, strolling, workers or shoppers relaxing, lovers meeting, artists painting, friends hearing concerts, children playing, tourists photographing, church events (ie weddings), 'celebration', festivals, theater. This green— a front yard to buildings and doorstep to the world— will always bring happy glances from throughout town that are true to old Lee. Nothing is more rightly inherited for here than a town common: rooted in the memory of the "initial clearing" and the New England traditions of the Village Green, it is at once an image of humble civility, stoic pride, festivity, greeting, democratic government, nature-ness, holyness, commerce, goodness, prosperity, amiability, stability, exercise, health and the psychological/social comfort of a protective warm blanket: so, on one hand there is Rockwellian ideality re-fulfilled, on the other, is a pragmatic space to serve daily life in a good town. In sight and in mind, it takes such a powerful visual/spatial/behavioral symbolic object as this green, to make a unified setting for diversity of beautiful exiting architecture and use on all all sides— it allows the complexity of people, vehicles, buildings and other spaces to transcend into a single Park Place. ((This common consists of: open and bosqued grass areas, space defined by great trees, with inner walkways, seating options, select historic sculpture and seasonal planting beds— all set within the impeccable space of the existing architectural "quad" and bounded immediately by the thematic courtyards and sidewalks. Although confined in size by the existing quad of buildings, the green's percentage of cover so dominates the area within, to endow it with an aesthetic and behavioral sense of being "expansive". And paradoxically, because of its size limitation, every square inch being so valueable, it looms psychologically even larger for working iconically. And compared to the abutting street corridor, and the moderate size of all downtown, it is a relatively generous node. Strikingly appropriate at first glance, the green common hopes to become deeply familiar— with endless accommodating of local and regional town activity (including nostalgic rituals of easy upkeep) while relating to the vegetational and atmospheric changes of the seasons. This green is the nicest place for dew to form, for snow to fall, for leaves to scatter (and be raked in autumnal celebration), flowers to rise, shadows of tree and spire to stretch. The surface is a "free"— allowing to people to move, lie, sit spontaneously at will)). The green will become saturated with meaningful memories, and entrench deeper value in Lee forever.

b) Main Walkways: In all proposals, both sides of southern Main Street has widened walkways (Scheme 4 replaces the entire roadway with walking surface). This provides spatial connection along the stores of lower Main Street, and leads to/from all Main Street to all downtown. Within Park place, it also completes a continuous walkway that surrounds the entire common— linking Main Street, Center Street, the new east parking lot, and connecting to church and courthouse courtyards— for infinitely uninterrupted walking separate from but accessible by vehicles, and outlining a distinct visual edge. (The common also contains additional 'inner walkways', as describe above). In all, walks fulfill an array of fine desirelines about the quad that include patterns of circularity, crossing n-s/e-w, or diagonally, thus drawing people inward to and outward from Park Place— as the very heart of downtown.

c) Thematic Courtyard Spaces: All proposals, in complement to the soft green common, have (smaller, "harder") courtyard spaces, connected by the ribbon of walks; these provide a complementary series of different sub-places (of different theme per proposal) creating variety of spatial sensations, activity-provision, views, orientations, microclimates, degree of enclosure, and sense of public vs privateness. These courts link the buildings to the common (like a hinge) reflecting their wall proportions, and extending building activities. Their existence anchors the existence of the architecture—the man made—to the region... in history.

(1) Courthouse Town-Plaza: Located against the south side of the courthouse, abutting Main Street, facing the entire common, it is Lee's most proximate and main urban pedestrian paved space (in complement to the soft common or more private church courtspace)—for gathering, resting, waiting for the bus, exhibiting, rallying, performing, outdoor eating (with options of food service), working outdoors, extending busy functions—to accommodate a wide range of civic, commercial, recreational activity for residents and visitors. (It is structurally built to last forever as the spatial/visual/walking bond between the common and all of Main Street and downtown. It orients to the courthouse architecture and directs functions to/from the common, aligns with the church forecourt and with the Morgan House and Price Chopper entry toward the river, and links Main Street's sidewalk to Park Place as a whole). As an urban space, it can flexibly accommodate high pedestrian volume anytime of the year, as well as stand effectively in symbolic solitude. It provides the largest sunpocket in town, for different opportunities for comfort: against the hot building wall with a breeze or shade under trees; spring and fall will shelter cold winds as well. (From here on can witness the very best of foliage in warmth. A sculpture shall be commissioned for here. It is not only the most durable public commercial/civically adaptable hard space in all of Lee, but potentially as significant as any in the Berkshire region.

(ii) Church Forecourt is the formal church entrance-courtyard for facilitating all church activities and gatherings, to support special events, provide for sitting, conversing, viewing the surroundings in a more peaceful, enclosed way; it can accommodate tourist visits, with a photography/history perch. A sundial shall be placed here. Vehicular dropoff/turnaround and service access is provided here in schemes 1-3. It connects westwardly to the enclave space and eastwardly to walkways that feed to the north parking lot. It is the town's most elegant and prominent space: Architecturally, the forecourt extends the functional, spatial, and material qualities of the beautiful Congregational Church (particularly as viewed from park street by arriving vehicles) so to integrate it with the common and link to adjacent walkways and the courthouse plaza. (It is not as extroverted, "urban", civic or commercial-supportive in spirit as the courthouse plaza. Set back from vehicles and busy commercial activity makes it most of the time a quieter space—but as well can hold outpourings of weddings, meetings, or the to embrace a funeral. ((Note: One must observe the interior shadow painting of the interior of the church to appreciate why an exterior forecourt would be so appropriate to the spirit of place here)). Viewed from Park street, this space reads as a beautiful platform—a podium—for the church itself, where the common becomes (full or empty) symbolic audience. Viewed from inside the church, it reads as the church itself extends like an outreaching hand.

(iii) Church Inner Garden: Located in the architectural enclave between the church and courthouse, is a secondary (green) church-entrance and intimate garden space for more private sitting, contemplation, private church activity, and presents channelled refugeal views toward the common and distant landscape and upward to the sky. It is the quietest, most enclosed (3/4), structural, & private part of Oval Park. It includes a paved walkway, groundcover/grass, seating, sculpture and flowers (viewable from vehicles). Smaller, more intimate (perhaps in a sublime way) than the other courtyards, it feels spatially powerful in being large and identically shaped as the main interior of the church; the space in plan has a deepness of proportion northward that has incredible spatial force—especially where it junctures with the trapezoidal alley. Here space pleasingly thrusts to and from the enclave: eastwardly to the Morgan House and the felt but unseen river; and northward to the directly aligned Franklin Parish, which therefore share's affinity with this inner garden. The enclave provides alternative access from the common to the courthouse, Main Street, and across to Eaton Street; and between the common and the residential hill or to the north church parking. The existing building walls create a comfortable outdoor enclosure, providing shade and gentle breezes in the summer, and a wind sheltered sunpocket in the middle of winter— for the most extended seasonal use in downtown. (A winter canopy or glass enclosure is a future option). For the church, it recalls the cloistered spaces that are metaphoric of purer existence. It also welcomes the public to have private moment, perhaps participate in the planning and viewing of flowers. It is important private refuge as part of rituals— contemplation, intimate ceremony, solitude. This enclave gives magnificent views, always framed, in ways not experienced elsewhere in town. The space is truly three-dimensional— a spatial column: upward one's vision reaches toward the light that showers down with religious force (except where cut by shadow)— a force that give and takes from the common — tying the Berkshires to the heavens.

2) ROADWAY: Within Park Place (in schemes 1-3), Main Street roadway is made more distinctly aligned, and the excessive roadway width previously used for street parking is now eliminated at the intersection, crossings, and bustop to reduce traffic-flow conflict, and minimize disruption to the pedestrian and visual quality of Park Place: for safe smooth vehicular passage to or thru town. (In scheme 4, southern Main street is completely removed from the oval area). In all schemes, Park Place and/or Main street allows drivers to experience the view of Park Place, are more enticed to visit, and directed by clear signage to various types of parking (see below). The west-of-river truck bypass option would eliminate additional thru-traffic and trucks .

3) **PARKING** All schemes have relocated parking away from central common area of Park Place, to various new perimeter parking areas: the east of common parking strip, the north of church parking courtyard, some select parallel parking along Main Street, and bulkly redirected to the Eaton area. This not only allows the creation of larger pedestrian areas of visual quality at Park Place, but makes parking easier and even increases parking capacity in less space than previously, through good organization. (The strategy is twofold: to direct as much of the general and commercial parking into the Eaton area, but ALSO provide ample, immediately connected parking meant specifically for the church, common, courthouse. This addresses the multiplicity of short and long term vistors, workers, residents destined to different buildings or general areas of Park Place, for a diversity of commercial, civic, religious and recreational activity). Signage and policy will regulate distribution with degrees of flexibility appropriate to different times of year. On occasion, the east and north lots could also be used as pedestrian event-space instead of parking. Specifically described these parking areas are:

a) **Eastside Parking Lot:** New parking is provided at the east side of the common, accessable directly from Park Street and indirectly from Franklin street without disrupting pedestrian activity, or obstructing visual quality. Providing 45 spaces for church or town-common activites, it links to a dropoff and turnaround for church convenience or limousine ceremony (eg wedding departure "through the common"). Parking is screened from the abutting residences and is slightly sunken to subordinate it to the presence of the common, courthouse, and church. Trees in the common help visually absorb these autos while providing summer shade on asphalt.

b) **Congregational Church 'North Parking-Court':** In all schemes, a semi-private "parking-court" is created behind the church, providing 36 + additional parking space for church personel and guests and (during midweek) for local and courthouse employees. (Not for general and commercial parking). Driving access occurs conveniently either behind church from Main Street to Franklin street or indirectly from Park street— without disrupting pedestrian activity or views to/from oval park. Designed with strong rectalinear geometry, it is experienced not as the typical negative space parking lot, but a as a "north courtyard" parking quad appropriate to additionally celebrating the architectural value of the churchon its very evident north side. This area provides vehicles with an important sense of church arrival and can occasionally be closed to vehicles and used as an auxillary or supportive place for events. Walkways, handicap access,, service access and storage area for both church and commonis provided; An evergreen buffer edge provides screening for abutting residences and enhances the sense of spatioal enclosure. Spot lighting illuminates lot for safety; Uplighting on church provides an inspriational sublime aesthetic seen from as far away as mid main street. Location for benches and open planting beds are provided in pattern that enforces the form of quad. Walks connect to c to all church entries , ot to adjacent sidewalk aor common.

c) **South Main Street Parallel Parking:** In schmes 1-3 Main Street parallel parking South main street parallel parking has been reduced in Park Place to allow wider sidewalks, but does occur away from pedestrian crossings, bus stop, and intersections where a conflict is minimal. Other parking areas are accessable instead. (No roadway or roadway parking at all in scheme 4. Is diverted to bypass). This parking useful for limited spontaneous and quick turnover parking for adjacent buildings or the park.

d) **Eaton Bulk Parking** and other support-- (in all schemes) with policy and signage will relocate the bulk general and commercial parking away from Park Place. The other in town off-street parking, andbetter organbzition of all main street will reduce backup as well. The regional bypass solves the truck problem most dramatically. o

(( ( SUMMARY OF PROPOSED 'PARK PLACE' (Supplementary description for oral presentation at town meeting):

"As an historic 'town center', Park Place is aesthetically, behaviorally, & symbolically elevated as the heart of downtown, oriented to pedestrians but accomodating to vehicles, for both local and regional signifigance. The original quad of historically important church, courthouse and special structures (eg Morgan house) are clearly revealed in an authentic pedestrian setting of New England green, great trees, brick and stone— to forever enhance the quality of town life and encourage visitors. It expresses itself as Lee's most attractive, centrally active, public and upscale place: a distinct focal "node" around which townspeople can proudly work, shop, dine, worship, hold town fairs, outdoor recreation, stroll, meet on day to day basis, play— without the interference of traffic. And a place that invites and fulfills visitors who wish to partake in Lee's resources and activites. In sum, both the "everyday real and basic needs" of townspeople (even in poorer economic times), as well as the "fancies of leisure and tourism" (which can improve Lee's economy) are the two realities that oval park in all schemes address in varied extent. With time, 'Park Place'— and therefore Lee itself— will become increasingly valueable as an activity-integrated, harmonius place of genuine character, to accomodate the local, regional, or tourist populations (in combinations that varies per scheme).

Park Place also serves a second role, that of a 'gateway'— due to its fortunate location at Park ad Main Streets. (If it weren't so located, some lesser type gateway would have to be contrived— such as a sculptured gate; but to arrive at the town center is the strongest appropriate gateway possible). As a gateway it declares the downtown's conceptual boundries and calls attention to Lee as a whole, as a special place rich in physical attributes (natural ad manmade) and an ongoing diversity of human activities. It provides a transition ("connection yet distinction") from the larger Berkshire context to downtown Lee itself. This is important for enhancing a sense of spatial identity of Lee for townspeople and regular regional shoppers, diners, and park visitors who from time to time enjoy a quick trip to Lee. \* But the most signifigant role as gateway, in terms of revitalization, is as a strategy for attracting tourist visitors, who, would otherwise not stop and visit Lee, nor even recognize it as a place. The gateway is what taps into the flow of traffic between Albany and Boston that already passes thru Lee without stopping. As gateway (north approaching vehicles) the experiential scenario for touring visitors is especially signifigant: They generally approach from the Mass Turnpike, then thru the winding mix of rural/new strip development of larger Lee (Burger king, hotel,etc) 1 mile before downtown is evident. But then, the sudden first glimpse and lasting impression of Park place— town green, architecture, stone and people— the decision to stop (as previously intended or not), signage to parking. Lasting memory and subsequent return. (Schemes 1-3 enters at Main Street, and then directed by signed leftward into Eaton parking. Scheme 4 instead enjoys a prolonged entry experience by passing ovalpark, continuing westward along West Park street, entering the bypass west of the river, then crossing the river eastward into the eaton parking area, where walkways await. Thru-traffic instead continues on the bypass w/o disrupting downtown). South-approaching vehicles, on the other hand, (if not using a bypass) first enter the town through the Northend secondary gateway hilltop, travel southward on Main Street, enjoy the gentle descent and distant views of Park Place— the steeple, then hints of the green— and subsequently experience the view Park Place in full as a luring climactic punctuation of Main Street, and are invited to stop. (They can turn right into the Eaton parking area before entering Park Place; and later experience Park Place a gate of departure). All travelers, due to making round trips, moving all about the Berkshire area, may experinece these effects at many different times. Each scenario of arrival and departure is a strong encounter and culminating image-enforcement of Downtown Lee as place of positive character— as a home for some, a regional resource for all Berkshire people, and potential destiny for tourists."

\* Proposed MAIN STREET AREA— (general description, fits all 4 proposals):

## B) RECLAIM MAIN STREET LEE'S HISTORIC TOWN CORRIDOR: AUTO/PEDESTRIAN HARMONY

### (\*C) A REMINDER ABOUT THE "BYPASS" IN RELATION TO MAIN STREET TRAFFIC:

As shown previously in this proposal, dealing with traffic— diverting undesirable volume but tapping into potential patrons— is a key problem/solution to Lee revitalization. This issue is most relevant on Main Street where traffic had most taken over and will inevitably be attracted. \* Therefore, the west of river BYPASS is the first recommendation to supplement all four proposed schemes (mandatory for scheme 4) to remove as much undesirable truck and thru-traffic from Main Street as possible (while encouraging and accommodating patronizing visitors in various degree per scheme). Yet, even with the bypass, there will always be considerable thru-town traffic on Main Street adding to normal internally-oriented traffic. For example, those who simply desire to cut through town, some with no or only a tentative desire to stop, some spontaneously stopping or some encouraged to visit, or some preplanned to stop. And without the bypass there will be much more traffic for Main Street's design to handle. So in either case Main Street's own traffic control is vital:

### C) RECLAIM MAIN STREET AS LEE'S HISTORIC CORRIDOR WITH AUTO/PEDESTRIAN HARMONY: FOR "MOVEMENT" (WALKING/DRIVING) AND AS A "PLACE OF BALANCED MIXED ACTIVITY" (WITH COMMERCIAL/RESIDENTIAL/CIVIC/RECREATIONAL DIVERSITY)

In each of the four proposals, the entire Main Street corridor area— previously dominated by dangerous automobile traffic at the expense of desirable pedestrian space— has been redesigned so BOTH the vehicular and pedestrian movement-systems can efficiently function, and contribute to a safe, comfortable, attractive and encouraging environment for the positive "Main Street mix" of activity that presently struggles to exist. Thus Main Street Area is reclaimed as an important open space for providing SIMULTANEOUS DUAL ROLE for revitalization: it is an effective "passage" for the movement-worlds of vehicle or pedestrians, connecting the Northend to Park Place or beyond town, as well as distributes to the east/west lateral streets; and it is a "place" of diverse commercial/residential/civic/limited recreational activities in traditional balance. The unique sequential experience and needs of the vehicular occupants and different pedestrians are treated as equally important, as well as the individual building's interior activities and their relation to the outside environment. \* Specifically, all schemes include: the roadway is redefined with intermittent removal of roadside parking apron to create extra pedestrian space: new improved sidewalks, crosswalks and new pedestrian expanses with amenities; great tree arcade and pocket definition; (Selectively reduce regulated on-street parking remains, with access to additional off-street parking); There is the addition of a new building in the theater parcel; improvements to the library. ((\* The difference in the specific schemes is their overall rhythmic pattern of pedestrian vs parking areas within the whole corridor length. Also, Scheme 2 has a one-way option with Railroad Street; Scheme 4's southern end of Main street is pedestrian-only and requires the bypass. See individual descriptions)).

(SUPPLEMENTARY DESCRIPTION: These improvements make Main Street viable as a transportation and activity place where all "moving" and "being" can occur freely: Both "there" and "here" orientations-- and these are more than esoteric semantic notions— are experienced fully, harmoniously, as is intrinsically and economically valuable. Driving, walking and the building's activities are facilitated in small or large volumes, for townspeople, visitors or inevitable "passer-thrus". Regarding the "whole" of Lee, Main Street interrelates with the overall pattern of town space and uses. It is a connection and gradient of density and uses between the north and south nodes; and is a dividing space between the quiet residential hill to the east, and busy, supportive Eaton/Backside/RR mixed activities and bulk parking to the west; and it is a busy urban corridor reciprocated by the soft, leisurly, green, all-pedestrian river corridor). A more detailed look at Main Street proposals' elements are as follows:

1) **MAIN ROADWAY:** In all proposals, Main Street is Lee's most important roadway, with improved design to accommodate a full range of different cycles of traffic by townspeople, regional and extra-regional people. This includes the movements of "thru-traffic" (with or without the bypass) and "internal-focused traffic" to different town areas or Main Street itself. ((All schemes use Main Street for two-way north/south traffic travel, with access to the east/west side streets from either direction. Scheme #2 options Main Street for one-way use with Railroad Street; scheme #4 is two-way, except it eliminates the southern end and requires a bypass. See individual descriptions)). The east Hill sidestreets remain alternating one-way between Main Street and High Street, for more private residential and local town use. Despite the importance of Main street's pedestrian environment, the driver on Main Street is also well accommodated: the roadway retains its generous driving width (but eliminates selective widths of parking) for driving efficiency, easy passage room for left turn waiting, pullover for on-street parking maneuvering or drop-offs. Snow plowing/storage is accommodated by the road's width that allows narrowing on winter days. The redesign for convenient driving/parking, safe walking, has a beauty that replaces previous chaos (of car vs drivers, and with the removal of some of Center Streets unsightly wire and signage). It allows the existing virtues of Lee's character to shine through: On approach from the Northend, where landform looms in eastern view, drivers experience the climactic height of Northend/Main Street intersection, then take a gentle double descent, with opportunity to turn right (w no crossing traffic) on to Elm or Eaton Street so to then park off-street westside. (Other places for parking off-Main Street lie eastside: the Franklin Street parking lot behind church, the rear of library, and on the residential street. Approaching from the southend, there is a beautiful converse landform/turning sequence. All these make important experiences for vehicles-- and encourage visiting-- revealing pleasing character of the town's natural and manmade orders. (Note: Traffic light and stop sign options at intersections are pending further study: at Main/Park Streets, Main /Center Streets, and the Eaton & Chopper Ways).

2) **RETURN OF THE STREET TREE ARCADE:** In all proposals, Great-tree plantings evenly line both street sides along the sidewalks (eg 20' oc), to create a street tree "arcade" over the central roadway. This also results, for pedestrians especially, additional flanking side arcades between the other existing and new secondary yard trees and existing buildings. All trees then make three spaces within the Main Street Corridor area; plus with residential yards in mid Main Street make 5 spaces-- horizontal spatial division as well as sense of vertical layers. These are important for spatial and material experience and different use-delineation. These play both a unifying and diversifying role, add a temporal meter sensed on wheels and foot, separate pedestrians from vehicles laterally, and rid glare and heat for driving and walking and into buildings. They are reminiscent of the elm-lined arcades and great canopies of turn-of-the-century yesterday, while renewing the manmade town's enhanced order with strong geometry. As nature they hark to the Berkshire region. While a distinct axis-- a dynamic "event" in itself-- these trees knit together with all trees of and outside of town in different ways-- with the south end Parkplace, with the northend, hill and RR area sidestreets, and the river's own corridor tree pattern. Time will factor in daily, seasonal and yearly phenomenal changes. Growing trees translate to a growing investment. There are options for grates and iron casings are not detailed here. ((The different proposals vary in their overall pattern in accordance with their different nodes. Scheme #4 has a very special pedestrian-only multiple great-tree allee filling all of south Main Street)).



**3) MAIN STREET PARKING:** In all proposals, Main Street parking results from the combination of onstreet and off-street strategy, with regulating policy between fast and slower local and visitor turnover types. (Meter options are pending further study).

a) Firstly, all schemes do provide important regulated ON-STREET (parking throughout portions of the Main Street length, intermittently omitted for pedestrian areas. (Mostly used is parallel parking, with option for some angle parking pending in some schemes). This parking can be regulated variously per different segment of Main Street: southern Main Street, is for high demand fast turnover commercial use parking, (more generously available quiet hours or days or bad weather (which often coincide)), as is economically encouraging. (Longer turnover parkers, such as employees, Park Place users, Eaton shoppers and general visitors should not use this space on busy days— but go off-street). Middle Main Street, least accessible to off-street parking, is a lower demand area, to be used for low density residential visits or the library, and can easily absorb longer term on street parking spillover from the busier ends of Main street when necessary. The North third of end of Main Street is for moderate demanded use for those stores, resident visitors, mill visitor surplus, for Joe's Diner, quick commercial stop, or for longer term for workers of mid/north Main Street and northend.

b) Second, all schemes strongly encourage Main Street traffic to use accessible OFF-STREET parking areas as the prime parking strategy to remove excess Main Street congestion. (Double loaded perpendicular parking is typically used in these offstreet lots, for space efficiency and an open-directionality of circulation). From Main Street, these areas are conveniently accessed from Main Street in both directions as well as from other streets. The Eaton/Backside bulk parking area, is reached via Eaton, RR, Park Street in all schemes, or also from Chopper Street (schemes 1 and 2)— it is the most accomodating and centralized parking not only for general town visits and the Eaton Area itself, but for the entire southern and middle Main Street areas and all employees. (Exiting can be regulated away from Main Street as desired). Additional subordinate off-street parking lots are in Park Place (common and church parking and church courtyard parking) and the north end complex parking Joe's— these free up Main Street commercial fast turnover parking. The intersections of Residential side streets are available for controlled spillover of Main Street parking in unusual circumstances (beside being used for the sidestreets' own activity— ie the homes, Franklin Church, Oil Co, and the old Academy School stone building)— but this should be very controlled to protect the Residential Hill's privacy.

c) Service/ Parking is provided for all buildings (for deliveries, drop off/pick up, emergency vehicles)— either accessed from Main Street front at specified times (because of adequate width and pedestrian nodes), but preferably regulated to the rear of buildings especially during busy times. Dumpster locations are at the rear of buildings. (The Eaton/Backside/RR area provides access to buildings on the west; On the east, the courthouse retains its service alley (dumpster removed or hidden), and the new church parking lot and connector to Franklin Street gives access to the Main Street east backdoors as well).

#### 4) MAIN STREET PEDESTRIAN SIDEWALKS, PAVED NODE SPACES, CROSSWALKS, ALLEY-WAYS, AND GREEN FRONTAGE/YARDSPACE

In all proposals, Main Street is given full sidewalks, nodal pedestrian paved areas, and attached crosswalks. All of these are important for walking about Main Street buildings, carrying on the business and leisure of downtown, connecting town areas on foot (or from parking) with minimal vehicular interruption, and for an overall sense of pedestrian atmosphere. The selection of particular surface materials for walks and hard spaces are pending budget studies— and can include (in order of desirability and cost): brick, stone (as found in buildings & the quarries), concrete, and/or asphalt. Walls/curbs/steps/ramps/iron or stone bollards are included but not shown detailed in proposals). In complement to these hard walking surfaces, Main Street is also given an enhanced green frontage and other yard space, which provides important unified corridor character and additional leisure uses. Great trees define and link all hard and soft spaces, with existing older stands and new secondary yard trees, articulating layers of horizontal and vertical space; they will also improve microclimate: rid glare, provide for shade the hot sun, and (when older) mitigate precipitation and wind. They will increasingly be recognized as seasonally changing aesthetic "events" linking to the region. (The basic difference between the four proposals is the overall pattern of pedestrian space vs parking space. These two elements are to be understood as a wholistic configuration that spans the scale of the whole Main street corridor; they both can be understood as positive forms in their own right (in a field/ground and a priority-use sense), depending on the point of views of a pedestrian or of a driver)).

a) Sidewalks: are included in all proposals. They are new and wide (with dimensions that vary per proposal), running along both sides of Main Street the whole corridor length, except where side streets intersect and crosswalks continue. (This extra width for sidewalk space is created by replacing the old angle parking with parallel or no parking). The sidewalks connect all the nodes at important Main Street buildings and intersections, and then connect with all of the town's pedestrian system. These provide continuous pleasant walking north to south (from Parkplace to the Northend, and all the places between), as well as facilitating crossing east to west, and provide ample space for encouraging Main Street activities or resting at all logical gathering locations— lacing together all hard and soft spaces. They allow people to collect safely from cars by just stepping up a new curb/ or steps to (well drained) sidewalks. The scale is such that people can indeed use these walks for transversing the town, with always a building or space along the way to satisfy refuge from weather, to engage in the business and pleasures of downtown. For visitors driving down Main Street, every inch of flanking walkway invites them to stop. It is particularly important that senior citizens will find new joy in safe town exercise-walking in such an unbroken stretch of distance.

b) Paved pedestrian nodes (hard expanses)— occur at important buildings and all intersections (attached to sidewalks, alleys, crosswalks in all directions). (These are created by the selective removal of Main Street parking, which adds considerable total pedestrian space beyond the sidewalk width, with bollards, trees, and sitting). They also guide and buffer the parking of cars. They adorn Main Street with cbd-appropriate places of 'being'— that mirror the facades in architectural scale and importance, and enhance the town's grid-order in complement to other town walks & nodes and ribbon of

green open space, and the contextual rurality of Berkshire wilderness. They make syncopated spatiality of walking within the corridor; this corridor pattern is in complement to rectangular overall pattern of walks and nodes in the Eaton area. (And, all of this coexists reciprocally with the Main Street vehicular domain). The pedestrian nodes and sidewalk spine make visual, spatial, physical, and behavioral continuity— filling Main Street with a sense of regained defensibility, civility and human scale. They make positive visual/spatial forms— experienced as rhythmic sequence: people engage in a fine choreography. ((This sequence of pedestrian nodes (by selective elimination of the parking apron) vs the remaining parallel parking is to be understood as a simple whole memorable pattern that spans the Main Street length. The four schemes differ in their pedestrian pattern, as being either "incremental", "alternating, "triple", or "dichotomized"— see individual descriptions)).

(i) Pedestrian nodes at buildings: occur along south Main Street's busy commercial stores and the courthouse west space, along the sidewalk and/or door front of the library and the new Theatre Street Building (which crosswalks connect), and in the Northend. These spaces attract and facilitate uses with those buildings, allowing them to extend activities outside (eg vending), reciprocating them as places of entry, mingling, resting, with overall nice atmosphere of subplaces (each store) in several distinct areas throughout Main Street. (As commercial expanses these (lineal) nodes complement the municipal (square) courts of the courthouse, postoffice, museum and arabi; and the recreational spaces of the river, and the mixed use Morgan House Courtyard described previously). Awnings are add-options to protect from precipitation and sun. Nodes create syncopated walking with the sidewalks. The library also has new courtyard at the side and/or rear entry to extend library activities, such as reading, exhibits, discussions, gatherings, resting, contemplating, lunch breaks. ((Note: The library courtyard is to have a very special aesthetic not detailed in proposals as of this writing: to be warm and intimate in a private sense, yet welcoming to the public; artistic, elevating to the soul in a psychological and cultural sense, yet feeling vernacular-- relevant to Historic Lee in particular, but also generically to the Berkshires (eg of Rockwellian life, Berkshire landscape)— to appeal mostly to townspeople and to more studious local and far visitors, in an unpretentious yet distinct way. Sculpture may be commissioned by local artists or reclaimed from Lee's past see old photo enclosed. (See also the special museum courtyard for a more public and extroverted variation of this court for visitors)).

(ii) Pedestrian nodes at intersections— ie widened pavement— occur at each of the side street/Main Street junctions. These allow people to consolidate, meet, wait, cross the side streets or to cross Main Street (with reduced crossing distances) at those desirable locations. (ie At Franklin St, Academy St, Ferncliff School St, the Eaton Street, Chopper Street, Theater Street, Elm street). These are formed by totally eliminating parking at these corner locations, which also makes driving/turning safer with clear radius and curbs. Nodes strengthen the intersection as important termini to sidewalks of east/west side streets, that draw activity between e/w halves of town. In total, they contribute to the pedestrianization of the long corridor, giving it an e/w and n/s cohesion befitting desirelines, for convenient, attractive, functional walking and stopping.

c) Crosswalks: in all proposals, occur multi-way at each street intersection node, at key building nodes and with some alley-walkways. This connects them for continuous safe movement, crossing in any direction, point to point or area to area. These are also pattern-makers with aesthetic value (modulating the street surface with human scale and strong haptic order, expressing a knitting of the pedestrian nodes and walks, and buildings and areas of the town (connecting n/s the Northend to Parkplace and all the buildings between; and allow e/w crossing conveniently at each sidesteet where people likely conjugate-- these drawing to/from the River/Eaton area, the sides of Main Street, and Parkplace and residences.

d) Alley walkway space: It is proposed by all that the existing alleys between the buildings on south Main Street are paved to create efficient and pleasing passages of function and beauty. Lighting, gateway/arch themes and variation details are pending. (See description of this under "Eaton/Backside Area").

e) Main Street Green-Frontage: In all proposals lineal green frontyard space (with new and upgraded portions) is proposed continuously on both sides of all Main Street except at the south commercial block and the northend commercial block where buildings encroach sidewalks. In conjunction with the new alee great trees, this green in places this green is open, or fully or partially enclosed by new secondary trees, bosque, or with existing trees. This makes a diversity of spaces within the overall corridor area, varying per different site and structure along the way. In that juxtaposition of green vs paved and building strips, it makes a beautiful soft, seasonally changing landscape. It endows a domestic and civic presence in complement to the surrounding commercial/vehicular character, which people can interpret in numerously pleasing ways: sometimes as a "green corridor to nest the hard road and walks", or sometimes sensed as "two sibling lineal ribbons", or other times read as a "planal area implying landform continiuity of the town whole-- ie the strips are corners of a regional square". It speaks an affinity with the greater Berkshires (eg as revealed regional vegetation, agricultural rows, or as topographic-lines), while enforcing the grid order of the historic town. This green frontyardage links the new north and south town commons, and the river into a unified necklace of green open space-- it carries the 'natural' theme through the 'structured milltown'-- with visual, spatial, symbolic, and leisure activity--uses enatiled. (Also, it longitudinally echoes and intermediates the street and river corridor forms; and it creates a sense of latitudinal fingers of green and air, that knit e-w the residential hill to the river and beyond in a single crossection). Most signifigant is the library's proud and heartwarming green frontyard, and n & s sideyards, and backyard-- (the latter wrapping around to contine along Franklin Street). It is beautiful and usable for library activity or for public leisure or (eg w flowers and exhibits along) with the new library courtyard(s). Also special are the extra yards in front of and between the victorean residences that contribute to the overall green strip a sense of spatial heirarchy, with light/shade, public/private patterns.

## C) **STRENGTHEN THE NORTH END** **SECONDARY TOWN CENTER AND NORTH GATEWAY :**

In each of the four proposals, the entire Northend (ie the Center Street/ Main Street intersection area)— previously weakly developed in spatial form, lacking in pedestrian space, trees and potential structures— and encroached by a dangerous wide turn of roadway— has been improved to function as a whole, as an important downtown NEIGHBORHOOD NODE and SECONDARY GATEWAY. (The proposals strengthen the Northend's existing character, as a local-oriented, quieter, more private, smaller scale node in complement to the more public, larger, more upscale Park Place area). The Northend will also handle visitor walking or parking there, but at a lesser scale than elsewhere in town). This new Northend includes: the development of the north vacant parcels into a combination of a "public green (north common)" and a new "building complex" (ie residential and/or commercial building(s) with offstreet parking, as varies per proposal); realignment of the roadway intersection for efficient smooth stopping, turning, and driving; on-street parallel parking provided for convenient moderate-paced turnover, (but selectively eliminated to create pedestrian space); safe comfortable pedestrian walkways, spaces, crosswalks an bus stop integrate the area functionally and visually as a town node. (This importantly makes the intersection function, interact with activities, and feel as a circular nodal space— as a LOCAL ORIENTED commercial/working residential/ leisure center, that terminates Main street, acts as a focus and draw for the north half of town, above the river, a climax for movement— synergistically balancing the southend). The views and spatial feeling here are higher up, more sublime, less euclidean, more complex (sometimes fractured in very interesting ways) and proximal. ((\* The individual schemes vary in how they organize (ie group together or separate) these variables: buildings vs green space, public vs private uses)). Itemized description of these elements shared by the four proposals are as follows:

1) \* PEDESTRIAN SPACES: THE NORTH GREEN, WALKWAYS, HARD SPACES: In all proposals, these pedestrian spaces make the Northend a comfortable, safe place for daily neighborhood movement and local oriented activity— for the busy work, or neighborhood shopping, eating, living, (along with various parking and driving-through). The Northend also becomes a good 'pedestrian terminus' to Main Street sidewalks and the river pathways— the kind of pedestrian place that is reciprocal to the busier Eaton area and the more public, larger scale and more upscale pedestrian activities that the southend provides. Visitor walking can be secondarily accommodated— to a smaller degree as varies per scheme— encouraging people to park and walk from the other end of town. The sense of space, types of outdoor activity, and variety of scenic views here (ranging from "general and open", to "specific and peculiarly focused", and "up, down, an around") is enjoyable in itself and in contrast to other walking-places of town (that it connects to as a whole pedestrian-space town system. Moreover, the differences between the numerous places within the Northend itself— the diversity of pedestrian's experience and views from the north green common, vs the Mill-side vs Joe's sidewalk, are especially interesting in their contrasting relationships.

a) North Town Common (ie secondary village-green): All of the proposals provide a public green terrace space(s) at the important corner of Main and Center Street— here it is said are the town's best views and air, a secret *genus loci* awaiting discovery. A site largely ignored now brought to formal existence. ((The schemes vary in the size and configuration of this green common, entailed hard subspaces, and walks)). This green is beautiful to behold from inside and outside the Northend area— it provides small scale leisure and recreation for nearby residents (and some degree of visitors), for employees on breaks or after work, commercial & company affairs, as another place for children to play, for parents to rest, for elderly to exercise, for outdoor eating (extending the services of Joe's & KFC or for an intimate picnic), sunset cocktail for Northend friends.

The green strengthens both of the Northend's dual roles— ie as a secondary neighborhood-towncenter and gateway: it provides a strong focal space and symbolic archetype for buildings to unify around— especially powerful as a 'sign' for visitors, that mirrors the larger green common of the south end. (ie The green commons at each of the ends of Main Street conceptually combine in their similar urban language of depicting a place of "greeting" and of "historically rooted community-living"— they are a symmetrical set of termini that enforce each others presence). The high elevation, acropolitic landform of the Northend, presents the downtown's most dynamic (dialectical) spatial forces and most compelling landscape views: especially the south/westward prospect-refugal views toward the moving river below, and of people coming and going about the intersection and whole Main Street corridor and hills above. One can experience this north common in both its drama and subtlety all year (including during night where feature lighting reveals the landscape in various ways). The changing Berkshire landscape, and the ever-fluctuating atmosphere, temperature, wind, precipitation, light, and air— and the apparant rising and falling of the sky (varying from a shallow ceiling to a high dome)— can all be enjoyed from here while one is feeling snuggled in the embrace of the formal green space, perched high in downtown Lee. It will bring to people a special orientation, a dramatic connection to downtown Lee and its natural Berkshire context— it is satuated with both generic and site-unique properties that make it a valuable pedestrian place previously unknown. Great trees provide spatial enclosure and articulation, and microclimate comfort— linking to Main Street's profound tree-alley, the river plantings, and the general wooded periphery of downtown.

b) Widened walkways, paved expanses, and crosswalks are proposed to surround the entire perimeter of the Northend intersection— allowing easy, safe walking or crossing in all directions, connecting Joe's, the commercial stores, the Mill, the new building complex and the north town common; and these link to new Main Street walks, and new upper and lower Center street side walks on both sides, to the river and regional paths— so to complete Lee's whole pedestrian system. This pattern of sidewalks and widened expanses effectively inscribes a circle within the intersection thus providing continuous walkability and a visual statement of imageable, acessable, positive shape... that celebrates the Northend as a functioning community node. Planting of great trees enforces that space, and screens hot sun especially against facades) and encourages circularity of pedestrian and buildings'-activity inter-relations. (Street parking has been selectively eliminated to create widened pedestrian space both sides of all streets at intersection, with crosswalks (narrowed roadwidth)); drop-off accomodation is provided.

2) NEW BUILDING COMPLEX (Commercial retail & office, and/or residential; with its own inner landscape spaces and walkways): is included in all proposals (in some combination) for the vacant parcels of westside Main Street at the Center Street intersection. (It is proposed in synergistic conjunction with the new green common and off-street parking). This building will be important and beneficial for all: It will provide extra service to the downtown, especially to people of the Northend. It will be profitable for its owner and desirable for tenants; it will be co-stimulating with the other existing neighborhood uses— the small stores, eating, Mill, residences and places of work all around— and bring extra town revenue. (It may stimulate other new construction as well, nic). The proposed building therefore takes full advantage of existing human activity there, and the opportunity to satisfy those different peoples needs, and reaps the physical qualities about the prominent site— it is a magnet that adds cohesion all around. This is a quieter location than the whole south half of town, but highly visible, equally accessible to pedestrians (elderly and handicap provisions; bus stop; outdoor space) and

vehicles (with ample on-street and new off-street parking). The building is meant to feel and function as intrgral with the entire Northend node—perhaps (from the building's own persepective) as if the northend's walks and green "grow out of it", or conversely, "grasp it", cling to it while it engages the river valley, and commands the hill as a new landmark. The qualites of the site are now enjoyed and articulated by, in dialectic interplay with the building. The building (3-story ht min) will build upon and exaggerate the acropoltyptic essence of the site, presenting moving views in all directions, to the new common and the river in the foreground, and distant hills of the region layered into the deep Berkshire region. (It will feel sublime as "on the river" and "beautifully among forested terrain" when the latter view is taken). This as well as the museum buildings, may result from competitions-- perhaps a "signature buildings" in good taste have been suggested for marketing value. (Proposed buildings are shown only as schematic). ((Note: There is potential for additional buildings in other vacant areas, or by demolition, that is not included in this phase of proposing)).

3) REALIGNED ROADWAY The Center Street/Main Street intersection roadway in all proposals is given an improved alignment with new curbs, (ramps and curb-cuts for parking (see below)), and upgraded roadway surface, with accurate intersection radius-points for safe driving and smooth turns, (narrowed at the necks of intersection for pedestrian crossing). This also enhances the important gateway affect: Drivers approaching from the north enjoy a smooth strong climactic ascent as they focus on distant rising iconic landform looming beyond the Mill, beyond east Main Street-- then they can pause to take an easy safe turn, and a pleasing descent toward downtown. Or, from approaching from the other direction-- the south-- one ascends to the climatic Northend height, and stops (pedestrian crossing) and turns left for a steady drop down, to and over the river turning to northward. Options of traffic light and/or stop sign are pending further study. The revised parking and improved utility lines and signage on lower Center Street, and reduced glare (by trees) will contribute to safer, better controlled driving.

4) PARKING STRATEGY: for the Northend in all four proposals entails the combination of on and new off-street parking, with pending policy to keep slow turnover parking away from the busy intersection. (The parking demand will always be much lighter than in southend, but will increase nonetheless with revitalization, especially with the new complex, the north common, and river activities at hand-- to be accomodated here):

a) ON STREET parellel parking is selectively provided on Main and Center Streets for fast turnover parking, drop off Joes, the street stores, quick Mill visits. (Some street parking has been eliminated at intersction to create pedestrian space, described above).

b) New private and public OFF-SITE parking is created in the parcel north of Elm Street (or add-otions to extend south of Elm street, nic)-- accessed from Elm via Main and Railroad Streets. This parking is both for specific destiny of for the new building building complex (ie commercial or residential) and common, or for general long term parking for the northend (eg employees, friend of residents, longer shoppers, visitors)-- these three uses are segregated or unified, as varies per proposal)).

c) Other OFF-STREET parking is added or upgraded at Joe's side area, the KFC lot, the grocery store, or (not designated) within the Mill property. Also not designated, but a future option, is parking at Canal/Center Street parcel area for supplementary river or other uses (nic).

\* Proposed EATON/BACKSIDE/RR AREA— (general description, fits all 4 proposals)

## D) ORGANIZE THE "EATON / BACKSIDE" VALUABLE URBAN SPACE: EFFICIENT USE PARKING, PEDESTRIAN AREAS & ADDED BUILDINGS

Each of the four proposals creatively organizes and strengthens the entire "Eaton/ Backside/Chopper Area" as a single urban place of unified character for providing two distinct roles for revitalization: 1) for efficient BULK TOWN PARKING to accomodate local users and increased visitors, while removing parking congestion from the lower and mid Main street area. (It makes possible the quiet green common and pedestrian courtyards of Park Place, and the wide walks of Main Street) and 2) as an intensified supplementary MIXED ACTIVITY PLACE for extending the basic CBD activity consistant with lower Main Street (ie local & regional-commercial, municipal/ some residential/ general pedestrian activity). (Also, bulk Eaton parking area can be selectively closed to vehicles for special events carnival, fair, sales, craft and art shows, ice sculpture etc). \* Previously an area undefined "left over" character— wasteful residual space of unsightly broken pavement, random parking, anarchic driving, uncomfortable walking, poor views— it has been a backside in the worst sense. In the proposal, it thus makes "double use" of valuable space by simultaneously absorbing town wide parking and becoming an attractive, safe, vibrant, positive place in itself for growing mixed activity. In this, it will generate business and social activity for the town as a whole, synergistically contributing to Lee revitalization.

(((\* SUPPLEMENTARY DESCRIPTION: All of the proposals (but in very different ways) result from a direct and straightforward harnessing of existing and potential circulation and activity forces-- a clear translation of pedestrian and vehicular desirelines-- into a simple composition of planted pedestrian walkways and spaces, and large areas for driving and parking that is efficient and pleasing; this, plus new and improved structures provide increased commercial (regional shopping especially) and other cbd activity. The entire Eaton/Backside area thus becomes a well organized, viable, economy-generating place, with pleasing aesthetic attributes of 'hard' formal strength, coherence, a sense of being genuine, purposeful, positive and permanent. The proposed "urban character" and everyday commercial spirit of this area is an important complement to Park Place's soft green floor, recreational luxury and upscale-architectural attributes. (The parking lot appears as a darker colored, vehicular "stone-hard common" in contrast to the green common of park Place-- along with walkways, and courtyards, the lot's architectural floor organizes vehicular and pedestrian needs without conflict for long/short-term workers, shoppers, residents and arriving visitors, in great and small numbers all year). This and Park Place are therefore wonderful variations on the same size rectalinear-form theme. Over the years the Eaton/Backside/RR area will grow increasingly and identifiable as a vital civic/commercial place, relating to (and linking) Park Place and the recreational river, while always absorbing parking and freeing up traffic on lower Main Street. Nite-lighting, drainage, snow storing/plowing are especially important and provided for too))).

\* (The four proposals differ greatly in their specific pattern of the walkways, nodes, the subdivision of parking, and particular placement new buildings). Itemized descriptions of these elements, shared by all proposals, are as follows:



## 1. PEDESTRIAN SPACES: THEMATIC COURTS, WALKWAYS, PROMENADES

For the Eaton/Chopper/Backside/rr area, all proposals include: Continuous well-formed pedestrian space— a diversity of walkways connecting thematic courtyards and buildings— to surround and integrate with the parking area. These provide for comfortable access, resting and small gatherings at logical locations throughout the whole Eaton/Backside/ Chopper/Railroad Street area and connects sequential movement from driving/drop-off or service/ parking, to walking to buildings or river and their outdoor spaces, or to other town areas. As the pedestrian receptor of the major town parking-lots, this system will year-round attract and distribute people from vehicles safely and conveniently to/from different destinations within & outside the area. It is a system to "knit" the Eaton/Backside/Chopper/RR areas into a unified vehicular/pedestrian riverside "PLACE" (replacing the previous "residual void")-- while linking to the larger town pedestrian system of Main Street, Oval Park, the new Lee Riverpark, the Residential Hill and the Northend. Great-trees are much used, in conjunction with architecture, to define pedestrian walks and spaces-- for spatial, visual, and climatic benefit-- in strong formal pattern that relates the manmade town to the biomorphic river and greater natural context. Some nodal spaces are immediately defined by enclosures, others are sub-nodes defined within a larger node. Walks vary from single and double allees, to those open within larger nodes. Pedestrian scale lighting (in complement to the general parking-lot lighting), benches of proper landscape scale, sculpture, drinking and optional eating facilities are also proposed, but not detailed in this study.

((\* Special Note: It is hoped, for a deeper orientating experience, that each time a person walks this proposed system one gets a reinforced good sense of: the east-west movement as connecting the "built town and rising sun to the River, sunset, and predominant winds"; and that the north/south movement "is felt in harmony with the forces of Main Street and the river, that aim north first toward Pittsfield's economic and electric power, then toward the wilder sublime mountaneous upper New England-- or southward-- toward Stockbridge, Lenox and Great Barrington, the flatter rural land, eventual suburbia, Hartford, other cities and the Atlantic Ocean; also, winter vs summer temperments are associated with this north and south line". The new Eaton/Backside area courtyards (along with the riverpark walks and spaces), are stopping places for 'being' (expressive of both urban and natural landscape archtypes (eg fields and forest) of the greater region and megalopolis upon this polarized chain. While this proposed path/node symbolism applies to the town as a whole design (pedestrian spatial movement, vehicular and building systems)-- it is newly relevant to the Eaton-Backside because it is downtown's largest area, totally redesigned, and it abutts the natural river while viewing to/from the remaining built town, and hills near and far)).

a) "Thematic Courtyards": (Nodal spaces) of municipal character occur at the Arobi Community Center (south and/or other sides of that building), the Lee Museum (north or eastside), and Post Office (westside). Some schemes also include (with or without vehicles) a Morgan Courtyard (southside, at the Chopper entrance) for Restaurant/Inn use-extension, shared with general public use-- for eating, or leisure, art display, and occasional vending. (These are aligned to connect with the courthouse and library courtyards, to be part of the municipal "walking quadrangle"). They lend special prominence to those buildings where people are bound to walk, rest, meet, conjugate and express daily pedestrian socialization-- or engage the visitor. As a civic infill, these spaces bring the virtues of

pedestrian "home town life" of universal value (long lost to the automobile) in a way that yet satisfies the increasing important demands of the automobile access in the downtown. These courtyards will provide a diversity of space in complement to the open lots they surround: each has a different microclimate to choose, according to Lee's hour or season of weather. (Sunpocket exposure with canopy shelter options) are entailed at Morgan and the Arubi Building court, while part-day sun or building-shade are entailed in the others). They also vary from another in their degree and type of spatial enclosures, their different connections and expansions of their respective building's activities and architecture, and different outward orientations; each also presents a different view and feel (and truth) of the river. Proposed awnings, trellas or other structural extensions have not been detailed in this study but are important features to make spaces desirable year-round in this relatively very open, unprotected area. ((Note: See parking lot description as itself a courtyard space)).

b) "Backside Pedestrian Way": Expansive walkways (lineal nodes; immediate commercial connection) occur continuously at the Backside of buildings of eastside south Main Street. These provide accessible moving and resting space (full sunpockets in afternoon, interesting shade pierced by alley and roof-lined light in morning) along the westside of Southern Main Street's commercial and upstairs-office structures, to alleys between the buildings to Main Street. While it links the Backside together and to adjacent areas of Main Street, it also directly connects together the Eaton Street and Chopper Promenades (into a promenade loop, if chosen in sequence); and it gives a sense of relating the buildings outward to the river on that once desolate side. It gives the Backside an identity as a special (more detached) riverside CBD subplace (viewing from a distance the west upper banks clearly) within the larger Eaton/Chopper/Railroad Street area. The Backside walk gives those diverse structures a unified pedestrian platform to anchor to, and proudly "stand upon", letting Main Street's own east sidewalk wrap (or expand) around this whole block and surround all sides with an attractive safe surface that lets the idiosyncracies of this place coherently and safely unfold. It is also accessible for drop off/ pick up, and provides service accommodations at select hours. ((\* Note: This walk is considered one of the most important elements of the proposals-- to perform the difficult task of unifying the previously obscured and avoided lower Main Street eastside of structures, to breathe life and draw activity between the west and east halves of town in both overall and increment ways. There will be a welcomed Stockbridge-like (or in scheme 4, a Fanauel Hall-like) sense of free mingling here, allowing people anytime to enjoy intimate comfortable walks all about those different stores and dwellings, or to retreat within special climatic nooks and explore between buildings, or to circulate around the alleys to Main Street. Over time, this will saturate the place with a mix of commercial, residential and social meanings needed for solid revitalization-- as one can overview the River and Eaton places over one shoulder and look toward Park Place common over the other. It is significant that this n/s Backside axis parallels those of the Park Place Green sidewalks (and repeats the distance of the green common that separates its sidewalks), and continues that rhythm to the riverpath-- thus making a harmonious foursome of n/s walks for reminiscent downtown experiences and subtle sense of kinship among these town areas. The backside strip is double-invigorated as a strong pedestrian medium strip, between the energies of both the river and Main Street-- as it bridges the two)).

c) East-West Walkways: provide vital connection between the E/W halves of town. They connect (the east) Park Place/ Main Street/ Residential Hill with the (the west) Eaton/Backside/Chopper and River areas for general walking. They are particularly important for making the new off-street bulk parking of the Eaton/Chopper/Backside/ RR Area accessible to the south Main Street/ Park Place area— and provide safe efficient visible, cohesive flow between these much demanded but previously fractured areas. ((In the town-whole scheme they each in very different ways connect the "built hilltown to the lower river, and petically juxtapose the sunrise to sunset, and the leeward to the windward; and they symbolically connect the east/west that reflects the national sense of geologic/vegatative/ history population settlement")). These proposed walks have a relatively strong scale, to stretch across the once vacant and fractured area, to satisfy the walking and perceptual-ordering needs in the area. These specifically include:

(1) The Eaton Street Promenade-- major e/w connector between all lower/mid/upper Main Street area, through the Eaton area, to the new Lee Riverpark. It is also important for walking from the Eaton parking area to the library and Franklin Street Church, and walkers from the hill to the Eaton Area stores, Post Office and River. It is a most dramatic view corridor in both directions-- punctuated by moments of changing light and pronounced outdoor activity that is always luring and granting. (All schemes make Eaton Street both pedestrian and vehicle).

(2) The Price Chopper/ Morgan Promenade (e/w connector)-- links directly from the Park Place Courthouse, Common and lower Main Street, to the Chopper building (and indirectly to the river). It is the most important pedestrian connection for parkers destined to walk to the most southern part of downtown or to/from from Park Street. (Some schemes make this street pedestrian-only).

(3) The Alley Walkways-- (e/w): several paved alleys, plus the upgraded Morgan alley, with interesting differences in character, provide important new access between & about the lower Main Street buildings, to/from the Eaton- Backside area. These feed directly to the various nodes and sidewalk expanses of the Backside Buildings and eastside Main Street— surrounding them with an intriguing "Rockwellian" accessibility. There is option here for new side doorways for some structures. Special alley lighting provides extra effect as well as safety. Other alleys exist 'n/s' between the Eaton Street commercial buildings. These revived alleys make walkers see and feel spatial and movement texture between the exploding open spaces of town— intimate sequential experiential change, with an unmodern sense of mystery and compelling complexity, they stretch life (and experiential-time and commercial-related activity)-- a back & forth, practical yet recreational weaving of pedestrians in complement to the promenades. Looking east or west, the alleys are luring vista-ports, window corridors, view-framers, light/shadow kalediscopes. Climate is more comfortable during extremes of summer or winter in these alleys for momentary pleasure.

(4) The Theater Street Walking-Way-- important new walkways directly connect between the Lee Library and Arobi Community Center, and midway with the new building to replace the demolished theater. The Residential Hill with this links directly to extend a feeling of neighborhood to the river and vice versa. Dramatic grade change differentiates it from the other Lee promenades. ((\* A circular walking route would entail the combined use of the Eaton, Chopper, or Theater Street promenades. Wonderfully complex weaving walk would entail use of the alleys. (ie for experiential-time extension)). (All schemes make this pedestrian-only).

d) The Price Chopper perimeter walkway— is proposed on all sides, except for the loading dock area. This allows drop-off and baggage pick up, taxi waiting, and resting. It stimulates shopping and social activity, and also catches and facilitates a potential flow people walking n/s (from Park Street to Railroad Street) and E-W to from the river.

e) The Park Street to Price Chopper Walkway: occurs from midpoint West Park Street, perpendicular through the parking lot area, north to join to the Chopper perimeter walkway along the east facade. This connects northward to (f).

f) The Price Chopper to Eaton Street Walkway: occurs perpendicular northward from the Chopper Building, to eastside of the post office, crossing the Eaton promenade, to enjoin the river, or to continue to the Arobi Court and RR Street area.

g) The Railroad Street Sidewalks: are proposed on both sides of improved Railroad Street, for longitudinal connection n/s of town or crossing the street laterally e/w. Entailed is important connection between the Eaton area, Arobi Center and Sullivans Station (eg visitors, or senior citizens having a Sullivan dinner; and the various residences or workers can quietly walk daily across town, or visitors can explore and become leisurely lost upon. This walk terminates with a northward view of the Canal Street quad, and an eastward upward turn to the sidewalks both sides of Elm/ to Main Street. For some, this is one of the most interesting walks in town-- quiet, meandering, a subtle curve adding mystery to movement, grade change with upward and downward vistas (to Main Street and the river). The library via theater Street also enjoys its Railroad Street intersection as a variation of the Elm Street/ RR intersection-theme.

**\* SOUTH/NORTH COMBINED WALKWAY OPTIONS FROM PARK ST TO CENTER ST:**

Walking can occur by using the Backside walks; OR the walks south and north of the Chopper Building— these then cross Eaton Street to continue along Railroad Street sidewalks to the northend (and vice versa). Or, these could instead incorporate the Riverpark Pathway OR Main Street's sidewalks in combination or individually— from Park Street to Center Street. (\* Any of these s/n routes parallel Main Street, to connect the south and north ends of town (as alternate routes or as part of a memorable circular route); they also parallel the river to relate to its activities and physical and aesthetic forces). ((See description of the symbolic local and regional meanings experienced in n/s movement)). All of these walks respect the function of the Eaton/Backside as reciprocating the roles of the other five town areas described in each scheme's overall town concept. (eg Connecting the Northends neighborhood mill workers or residents to walk the Eaton Street's Postoffice, necessity stores, or river. Or allowing the Arobi's senior citizens to walk to Joes for lunch. Allowing visitors parked at Eaton to explore the riverside. Regular Price Chopper shoppers could be enticed more often to try other stores or recreation. Or allowing regional hikers to stop in downtown while passing through).

## 2. NEW EATON/BACKSIDE/RAILROAD STREET AREA BUILDINGS

All proposals include several new buildings with civic, commercial, or residential uses, consistent with the southern half of downtown, for stronger quality CBD mixed-uses in this previously wasted area. For these, this location is prime: in terms of construction suitability, profound views, and proximity to the flanking river park on the west, all of Main Street/ Park Place on the east, and the existing important structures (eg the Post Office, Chopper, small stores, apartments) within the Eaton/Backside/RR area itself. It is especially valuable here for the buildings, because of new pedestrian space, and the town's most immediate access to parking (from either Park Street, Elm/RR Street, and in some schemes from the Chopper entry and/or the bypass). These new buildings will contribute to, and in turn enjoy, positive multi-vitality of this area of downtown in the next decades-- (in fact will inspire other desirable development throughout Lee that is not proposed in this phase of our study). Buildings are located to enforce and protect the integrity of open space, in a way accessible by auto or foot. There are options for height of buildings and architectural style-- to either be similar or subordinate to the existing downtown historic architecture, or to make bold new statements and innovative combinations of traditional and novel uses.

\* The museum and arobi, with the re-celebrated Post Office strengthens the area with a civic presence (amidst the otherwise dominant commercial activity) and dignifies itself by affinity with Riverpark.

a) Lee Museum Building: is newly proposed at north or south side of the end of Eaton Street, overlooking the river, and terminating the Eaton Street Promenade as viewed from Main Street. (The museum uses the old Greek-revival building relocated from outer Lee and/or adds to that structure, and entails fine courtyard space). The museum will forever collect and display town artifacts to educate visitors and celebrate for townspeople Lee's natural & physical resources and historical value, in supplement to the town library's and the tourist oriented-current programs. It will facilitate and distribute local and regional programatic information, (which also markets the town), and provides a vending place (or gift shop) for tasteful memorabilia, maps, indigenous merchandise, tickets to any town or regional event. It may be programed with other state museums and Berkshire regional events (eg Stockbridge and Lenox), and help orchestrate the Housatonic River and trail park systems. The location adjacent the Eaton bulk parking area makes it ideal for greeting and orienting arriving visitors. Its proximity to stores, Post Office, the Community Center, walkways, and river-- and to the nearby residences and Park Place-- makes it sure to always integrate with all downtown activity of townspeople and different visitors. Some museum events or exhibits may be extended into the Arobi Center as well.

b) Arobi Community Center Building: the existing Arobi Building is upgraded or added to, to become a full community center for local and invited regional activity, but with special accommodations for Lee's senior citizens and daycare. Also, it provides for special town interests: youth clubs, science, charity functions, AA meetings, church seminars, sport, art activity, food-sale storage, dance, plays, or readings). It draws and terminates the Theater Street walkway as viewed from the library. It enjoys the same wonderful proximity and easy new access to the fine CBD and natural resources

(to/from homes, near shopping, working, or daily town walking activity, parking) for town citizens that the museum does-- but in a quieter part of the Eaton area. And, it has ample adjacent land for a variety of related outside events: gardening, recreation and court space use (for resting, informal sport, meeting friends, picnics, morning coffee, evening wine, nurturing the ill, talking, painting etc-- extending the interior's functions outside). It will always feel "on the river" but be immediate to the wonderful things the busy CBD has to offer. ((ie It will feel... timelessly related to the river and region on the building's west side, while "belonging to" the community, linking to the hill residences to the east and to those in the RR Street Area; it will enjoy a "prospective/refugal" relation to the Eaton Area and south to the stores of Main Street; and exactly east, looks to the good Library. The Arobi Center is a nice little walk away from the new Park Place activity, the Northend common and whole Riverpark-- and therefore in the center of the town's beautiful new green open space necklace. ((It is hoped that that in the eyes of the child or the senior citizen who spends respectively their first and last years of life visiting the Arobi Center: that a walk from there to the new common, river, library or Joe's Diner-- following the generous new pedestrian and traffic system-- makes any thru-traffic and trucks of modern pace seem to dissappear-- as we imagine this will restore a profound beauty to their daily experience not felt here for a hundred years)).

c) Theater Street Building: replacing the demolished theater is a proposed new structure, for either commercial or residential use (as varies per scheme, but no scheme mixes these two uses). The building borders or centers around important walkway(s) connecting the Arobi Center with the Lee Library and vitalizing that once vacuous area. (It is a pole for the northend of south Main Street). From this new building can see, visit and enjoy the new Lee Riverpark, Park Place-Common and immediate bus stop spaces while providing its own status. (If it is residential, it has kinship with the Residential Hill and part of Railroad Street and the Arobi Center. If it is commercial (retail or office), it has kinship with lower Main Street and the Eaton shops and the (regionally oriented) Price Chopper.

d) Additional structures: (river proximate) could be considered throughout the Railroad Street half of town in later phases of proposals, though not detailed in this study: ie between Canal & Main Street, or near Sullivan's Station (four sides) or Grendels, or at Elm Street; other spots riverside (eg are behind Chopper or the west of river at Park or Center Streets). These should take advantage of prime available land, while carefully enforcing the spatial pattern of nodes and corridors shown in the proposals-- and not diminish the quality of open space and views. The next century calls for creative sensitivity in building ideas that are new or instead recall the past: eg Buildings could incorporate courtyards, have pass through/ see through-framed arch-ways, raised corridor vaults, interior river view platforms to overhang the river, again take its energy, or reach above it to see further than previously imagined the old sense of river and milltown and distant hills. ( Eg a restaurant, new mill, extended museum, new elderly, low income or upscale apartments/ condos; or high tech or services unimagined at this writing).

### 3. EATON/BACKSIDE/CHOPPER/RR BULK PARKING:ak

In all proposals, the area between Park Street, Eaton Street & Arobi Bld provides bulk parking for three reasons: for the many commercial, residential and several civic buildings within Eaton/Backside area itself, for the river visitors, AND provides general off-street shopping and tourist town parking to reduce parking and driving congestion in the whole downtown, particularly in lower Main Street and new Park Place. This centralized parking (with high gross efficiency double loaded stalls) is a necessity for clearing away the previous vehicular/pedestrian conflicts, plus accomodate any increase in visitors or thru-traffic in the next century, to provide for revitalization. ((A complex multiplicity of Lee's potential parking needs-- long/short term, and specific/ general destination, local/regional and tourist people-- can all be conveniently met here in ample numbers. Yet, if at times of the year parking is minimally used, this area does not feel empty or overbearing by its asphalt, because it is designed not to feel like a parking lot. Rather it is designed as quality exterior "archtectural space on the river"-- (a large parking "court" or "vehicular common")-- the asphalt floor is bounded by attractive buildings, the view and sound of flowing river water, planted walks, perched within the Berkshires. The parking areas will be appreciated not only functionally but for its own harmonious aesthetic-- appearing simple, free, and eternally durable, sometimes silently allowing activity and outward views, disguising the complicated task it performs for the different resident and visitor-type needs)). \* This parking area DIVIDES into north and south halves flanking Eaton street. They are efficiently accesseable from may points: from Main Street via Eaton Street or Railroad Street or (except #4) the Morgan Entrance; and directly from the west via Park Street (or with the optional truck bypass). Since this area runs parallel to and is flanked by Main Street and the River, it is accessable to/from them throughout their entire length. Once entered, driving within the Eaton/Backside parking to different destinations occurs freely, without traffic jams or pedestrian conflict). There is flexibility in town policy for subdividing parking-types. This parking entails overlapping patterns of long/short and private/public, but basically-- the NORTH HALF has LONG TURNOVER, and the SOUTH HALF is for FASTER-TURNOVER. Specific user types for these respective areas detail as follows:

- a) For "Tourists, general all-town and leisure-oriented vistors" parking is to be encouraged or regulated to the central NORTHERN HALF (ie north of Eaton Street); AND when that is filled, some parts of the SOUTHERN HALF away from the fast turnover uses. This leave other areas open for fast turnover commercial use, which could however be used for vistors if the noeth half becomes filled. These let people "arrive 'on the river'": to greet new visitors with a dramatic first impression and experience Lee as specially linked to the Berkshires, with an implied kinship with other Housatonic towns. And regular regional and local general-long-term users for Main street and Park Place would here receive a familiar embrace. (Walkways lead east to Main Street or west to the river; other walks lead n/s) .
- b) For the Arobi Community Center-- parkers could use the NW CORNER of the NORTHERN HALF (Nightime local Arobi use of area would be synchronized well with tourist's day use).
- c) For Fast/medium turnover shopping, business, church -- parkers can use the southern half for using Price Chopper and southern lower Main Street stores or a Park/Church visit. The northern half can be used for remaining Main Street business. Note that employees can use the more remote parts of all lots. (eg, Price Chopper and Main Street/Park Place users would find convenient access through the alleys or new walkways at Chopper entry and Eaton Street lead e/w, or n/s).
- d) For using the Eaton Street frontage buildings -- the Post Office, Lee pizza, Cleaners, Auto Parts: pull up drop off and quick parking can ocur at curbside, or fast/moderate turnover parking either north or south of those buildings.
- e) Misc. Mid/UpperRailroad Street Parking: in the proposals, remains as existing in private small drives or lots, with options to be proposed in later studies.

## **E) CREATE "LEE RIVER PARK"** **AN IMPORTANT RESOURCE REDISCOVERED AS RECREATIONAL PARKLAND AND MEANINGFUL IMAGERY**

Each of the four proposals include the creation of "Lee Riverpark" as an important key to town revitalization. (((The proposals differ in their particular geometric configuration (one point, binodal, lineal, or seriel) and their extent of Riverpark development (ie 20, 50, 75, or 100% river contact). The reason the river schemes differ is based on their larger premis about the overall role of the town regarding their desired degree of toursism vs Lee protecting itself as a quieter mill town, and the role of the river in that. See individual proposal descriptions))).

In each scheme the Riverpark transforms the river area, previously inaccessible, hidden, unused, and abandoned— into a beautiful, useful, meaningful recreational open space to improve the quality of life for townspeople and to attract and engage visitors for economy stimulus. The Riverpark actualizes the historic, natural, and recreational attributes of the Housatonic for all to experience; it brings an amenity and real value to buildings and areas adjacent to it, and elevates the image of the town as a whole. Visually, recreationlly and accessably, it is an expansion of Lee's overall pedestrian open space system, with a continuous 'ribbon' of water, green grass and trees, paths and spaces that effectively connects the north and south commons, and complements the hard corridor of Main Street; in a profounder sense, it is an "existential interlock"— and an ("Lynchian") edge between the man made town and the natural Berkshires beyond. \* Lee Riverpark can be used year-round by townspeople and regional visitors, and seasonally by tourists, for an endless variety of individual or group recreational activity: It provides for a very special quality leisurely walking, cutting across town, jogging, relaxing, playing, picnicing, sightseeing, exploring, romance, perhaps occasional skating and snow games, photographing or even painting images; and even (as water quality is upgraded, as projected) for swimming, new bio-crop and fishing.

### **1) PEDESTRIAN SPACE: EATON RIVERCOURT, CORRIDOR, RIVERSIDE PATHS & BUILDING-COURTYARDS**

a) The (Eaton-Terminus) "Rivercourt": is the major focus and most structured portion of the park— consisting of one or several interlocking hard terrace spaces defined by great trees at edges and/or bosques. Located at the end of Eaton Street, overlooking the river with various levels and east facing slope— abutting the Eaton/Backside area— it is the most immediately visible space of the Riverpark ((and is what most differs among the four Lee Riverpark proposals— see individual descriptions)). (Microclimates are suitable for summer hot or shade with cooler breezes, and extended warmth during colder months. And the nearby Eaton buildings provide quick refuge during bad weather). From Main Street, it acts as an alluring west terminus "event" at the end of the Eaton Street promenade, linking the Eaton/Backside to the river and the river pathway system. It is the Riverpark's main access and strongest vantage point, drawing people laterally and longitudinally for its many recreational activities within. Here, in a single glance, the whole corridor unfolds its historic natural and cultural attributes: the western woods, the meandering river carved within, meadow flatland spaces, the train bridge, and distant mill. Looking north-eastward from here, the downtown as a whole is seen nestled against the river: with its physical and social relationships clarified and revealed— a view that fulfills the moral imperative of presenting Lee's historical truth to people— a tempting view that will encourage human cross-activity in town. (From here it is most evident that the river was the original transportation that brought settlement to the town, and allowed the Mill to function and sustain Lee's growth, and is now rediscovered as valid relief to urban density, vehicular domination and stressful pace of modern life... while offering a valid economy stimulus and social nurturing).



b) The Larger River Corridor: ((Schemes vary— from leaving this relatively untouched, to redesigning new riverside spaces with great trees and landform change; all schemes have at least a pathway)). The 'aesthetic' ranges from naturalistic to romantic— a softer vocabulary than the (a) Eaton terminus. The River corridor is remaining portion and largest most open and "most natural" part of the riverpark. It includes the larger river channel, the riverside meadow and flatlands (w varying riverbanks and overhanging vegetation), the west wooded hill, the island, the old railroad and pedestrian bridges, and the "borrowed landscape" and sky beyond the boundries. Plant succession in progress from woodland to meadow grasses and exposed banks. Wildlife abounds; sights and sounds of nature endure. This is the most remote, quiet, private, wild, and varied (subtly complex) part of of the riverpark. Walking here (see pathway c) brings enclosed and open encounters with the river environment's natural unity and diversity, its plurality of successional plant, land, water system-forms— looking to distant views of town and far hills, movingly experienced under open and hidden sky.

c) The Riverside pathways: All schemes provide an easy and enjoyable walkway system that runs variously along both sides of the entire length of the river, from West Park Street to the Center Street or Mill area. The system reveals for people both the formality of the urban terminus, and the natural or romantic larger river corridor, in an experiential "dialogue". The east side path is dominant (width 6'+-) the west path is slight less or as narrow as 3' and encounters some steeper wooded bankings. They thus connect the north and south ends of downtown, and links all the riverside spaces and buildings (eg Sullivans, Grendel, Arobi) to the Eaton Terminus. Also, Canal and Railroad Streets are linked east/west. All this facilitates the riverpark's walking for recreation or for an efficient alternative route for moving about town. Gently undulating horizontally and vertically— sometimes with and sometimes counter to the bend of the river and terrain— the path brings the person along river edges, and then away where grass pocket is made for sitting. (The paths vary elevations for an ascent/descent rhythm with the topography, providing sequentially diverse imagery. Schemes also vary path relationship vis-a-vis spaces and trees— sometimes using allee treatment, nodal space strong or loose formality and enclosure, moving around or through spaces. There is proposed signage at various access points to the path, to encourage use, and link programatically with mill/river tours etc. Pathways can extend indefinitely beyond downtown along the river, for larger scale transportation or hiking (nic). There is add-option to link to the small island as well. Benches and art— (points) along these paths (lines) upon land grass (plane) with space (volumes) are to be designated in later phase of study.

d) The Riverside Building-Courtyards: Although outside the actual Riverpark, each of the four schemes propose river-facing terrace-courtyards or garden terraces space at the Arobi Community Center, the Grendel building, and Sullivan Station so to relate views and functions of those buildings to the river— and vice versa. (Similar building courtyards may also be used elsewhere, but not proposed in this phase of study— eg a Chesterwood type art/sculpture studio, etc). From inside the buildings and from their courtyards, the buildings are experienced as being "on the river". These generate a better (and authentically oriented) interior ambiance, and extends each building's own activities outdoors. Conversely, from the point of view of people walking along the river, the unique buildings are experienced as part of the Riverpark's edge, a thematic series, making the river corridor itself more meaningful. The courtyards therefore are not only beautiful and functional activity spaces, but a two-directional visual cue, a "hinge" effecting a reciprocally beneficial interlock between the river landscape and the structures of the town. The simple addition of these courtyards is the most inexpensive way to reap the visual power of river to enhance building's uses, and in turn have buildings (with people) encourage use of Lee Riverpark. Specifically, each courtyard has its own unique view and use-theme; each provides extended seasonal comfort for sitting, due to being a shaded/sunpocket. They are designed as 'open-ended': flexible

uses, for adding seasonal flowers, fountain, furniture, winter greenhouse/canopy, working apparatus eg cooking and exhibits. Clients should provide phase two design work of adding additional plants, landform, structures as a visitors garden or a canopy/green; and additional Green terraces may supplement courtyards to engage the river via shared landform patterns. All these spaces catch desirable breezes of the river— cooling in summer, sublime in autumn, and may be somewhat sheltered in winter.

(i) Sullivan Station Garden/Courtyard— provides the restaurant with a place for outdoor dining and related uses: brunch, wedding meals, gourmet events, special picnics, sunset dinner, wine tastings, coffee hours, autumn cider fests, maple syrup gatherings, and other group affairs. Its view the connections of the river, topography, railroad passage crossing the river into town, thus enforcing the true and marketable idea the old train station really is a vital part of Lee history. The renewed interests for townspeople makes it more regionally competitive and very enlightening for seasonal tourists— consistent with the Sullivan's other desires.

(ii) Arobi Community Courtyard -- especially for senior citizens or daycare, the largest of the rivercourts to expand as well as add to the interior's community activities ("the towns backyard terrace"): a safe, homey, comfortable leisure space for gathering or relaxing, talking and participating with friends, an occasional exhibit, invited craft shows, small civic events— or festivals as noted for the Sullivan court but at a larger scale. This is a mixed paved and planted entry courtyard suitable for public building, linking to the larger surrounding— expressing a stepping in to the community and natural resources. Secondary courtyards, garden and greens are also included in some of the schemes or left to future phases of proposal.

(iii) Grendels Court: specific options are not specified in this writing-- several sides may obtain spaces pending owners selection.

2) PARKING: All schemes use the Eaton/Chopper area lots, or roadside on both Center and Park Street, (or ndom regulated areas, if necessary, at RR or Canal street) for parking access to the river. All schemes eliminate vehicles from the river area itself, except for using the optional bypass to cross the river in scheme 4, or to bring westbank parking in scheme 3 (see individual descriptions). The idea of screening cars (w land and plants) vs letting them confront the river honestly— are two principles that are both used: where cars must park, the river is evident and experienced though protected from the Eaton lots in synergistic juxtaposition. And in contrast, berms, trees loose the senses of vehicles from within the riverpark corridor and pathway.

3) NEW BUILDINGS: No buildings are specifically proposed in the river in this phase of study-- and should be largely restricted here, for obvious opens space reasons, and the moderate construction limitations discussed in soil/flood analysis. But future proposals may carefully considered for one or few specialty buildings in nonobstructed places, behind chopper or the museum, or arobi; or at the Center an Park street bridge locations. Dramatic possibilites exist to creatively incorporate architecture into the landscape and landscape into the architecture; Eg straddling the river, with walk through corridors etc., framed archs etc. These could strongly bring similar or new uses: expanding community, gift shop, culture center, historic/nature type uses; or add exciting commercial or recreational space, dining; special housing; or creative light manufacturing.

(( \* SUPPLEMENTARY DESCRIPTION: The Lee Riverpark will be one of Lee's most significant tourist draws (particularly if marketed as part of a regional Berkshire theme). It makes a distinct place of arrival in the Eaton parking area, to greet with an impression that will never fade; it will provide a genuine experience of New England natural and vegetation, water— a connection to the Berkshires and grand New England systems here felt in even a momentary glance. The atmosphere and recreational provisions of the river will also stimulate regular local/regional visitors to more often shop, dine, patronize new commercial or office services, or engage in town events. The Riverpark will append stimulating meaning not just grossly, but particularly to each building: the Morgan House, other restaurants, the nearby church, museum, and new ventures— programatically complimenting their activities with a view, an outdoor extension of their functions, or an afterwalk in the Riverpark. Because the river runs parallel to Main Street and is proximate to the whole western side of downtown— it always a place conveniently at hand with opportunities: **Employees and residents** anywhere in downtown (eg the Mill, the stores) are close enough on a good day to use Lee Riverpark for breaks, or to unwind anytime, perhaps run an errand walk from Eaton Street to Joes or from the Mill to the Post Office. **Senior citizens** in the Arobi Center can step out for fresh air, or to watch others or afternoon stroll. Regional Berkshire residents might on a free day, or if passing through, spontaneously decide to spend an hour or so in Lee relaxing at the river— perhaps lunch. For children, "down by the river" may become an encapsuled part of childhood. **Regular Shoppers** in the area will look forward to or and enjoy the extra atmosphere of the river in view; **Residents** can walk, bring children, meet with friends at Riverpark as wished— perhaps divert for a momentary chat with a friend, or waiting while doing daily business. The **library clientel** can immediately see it as its own extension for outdoor reading or educational events. The enhanced awareness of the rhythms of grand natural systems, as provided within the Riverpark, are **universally relevant** to the human sense of well being and the overall quality of **all town life**. The park at times can even sit perfectly empty, sensed as a quiet background setting, and still be effectively contributing to aesthetically, socially, and economically to revitalization. Even when not in "active use", the Riverpark is significant not just visually but psychologically and symbolically— haptically sensed from the distance (or just imagined), with abundant and varied vistas to, within, or from the park changing seasonally. The Riverpark will always be multifariously felt as nearby: Asthetically, for the casual observer, the park will appear "attractive, substantial, orderly, inviting, useful"; for the more perceptive observer, it may appear somewhere between "the beautiful and the sublime" in a sense that's intrinsically valuable to behold. (See river description of "releasable river values" in the analysis phase of this study). The strongest vistas appear from the Eaton street terminus as approached from Main Street, through the Eaton Street promenade, culminating at the overlook, then along the pathway system and river spaces within. Views also occur from outside into the park intermitently along Main Street and Railroad Street, persistantly suprising the viewer from alleys (a series of changing alluring images), inside buildings, side streets; from the higher topography of the new Northend Park/ north building complex one senses the depth of space and larger proportions of the river corridor as a defining edge integral to the town's history and layout; from the Center Street and Park Street bridges, one can overlook and hear the center of the river in comfort; Omnipresent views between the River area and the Eaton Backside Area (both directions) mutually stimulate interactive activity in both areas— the rivers presence is always at play here. The upper Residential Hill area does not directly view into the Riverpark, but when residents see the park, they will feel its presence when home again and know that the river is part of their backyard. These types of visual images, instilled in memory, will entice many visitors to return, perhaps for the river alone. When one goes to and from the greater region— crossing the continuous parts of the Housatonic and other rivers (as larger space-time natural systems with plants, topography, and wildlife)— they will establish a richer understanding to connect to each time they return to Lee River Park (and vice versa).

\* Proposed RESIDENTIAL HILL AREA— (general description, fits all 4 proposals):

**F) MAINTAIN RESIDENTIAL HILL**