

EXISTING LANDUSE

INTRODUCTORY DEFINITION OF "LANDUSE"

"Landuse" refers to physical land patterns in terms of human activity. Physical land and human use are mutually interactive, and different landuse patterns persist or change over time. Designers can predict (interpolate/extrapolate/imaginatively depart) from existing patterns, and work to strengthen & interrelate them— to create a particular or generally-projected landuse, simultaneous multiple landuses, or a dynamic sequence of landuses phased over many years. ((However, due to our limited ability to comprehend and control, achieving and maintaining successful landuse is never certain. There is perennial debate about "left vs right brain" planning processes, science vs art, the rationally determined quantifiable vs creative/intuitive/spiritual aspects, "pushed" vs "pulled" ideas, economic vs spiritual determinants, exact vs open-ended approaches. Generally, perhaps planning is best understood as providing "approximate guides" for growth, and as open to self-corrective evolution. Long term rationality is coupled with visionary big ideas to seek to be far reaching, while serving short term needs)). The basic issue and dichotomy of landuse at all scales is: the pattern of structural development (building density/types and connective movement systems) VS different space-types (open space, agriculture or conservation): for selected human goals. Classifications and subclassifications of different landuse-types, with archtype drawings and photos, are systematically catalogued differently by planners, such as William MacConnell (see data below).

LANDUSE SUMMARY STATEMENT

"Lee is part of the busiest megalopolis in the world, yet is quietly nestled among the naturally and historically rich conservation and rural areas, small towns & cities of the Berkshires. Lee is thus proximate and potentially connective to a wealth and diversity of landuses— cultural, physical, natural resources, and the social/economic activity of the whole northeast continent— as well as the special complementary landuses of the Berkshires. Within downtown itself, there is already a fairly healthy mix of CBD uses, and ample space to reorganize for economic/functional/experiential value. Lee could therefore enjoy stimulus of the national and regional context, reorganizing present downtown landuses to focus on many options: for tourism, sub-regional shopping, and or local milltown/residential uses". In this are endless possibilities of "connections" (tangible and intangible) at different scales: between (to/from) the eastern Megalopolis, the Berkshires, Lee and the inner town land-variables. The designer has the exciting task to find or propose new connections— reading the language of landuse patterns at different scales ultimately in terms of human meaning for Lee. As follows is a more specific look:

UNDERSTANDING LEE IN THE LANDUSE CONTINUUM

Regarding Lee, we can look at landuse at several SCALES, large to small: The Washington DC-to-Maine Megalopolis (extending the former "Bos-Wash"); New England/Massachusetts; The Berkshire Region; Lee; Downtown Lee; and Sub-Downtown Lee. While our project target area is "downtown Lee as a whole", the landuses both larger and smaller than the single target are important as well.

((The larger areas of the continuum serve as different CONTEXTS, whose landuses have bearing on downtown Lee as a whole; and the particular smaller landuses within the downtown make up the supportive CONTENT of downtown as a whole (CBD). Landuse patterns may be thought of as forces, continuities, contrasts at different scales, extending inward from the large context and outward from internal town content)). So, on one hand we wish to see how Lee should fit within and take advantage of the continuum of physical/activity patterns— be it contrasting, reciprocating or imitating the larger contextual world outside of downtown (to contribute positively to each other); on the other hand, we should see how the component landuse areas within downtown could synergise to unify the downtown as a total interactive place.

As follows are different conceptual scales of landuses that make up Lee's landuse continuum:

THE "WASH-MAINE MEGALOPOLIS" OF WHICH LEE BELONGS:

In world context, Lee is located in the busiest megalopolis in existence— the span between Washington and Maine. This span holds the greatest concentration of cities on earth, with a population approaching 50 million, and density of over 500/mile. This megalopolis is still 1/3 woodland (that must either be protected or developed wisely). Massachusetts, Connecticut, NJ/NY, RI is the geographic heart, and is 2/3 woodland, yet has the most dense population of the country, averaging 1 person per acre. The actual fabric of this megalopolis is not continuous, but scattered population centers. It holds a civilization in its diverse-landuse— in at least one way unified, and distinct from other places, in that overall its mass of people are living more near forest than anywhere. In this project, we strongly appreciate the great diversity and intensities of (commercial, academic, industrial, residential, agricultural, and many spatial) landuses in this great megalopolis, as Lee's meta-context— and within it midway, how the Berkshires quietly nestles in. We must conceptually try to understand and predict this whole megalopolis pattern, and the role Lee should play within it in the future, to benefit firstly Lee. There is challenge in working within the existing landuse patterns, trying to see its possible directions, to imagine unseen new grand patterns— abstract geometries interpretable in multiple ways as profound human habitat. One should even anticipate possible futures with completely different logic, form, and scales of landuse patterns emerging by new historical forces (eg global energy, environmental or communication factors, new technological/economic markets) that would supercede the predictable, bring an overlay of entirely new patterns of landuse. (ie Analogous to the past great stages of the industrial revolution as an economic/technological force; and romanticism as an aesthetic/spiritual counter-force. Or, the invention of elevated skyscrapers and superhighways. The eg need for a Quabbin Reservoir. Or, recent resultants of new landuse forces: the 128 High Tech-Belt Boston or "Silicon Valley" California; the rediscovery of historical/tourist/hightech values of Lowell. Or changes by local policy waves of downtown linkage & public-oriented space or cluster housing to save open space and costs, and historically/symbolically driven Duany/Platner-Zyberk'

type pedestrian newtowns). All this begs one, even in small cases such as the town as Lee, to understand the "big picture"— to strive for planning realism that is yet surged with a open minded visionary (or revisionary?) attitude— beyond the apparent call of mere lineal extrapolation. Historic patterns are often transparent until well underway— as we wonder about the next century. (See enclosed history of Lee).

((((SUPPLEMENTARY NOTES FOR UNDERSTANDING MEGALOPOLIS: At the megalopolis, regional and city scales, the basic issue of landuse is balancing the stimulus and control and sharing of growth— ie the use or conservation of land and resources, for habitats of good economy and total quality of life. There is the planner's paradox that growth attracts growth— crowding and destroying the very thing that attracted people in first place (be it residential or business locale). In this emerges conflicts between development and conservation— due to different values, long short/term strategies, and interests of different political and social groups at issue. The megalopoli-to-city pattern of landuses, organized from small to large areas, have simbiotic connection to simultaneous transportation systems that can positiveley make, connect and serve, or instead negatively crowd cities and regions. (Throughout megalopolis, successful prosperous landuse in some places are mirrored with problems elsewhere. (Much of the landscape is riddled with all to familiar stress in one place, decay in another; pollution, groundwater shortage, disposal, erosion of open space and natural resources, aesthetic disruption, economic and social stress— and economic inequity and paradox throughout the megalopolis).

* For overview here, we should note that historians celebrate that humanity and its physical markings upon the megalopolis occurred in discernable grand stages— where human spirit and technologies of their day forged apparrent MACRO- PHASES OF CIVILIZATION: Hunting/gathering, subsistence and marketing agriculture (eg forestry), industrialism (eg Lee/milltown) with its counterforce of romanticism (eg Olmstedian parks, subdivisions in suburbs or retreats to the country, such as the Berkshire cottages now on tourist maps), modern industrialism (Lees decline; elsewhere growth of major cities; failed and successful "urban renewals" (eg indiscriminate leveling of the west end neighborhoods in Boston, but growth of downtown; from the threatening dying of cities in early sixties to selective prosperity in the eighties; transportation success (eg the pike from Boston to the Berkshires) and stresses (city strangling or inefficient public transit) exodus from major cities (eg Boston) to wealthier suburbs, as immigration fills some inner city pockets, so then poverty continues to co-exists with growth of cities; regional growth occurred in some places (eg for hightech offices and "yuppie" baby-boomer's residences) while downtowns in smaller towns die (eg Brockton, lost its shoe industry, while downtown was further hurt by generic poblem of peripheral malls). And, finally the current stage of postmodernism (recognition of cities' value as diverse physical/social public/private places; planner vbring incremental restructuring of spaces, neighborhoods, complexes (eg Fanueil Hall, Boston; inner harbor Baltimore). Also small towns (like Lowell and potentially Lee) are being rediscovered as valueable with specific types of revitalization. After the upbeat real estate market of the 1980's, the economic crunch lingeš— calling for consolodation and anticipating future directions all around. Regarding landuse patterns, within this historical macro-order of civilization landuse stages, are SECONDARY SPACE/TIME LEVEL OF FORCES: the positive and negative push and pull of natural, physical, cultural determinants that came together in predictable and random ways— and specifically forged the dynamic landscape (of necessities and contingencies, for better and worse)— eloquently observed by MacConnell and others. Economics (ie markets; methods/costs of construction) and social/political/legal/aesthetic/ technological/spiritual forces are the invisible hands that worked with the positive and constraining variables of physical resourses to determine landuse. For example, in our megalopolis, the

topography focused human concentration at the low lying Boston-Naragansett Basin, Connecticut River lowlands, the coastal lowlands from New Haven to New York. Development further followed in strands of transportation routes that connect and sometimes strangle cities; and between them are suburbs and rural area, farms, forests and uninhabitable wetland or hill. All of this is dramatically evident from airplane nighttime view: as we fly, we see below the moving successions of dark unsettled area, then rural lights of single undulating ribbons of road, to patterns of grid or swirling suburbia, with fingers of light rapidly intensifying toward bright clusters of urban areas and image is in century-long time lapse photography that depicts the growth and retractions of areas). The megalopolis, region, city can be re/structured in positive or negative ways. Other misc notes:

J. Martin shows an understanding in terms of generic use-types: how there may be river cities, port cities (Boston), cathedral, industrial, utopian-ideal, tourist, manufacturing cities, etc. He suggests that specific cities can be researched in terms of those categories for detailed clues. (What will Lee be in this context?)

Sirpieregion and Lynch show many regional/city archtypes— "star cities, core cities, satellite cities, ring cities, lineal (eg river) cities, or polycentered net". ((Example: Boston is a composite of "core", "rings", and an overaly of a commercial "spine" and Emerald "Necklace" park system, with post-modern infill)). Lynch further shows meningfulness of landmarks, edges, districts and nodes with a city— imporatnce of spatial identity.

Doxiadus diagrams how a geographic point of population grows, swells beyond and upon itself, then sprouts suburbs or colonies, which in turn swell back (and forth) into the city— and saturate the region— and these regions form megalopoli— and then webs of these megalopoli begin to coat the globe. Doxiadus also shows problems of static vs dynamic "rolling" geometries to avoid environmental & social gridlock. (This may be dated, but useful by analogy). (Favorable and unfavorable forms and patterns can occur at any of these levels. One gathers that there is a need for a combination of both laissez-faire decentralized and centralized coordinated planning at all scales). This growth from a collection of points, to lines to a fabric that creates the megalopolis often repeats, or sometimes broken by new natural or planned patterns— as was and will be the case throughout the Wash-Maine megalopolis. So, re-designers of Lee will essentially be tapping into IN A VISIONARY WAY into that centuries-long pattern of abstract geometry— that is representative of cultural activity and/or physical-human typologies (eg C. Alexander)).

THE BERKSHIRES OF WHICH LEE BELONGS

Berkshire is the second largest county in Massachusetts, with a total of 604,977 acres or 9,845 square miles; Berkshire county consists of 29 small lightly populated towns and 3 denser cities (see list below), for a total of 32. Berkshire's total population (1970) is 149,402, with a 158/mile (light) density, having a slight population rate of 12% since 1952. It is an area of great conservation and rural land— topography, forest, agrigultural & succession fields that subsists or supports a deeply entrenched history of older or independently emerging activities (see below). ((Berkshire county, with Pittsfield and old smaller scattered cities and towns in powerful rurality is an area in full polar complement to the Boston hub and its clinging suburbs in flatter open land)). Though rarely a virgin forest stands, the Berkshire's historically rich natural and cultural landscape and light population is properly percieved and emotionally felt in fully idyllic spirit. But, this truth stands beside the other realities of economic hardships that face many of the communities— benign forces of nature and human predicaments (new and cyclical) that continue the challenge of human survival. Lee stands to have its biggest gain or losses in how it works the Berkshirian context of landuse and transportation patterns, potential local visitors (eg regional shoppers) or tourists. ((Compare densities: Massachusetts has densisty of 705/mi: is one of 4 most dense in the country; Nantucket = 77/mi; Franklin = 81/mi; neighboring Hampden County = 729/mi. Some lost population. Lee population increased by 33%; Those near pike, as Lee, increased more rapidly. Development on the strip between pike and downtown constituted more rapid growth than downtown)). Overall density and development is still low. Construction tends to use cheaper, easy to build agricultural land, and near major roads; fields are built or succeed to forest— but forest land by far prevails. .

Three Cities:

Pittsfield is largest (57,020 pop, 1343/mi density; slow growth of 7%. This city offers employment to Lee (eg General Electric) and has some types of commercial markets that Lee could try to develop. Pittsfield also has its own share of tourism; Lee is midway between Pittsfield, and the tourist and shopping towns of Lenox, Grt Barrington, Stockbridge (and could catch both the tourist and shopping wave between and among them). ((Pittsfield is loaded with historic assets: The Athenaeum (Venetian-Gothic style Berkshire Museum, Berkshire County Court House, Cong Church, Berkshire Bank & Trust; Rosa Block, City Hall white marble etc; Melville's home "arrowood". Dutch Colonial Mansion (where Longfellow stayed). Canoe Meadows. Many trails.

North Adams is second: 19,197 pop; 871/mi density (decreased)
Adams is third: 11,772 pop 519/mi density (decreased)

Three tourist/recreation Towns:

Lee acts as a subregional shopping central to Stockbridge and Lee, but does not have any of its own tourism. (People cut through Lee to see those towns). Great Barrington also takes potential regional shopping of Lee.

Stockbridge: (2581 pop; no population change). Rockwell Museum, Naumkeag (Choate Mansion) under TTOR; Indian Mission House, upscale shops, Red Lion Inn at the center; outward is Berkshire Theater Festival, Chesterwood home of French the sculptor), Berkshire Garden Center; North of town is the Stockbridge Bowl Landscape and Tanglewood (the summer home of Boston Symphony Orchestra; Rockwell and "Alice's Restaurant" legacy. Mansions; woodland/top treasures, Paths: Ice Glen, Bowker's Woods, Prospect Hill; Glendale; Gould meadows and woods.

Lenox: (5557 pop; no population change) Has an old community ("not suspected from rt 7"). Naturally robust; Historically rich, it was home to Torries in revolution; and it thrived in the 19th c with industry then replacing Grt Barrington as a capital. Estates are now many public. Golf courses. Has "Church on the Hill, Kennedy Park, Reservoirs, Golden Hill, Pleasant Valley/Lenox Mt, October Mt trails.

Great Barrington (approx 7,014 pop).is now the "Focus for Southern Berkshire shopping" that takes potential regional and visitor shopping away from Lee. Also has tourist circuit restuarants, theaters, bookstores, and has partly active Mill on its Housatonic area (that connects to Lee).

Milltowns and other towns : see map. Some have undergone revitalization otherx struggle econimically and social physically.

Conservation areas: (see locus, landform, and plant maps)

Roads: (see locus and circulation maps)

Data:

<u>BERKSHIRE COUNTY LANDUSE</u>	1952 ACRES	1972 ACRES
Forest Land	442,761	444,583
Agriculture/ Open Land	126,453	92,408
Wet Land	19,732	26,701
Mining/ Waste Disposal Land	*	2,189
Urban Land	16,031	34,663 + 116% (2.2X)
Idust/commercial		+ 68%
Transportation		+ 2100% (390ac airpt)
Residential		+ 202%
Outdoor Recreation	*	4,433
TOTAL	604,977	604,977

(Berkshire Landuse/change Data. This text uses numbers adapted from MacConnell Survey 1952-1972):

Existing Berkshire Industrial and Commercial Land: all types increased 68%. (The coverage is still only .49% of all land). ((Compare: In Massachusetts Core Commercial (UC) increased by 32% and Highway Commercial (UH) by 3.6%)). Berkshire pollution and visual disruption has been kept low because heavy industry was allowed to slow, while light industry grew 4x as fast. Berkshire Heavy Industry (UI) increased 21%. (1952-72); Berkshire Light industry (UL) increased 80%. Berkshire Core commercial (which is Downtown-Lee's category) increased 103%. Highway commercial land (UH) increased 61% and new shopping centers increased 92 acres. (This strip development consists of gas stations, motels, fast food/restaurants, drive in stores— often adding to cluttered visual disruption (eg portions between the pike and Lee). Most urban development was at the expense of agricultural land— which is usually cheaper to build upon and accessible for development and is an incentive for owners to sell as agriculture is less profitable. Development near major roads grew strongest.

((Note: Pittsfield (with highly significant comm/indust activity always) and Springfield increased industrial and commercial growth by 35% to go from 3% to 4% of cityland. Lee and Lenox had 1% of their land in those uses, while other towns had less. Pittsfield had 38% of the population and 36% of the ind/comm land of county. Heavy industry in Pittsfield (393 acres in 1952) decreased (to 325 acres in 1972 ; and light industry increased in Pittsfield from 56 to 62 ac. Residential increased from 15% cover to 20 % cover in Pittsfield for 1972;. Commercial increased from 191 acres in 1952 to 492 in 1972)).

Predicted: Industry/commercial will grow at current rates; projected for 1992 will go to .83% of county land or 5010 ac. The 68% rate can continue because the base is small, and there is impetus from recreation values to cause increased residential use. There is also desire for the commercial and industrial facilities to enjoy the green country atmosphere. Highway associated commercial/light industrial (recreation- related) will continue with strongest growth). Pike is the major e-w and rt 7 is a major n-s transporter. Heavy industry will continue slow growth, especially due to increased environmental concern.

Existing Residential land: comprises 4.4% of Berkshire land in 1972. This increased 202% (while population increased only 12%, reflecting that such population shifted from farms to vacation/recreation-oriented homes. (Compare to Massachusetts: Berkshire has 40% as much of its land as residential as the state average, while Berkshires had 22% of the state population density. ie, the per capita residential landuse for Berkshires is twice the state average. All residential types (UR) are expanding quickly. 43% is medium density 1/4 and 1/2 acre lots; 22% is 1 acre lots; 9% in clusters of 3-10 houses in farm or forest land.

Predicted: Residential growth should continue to bring 8.8% total of county by 1992. Much of this categories follows economic growth; Many will continue as second homes so the structural growth will be greater than the population increase.

Existing All Transportation: comprises .29% of Berkshire land in 1972. This is the most rapid growth category from 1952-72. New highways (HW) (eg the Pike, which did not exist in 1952 has 200 right-of-way) occupies 1,171 new acres. Air transportation (UTA) w 390 new acres of airports, railroad (UTR), and truck (UTT) facilities, added new acres but still occupy little space.

Predicted: only a small growth rate is projected for 1992 to gain only of .01% (to reach a total of .30% of county landcoverge. (Note that Lee, with considerations of highway bypass, may figure importantly in this category). Efforts for efficient alternative transports (vs tyhenb auto) should be an issue.

Open (UO), public (UP), & cemetary (+) increased 74% = 52% of Berkshire land. Public land increase was 505%: including schools, hospitals, municipal buildings; (most increase was in new young schools). Cemeteries increased by 80%— (this is high figure is due to statistics now include forest and farm types). * Open land in urban core decreased from 1,034 acres to 217 acres.

Predicted: Because the population rate and unique prosperity period is over, public land will grow slowly. (Economic decline, revolts against tax increases will squeeze this category; (still there may be more leftist sentiment toward social value investing or protecting this category).

Outdoor recreation developments increased to cover 4,433 acres = .73% coverage. (Compare: Berkshire has 3X the per capita development of outdoor recreation as the state average. The state has 1.17% of its land as such; Berkshire has 62% as much as state, but has only 2% of the state population density. The largest types are golf (RG) and ski (RSK) areas, which combined are 76 percent of outdoor recreation development.

Predicted: up to 200% increase by 1992.

Existing Agricultural and open land decreased from 21% land coverage to 15% coverage in 1972. 37% of this loss was due to urban growth or forest natural forest succession. (Intensive farming decreased slightly). 15% of county was farms by 1972.

Predicted: This pattern will continue because agricultural flatland is the easiest to build and economically tempting for buyer and seller. And abandoned fields ultimately march forward in legendary succession patterns of grasses, brush, juniper, pine, birch and hardwood. On the other hand, there, may be a scenario of increased agriculture due to: eg energy and other costs of imports from across country, quality of local products, new values and strategies for local products.

Existing Forested land coverage in 1952, as in 1972, was 74%. (The succession of abandoned fields made up for forest loss from developmental growth). Older forests are stoney or upland, and are less likely to be developed. Also, there is relatively low eligibility fo timber: only 5.4% of forest is over 60' in a previous survey, ie 73% was "class 3" even-growth stands, between 41-60' ht. (Cycles of intense timpe cutting and then quiet have occured in history, due to forest class eligibility and economic/demand. Now is a quiet period. There will is (and will remain) an importance of forests for scenic-recreation, environmental quality in general for human and wildlife welfare, and soil stability.

Predicted: As forests may be increasingly valued for conservation or controlled re-timber, losses will still occur due to increased development. Succession will still occur— so a real concern will be the loss of agricultural land that won't have succession. The steep stoney forest sites, if not under protection laws, will still be very slow to be developed due to construction constraints/costs. There more opportunity will also be to cut for timber a crop as by 1992; 73% will be timber eligible. There is need to establish regular charting cycles of cutting over long periods to control succession of crops.— greater asge of classes, better water, land erosion control, air, timber, scenic wildlife, and indirectly economic quality.

Summary Prediction of Berkshire Landuse: there will be a moderate general growth of commercial/light industry, recreation, and both linked and independent residential landuse. Correspondingly (except for re-development of presnt cores) there will be a moderate loss of fields due to growth. (Other fields will succeed into forests). There will be moderate losses of forest tempered by replaced forest in succession of fields, difficult sites very slow to be developed (and conservation land intact). Possible, is the revival of timber and new agriculture efforts to put forests into stage-cycles and hold on to count of fields. There will be slow growth of roads and also an increase awareness of alternative transporation methods. See additional population figures elsewhere in text. Dramatic futuristic forces could alter landuses, in ways though analogous to past stages of human development, are now unseen; but conservative values to regionally and locally protect and conserve (while strategically using) the landscape will endure.

GREATER-LEE LANDUSE

The landuse for all of Lee can be understood as entailing a trio of geographic areas: 1) downtown Lee (our target area); 2) the route between the Pike and downtown with strip development of fast food, restaurants, motels that are local/regional/visitor "vehicle-oriented"; 3) the bulk region of remaining rural land-- of residences, agriculture/abandoned fields, forests, and other uses therein. This landuse triad sits unresolved in the refuge of the Berkshire within the Megalopolis. As follows, we focus on downtown, while understanding it in complement to the rest of Lee and beyond:

GREATER-LEE LANDUSE

The following chart compares inventories of landuse for the entire town of Lee (ie "Greater Lee") of 1952 with 1972:

1952 TOWN OF LEE LANDUSE	1972 TOWN OF LEE LANDUSE
Forested (10,978)	Forested (10,801) (62.16%)
small hardwoods (2,160)	small hardwoods (1299) 7.47%
larger hardwoods(3,386)	larger hardwoods(5451) 31.37
small conifers (288)	small conifers (354) 2.04%
larger conifers (164)	larger conifers (445) 2.6%
small mixed wood (4,208)	small mixed wood (1,296) 7.46%
larger mixed wood (772)	larger mixed wood (1,956) 11.26%
Agriculture/open (4,668)	Agriculture/open (3,327) (19.15%)
open areas (1026)	open areas (915) (5.27%
intensive ag (121)	intensive ag (1534) 8.83%
extensive ag (2424)	extensive ag (878)0 5.05%
Wetland (812)	Wetland (1183) 6.81
open water (424)	open water(542) 3.12%
shallo fr (312)	shallo fr(603) 3.47%
deeper fr (76)	deeper fr (38) .22%
Built recreation	Built recreation (117) .67
participation	participation (102) .59
specatator	specatator (15).(.09
Urban (918)	Urban (1,650) 9.5%
	industrial (86) .49
	commercial (102) .59%
	light residential (1104) 6.35
	transportation 264)%1.52
	Open & public (94) .54%

((1972 LEE GRAND TOTAL ACERAGE (17376))

(GREATER-LEE LANDUSE (continued))

The landuse for all of Lee can be understood as entailing a trio of geographic areas: 1) downtown Lee (our target area) This is categorized in the above chart as a part "URBAN"; 2) the route between the Pike and downtown with strip development of fast food, restaurants, motels that are local/regional/visitor "vehicle-oriented"; 3) the bulk region of remaining rural land— of residences, agriculture/abandoned fields, forests, and other uses therein. This landuse triad sits unresolved in the refuge of the Berkshire within the Megalopolis. As follows, we focus on downtown, while understanding it in complement to the rest of Lee and beyond:

DOWNTOWN LANDUSE

Downtown Lee is a CBD— serving mostly its own townspeople and workers (ie as a "milltown"), and somewhat for regional shoppers from the greater Lee & Lenox area. There are now virtues and severe problems in performing both roles, and also lacking the third role of tourism. Present landuse patterns (see map) are both positive and negative: Negatively, there is relatively incomplete, inefficient, sometimes chaotic landuse. We conclude in this study there is great potential to better serve its people in all its landuses, and also improve overall economy— through widening its landuse units and patterns for regional shopping, recreation, (and/or) tourism, other possible uses. This entails adding and improving different uses and layout of structures and spaces— enhancing use-interrelationships, and reorganizing an overall order that clearly solves pedestrian/vehicular problems. While widening landuses, one could especially target special uses within.

Positively speaking, there is already landuse that has very much going for it, to be grown upon or selectively enhanced: There is a wonderful diversity of existing landuses— good quantity, scale, and "collage" intermixing of uses, and subtle overlay of order (see below). And there is corresponding diversity in physical buildings, layout and in some cases spatial characteristics to facilitate the uses. (And we note that zoning should always encourage this and not be rigid). This "virtuous mixture" of current Lee landuse— partly planned, partly evolved— is relatively rare and perhaps impossible to contrive on a designer's board at once.

((SUPPLEMENTARY THEORY: Lee landuse in many ways already approximates a good balance between order and complexity, irregardless of needing an economic boost and other objectives met for our human goal. "Order" means visual and behavioral clarity, efficiency, identity, legibility (Lynch). These are attributes compatible with genuine pragmatism in profound sense— respecting "form following function" but beyond that— "built to be what it wants to be, essentially". On the other hand, Lee now has the infinite "complexity" to easily accomodate layers of simultaneous behavior of different people, uses, throughout the year, in the same and different connected places of downtown; to produce spatial hierarchy and material articulation in a deep sense. ((See Alexander's favored "lattice logic": where complexity of a non-tree-hierarchy order lends to desirable diversity of meanings, multiple intricacies of landuses to befit valueable life-experience and habitat)). Landuse areas in this ideal sense (which Lee partly has) feed off each other in multitude of beneficial gross and subtle ways— even when apparant uses contrast: such as a new Lee museum next to the postoffice, or Joes Diner next to the Mill, the church next to courthouse, the Morgan house next to a funeral parlor as well as a sunny park; a step bench next to a newspaper rack and crossinglight, Price Chopper next to a river Park; clothing store next to an accountant office, a bank next to all of these— these activities intermix and mutually generate. Also relevant to Lee's complex -order are landuse areas with the levels of public/private & large/small spaces of Greenbee's evolutionary based proxemic/distemic and Newmans defensible space theory. In Lee's (though incomplete) balance of order and complexity, many physical, natural and cultural factors already favorably crystalize landuses of function, economics, spiritual, aesthetic, social and poltical forces. These continue to meld the hard "realisms" necessary for the town's survival, with the underlying and overseeing "idealisms" that motivated and guided (pushed and pulled) through all Lee's history. As such, Lee endures as a valueable artifact/habitat in the history of landscape: its initial layout and expansion of landuses, through the industrial heyday and romantic waves, the twentieth century surges, declines, and continued collisions and erosions (eg ped/auto conflict, social/economic stresses and shifting markets away from Lee) in a naturally culturally rich, opportunity-laden Berkshire surrounding.

* New landuse proposals should respect both the real and ideal meanings deeply entrenched in the historic complex-order of downtown— while making bold changes as necessary to solve the negative factors and bring about revitalization)).

INTERPRETATIONS OF DOWNTOWN LANDUSE PATTERNS ("From point to whole"): The U. Mass design studio employed several of many possible ways to comprehend Lee landuse (physical/activity) patterns: Landuse was looked at as isolate units; and as contiguous connections to other units to make compounds; as a collage of units; and as various patterns (grid, quadrant forces and layers, "Rorschach patterns" & 6-landuse areas); as overlays of all these— and ultimately as a whole. In this study (see below) #4 is the most useful interpretation for general understanding, while #1-3 & 5 are highly supportive, as follows:

1) LANDUSE UNITS/ COMPOUNDS/ AND COLLAGE: Individual landuse units (eg buildings or space) are looked at as isolate points ("of light") in themselves, as both projecting and taking in value, to and from the urban/natural/cultural landscape. A normative value or weight is conceived and may be represented graphically per unit in concept diagrams. (This description uses "lights" and "weights" as metaphors that give a qualitative sense to inspire us beyond the quantifiable). Lee has a number of existing or potentially prominent landuse points that could be taken as omnipotent to lead a revitalization: existing buildings (eg the church and mill) or new buildings (eg a historic museum, mini-mall, office park, sculpture center), the river, the old common, other potential spaces, tourist fairground etc). Next, some of these points tend to have a kinship, reciprocity or contrast that bonds them to other points, perhaps immediate to each other— forming compound units or an area. Finally, the sum of all the points are comprehended as a field collage of vector forces. (This method— of building our comprehension of landuse from units to collage— was useful throughout the study, but shall not be further detailed here).

2) "A GRID-DETERMINED PATTERN OF LANDUSES": As noted in the history section of this study, the grid— with Main Street as the first stroke— is Lee's underlying manmade physical order (within the biomorphic regional landscape). As such— it is the barest essence and determinant of Lee's physicality— what provides the major vehicular and pedestrian movement, and designates a dynamic pattern of commercial, municipal, residential uses, the resulting cross axis of side streets, and the corridors of spaces and lots that fill in between the grid. We can observe the alignments and hierarchy of sizes and rectilinear shapes now produced by the grid. It is what also sequentially connects people to and from the Berkshires by its n/s direction toward other towns, while following the parallel running river; and the grid connects into the universe by its four-point (re sunrise/set) cardinality. It is also a symbolic image-line of the quintessential efficient beautiful New England Milltown; beyond that, it is an immutable "Platonic" archetype— and genetically grounded to humanity. Moreover, Lee's particular version of grid lends to the town a distinct character among milltowns. So, if designers aspire to find the seed, the genesis, the essence of the downtown Lee so to continue a landuse teleology— then the grid is a valid candidate many times over to be a guiding force for organizing change. (Counter-grid or benign-grid overlay orders of new landuses are also part of that consideration. ((Note: Other geni or essences, for example, the river, specific cultural, economic, natural elements can be looked at either as interrelated or as rival orders, to determine proposals of new landuse patterns beyond fulfilling a general program)).

3) "LAYERED-POLARITIES OF LANDUSES ACROSS DOWNTOWN"

Downtown landuses can be understood as a *"HORIZONTAL QUADRANT" of polar forces. The four quarters of downtown grid marks axes for public vs private, residential vs commercial uses.

East = private residential

West = public/ longer term regional commercial and recreation potentials

South = public/ fast local commercial

North = neighborhood oriented commercial/eating/working

(There is more density at roads; and more open between).

Upon this two dimensional field, there are also gradient forces of *"VERTICAL LAYERS": upstairs in all places is more private— ie residential or office apartments, and the most private part of homes. ((Note: All these horizontal and vertical forces could remain as presently subtle, or be strengthened, or instead played against with deliberate counterforces, or ignored completely in proposals. Search for cross-axis polarity and layers is invited. In this way of thinking, setting up of new landuse elements— a new building or space, or district, or single "charged spot" (eg to view the river), etc— should be understood as setting up vectors of meaning in addition to the polar quads that exists)). Overlaid upon this grid we see landuse areas described below:

4) "PATTERN OF SIX LANDUSE AREAS"

We can intyerpert the existing diiferent landuses uses (and physical/spatial/ movement chatracter) as forming six landuse areas. ((See identification map linked to photos for specific uses of structures for downtown)). This method is considered the most useful in this study:

A) OVAL PARK LANDUSE: "Upscale or leisure life-oriented":

Upscale commercial: Morgan House, Raymond/ Zabians, Kelly Funeral Parlor; Religious: Congregational Church; Residences (east of the common); Municipal Courthouse/Police station; Recreational: The old green Bus stop building (recalls a gazebo); Parking (see problems).

B) MAINSTREET LANDUSE "Lee's place of main public business, movement and life". (* SEE OWNERSHIP SECTION FOR COMPLETE LISTING)

The street divides longitudinally into three areas of differing degree of commercial/publicness and structural density: high at south end, medium at north end, lowest at in the mid Main Street. Vehicles dominate at the expense of pedestrians with through traffic and roadside parking. The free intermixing of stores and open zoning is here most synegistally positive. The stores are vehicle-oriented by nature (to serve greater lee which Main Street provides, but also has potential pedestian nature that is suppressed by autos. Pedestrain demand (and frustration) correlate with above densities.

South Main Street: dense clustered commercial blocks of local oriented necessity retail first floor and residential and additional office space occurs on second floor. Is the most public and commercial vehicle, quick park high turnover high density place in town:: ((South Block Eastside includes Les Paris Hair Salon, Shoppe, Johansen 5 &10, Marbel Hardware, Lee Pharmacy, Barber Shop, Ben's Furnarture and Clothes, Lee Newsroom, Le electrician, Rossi's Restaurant, Lee Sports. South Commercial Block Westside includes Funeral Home, Raymonds/Zabians, Morgan House Inn (at the Oval Park location); McClellands Drug, Lee Bank, Jakes Clothes, Lee Hardware (annex and Main Building), Conso. Insurance, H.R Block, Men's Club Bar, Main Street Jewlers, Skinners, Bills Sandwich Shop, Steve's Barber Shoppe)).

Mid Main Street: library; moderate residential and empty lots; lowest density.

North Main Street: Moderate density on east residential lots. Commercial (Canon Electric), Appliance, FNY asoc.) and other commercial connecting with northend (Liquor Store, etc).

C) **NORTHEND LANDUSE:** Neighborhood oriented working (Mill; Lee Lumber Co.); necessity shopping and fast eating (diner, hardware, liquor store at interesction, grocery and KFC at lower Center Street. Empty lots (eg gas station demolition) and space around KFC, Mill, bridge. Density varies open and clustered.

D) **EATON/BACKSIDE LANDUSE:** Subregional commercial (Price Chopper, Napa Auto;) and local commercial (Lee Pizza, Burnell Auto, Park Cleaners, Florist, Bulls Eye Pub); Municipal: Post Office, Arobi Buildings /DPW, Parking area. Articulations of subspace potential recreation. Sullivan Station Restaurant is being considered (regional/tourist).

RR STREET: Residential infill between rr street and Main and along canal street. Comm/Indust:Dresser-Hull, Gendels).

E) **RESIDENTIAL HILL LANDUSE** :quite residences, neighborhood churches, old stone school; oil co is an acceptable anomoly.

F) **RIVER AREA LANDUSE:** Presently ignored, unused. (See "River" text).

5) **LANDUSE "RORSCHACH" SUB-PATTERNS:** The colored landsuse maps suggests many possible patterns for landuse interpretaion. (For us to see these patterns takes an active creative observation, not a passive analysis). As patterns they are visually strong on paper, but we must assess their strength for real landuse application that they symbolize— but there is prior credibility in that these patterns have already evolved and endured (analogous to footsteps in a snow path tell where the walks shoulkd really be). Designers may propose utilize, alter, or discard any of subtle patterns for leading their downtown concepts. Some examples (see enclosed downtown colored landuse map) are:

- a) The commercial "circle":: (red): connects the north & south ends, and Eaton & Railroad Streets
- b) The commercial "half circle": (red) Samd asd the comercial circle (see above), but deletes exempts mid Main street from commercial use.
- c) The municipal "quadrant": (blue) Courthouse, Postoffice, Arobi Building and Dpw cliuster of buildings, the Library.
- d) The religious "line". (lt blue) Cong Church, Franklin & Academy St churches are proximate and align north/south.
- e) The residential "field": (yellow) homogeneous background fabric across downtown (perceptually continuous neutral field)
- f) The light-industrial "edge": (purple) The mill & impression of offsite mills "on the river". In a metophoric sense too: the "edge" of history.
- g) The downtown open space linked green and white clusters of hardspace. as necklace of nodees and corridors is only scarecely existant now.
- h) The river: (black) Inifinitely valuable resource— naturally/culturally/historically lineally connects the Berkshiers, and is a timeline to trvale it; mteaphysical to coss it westward
- i) The "natural" open space, omnipresent surroundings (margins of sheet)