

## PROPOSED SYSTEMS

## DESCRIPTION OF DIFFERENT DESIGN "SYSTEMS" (ABSTRACTED).

- \* All four design teams have in common that they fulfill as in the "OBJECTIVES LIST". See intro.
- \* Each team differs in their system's special ideas, as noted below.

- **SYSTEMS SUMMARY:** In each of the four proposals, the design systems carry function, and aesthetic meanings—carrying out the general OBJECTIVES (see list) in service of each proposal's own revitalization goal (between the rage of change from a mill town to a tourist town. (Note: The *relation* between a proposal's systems may be reciprocal, complementary, supplementary, or countering. Below The essence of a system is assumed here while the special idea is noted.)
  - SCHEME ONE:** Each system in this proposal, in the conservative attitude of many small changes, maintains the use "Traditional Berkshire/Milltown archetypes". (See description in text).
  - SCHEME TWO:** Each system in this proposal enhances Lees historic dualistic character—its essential physical cultural "Pragmatic-realism vs its Romanticism"—to strengthen Lee in a dialectical whole.
  - SCHEME THREE:** Each system in this proposal contributes to the theme of "Town/River interaction" in its own purposeful way. In a symbiotic relation—each synergizes the other.
  - SCHEME FOUR:** Each system in this proposal is a grand change of "Progressive New in potent (but indeterminate) juxtaposition to the Historic Old" for functional & symbolic integration for tourist-added program
- **VEHICULAR CIRCULATION** All four proposal schemes facilitates local, regional and extra regional traffic access or moving through the area of downtown (essentially co-functions with parking).
  - SCHEME ONE:** (No External Bypass needed at this time). Basic improved Main St & grid co-functions well.
  - SCHEME TWO:** (No External Bypass). Extended RR St (internal) / with Main St 1-way co-use *Divide Traffic, Unite Lee*.
  - SCHEME THREE:** External Bypass added (west of river) plus improved Main St.
  - SCHEME FOUR:** External Bypass added (west of river) plus new entrance crosses w of river. Eliminate S Main St.
- **VEHICULAR PARKING:** All four schemes accommodates local, regional or desired tourism uses—with improved vh & ped circ.
  - SCHEME ONE:** Traditional: "continuous open extra". (*Retains max auto-ethic access*).
  - SCHEME TWO:** Interlocking parking lot "fingers" (*interlocks & unites with pedestrian fingers*)
  - SCHEME THREE:** River/ Town "modules". 'Of-town' grid form/ 'of-river view' prominence. (*town river interaction*).
  - SCHEME FOUR:** Bold form/ scale centralized parking-event spaces (*new tourism added use, within the historic Berkshire town*).
- **SPACE PARTI:** All four schemes
  - SCHEME ONE:** ((Regional-Space Image)): Lee, a point of settled sustained space in diverse built/natural/cult region mosaic ((Downtown-Space Concept)): 'Traditional grid with many diverse, smaller spaces' (as if evolutionarily Conservatively added or carved within the strengthened six areas of town).
  - SCHEME TWO:** ((Regional-Space Image)): Lee, a dualist 'knot'-- romantic vs pragmatic realist (ying-yang) ties in a region. ((Downtown-Space Concept)): Interlocking pragmatic realist space (rectilinear) space vs the romantic ribbon and oval space—in their dialectic-- moves through the strengthened six areas of downtown
  - SCHEME THREE:** ((Regional-Space Image)): Lee, a swelled node ("spatial clot") on the Housatonic River time/ corridor. ((Downtown-Space Concept)): Tri-axial spine expresses longitudinal & lateral River/ Town connections.
  - SCHEME FOUR:** ((Regional-Space Image)): A special centralized clearing in the deep Berkshire dramatized by the... ((Downtown-Space Concept): dramatized by "the new" pinwheel spine of grand allee space juxtaposes through "the historic old" grid—in strengthened six town areas.
- **PEDESTRIAN HARDSPACE:** All schemes provide space for safe, a/effective comfortable moving, or stationary human uses—while enhancing outdoor and indoor activity (and in relation to vehicular patterns).
  - SCHEME ONE:** Traditional: basic 'grid plus evolved' walks and many small diverse spaces.
  - SCHEME TWO:** Necklace-spine of *pragmatic-realist* 'fingers' (walks, courts) vs necklace *romantic* 'oval/ribbon walk'.
  - SCHEME THREE:** River-seeking *allee-promenades*, and of town (form, arch) riversite-promenace *Modular Courtyards*.
  - SCHEME FOUR:** Progressive "new" (pinwheel spine of allee & court hardspace) juxtaposes through "historic old" (grid walks & adjacent hardspaces).
- **GREEN SPACE** All four schemes provide a wholistic connection of proposed green space (connected by pedestrian hard space) in context of existing town and Berkshire contextual green space.
  - SCHEME ONE:** Traditional: Many diverse spaces within grid// vs the successional Berkshires.
  - SCHEME TWO:** Romantic 'Necklace of Historic Ovals' ( vs through the *pragmatic realist* grid).
  - SCHEME THREE:** Civic 'of-town' (rect-convergent greens)" vs 'of-river' Berkshire green space (*town river interaction*).
  - SCHEME FOUR:** Pristine "the new" circle greens (vs historic grid town & ancient Berkshires).
- **GREAT TREES** All schemes provide wholistic tree system define character & uses of spaces in the built & natural/ecol environment.
  - SCHEME ONE:** Traditional: basic allees (built); evolved stands (nature/ag); understory ornaments (personal/social).
  - SCHEME TWO:** Dualistic Planting takes on both the *pragmatic* rectilinear grid 'bosques' vs *romantic* 'ribbon & ovals'.
  - SCHEME THREE:** River-seeking Allees & Town Module-enclosures (rect), vs River Berkshire trees (*town river interact*).
  - SCHEME FOUR:** Progressive new grand allee (pinwheel spine) juxtaposes historic old (town grid evolved trees, Berkshires).
- **LANDFORM:** All four schemes engage landform for structural, ecological/geologic/drainage, aesthetic material/spatial character.
  - SCHEME ONE:** Traditional: Functional terracing & carves, idiosyncratic local and larger conservation/ succession use
  - SCHEME TWO:** Landform variously expresses the *romantic* ((oval & biomorph ribbon form, leisure/symbolic-inherent) vs the *pragmatic realism* (rectilinear, construction/or ecology functional inherent) spaces.
  - SCHEME THREE:** Of-River oriented (hydromorphic form, geo process-evident) landform vs "of the town: architecturally defined, civic spirit rectilinear grid / terrace landform.
  - SCHEME FOUR:** New progressive landforms (pinwheel arc/tangent form and intermediate scale)--juxtapose the *historic old* landforms/ & scale (that range from micro-idiosyncratic, to town grid terrace, to regional Berkshire patterns).
- **BUILDINGS:** ((Added: Lee Museum; commercial & residential in north and backside area; Arabi community center, library improved))
  - SCHEME ONE:** Traditional: Local scale, plural mix" pattern: (points added support existing proven character/use)
  - SCHEME TWO:** Dualistic buildings: asserts the *romantic* vs *pragmatic realism*
  - SCHEME THREE:** River-oriented / town buildings (celebrate town river interaction).
  - SCHEME FOUR:** Progressive-New architecture style & expanded tourism program juxtapose *historic old* buildings/uses.