



## LENOX VILLAGE CENTER IMPROVEMENT PLAN



*[Intro by Greg Federspiel, placing this schematic study in the context of the larger project]*

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# Lenox Village Center Improvement Plan

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## What Makes a Great Village?

Vibrant communities have one thing in common – great streets. Over the past decade, planning efforts across the nation have increasingly focused on what comprises a great street. Project for Public Spaces is a primary proponent of these mixed use gathering places, as is the American Planning Association who, in January 2008, published an article outlining the characteristics of a great street (see sidebar, next page). This subject was reprised in a May 2008 article in *Landscape Architecture*, profiling the ten streets designated by the APA as the nation's greatest streets. According to this article, in addition to considering maintenance, sustainability and safety:

*"A key element of a great street is connectivity: whether it is linked to a larger street network. Great streets are those that take advantage of natural features and bow to fine architecture. They encourage social activities and take all types of users into account, not just drivers. Most important, great streets have some memorable feature – tall trees, pleasant houses, a row of small shops, a popular café."*

### Lenox Village Center is a Memorable Place

According to this description, Lenox's historic village center fits the bill. Sitting just off the state routes that connect Lenox to the larger region, the village is lively, compact and walkable. Surrounded by mature trees and enhanced by a deep green setback from Main Street, there is a clear sense of arrival as one descends Route 7 from the north. Designated a local historic district, the village has a rich mixture of building styles and scales, from the handsome four-story Curtis House at the south end of Main Street, located between the library and Town Hall, to the highly articulated and domestic facades of Church Street shops. In the words of the Lenox Historic District Guidelines, "The result is a district that is characterized by its diversity, not its uniformity."

The deep setback along the east side of Main Street has greater prominence because of its west-facing elevation above the road, making the grass more visible than the pavement. Lilac Park, on the west side, and the Reading Park next to the library on the east further enhance the green character of the village. Street trees are being regularly replaced with diverse species, and the potential for additional pocket parks within the village has been noted.

Parking is convenient, central, dispersed and ample. A large number of private lots, tucked discretely behind commercial buildings, supplement on-street parking. A large public lot is nearby, behind the Legacy Bank building.

### Characteristics of a Great Street

- Provides orientation to its users, and connects well to the larger pattern of ways
- Balances the competing needs of the street – driving, transit, walking, cycling, servicing, parking, drop-offs, etc.
- Fits the topography and capitalizes on natural features
- Is lined with a variety of interesting activities and uses that create a varied streetscape
- Has urban design or architectural features that are exemplary in design
- Relates well to its bordering uses – allows for continuous activity, doesn't displace pedestrians to provide access to bordering uses
- Encourages human contact and social activities
- Employs hardscape and/or landscape to great effect
- Promotes safety of pedestrians and vehicles and promotes use of the 24-hour day
- Promotes sustainability through minimizing runoff, reusing water, ensuring groundwater quality, minimizing heat islands, and responding to climatic demands
- Is well maintained, and capable of being maintained without excessive costs
- Has a memorable character

-- *Planning*, January 2008

Recent improvements to Main and Walker Streets, including new benches, concrete pavers, street trees and granite curbing, express pride of place and set the tone for additional improvements to the village center. But perhaps the factor with the greatest impact on the character of Lenox Village Center is not seen or noticed at first – the absence of overhead wires. In addition, the Route 7/20 bypass of Lenox center protected its primary asset – a small village, not dominated by heavy through traffic, that remains a tourist destination as well as a treasured local resource.

### Opportunities for Improvement

All this is not to say there aren't challenges. Much of the village is hidden behind Main Street. There are few clues about where to park. The absence of gateways to the village and way-finding signs makes it easy to pass by. Business owners along Church Street complain about a lack of lighting, and the light standards that exist – oversized cobrahead lights – are hardly in character with the historic character of the village.

Sidewalks are spalling and patched, and challenge universal accessibility standards. Pinched between cars and buildings, browsers block circulation, forcing other pedestrians to walk in the street or on grass. Delivery trucks either block a lane of traffic, or (more frequently) pull onto the sidewalk and block foot traffic.

Overall, pavement dominates. Oversized parking areas lack shade and green buffers. Some sidewalks are devoid of shade trees. Overly wide aprons, particularly at parking lots but also at some private drives, give the car priority over pedestrians, and edges of parking lots are ill-defined. The interior of the village appears to be one meandering gravel

lot, interrupted by sudden grade changes, occasional weedy patches, and dumpsters. Interior circulation is confusing, characterized by many dead ends and an inefficient use of space. Although there are mature street trees along Main Street, many are in trouble – canopies show considerable die-off, indicating their time is near. (See Addendum I: Site Assessment.)

Much of what needs attention is not in the public realm. The private landscapes – stairs, paths, planting beds, parking areas, signs, fencing – are pleasingly eclectic, but are often worn, cluttered, temporary, or use materials that seem entirely out of context with the character and history of the district. It has been noted that the private landscape establishes the overall impression of this village center more than the publicly controlled streetscape. While the public property is primarily underfoot, the private landscape is comprised of many more vertical elements and thus more prominent. And many of the land owners are not in residence, which further frustrates improvement efforts. As tenants, some merchants have little control over the quality and appearance of the buildings. (See Addendum II: Private Domain.)

Underlying the village are some additional concerns. An aging infrastructure, supporting the water, sewer and stormwater management systems in the village, needs to be upgraded.

None of these challenges is insurmountable. In fact, they provide an outline of opportunities for improvement. It was in this context that the Town of Lenox appropriated funds to improve lighting and sidewalks in the village, and an additional amount to replace the water main. What started as a lighting project – with the Historic District Commission advocating the installation of historic Westinghouse standards – became, through conversation with the Department of Public Works and Select Board, an opportunity to look at a larger vision for the village center. In addition to concerns for historic preservation, the Town wanted to address issues of pedestrian circulation and accessibility, traffic calming, way-finding and mixed use.

### Scope of the Study

Foresight Land Services and Walter Cudnohufsky Associates, Inc., together with Robert Akroyd, former Selectman and landscape architect, combined their engineering, planning and community design skills to study the village center in light of an expanded program:

- Develop aesthetically pleasing, energy efficient lighting plan that incorporates the Westinghouse fixtures without over-illuminating the village.
- Recommend ways, through lighting, site design, plantings, etc., to extend the length of day and of season for commercial vitality.
- Enhance pedestrian circulation and accessibility, with particular attention to an interior pedestrian pathway; improve pedestrian linkages between buildings and streets.
- Improve distribution of and connections among green spaces; create new pocket parks and gathering places, and link them to existing parks – Reading Park, Lilac Park, Triangle Park and potential green space north of Church Street.
- Expand sidewalks for greater pedestrian comfort and visibility; incorporate traffic calming measures such as bump-outs at crosswalks with sidewalk improvements.

- Propose methods to reduce the clutter of service areas and dumpsters.
- Design for multi-modal transit – bicycles, busses, scooters, wheelchairs, and pedestrians as well as cars.
- Establish cleaner edges between parking areas and pedestrian ways; reduce the number of “dead ends” by merging parking areas if possible; improve interior circulation; narrow parking lot entrances where possible.
- Provide guidelines and examples for private landowners and merchants to improve storefront plantings and amenities; look for ways to open up additional storefront opportunities at “back doors” and alleyways.
- Establish clear gateways to the village center with a unified system of signs and kiosks, to draw people into the commercial district and improve way-finding.
- Improve efficiency in car movement; explore alternatives to existing vehicular circulation, including one-way streets, improved intersections, and other means to reduce the prominence of the car.
- Establish a design vernacular for streetscape amenities such as signs, benches, fencing, trash receptacles, bicycle racks.
- Consider massing, where infill or “upfill” might be appropriate to reinforce the historic density of the village center; establish a critical mass for economic vitality

### **Site Reconnaissance and Design Exploration**

Members of the team walked the commercial district on several occasions, speaking with town officials, merchants, and consumers. A high resolution aerial photograph produced by Col-East provided a detailed 50-scale map of the village center upon which to make notes and explore design alternatives. The team took multiple photographs, noted the health of trees and where new species had been planted, measured expanses of pavement, observed pedestrian patterns including non-paved “desire lines” and the challenges of slope and vegetation. Studying details such as existing curb cuts, lighting, planters, dumpsters, parking patterns, signs, and fencing began to suggest opportunities for linkages, reduced pavement, shared driveways, pocket parks, flexible use areas, and confirmed the need for an interior pedestrian walkway that could become a lively north-south corridor between Walker Street and Franklin Street, with offshoots east to Church Street and west to Main Street.

## **Village Walk**

The village is already a pedestrian destination, and evidence of this is shown in informal pathways and desire lines that run between and behind buildings throughout the village. The village walk would formalize these connections, and establish an environment where strolling and browsing will be facilitated and encouraged. This pedestrian route will enable people to comfortably explore more of the district, will protect them from street traffic, and will open up a whole new “front door” opportunity for what is now a “back door” service area. A number of “leftover” spaces – transitional ways between properties and parking lots – can be developed into small pocket parks and seating areas where people can rest and converse.

This internal corridor will meander from the small park on Walker Street east of the Curtis House, past the Lenox Library’s Reading Park, sneaking between parking lots and down inclines between Casablanca and the Church Street Café, curving slightly behind Firefly to emerge at Franklin Street. The village walk will link retail shops, restaurants, parking lots, and residential units with a series of small green spaces. This pathway will unify the mixed use district, providing occasional kiosks to direct those new to town, while providing easy and protected access from parking to retail and restaurants. It will be, in the words of designer Rob Akroyd, “an experiential ramble.” (See Addendum VII for conceptual plans of the village walk by Greylock Design Associates.)

The merchants of Lenox Village are very excited about this proposal, and in fact through the Chamber of Commerce have contributed financially to this vision. Many believe it will increase exposure and sales, and enhance the village as a destination. Certainly, any master plan for the village center must anticipate the future alignment and character of the village walk. The Town is actively seeking grants while simultaneously obtaining the necessary easements to construct the village walk.

Although the village walk has considerable and enthusiastic support among citizens at large as well, it has a longer time frame than the lighting-related streetscape improvements currently underway. The required degree of cooperation among multiple property owners, legal agreements, technical plans, and cost to implement, mean it will take some time before funds can be allocated and the plan can be implemented. While closely related, it is a separate project. Thus the focus of this study remains sidewalk and infrastructure improvements within a more pedestrian-friendly commercial zone, beginning with the neediest blocks within the district – Franklin Street and Church Street.

## Evolving Principles and Design Concepts

Prior to making any specific recommendations, the design team generated a list of underlying principles to be achieved with any improvements to the village center. These principles can be summarized in four basic objectives:

- **Protect the pedestrian:**
  - Widen sidewalks, provide greater gathering places, separate pedestrian routes from vehicular routes
  - Minimize crosswalk distance; use bump-outs and raised crosswalks to further protect the pedestrian and provide greater visibility
  - Install brighter, lively, historic, pedestrian-scale lighting
  - Integrate new lighting and new plantings with widened sidewalks: see these walks as “eddies” where people can gather or stroll
  - Improve internal pedestrian connections within the village
- **Establish efficient, safe car movement:**
  - Create clear, distinctive gateways to the village :  
announce the business district, direct traffic to and through it clearly
  - Consider a one-way system:  
reduce pedestrian-vehicular and vehicular-vehicular conflicts, encourage browsing, provide a more generous streetscape.
  - Simplify movements:  
reduce the number of places where cars must turnaround or back up; look for through routes where possible
  - Prevent delivery trucks from blocking traffic:  
get the trucks off the street as much as possible while still providing adequate room for pedestrian passage; use widened sidewalks for occasional loading zones:
  - Eliminate excessive pavement:  
where parking areas are oversized, reorganize and create planted islands
  - Share curb cuts:  
where two driveways abut, find ways to eliminate one curb cut – reduce the interruption of the street while providing additional on-street parking



- Maintain and improve available parking:  
find efficient ways to locate on-street parking for no net loss of parking, and organize internal parking areas for greater efficiency.
- **Enhance green gathering places and connections:**
  - Feature and improve connections between the existing anchor spaces: Lilac Park, Triangle Park, Reading Park
  - Reallocate underused spaces for gathering places
  - Provide well-illuminated and clear pedestrian passages
  - Continue to green the village by planting additional native trees and shrubs
  - Select modular, durable and human-scale materials to appoint the streetscape
- **Increase private collaboration:**
  - Erase the invisible property line between public and private, and between separate private properties
  - Aggregate service areas:  
locate dumpsters in appropriately screened and convenient places, shared by multiple businesses to reduce their impact
  - Look for ways to share access, egress, lighting, seating, parking, etc.
  - Simplify the landscape:  
eliminate pieces, strips, redundancy, and visual divisions
  - Make durable, sustainable, green, recyclable choices for materials and installations
  - Work for greater unity coherence and identity throughout the entire village: display merchant, owner and civic cooperation in physical form

## Circulation Alternatives

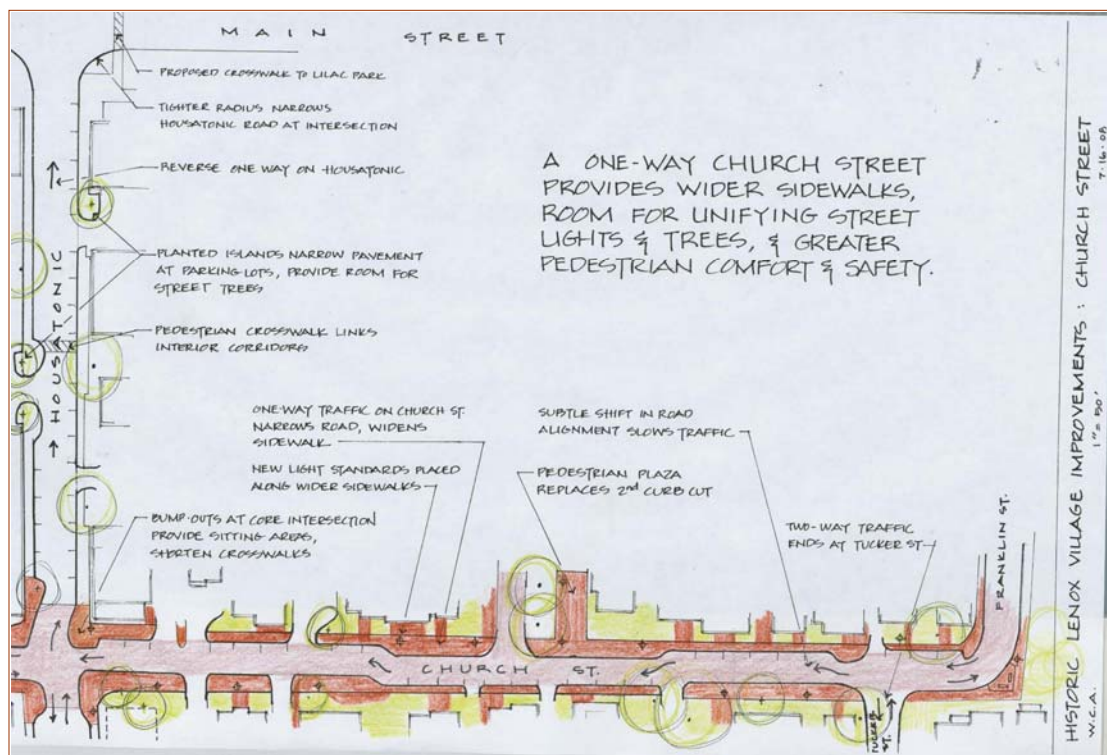
Having considered the underlying goals for village center improvement, the team moved on to look at specific alternatives to the current situation. As with any commercial district, vehicular circulation became a primary focus. Because cars have the most demanding and restrictive needs, they must be accommodated first. The option of closing one or more streets to cars, with the exception of emergency and delivery vehicles, merited only brief discussion; this option has not proven successful in most trial cases. Planners and designers have found that keeping cars on the street but providing clues that this is primarily a pedestrian area provides the best environment for a healthy and lively commercial district.

The team considered several alternatives, varying in degree of change and expense:

**Option 1: Make Church Street one-way headed south between Tucker and Housatonic, reverse Housatonic to travel west.**

Reduce the width of travel lanes to accommodate widened sidewalks; pave sidewalks and street with colored concrete pavers or other non-asphalt special paving to distinguish this as a unique destination; alternate on-street parking with wider sidewalks, alternating sides; inclined granite curbing allows delivery vehicles to climb onto wider portions of sidewalks without blocking traffic or pedestrian circulation.

*The consultants favored this clockwise traffic pattern, keeping Franklin two-way for neighborhood egress from Tucker, narrowing the intersection of Housatonic and Main Street with perhaps a right turn only option. However, perceived as being politically unpopular.*



**Option 2: Make all of Church Street one way north from Walker to Franklin, Franklin one-way west to Main; make Housatonic two-way.**

Eliminate parking on the north side of Housatonic, alternate wider sidewalks with parking as in Option 1 along the entire length of Church Street.

*Maintains multiple feeder routes to lower Church Street (an objection raised to Option 1); neighborhood traffic from Tucker Street area could exit via Franklin or south via Ore Bed; less optimal than Option 1 since counterclockwise circulation creates more left-hand turns out of the business district.*

**Option 3: Retain two-way Church Street and one-way (east) Housatonic, but reduce travel lane width.**

Total lane width would be 20'-22' maximum, with widened sidewalks extending to or possibly beyond the presumed 50' right-of-way; raise the Housatonic-Church Street intersection and extend sidewalk "bump outs" to reduce crosswalk length and increase visibility of pedestrians. Pave streets and sidewalks with special pavement to distinguish the commercial area.

*A more viable yet distinctive option, recommended as a compromise solution for the district.*

**Option 4: Similar traffic circulation to Option 3, but reduced use of special pavement.**

Reserve special pavement for sidewalks, gateways, intersections, and a mid-block pedestrian crossing on lower Church Street; in all options, retain the alternating parking and widened sidewalks, and inclined granite curbing except along parallel parking places.

*A less expensive option for the Town, while still providing clear priority to pedestrian crossings and intersections.*

**Option 5: Invest only in sidewalks with special pavement.**

Similar narrowed travel lane, two-way traffic on Church Street, alternating parking and wider sidewalks, but road remains entirely asphalt, intersection at Church and Housatonic not raised.

*Not recommended by consultants; a missed opportunity to make Lenox Village Center safer and more distinctive.*

## **Recommendations**

In several meetings with Town Manager Greg Federspiel, Town Planner Mary Albertson and DPW Supervisor Jeff Vincent, and two open sessions to which merchants, local landowners and members of the Lenox Chamber of Commerce were invited, these alternatives were discussed. Although the team continues to hold a strong preference for a one-way Church Street, perhaps trying it for a year without expensive changes in pavement, it was clear that this option would not be politically acceptable. However, some major components could be retained with a narrower two-way traffic pattern:

- Alternate sides for parking to provide convenient options for cars traveling both ways.
- Expand sidewalks on the opposite side from the parking places to enhance pedestrian comfort and safety, and provide room for additional street trees and new lights without pinching the sidewalk.

- Install inclined granite curbing along the widened sidewalks to allow delivery vehicles easier access for temporary parking.
- Eliminate redundant curb cuts and encourage shared driveways for adjacent properties, to increase available parking, reduce pavement, and enhance the pedestrian experience.
- Encourage abutting properties to use the same special sidewalk paving for pathways to their doors to further integrate the district, erase the boundary between public and private, and create a distinct sense of place.
- Narrow broad intersections, such as that at Housatonic and Church Street, with the use of raised bump-outs to increase pedestrian visibility and safety; retain sufficient turning radii for larger trucks and buses, with the occasional option to drive over inclined curbs.
- Construct raised planters at wide parking lot aprons to screen cars, separate sidewalks from parking, increase opportunities for street trees and other plantings, and generally enhance the area.
- Create raised mid-block pedestrian crossings of special paving that lead to the interior and anticipate links to the future village walk.

### Intersection of West and Main

During the design team's various site walks, the intersection of West Street and Main Street was a prominent topic of conversation. The intersection features numerous challenges not only from an existing traffic circulation standpoint but also from the perspective of proposed improvements. In their 2003 "Downtown Transportation Management Study," Clough Harbour & Associates had this to say about the existing intersection:

*"The configuration of this intersection around the Town Monument creates multiple conflict areas for traffic circulating around it... The sequential stop conditions required of traffic moving through this intersection contributes to increased motorist delay and an additional risk potential for vehicle crashes."*

The solution proposed by Clough Harbour was a roundabout for the intersection. This study proposes an alternate "T" intersection, in an effort to simplify the improvements as well as create an aesthetically appealing gateway into town from the West Street direction. The "T" intersection provides an approach directed at the Curtis Hotel – a historic and appealing property that anchors this primary intersection.

Further study of topography, pedestrian safety, traffic circulation, and property issues is necessary to evaluate these alternative solutions.

## Public Presentation

Monday evening, August 11<sup>th</sup>, 2008, the team presented their initial observations and recommendations to more than 50 Lenox residents. Participants also received a printed version of the PowerPoint presentation. Response was largely positive, following the tone set by Chamber of Commerce President Ralph Petillo who urged the audience to see this not as improvements to draw more tourists, but for the community itself. “This is *our* plan,” he stressed. Some agreed the village is hard to read, making it difficult to move through. Greater coherence and direction would benefit way-finding. Several expressed support for the popular village walk concept. The idea of creating more welcoming gateways, such as the one illustrated at Church and Walker, was also applauded. And while at least one voice expressed dismay at the limited area to be addressed with this project, another conceded that Franklin and Church Streets are an “embarrassment” and need immediate attention.

While all comments expressed individual concerns and accolades, there were a few common themes:

- Don’t make everything uniform; maintain the diversity and charm that characterizes Lenox
- Don’t change traffic patterns, block routes, or make anything one-way; in fact, explore ways to navigate through the interior without going on streets
- Improve way-finding; create more coherence, unity and direction to and through the village
- Don’t over-illuminate the village; protect residents from light pollution at night
- Take into consideration the variety of users: improve accessibility for strollers, runners, and those with mobility challenges
- Improve enforcement of parking regulations – long term parking, particularly of merchants and shop owners, is what limits available parking for customers; encourage use of the town lot.

With the information garnered through site reconnaissance, refined by meetings with various merchants and Town officials, and the feedback from this public meeting, the design team created a schematic rendering of the recommendations.

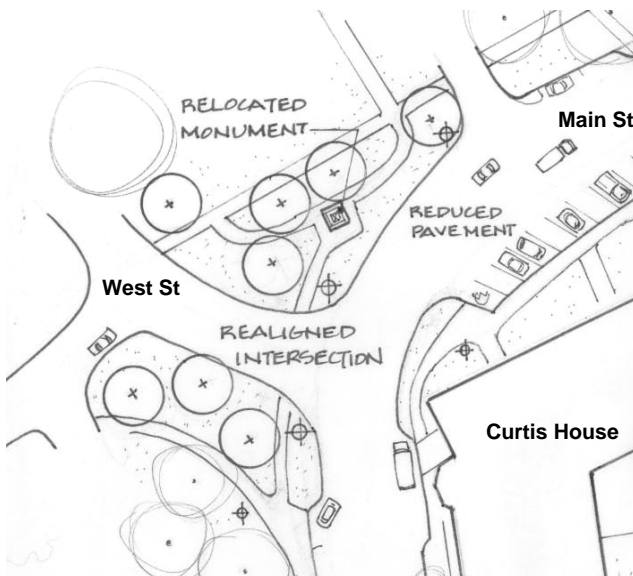


## A Schematic Plan for Lenox Village

**NEW LIGHTING AND STREET TREES, EXPANDED SIDEWALKS, RAISED CROSSWALKS, SPECIAL PAVING, AND AN INTERIOR VILLAGE WALK WITH MULTIPLE SITTING AND GATHERING PLACES ENHANCE PEDESTRIAN SAFETY AND COMFORT, AND ENCOURAGE VILLAGE-WIDE STROLLING.**

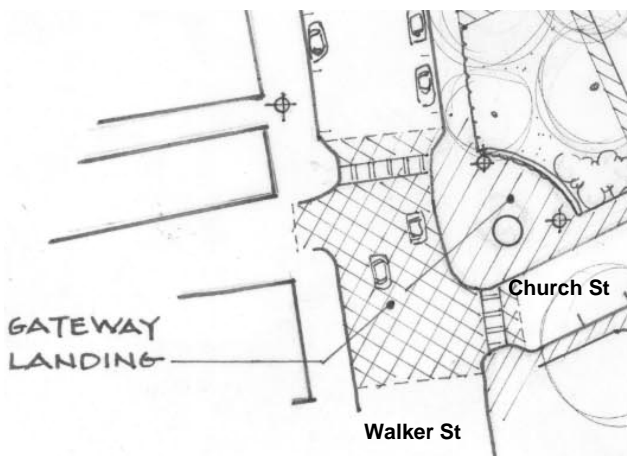
**REALIGNED INTERSECTIONS, PROMINENT GATEWAYS, BETTER ORGANIZED PARKING LOTS AND ALTERNATING ON-STREET PARKING IMPROVE DRIVER CONVENIENCE AND WAY-FINDING.**

### REALIGNED WEST STREET INTERSECTION



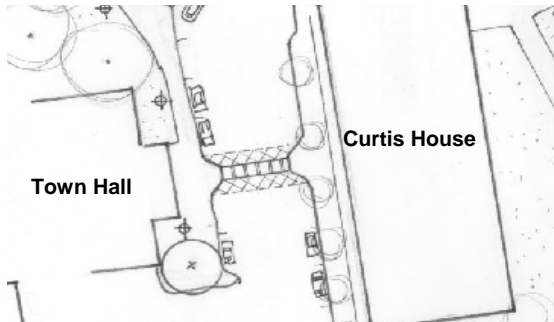
The confusing intersection of West Street with Main and Walker Streets is now a T-intersection. Sight lines are improved and vehicular movement simplified. The intersection features the handsome Curtis House. Pavement is significantly reduced, providing an opportunity for more trees. The obelisk is moved to the west side of Main Street, where it sits prominently in the sightline of cars traveling south on Main and west on Walker. The diagonal parking in front of the Curtis more closely follows the curve in the road, to provide additional green space in front of the former hotel, and a greatly improved barrier-free interface with the sidewalk.

### NEW GATEWAY AT CHURCH AND WALKER



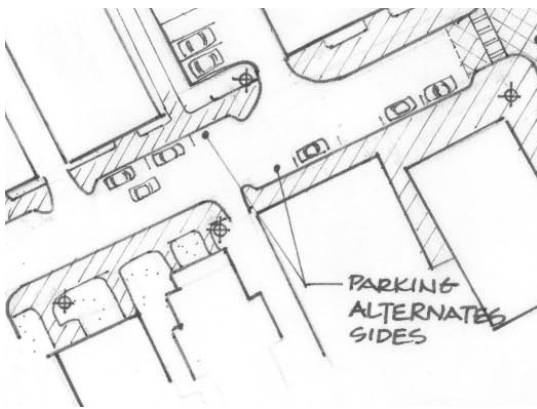
The intersection of Church and Walker Streets is raised special pavement, with a broad landing at the northwest corner. The existing stone wall is rebuilt to be a concave, southeast-facing seat wall, and the dense shrubs selectively removed to provide a view of the Curtis House. Illuminated with Westinghouse-style light standards and a central fountain or other feature, this corner becomes an important signal that you are entering the historic Lenox Village. An information kiosk, modeled after the Westinghouse light standards, helps pedestrians and drivers alike find what they are looking for. (See Addendum VII for a perspective sketch of the plaza.)

## RAISED AND SHORTENED CROSSWALKS



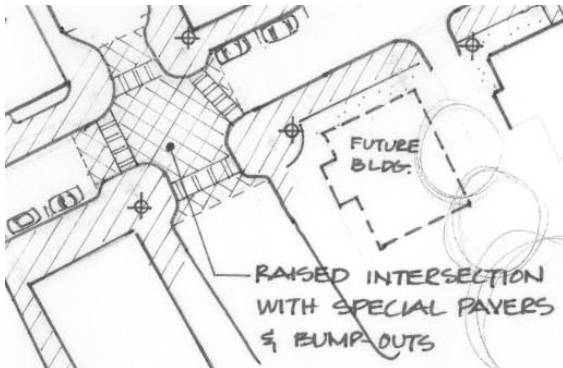
Existing crosswalks, as well as two proposed additional crosswalks opposite Lilac Park, are raised on a broad table of special pavement to give them greater prominence. Distances pedestrians must cross roads are reduced with the addition of sidewalk “bump-outs.” The curbing along these bump-outs is angled to reduce conflict with plows while still providing pedestrians with greater visibility.

## ALTERNATING STREET PARKING ON CHURCH AND FRANKLIN STREETS



A narrower (20-22') two-way Church Street slows traffic and provides parking for cars going either way, alternating with wider sidewalks that have sloping granite curbs. Curbing along the parking places is vertical, but the sloping curbs and widened sidewalks provide a temporary loading zone for deliveries. Opportunities to narrow or reduce the number of curb cuts and add a few parking places exist, but need further study.

## ENHANCED CHURCH AND HOUSATONIC INTERSECTION



At the heart of the pedestrian village, the broad and imposing intersection of Church and Housatonic is reduced by the use of bump-outs, and the raised bed of special pavement slows traffic and helps pedestrians. Crosswalks are 22' in length on Church and the eastern Housatonic crossing, and 16' on the western Housatonic crossing (where the road is one-way). There still exists a turning radius of 50' for larger trucks and buses, and the angled curbing allows the occasional tire to cross the bump-out. (See Addendum VII for a perspective sketch of the intersection.)

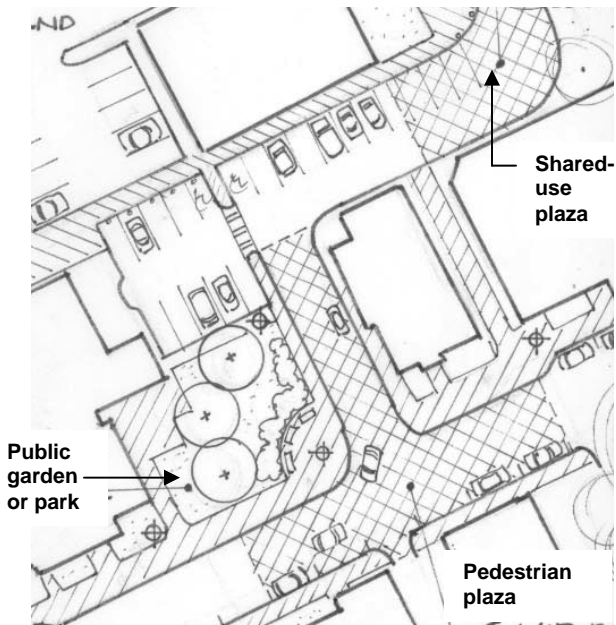
## RAISED PLANTERS NARROW PARKING LOT APRONS



The Town lot off Housatonic and the private lot off Franklin have excessively wide aprons – in effect the pavement sprawls out to the street with little distinction and no provision for pedestrians. Two raised planting beds would narrow the apron to 20', could screen cars, direct drivers and provide room for additional street trees on these tree-deprived sections.

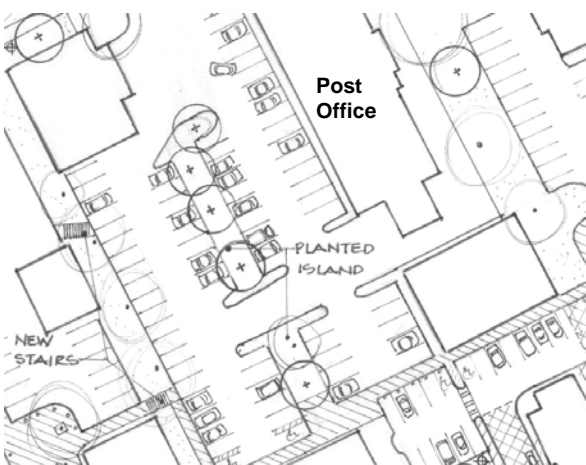
Additional study is needed to ensure ease of delivery access to the Loeb's parking lot if a raised planter is added here.

## PEDESTRIAN LANDING AT LOWER CHURCH STREET



Mid-block on lower Church Street, a 125'-long section is paved with colored concrete pavers, which extend up the single drive past the Country Store. The second drive is converted to a garden or park just north of the Church Street Café, with a comfortable sitting area for parties to meet. Special paving extends all the way to the redesigned parking area and connects to the proposed Village Walk. A second enlarged landing behind Firefly – shared by pedestrians and cars – is also surfaced with concrete pavers, and can be closed off for special events. One of the many small landings/pocket parks along the Village Walk becomes one with this multi-use space.

## REDESIGNED INTERIOR PARKING LOTS

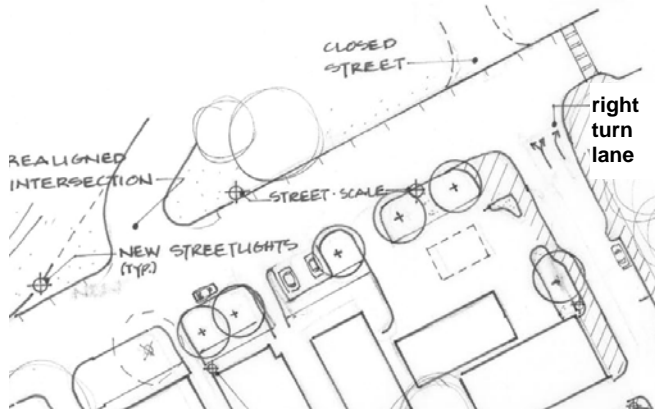


Property lines are secondary to convenient, efficient parking layout throughout the village. Excessive pavement is reduced in the Post Office lot with the addition of a broad (15' wide by 100' long) planted island where trees will eventually provide significant shade in this otherwise exposed lot. The trees also provide some screening of cars from Main Street. This planted island extends to the east, where access to a smaller parking lot has been redesigned to protect the Village Walk.

## NEW STAIRS FOLLOW DESIRE LINES

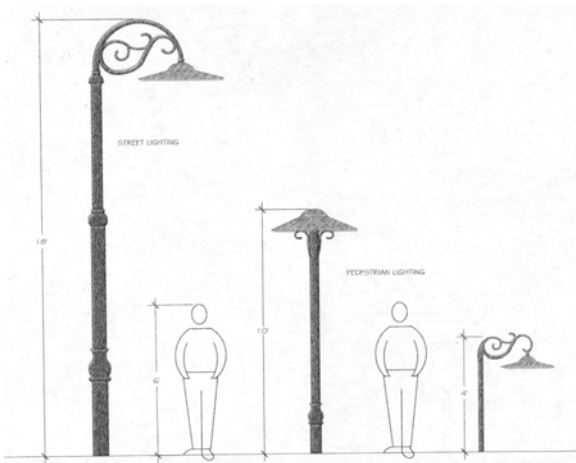
The change in grade mid-block creates challenges for pedestrians. Informal footpaths have eroded the slope here, and are muddy in wet weather and icy in winter. Two new stairways formalize the desire to cross this slope, with the more easterly one tying into the Village Walk. The existing stairs at the southeast corner of Casablanca are rebuilt to improve safety and drainage. (See diagram above.)

## IMPROVED CLIFFWOOD-FRANKLIN-MAIN STREET INTERSECTION



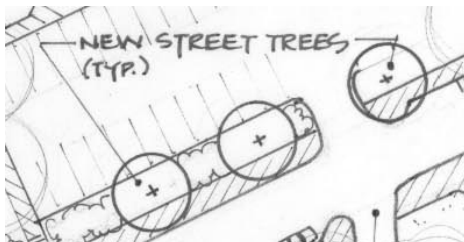
The triangular intersection of Cliffwood, Franklin and Main Street is realigned to create a 90° intersection at Cliffwood, and eliminating the short extension of Franklin Street west of Main Street. This provides additional greenspace, integrating Triangle Park with land to the north, and creating additional on-street parking along Main Street. In addition, a right-turn lane from Franklin onto Main Street reduces the traffic stacking here.

## NEW STREETLIGHTS ESTABLISH AN HISTORIC VERNACULAR



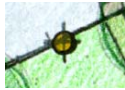
By replacing the overly tall cobrahead streetlights with a more historic light standard replicating the Westinghouse streetlight, Lenox establishes a unique sense of place in its historic village. Taller versions of the standard will be used along Main Street, where the traffic along this state route requires a taller standard, with shorter version along sidewalks within the village. Lower 4'-high lamps protect and guide pedestrians along interior walkways and at parking lot edges. (See Addendum IV for larger images by Greylock Design Associates.)

## CONTINUED REPLACEMENT OF STREET TREES



An assertive program of planting street trees already exists in Lenox Village, anticipating the demise of several of the older specimen. As part of this laudable program, opportunities for additional placement of approximately 40 trees are shown on the plan. (See Addendum III for other Streetscape Elements.)

The following page shows how these various elements combine to create a cohesive, accessible, and pedestrian-oriented village center. Highlighted by color are the following components:



PROPOSED LIGHTING STANDARDS – STREET SCALE



PROPOSED PEDESTRIAN SCALE LIGHTS



NEW STREET TREES



RAISED PEDESTRIAN CROSSWALKS



SPECIAL PAVING (RAISED INTERSECTIONS AND CROSSINGS WHERE PEDESTRIANS SHARE THE ROAD WITH CARS)



SIDEWALKS AND PRIVATE PATHS WITH SPECIAL PAVING



FUTURE INTERIOR VILLAGE WALK



Enveloped within a mature tree canopy, the historic village center of Lenox is a clear commercial destination with a strong sense of place:

- Historic streetlights and special paving at key gateways and crosswalks protect and enhance the pedestrian experience.
- Parking is convenient, central and well organized.
- An internal village walk provides multiple gathering and sitting areas, and creates a pedestrian street linking shops, parks and parking.



**Lenox Village Center Improvement Plan**

Lenox, Massachusetts

Walter Cudnohufsky Associates, Inc.

Ashfield, MA 01330

with

Foresight Land Services & Greylock Design Associates

Pittsfield, MA 01201

Lenox, MA 01240



## Implementing the Plan

### Phased Construction

Based on discussions with the Town, the overall Village Master Plan will be implemented in several phases. Depending on future funding, there may be five phases, most likely in the following order:

- Phase 1: Church Street improvements (construction slated for Spring 2009)
- Phase 2: Franklin Street and Main Street improvements
- Phase 3: Internal pedestrian spine construction including park @ corner of Walker and Church (1,400 feet +/-)
- Phase 4: Housatonic Street improvements
- Phase 5: Walker Street improvements

It should be noted that an existing project aimed at improvements to West Street, funded through the Massachusetts Highway Department, could include changes to the West Street intersection as currently proposed. This work is tentatively scheduled to occur between 2010 and 2013. In addition, preliminary discussions with the Electrical Engineer and National Grid suggest a central location for the lighting electrical services. Depending on the final results of these discussions, phasing requirements may be updated as they relate to conduit installation for future lighting.

### Cost estimates

The Town has a budget of approximately \$800,000 - \$1,100,000 for Phase 1 construction, which encompasses approximately 1,300 feet of improvements (entire length of Church Street). The following breakdown represents a budgetary work scope that was developed to fit the Phase 1 budget.

#### *Budgetary Opinion of Probable Quantities and Costs – Phase 1: Church Street*

Item	Quantity	Unit	Unit Price	Amount
Tree Removal	3	Each	500	1,500
Unclassified Excavation	1	LS	15,000	15,000
Drainage Structure Remodel	6	Each	1,000	6,000
Adjust Structures	20	Each	400	8,000
Pavement Milling	4200	SY	10	42,000

Item	Quantity	Unit	Unit Price	Amount
Bit. Conc. Pavement	650	Ton	125	81,250
Processed Gravel	50	CY	32	1,600
Crushed stone for subbase	200	CY	35	7,000
Benches	5	Each	1,200	6,000
Signage (architectural)	5	Each	5,000	25,000
Trash Receptacles	5	Each	1,200	6,000
Conc Sidewalks	1400	SY	60	84,000
Conc wheelchair ramps	12	Each	1,500	18,000
R & R Granite Curb	2200	LF	30	66,000
Concrete unit pavers	400	SY	250	100,000
Tree plantings	10	Each	1,500	15,000
Lighting (conduit and poles)	20	Each	8,500	170,000
Construction safety signage	1	LS	10,000	10,000
Dust control	1	LS	5,000	5,000
Pavement marking	4000	LF	2	6,000
Traffic signage	10	Each	500	5,000
Subtotal				678,350
15% Contingencies			15%	101,753
Subtotal Plus Contingencies				780,103
Planning, Survey, and Design Phase Services				98,000
Construction Phase Services (engineering)				45,000
<b>Rounded Phase 1 Total</b>				<b>\$920,000</b>

This budgetary opinion of probable costs (BOPC) can be used to estimate the approximate costs for future phases. Under this BOPC the per foot cost for the completed items noted above is approximately \$700/linear foot of improvements. This number is representative for the work required to complete the Church Street section and would change depending on the actual scope of work for the future phases. For example, Main Street will require much less intensive improvements due to previous work completed and would therefore be less money. Similarly, the internal pathway would be much less intensive with respect to pavement, curbing, utilities, but might require additional legal work. Franklin and Housatonic Streets might be similar in scope and magnitude as the Church Street Section. Note: No major utility improvements were proposed to the sewer system under this scope of work. Consideration should be given to replacing some sections of undersized/aged/failing sewers under future phases – particularly, the Housatonic Street section.

Using this theory, the future phases might break down approximately as follows:

Phase 1:	Church Street improvements	\$1,000,000
Phase 2:	Franklin and Main Street improvements	\$500,000

Phase 3:	Internal pedestrian spine and park	\$500,000
Phase 4:	Housatonic Street improvements	\$300,000-400,000
Phase 6:	Walker Street improvements	\$200,000-300,000
<b><i>Totals: Phases 1-6</i></b>		<b><i>\$2,500,000-2,700,000</i></b>

These numbers do not reflect inflationary factors. Due to the current volatile inflationary environment, especially with respect to construction related materials (pavement, piping, fuel, etc.), we would recommend a relatively high inflation rate be added to each future phase when contemplating funding.

## Conclusion

Lenox has much to be proud of in its historic village center. It is a lively, engaging, vibrant commercial and civic center, with a visionary town leadership, a dedicated merchant base, and a strong regional draw. As many said in the public sessions involved in this study, it is already a successful locale with its own strong identity. The recommendations contained in this village master plan are intended to build on the many strengths of the village center, while improving those aspects that are less successful. With better lighting, more gathering and sitting places, improved pedestrian safety, clearer circulation and way-finding, and highly visible gateways, Lenox Village Center will continue to be a destination for local residents and tourists alike.

The following addenda provide supporting images, notes and guidelines for this master plan.

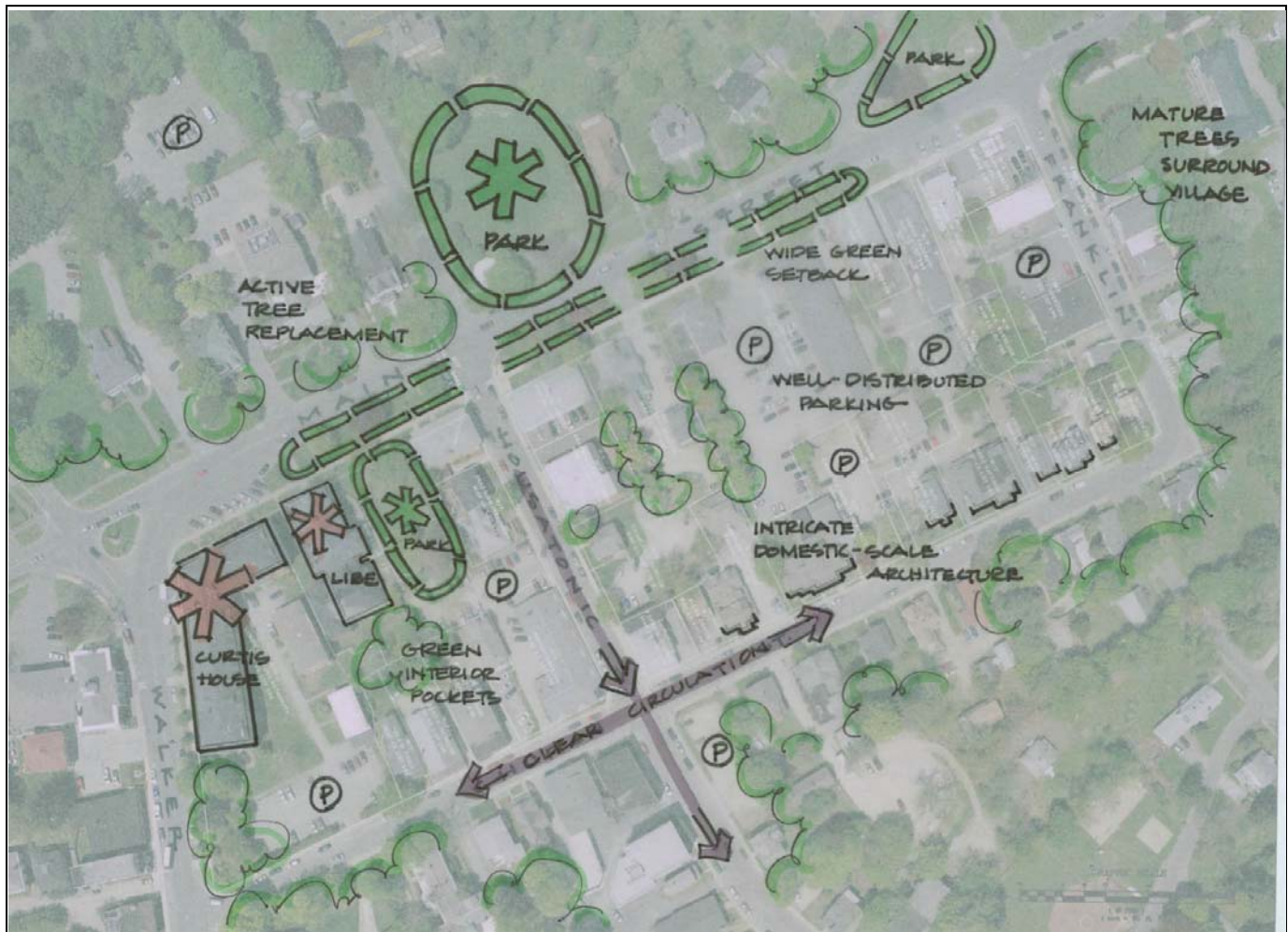
## Addenda

I: Site Assessment . . . . .	22
II: Private Landscapes Shape the Character of the Village . .	25
III: Streetscape Elements: Criteria . . . . .	26
IV: Streetscape Elements: Details . . . . .	30
V: Zoning Enhancements . . . . .	34
VI: Summary of Prior Studies and Guidelines. . . . .	37
VII: Village Images. . . . .	39



## Addendum I: Site Assessment

### Village Assets



**HANDSOME CIVIC ARCHITECTURE, MATURE TREES AND A LIVELY COMMERCIAL DISTRICT CHARACTERIZE LENOX VILLAGE.**

The village is diverse, compact and walkable.

Peripheral circulation is clear and simple.

Main Street's green setback distinguishes the village center.

## Addendum I: Site Assessment Village Constraints



### **LENOX VILLAGE CENTER LACKS COHERENCE**

Excessive pavement gives cars priority.

Pedestrian circulation is hampered by steep slopes, lack of direction, and intervening parking lots.

Many streets lack trees, plantings are uneven.

There are few protected pedestrian gathering places.



Addendum I: Site Assessment  
Parking in the Village



**THE INTERIOR OF LENOX VILLAGE IS DEVOTED TO THE CAR.**

Parking is plentiful, convenient and largely available to the public.

However, it is characterized by dead ends, multiple curb cuts, poor organization, and wasted space.

## Addendum II: Private Landscapes Shape the Character of the Village

Although we think of Lenox Village as being the public domain, the predominant proportion of the landscape is private. The public streetscape is the obvious context, and provides access and some parking; it is the foreground, the foil against which one views the village. The majority of buildings, lots and available parking are in private ownership, and they provide a diverse, complex and interesting palette.

The private holdings are visually important because they are predominantly the three dimensional buildings and landscapes. The public sector has less impact because, for the most part, it is largely two-dimensional – the ground plane of streets, sidewalks, and lawn.

It is our recommendation that the distinction between public and private should be seamless, not self-conscious or obvious. It should be more than a collection of parts. A village suggests a cooperative attitude which can and should be expressed physically. This is not to say the village needs to be uniform. It needs cohesion and a sense of order, along with diversity and complexity, for the character to be memorable.

The Town can take the lead in how it designs and appoints the various streetscapes, including the installation of historic streetlights, but the cooperation and collaboration of private landowners is both desired and essential to achieve the full unity desired. At the moment the private landscape is greatly varied, and this diversity should largely remain. However, the private landscapes can be complex to the point of distractions; there are too many parts and pieces that diminish the whole.

The design problems we've observed are simple enough to resolve:

- Small strips of lawn, gravel, or mulch – leftover strips that are difficult to manage
- Acute angles that are visually distracting
- Use of casual and temporary materials that appear poorly constructed
- Too much lawn
- An equal "half-and-half" division between parts
- Redundant parts that unnecessarily increase complexity
- Use of unnatural plastic and contemporary materials

A few simple actions can provide greater coherence and distinction for Lenox Village:

- Bring streetscape materials and design details onto the private land – blend the public and private domains
- Raise planting beds to protect the plants and better feature them
- Simplify the pallet of materials and plants
- Simplify the landscape compositions – minimize the pieces
- Address the compositional issues raised above

Through the Historic Lenox Village Improvement Project, the Town may be able to offer free design critique and guidance which can further the unique sense of place that is Lenox.

## Addendum III: Streetscape Elements

### Criteria

- **Sidewalks**

The walks should be as wide as possible and use pre-cast unit pavers. They should reflect human scale, with varying alignment, offering a distinct palette separate from asphalt or concrete. The pavers should be rated and installed for universal accessibility on a substantial drivable base to support occasional delivery trucks, emergency and maintenance vehicles. The walks should seek to blur the boundary between the public and private ownership, extending seamlessly where designated from the public right-of-way onto private property as appropriate.

- **Curbs**

Durable granite curbs are proposed in two configurations. Along all on-street parking, standard vertical curbs shall be used but with only a 5" reveal. All other non-parking locations shall use the same granite curb between the street and the walks but in the 45-60° inclined configuration with a 4" reveal. Standard installation procedures shall be applied to both.

- **Crosswalks/intersections**

Where special paving is applied, crosswalks shall be raised in tabletop fashion to provide a minimum 4' wide surface with angled approach to minimize disruption for plows. Sidewalks shall extend into the crosswalk to provide additional visibility, but retain a 50' turning radius within the travel lane.

- **Parking**

As has been said, the Town has ample parking. The problem is with the incremental and largely private development of separate but contiguous lots. The village needs to look at the big picture, and establish an optimal plan that reduces pavement, simplifies circulation, establishes clear edges, protects the pedestrian, incorporates additional plantings, and improves drainage. Many lots are currently oversized; reductions in pavement could improve pedestrian circulation as well as add green space. A careful study of the existing parking lot dimensions, layout, and ownership will reveal opportunities for coordinated parking. The Town should undertake this study in concert with the design development of the village walk, since both projects need to be designed without constraints of individual property lines and will require the full cooperation of private landowners.

- **Trees and tree planting**

While it is true that several large trees are in decline, Tree Warden Warren Archy and his committee have a proactive plan in place that anticipates tree demise. Trees are being replaced annually. Complementing this laudable effort, the village plan recommends locations for as many as twenty new street trees. Wherever trees can be planted in groves or



larger groupings, their health and impact will be enhanced. It is essential to provide sufficient infiltration for their roots. This is an investment not only in the character of the village, but in shade, temperature moderation and air purification. There are additional significant opportunities to add shade trees on private properties, with reduction in pavement of overly large interior parking areas and the installation of the proposed Village Walk.

- **Lighting**

The lighting prototype is from the historic Westinghouse light standard that was originally created for the Lenox Village. A sketch drawing of the original light is attached as an addendum. It is our recommendation to work with existing lighting companies to attempt to replicate this light as closely as feasible but not to "cast" the poles as custom items. There are close approximations available by existing companies such as Holophane® Lighting. Attached to this plan is Holophane's recommended light fixture, pole, and cross arm intended to come close to the original light. Note: the cross arm would require modifications to the standard Holophane cross arm shown to match the Westinghouse light more closely.

Also attached to this document are sketches of possible low level bollard and pedestrian lights for the internal spine. It is recommended that the Town locate similar standard lights from existing suppliers for the lighting of the internal "village walk."

Guidelines from the Historic District Commission indicate that lighting of private properties is traditionally located at entrances and gates, and rarely illuminate facades, yards, plants and architectural details.

- **Way-finding**

"Way-finding," according to urban planner Kevin Lynch, is "a consistent use and organization of definite sensory cues from the external environment." These cues may come from subtle changes in road or pathway width, material or color, or may be obvious signs and arrows. The intention, in a retail or mixed use environment, is to guide consumers to their destination. In Lenox, way-finding is hampered by a confusing clutter of signs, a lack of clear gateways, and the rather hidden character of the Church Street/Franklin Street neighborhood. In addition to establishing clear gateways at Church and Walker and at Franklin and Main to announce the village center, creating a more unified signage system will help orient people to this destination. Drawing on the design of the Westinghouse light, a series of kiosks and signs will remove visual clutter while clearly identifying intended destinations. The illustrations prepared by GDA show how the design vernacular can be adapted to signs as well as lights.

- **Drainage**

Drainage appears to be functioning properly within the existing Village and no major expression from the Town or visible field evidence suggested that full-scale drainage repair be implemented. We would recommend considering the following items for future phases:

- Provide drainage service stubs for known sewer cross connections.
- Contemplate deep sump catch basins with oil/debris hoods for any/all new catch basins
- Promote the use of pervious pavement and/or promote pavement reduction to help minimize runoff
- Plant landscaping and trees where possible to help prevent erosion and sedimentation as well as to provide shade and reduce any potential for a heat island effect.

Phase 1 work scope (Church Street) incorporates the above recommendations to the extent practical.

▪ **Sewer and other infrastructure**

As noted previously, we recommend the Town consider upgrades to the sewer within Housatonic Street. This section of sewer is known to be undersized during peak flows. Replacement during construction of improvements to Housatonic Street would avoid the potential of digging up the street for sewer repairs after the improvements are completed. Also noted was the presence of sewer cross connections with drainage roof leaders and foundation/sump drainage throughout the village. We recommend eliminating this source of inflow to the sewer by providing drainage stubs to the known cross connection locations during improvement construction.

Other infrastructure improvement, such as water main replacements, should be coordinated with the Town DPW on a Phase by Phase basis.

▪ **Dumpsters**

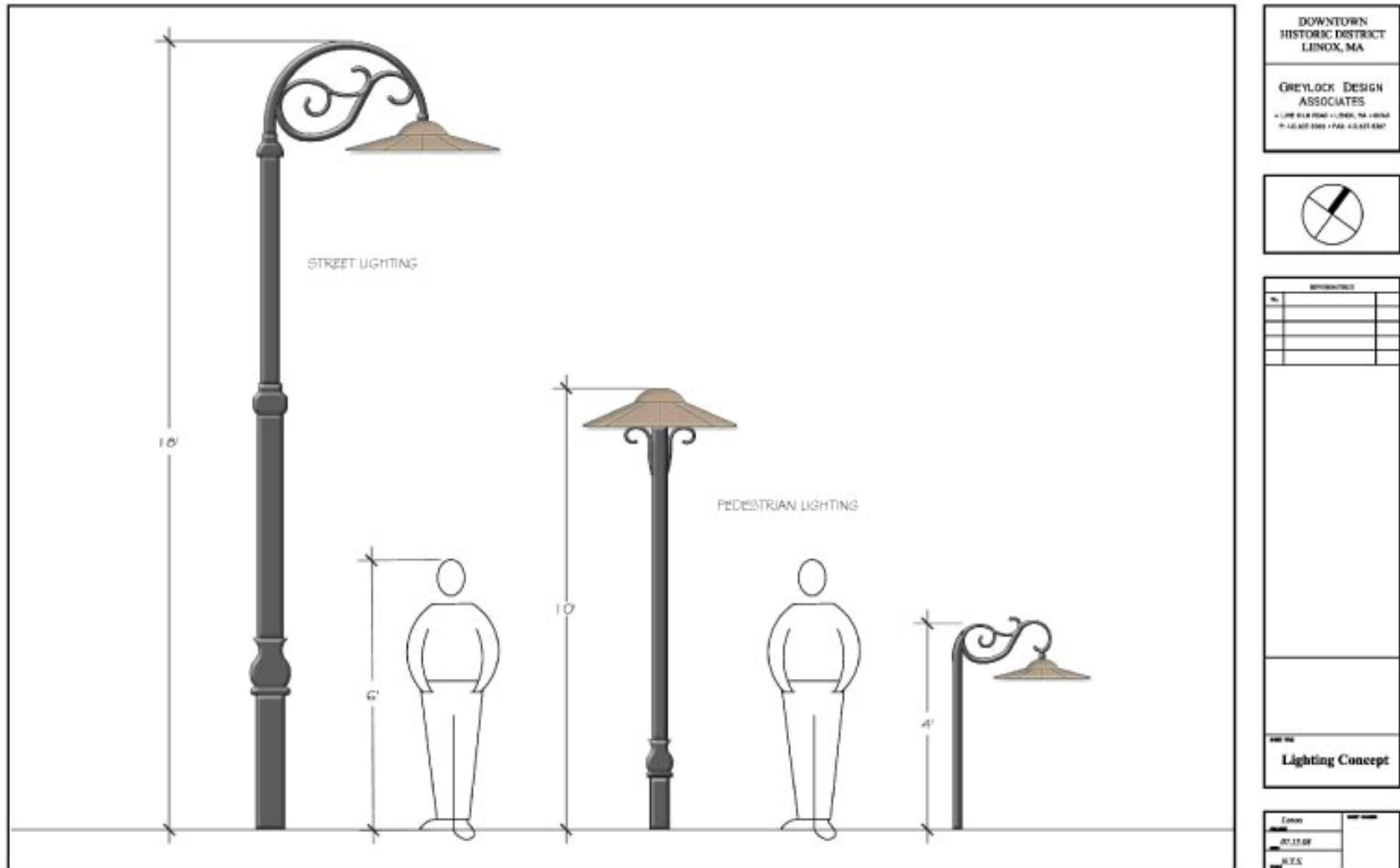
Currently, the interior of the village center is primarily a “back door” to the businesses and residences that face Church, Franklin, Main and Walker Streets. This is most evident in the presence of multiple dumpsters throughout the village. As part of the preparation for an interior Village Walk, private landowners and merchants – particularly those owning or managing restaurants – would be wise to find a way to reduce the clutter and random placement of dumpsters while retaining or improving good access for removal and cleaning. We would recommend finding suitable locations for grouping individual dumpsters within a simple concrete bunker that can be hosed down occasionally. As with parking, this type of resolution would ignore property lines in favor of convenience and a more compact footprint. Of course, providing an efficient system for recycling paper, cans, glass and plastic should be a part of this solution.

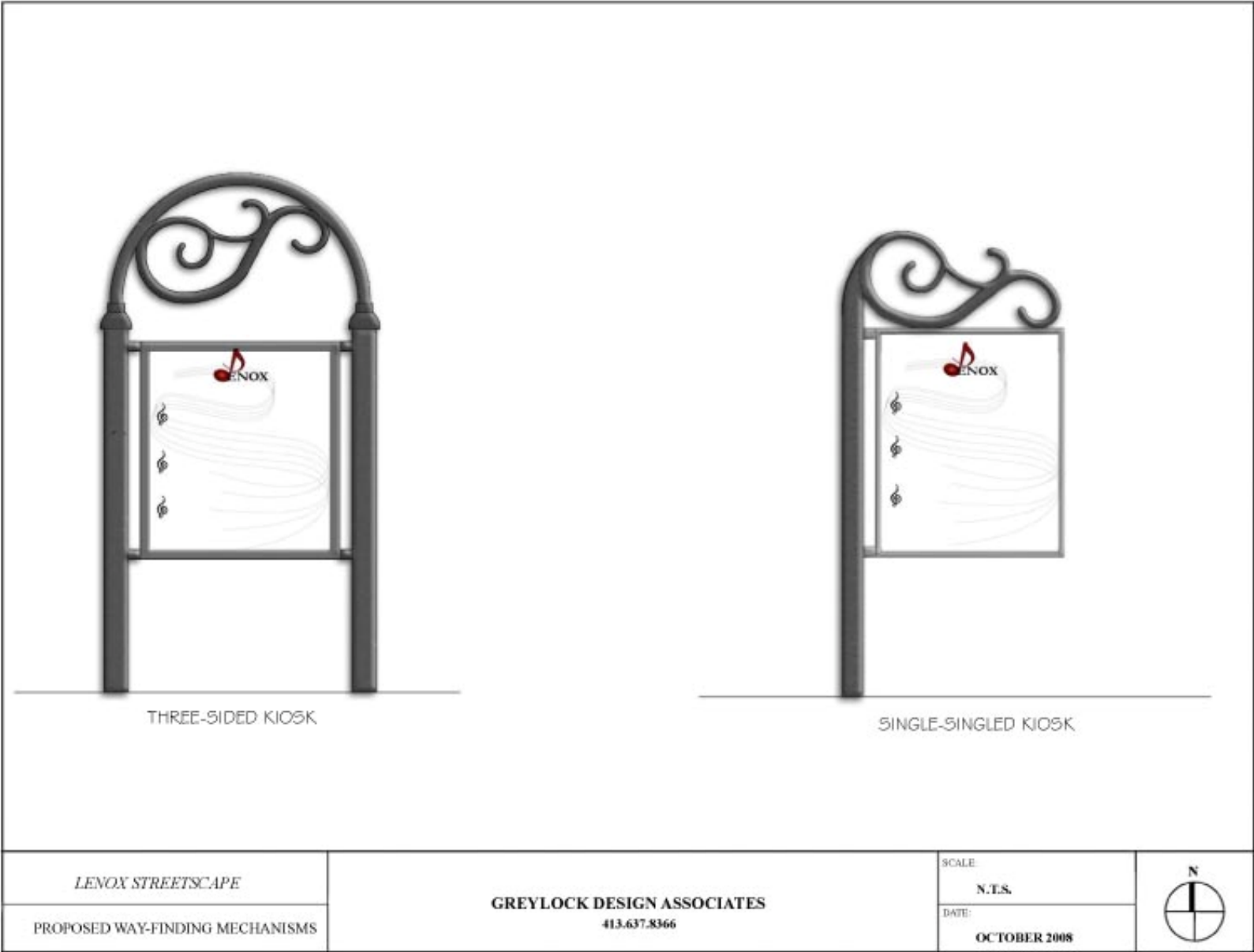
▪ **Thinking green**

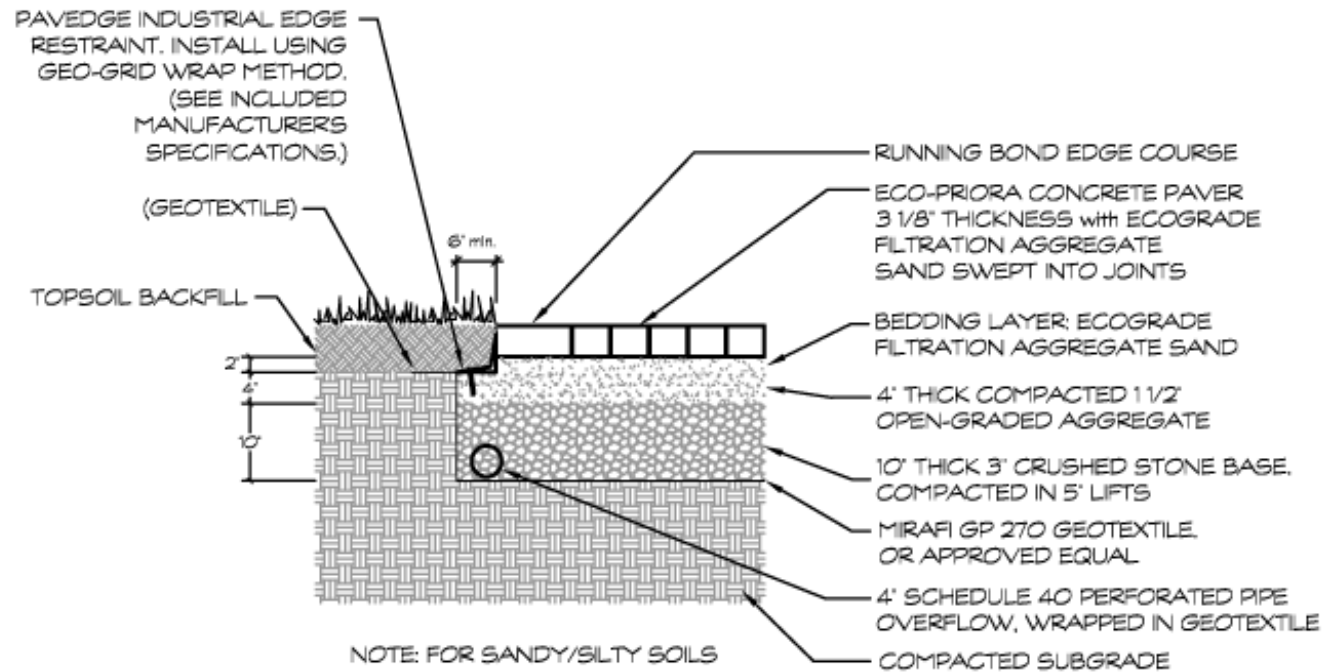
Any municipal project in this day and age must be as sustainable as possible. Concern about energy use and costs, air pollution including greenhouse gases, water conservation and infiltration must inform decisions at every step. This village improvement plan can set the stage for the entire Town of Lenox in several ways:

- Reduce impervious pavement: Increase infiltration of runoff rather than piping it, reduce the amount of heat absorbed and reflected back; green roofs can also make a difference in absorbing and slowing down stormwater runoff in more densely populated areas, as well as reduce heat build-up.
- Use durable materials: Stone and other pavers are not only more durable for long-term savings, but recyclable and reusable. They also allow more water to penetrate between the pavers.
- Increase options for alternative transportation: In addition to improving pedestrian amenities, provisions for bicycle racks could encourage more people to leave their cars at home.
- Reduce energy demands: Energy-efficient lighting is the most immediate improvement the Town can make, but should also be considering ways in which to improve energy efficiency in municipal buildings.
- Greening the village: Continue and expand the replacement of street trees to increase shade, provide sheltered pockets for outdoor sitting, buffer wind, absorb water, as well as provide aesthetic benefit; additional use of ground covers other than grass will reduce amount of mowing necessary as well as reduce erosion along steeper areas; concentrate on the use of diverse but native species; avoid monocultures.
- Continue to promote ways to reduce, reuse and recycle materials.

## Addendum IV: Streetscape Elements Details

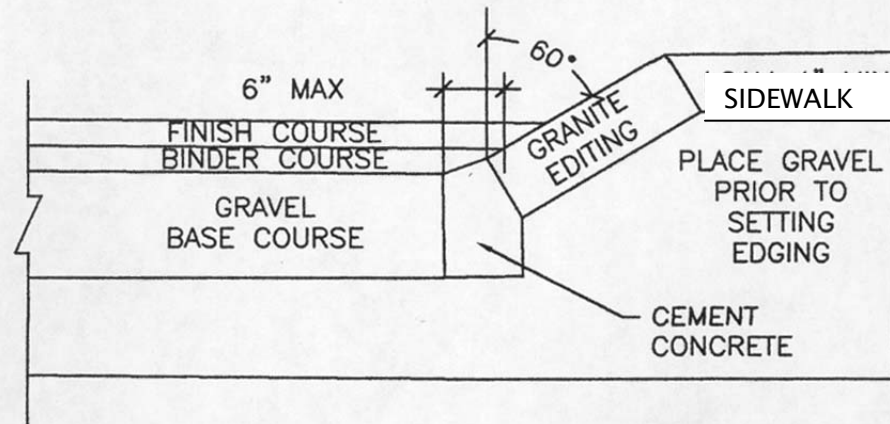






8 PERMEABLE PAVING (TYP)  
NOT TO SCALE





SLOPED GRANITE EDGING

## Addendum V: Zoning Enhancements

- ZONING DISTRICTS
  - Create a new Central Village (CV) Zoning District for Lenox Village, (separate from Lenoxdale Commercial District [CL?])
    - Establish different dimensions, uses to reflect distinct village characters
  - Expand the Central Village Zoning District to encourage modest expansion of the downtown
    - include more of the Winstanley property
    - possibly further along Housatonic Street
- MIXED USES IN THE DOWNTOWN
  - Encourage mixed Commercial and Residential uses
    - Revise §9.24 to allow mixed use residential above commercial use By Right with Site Plan Review
  - Consider a density or height bonus for mixed use
- OUTDOOR DINING
  - Presently allowed under §9.7.2 by Special Permit
    - Consider allowing By Right with Site Plan Review by ZBA or Planning Board
  - Separation from Street
    - Presently requires 5' setback from sidewalk; consider eliminating this setback to avoid creating dead space between sidewalk and activity
    - Separate properly with screening or railings, but no higher than 4' to allow visual interaction
  - Maintain noise and light control for residents of the area
- OTHER COMMERCIAL OUTDOOR USES
  - Change §9.25.2 to allow outside display of limited amount of merchandise By Right instead of Special Permit with Site Plan Review by ZBA or Planning Board
- ZONING SETBACKS/DENSITY
  - Minimum and Maximum Front Setbacks –
    - Encourage/require building at/near the street line
    - Allow some Public Open Space
  - Amend Land Space Table §8.4 (footnote 4)
    - Zero Lot Line allowed (or required?) at street line
    - Zero front setback allowed By Right
    - Zero Lot Line on one side and 5' (?) setback on other side (to create 10' wide alleyway between every two buildings)
    - Rear Setback to have sufficient width for alleyway, loading, and service but not too big

- BUILDING HEIGHT
  - Revise Land Space Table to require a minimum building height of two stories
  - Allow a maximum of three stories By Right
  - Allow a 4<sup>th</sup> story by Special Permit with Special Conditions
    - Where suitable height compared with adjoining properties
    - When change in ground elevation minimizes impact
    - Review fire protection access issues and restrictions with Fire Department
    - Possibly require sprinklers for 4-story buildings even if not required by the Building Code
- FAÇADE DESIGN REVIEW GUIDELINES AND REVIEW PROCESS
  - Suggest the Town create a set of façade improvement guidelines
  - Form a Design Review Committee
    - for major renovations and new construction
    - Committee would be advisory only; no approval or veto power
    - Committee should include an architect, landscape architect, member of the Historic District Commission and business representative
    - Process should be mandatory but time limited; e.g. 30 day max.
    - Refer to Great Barrington Zoning Bylaw for example
- OPEN SPACE, LANDSCAPE AND STREETSCAPE GUIDELINES
  - Shared walkways encouraged, and linking to the interior village walk
  - Public access to private open space as appropriate throughout the village
  - Landscape guidelines encouraged, especially along frontage of buildings, to reinforce sense of place
  - Streetscape guidelines for pedestrian amenities such as benches, trash barrels, etc.
- PARKING AND LOADING IN THE DOWNTOWN
  - Encourage ...
    - Provision of sufficient barrier-free parking and access for all uses – could be shared between adjacent properties
    - Shared driveways and parking
    - Shared loading and service areas
    - Alleyways at side or rear of buildings
    - Shared areas for dumpsters to be aggregated and screened
    - Way-finding signs to shared and public parking lots
  - Shared private parking lots should be strongly encouraged
    - Offer density bonus for property owners who allow a shared parking lot on their property?
    - Private on-site, off-street parking should not be required for each property if sufficient shared parking is available
  - Parking areas should be set back at 20 feet from street line to allow screening and open space
    - Parking located at rear of building; no parking in front or side yard
    - Include publicly accessible open space along the entire frontage (except for driveway(s))
    - 10' wide landscape buffer around perimeter at side and rear
    - Screen parking only from abutting primarily residential properties

- Encourage business owners and staff to park in peripheral public lots, to leave parking close to their businesses for customers
  - Possible incentives other than enlightened self-interest?
- Encourage alternative transportation
  - Provide bike racks and bikeways
  - Encourage businesses catering to bikers
  - Provide reduced size parking spots for motorcycles and scooters
- SIGNAGE IN THE DOWNTOWN
  - Encourage historically appropriate signs
    - Work with Historic District Commission to establish guidelines
  - Guidelines to cover projecting signs, carved wooden signs, awnings, bands over doorways, architectural treatment
- FENCING AND SCREENING
  - Minimize (or prohibit?) fencing between commercial properties, unless gated to allow pedestrian passage between properties
  - Fencing or screening only necessary when adjacent property is in primary (not mixed) residential use
  - Screening of (aggregated) dumpsters to be in durable material for ease of cleaning
- SITE LIGHTING
  - Illumination of buildings, signs, walkways, and parking to be consistent with the Historic District Commission guidelines
  - Minimize light pollution and “sky glow” by using only shielded fixtures
  - Don’t overlight, which only makes the less illuminated areas darker
  - Pedestrian level ornamental bollards encouraged
- ZONING USES
  - Review Table of Uses for incompatibilities and opportunities
  - §E.2 limits “apparel or antiques store or art gallery having a maximum building footprint of 4,000 square feet” to the C1A district
    - Clarify to allow apparel/antiques/art store with building footprint of less than 4,000 square feet to be allowed By Right in the CV district
  - §E.14 prohibits new gas or service stations in C, but §E.15 and E.16 allow (by Special Permit) sale, rental and repair of cars, boats in the C district
    - Suggest §E.15 and E.16 uses be prohibited in CV district
  - §F.2 prohibits printing, binding and publishing in C
    - Consider allowing small scale use in the CV district
    - Compare to Northampton which has a small hand-crafted printer/binder
  - Expand list of uses allowed By Right to include Site Plan Review
    - SPR to review overall site layout, planting, parking, circulation, pedestrian links, bicycle parking, accessibility measures without threat that the use would not be approved
    - To be applied to restaurants, laundry and dry cleaning establishments, recreational facilities, home occupations, seasonal storage of equipment, small scale manufacturing/assembly/packaging.

## Addendum VI: Summary of Prior Studies and Guidelines

### **2002 Traffic Study**

Interestingly, the team's observations and conclusions closely confirm those in a traffic study, conducted for the Town in August 2002 by Clough, Harbour & Associates. In particular, the study showed very few hours during this peak week in August when on-street parking (290 places) was at capacity, and then only on one or two blocks. Interior parking (496 places) had reserve capacity most of the time as well. Those intersections with the worst traffic flow include two left-hand turns (from Church onto Walker and Franklin onto Main), as well as the complex intersection at West/Main/Walker, where cars on Old Stockbridge Road often have a long wait.

As stated earlier, the Clough, Harbour recommendation for the West/Main/Walker intersection was a roundabout, rather than the T-intersection proposed here. But they also recommended creating bump-outs at Church and Housatonic to improve pedestrian crossings, define parking limits and calm traffic. They suggest that improved way-finding at gateways east of Church Street and north of Franklin would alert drivers sooner to the village center and town parking lot. They also recommended a reconfiguration of the interior private lots to create a more efficient and integrated facility. And reinforcing parking time limits would encourage employees to park in peripheral lots. Finally, a right-turn lane on Franklin would enable north-bound traffic to keep moving when south-bound cars are waiting to turn.

### **Historic District Guidelines**

It is important to remember that this special commercial district is designated a local Historic District, and as such any changes must protect the "character-defining features" of buildings and related landscape elements within the district. Guidelines from the Historic District Commission specify the use of materials that are compatible with the immediate context. The Commission has the authority to review all hardscape elements in a yard, including fencing, paving, walls, terraces, as well as "berms or any other form of designed topography." We recommend that the Commission be consulted regarding the selection and color of special pavement as well as establishing an appropriate yet affordable design for benches, trash receptacles, signs, and other streetscape amenities. Quoting from their guidelines,

*"In all cases, the material, design and location of such elements should complement and not obscure historically or architecturally significant buildings or structures, or should not otherwise dominate a yard or site."*

They further complement the design recommendations here by encouraging landowners to use pavers, crushed gravel, and other permeable surfaces for private parking to minimize a decrease in greenspace.



## Addendum VII: Village Images

## Village Walk



<p>VILLAGE IMPROVEMENT PLAN LENOX, MA</p>	<p><b>GREYLOCK DESIGN ASSOCIATES</b> 4 LIME KILN ROAD • LENOX, MA • 01240 P: 413.637.8366 • F: 413.637.8367</p>	<p>PROJECT: HistoricLenox</p>	
<p>BASE PLAN</p>		<p>SCALE: 1" = 200'-0"</p>	
		<p>DATE: 2.5.08</p>	

Village Walk





**The raised intersection of Church and Walker** becomes a gateway to the Village Center, with an enlarged bump-out of special paving creating room for a seat wall, informational kiosk, and sculpture or water feature. Its southeast orientation is optimal for outdoor sitting in spring and fall, and thinned vegetation behind provides a glimpse of the Curtis House to the west.





**The Housatonic-Church Street intersection** is similarly raised to give greater visibility to pedestrians at the heart of the Village Center. Bump-outs shorten the crosswalk distance, and blend with the special pavement on the street itself. The use of special pavement throughout the village alerts drivers to places where pedestrians share the road, and establishes design continuity for the village. This sketch presumes a new commercial building at the northeast corner of the intersection, as well as alternating parking along Church Street.