

The Cecil Group
Planning and Design

DA DOUCET
& ASSOCIATES

N
NELSON
NYGAARD

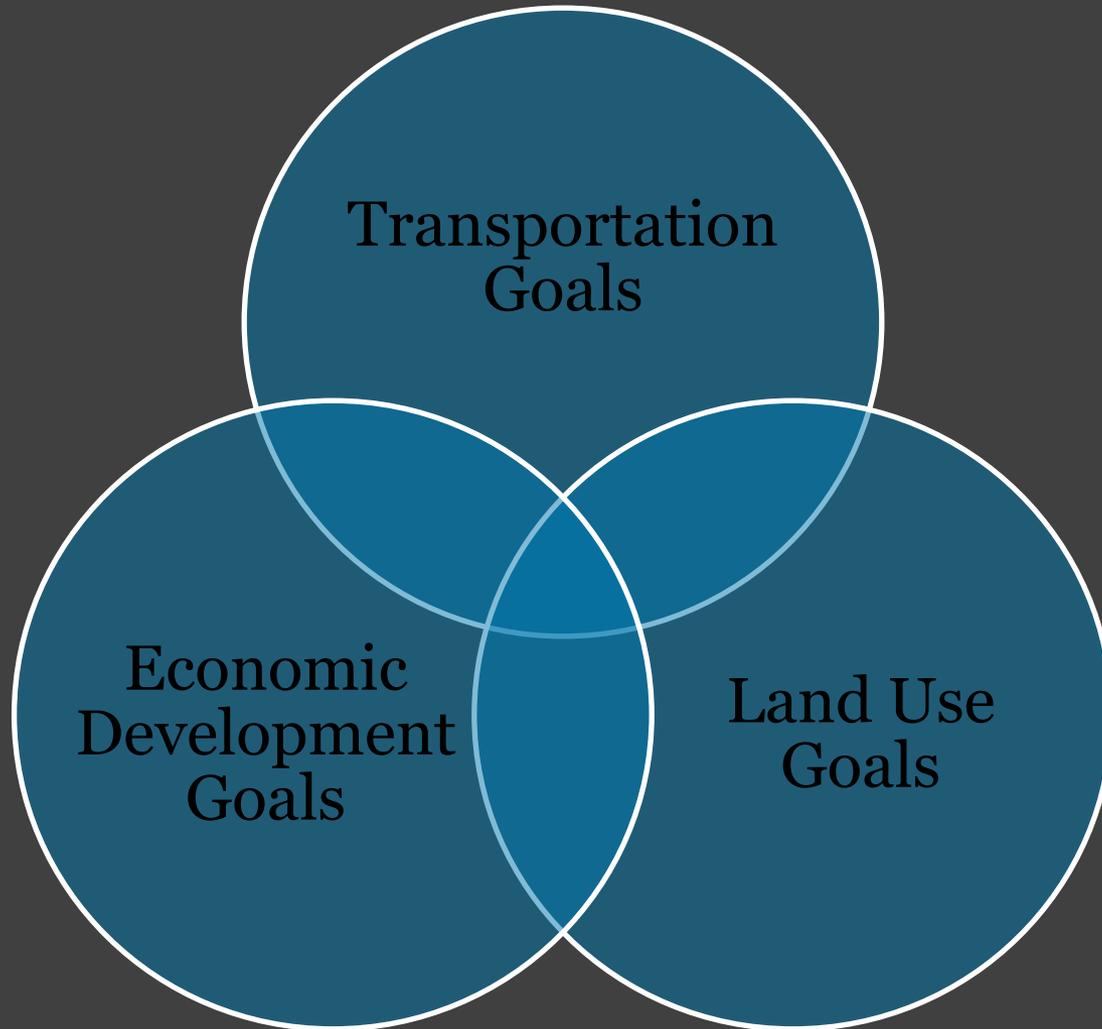


South Deerfield Complete Streets & Downtown Livability Plan

Final Charrette Presentation

November 17, 2012

2035 Regional Plan for Sustainable Development



2035 Regional Plan for Sustainable Development

Transportation goals:

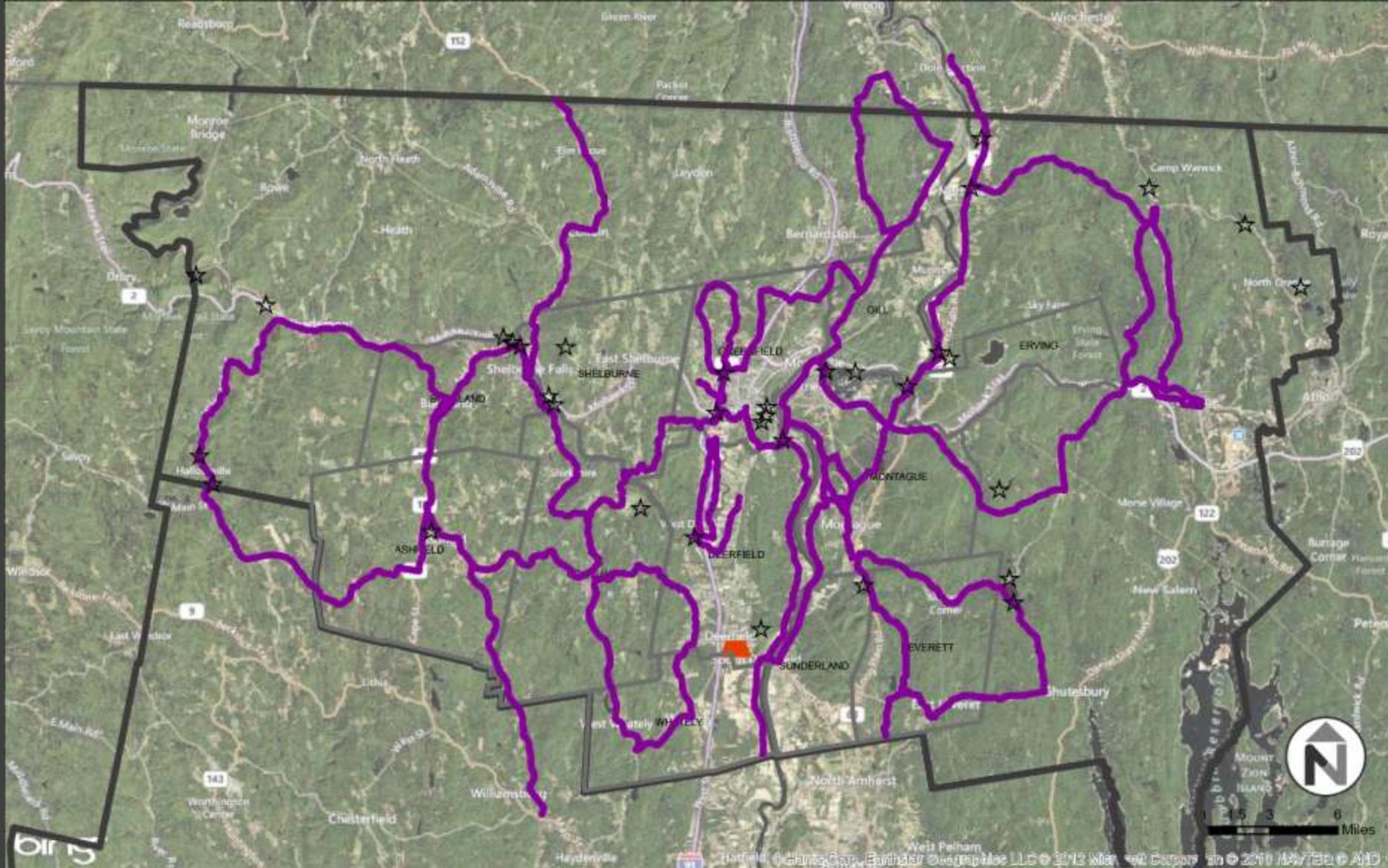
- Increase availability and use of public transit
- Restore passenger rail service
- Increase bicycle/pedestrian facilities and promote walking and bicycling

Recommendations relevant to this project:

- Conduct “Complete Streets” analysis for employment/town centers and surrounding residential neighborhoods
- Encourage land use regulations that allow for mixed use and higher density residential development in town centers and other areas served by transit
- Increase options for walking and bicycling
- Expand bus service between town centers and dense residential neighborhoods

FRANKLIN COUNTY

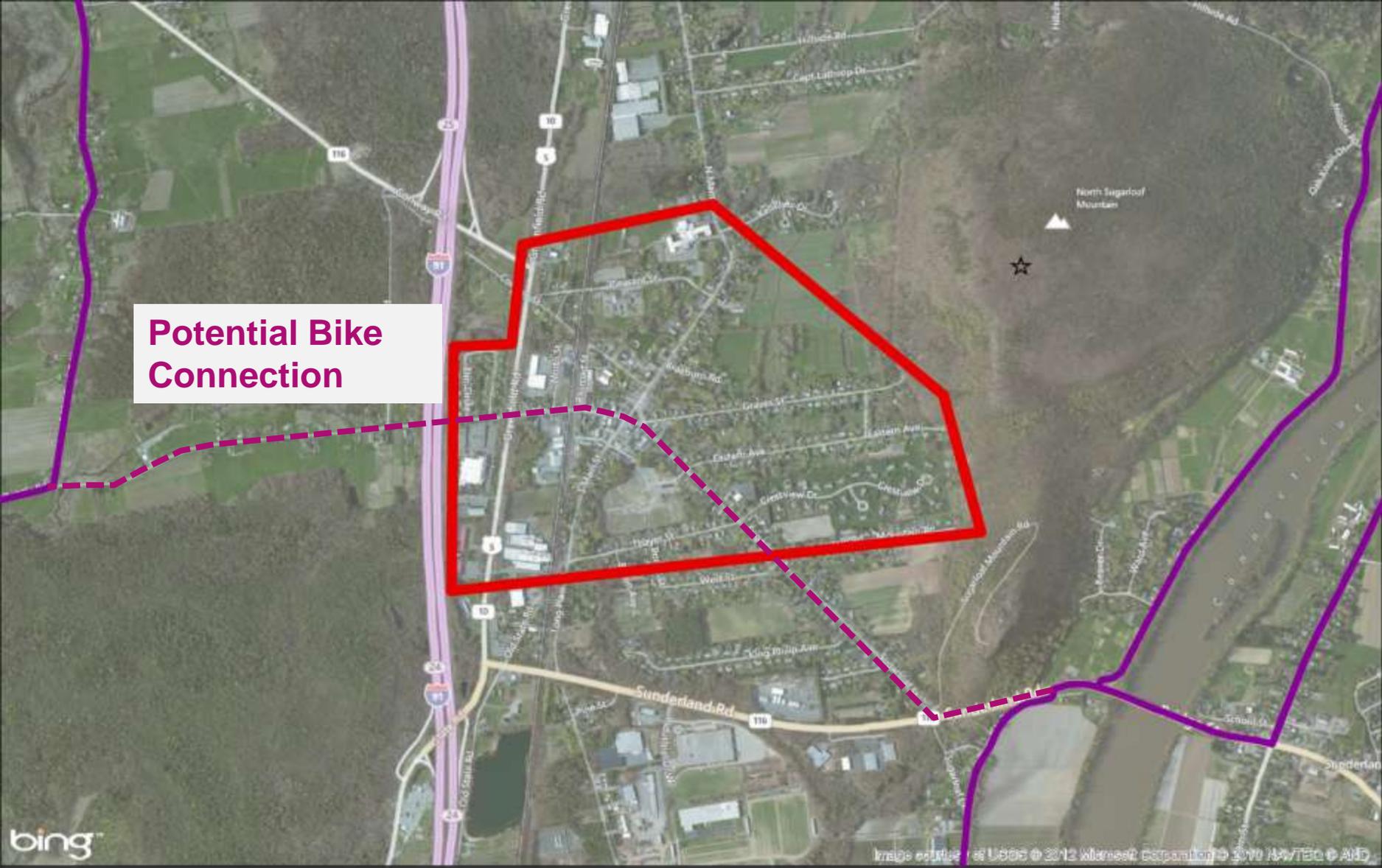




FRANKLIN COUNTY BIKEWAY ROUTES

☆ Public Parking

Potential Bike Connection



SOUTH DEERFIELD STUDY AREA

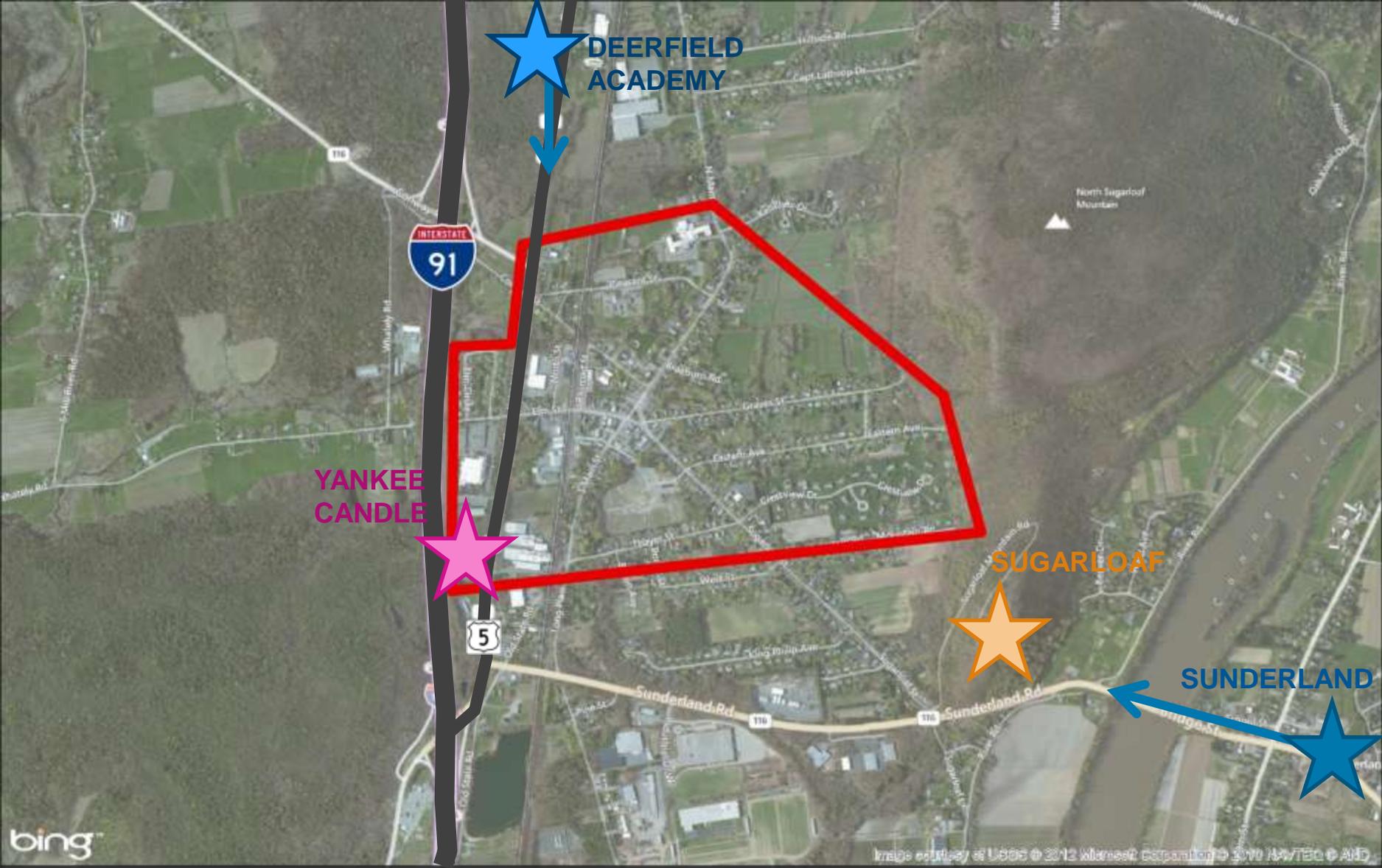
FRTA ROUTE 31

PVTA ROUTE 46

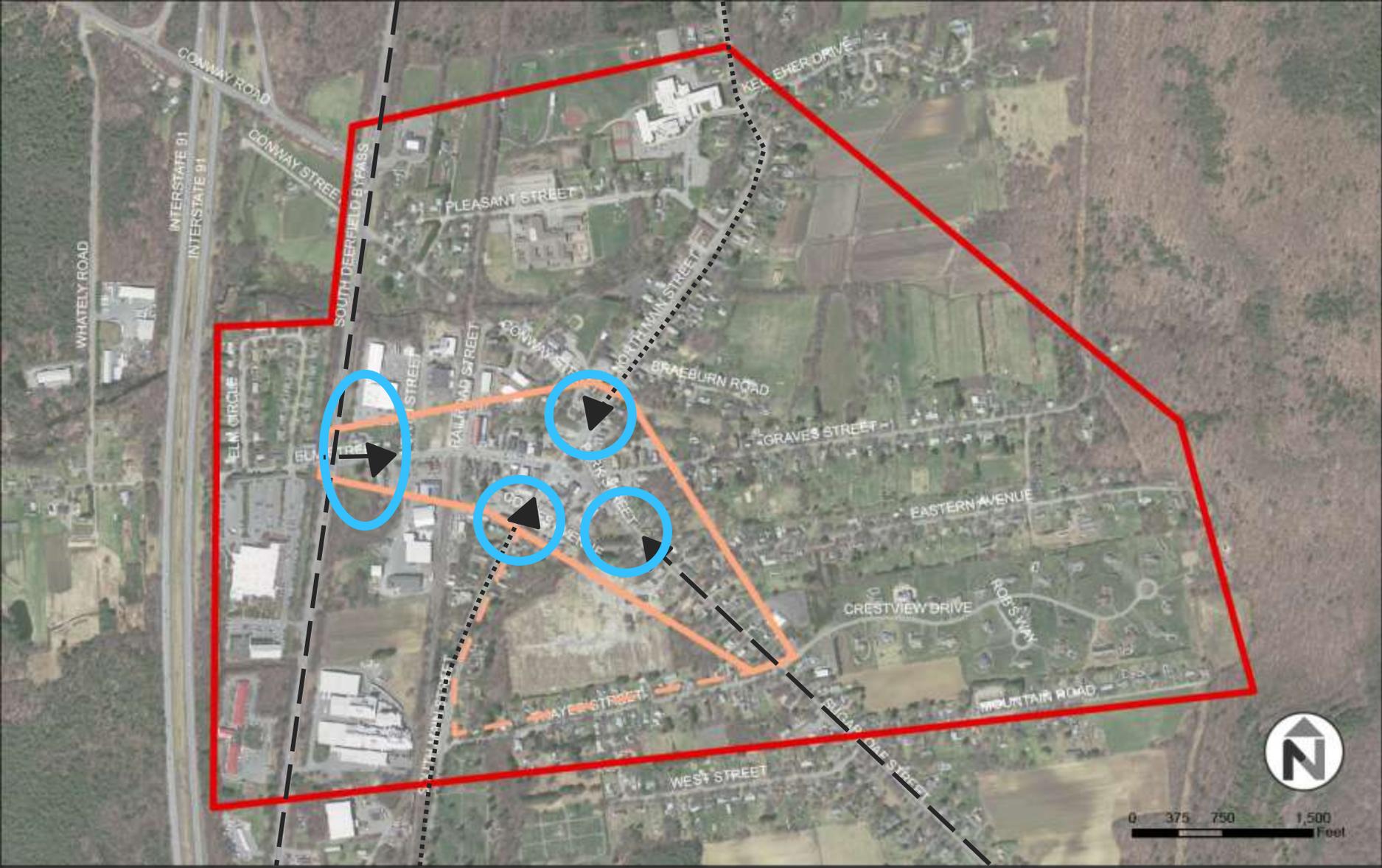
Park
&
Ride

Transit

EXISTING TRANSIT WORK



SOUTH DEERFIELD STUDY AREA



Primary Access



Secondary Access

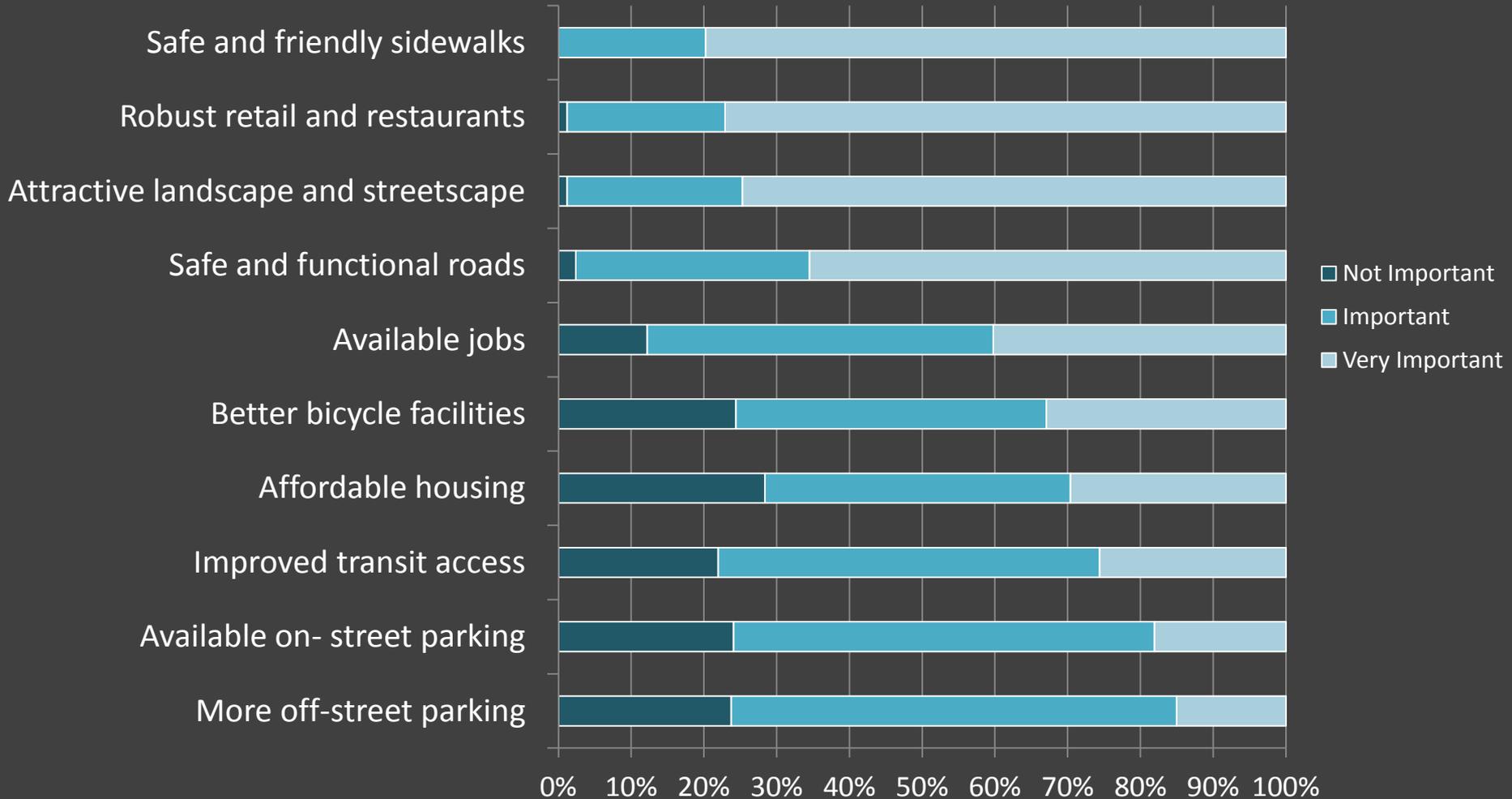
What are some words or phrases that help you to define your community?

Beautiful Cafe Caring Close Knit Community
Deerfield Family Friendly Historic History Interesting
Little Location Practical Progressive Quiet Rural Safe Strong
Town

What would you like to change about the Village Center?

Attract Better Restaurants Businesses Cafe
Downtown Elm Street Events Facade Four Way Stop
Hotel Warren Palces Park Place Retail Senior
Shops Sidewalks Station Support Town Wish

Importance in Deerfield







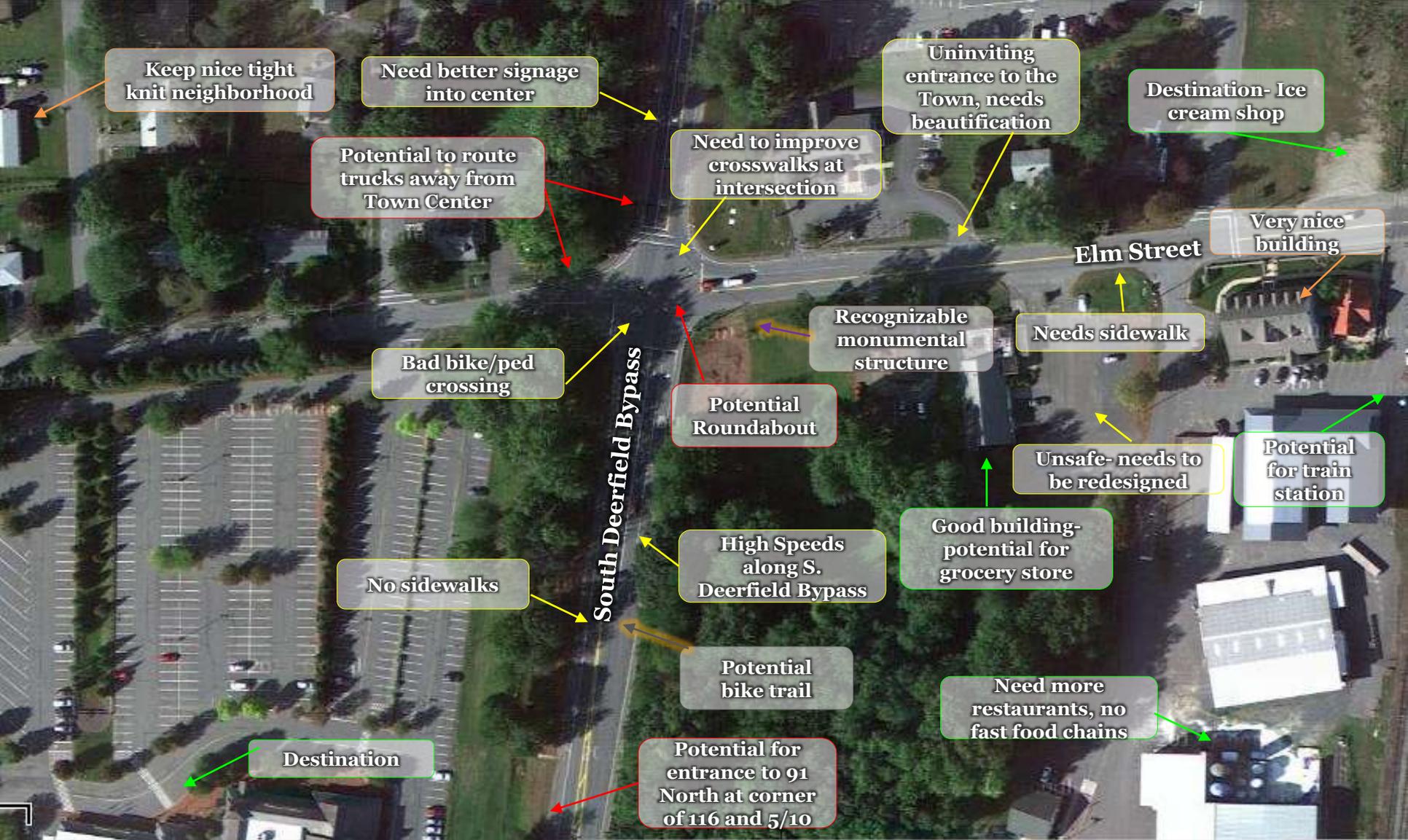






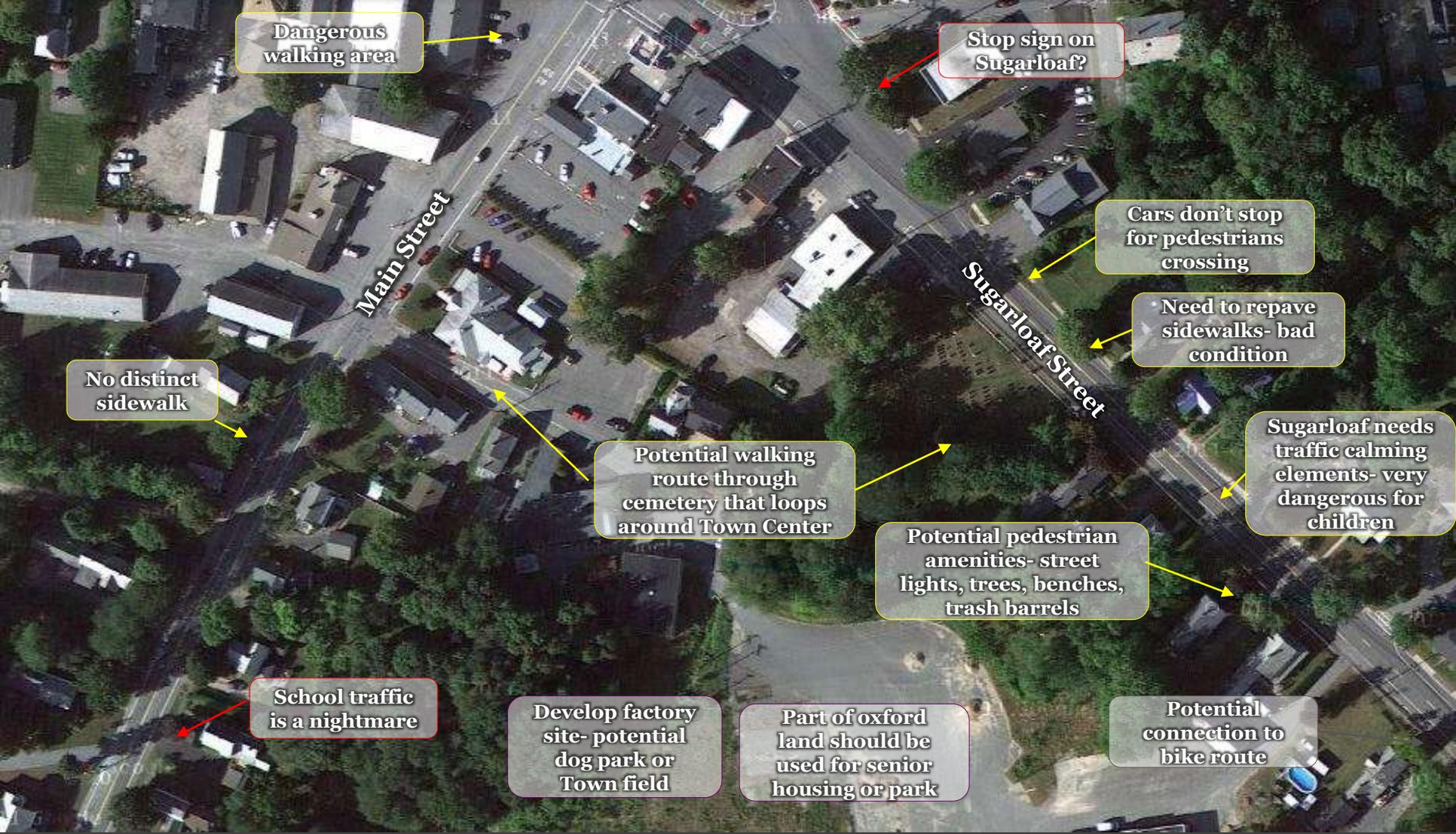






RED- Traffic Safety
 YELLOW- Pedestrian Safety
 BLUE- Bicycle Safety
 GREEN- Economic Development
 PURPLE- Open Space/ Recreation
 ORANGE- Aesthetic Improvements

West Gateway



Dangerous walking area

Stop sign on Sugarloaf?

Cars don't stop for pedestrians crossing

Need to repave sidewalks- bad condition

Sugarloaf needs traffic calming elements- very dangerous for children

Potential pedestrian amenities- street lights, trees, benches, trash barrels

Potential walking route through cemetery that loops around Town Center

No distinct sidewalk

School traffic is a nightmare

Develop factory site- potential dog park or Town field

Part of oxford land should be used for senior housing or park

Potential connection to bike route

South Gateway

RED- Traffic Safety
 YELLOW- Pedestrian Safety
 BLUE- Bicycle Safety
 GREEN- Economic Development
 PURPLE- Open Space/ Recreation
 ORANGE- Aesthetic Improvements



Downtown

- RED- Traffic Safety
- YELLOW- Pedestrian Safety
- BLUE- Bicycle Safety
- GREEN- Economic Development
- PURPLE- Open Space/ Recreation
- ORANGE- Aesthetic Improvements



Potential for consistent storefronts (visually attractive)

Potential-underutilized lot

Lots of farm vehicle and truck traffic

Defined sidewalk and pedestrian buffer

Need to remove double step sidewalk

Remove parking

Redesign common and expand to close off Park Street

Potential playground?

Need to attract new restaurants and businesses to enhance Center

Need to define sidewalk zone and create buffer

Dangerous area for ped/ bike

Dangerous for Grave St residents to merge onto Sugarloaf

Retail spaces, but hard to walk to

No defined parking or sidewalk space-difficult to walk

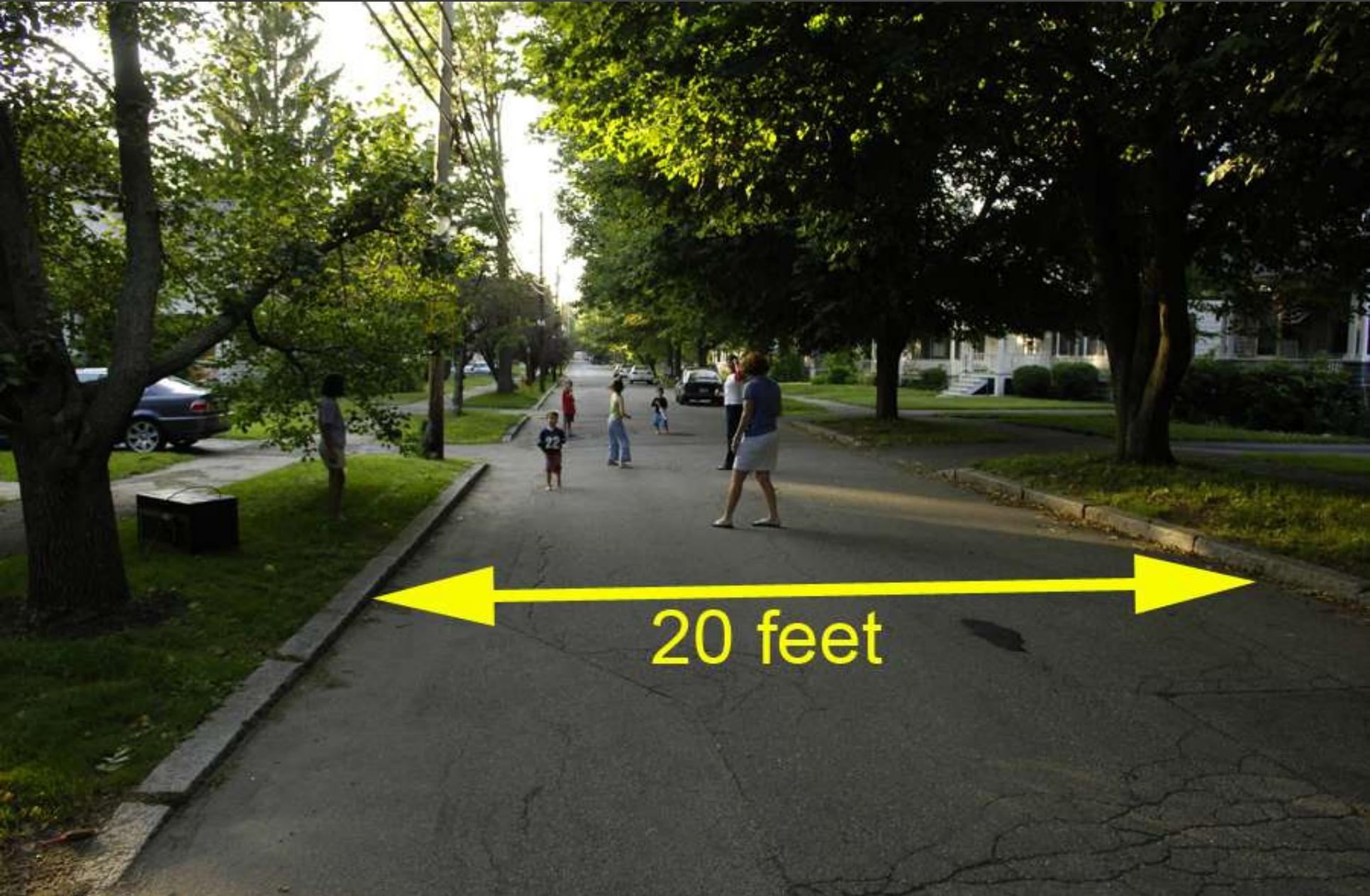
Pedestrian amenities

Create narrower street

Downtown

- RED- Traffic Safety
- YELLOW- Pedestrian Safety
- BLUE- Bicycle Safety
- GREEN- Economic Development
- PURPLE- Open Space/ Recreation
- ORANGE- Aesthetic Improvements





20 feet

Policies Are Important



Policies Are Important

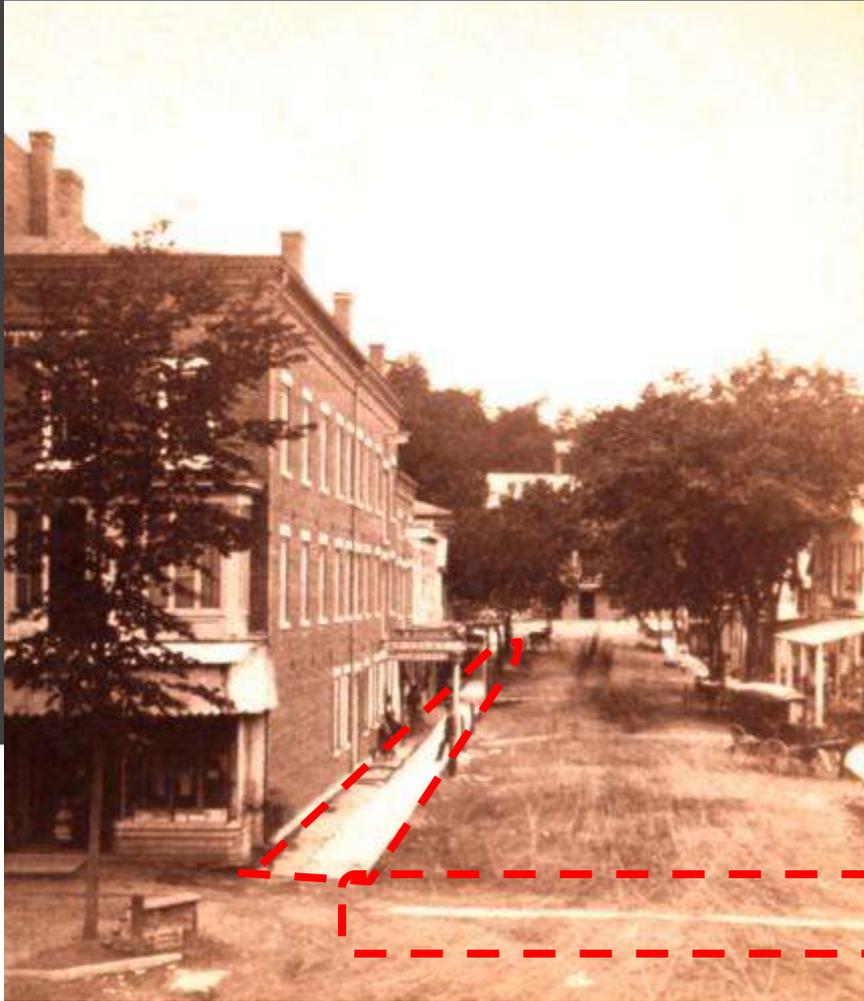


Policies Are Important



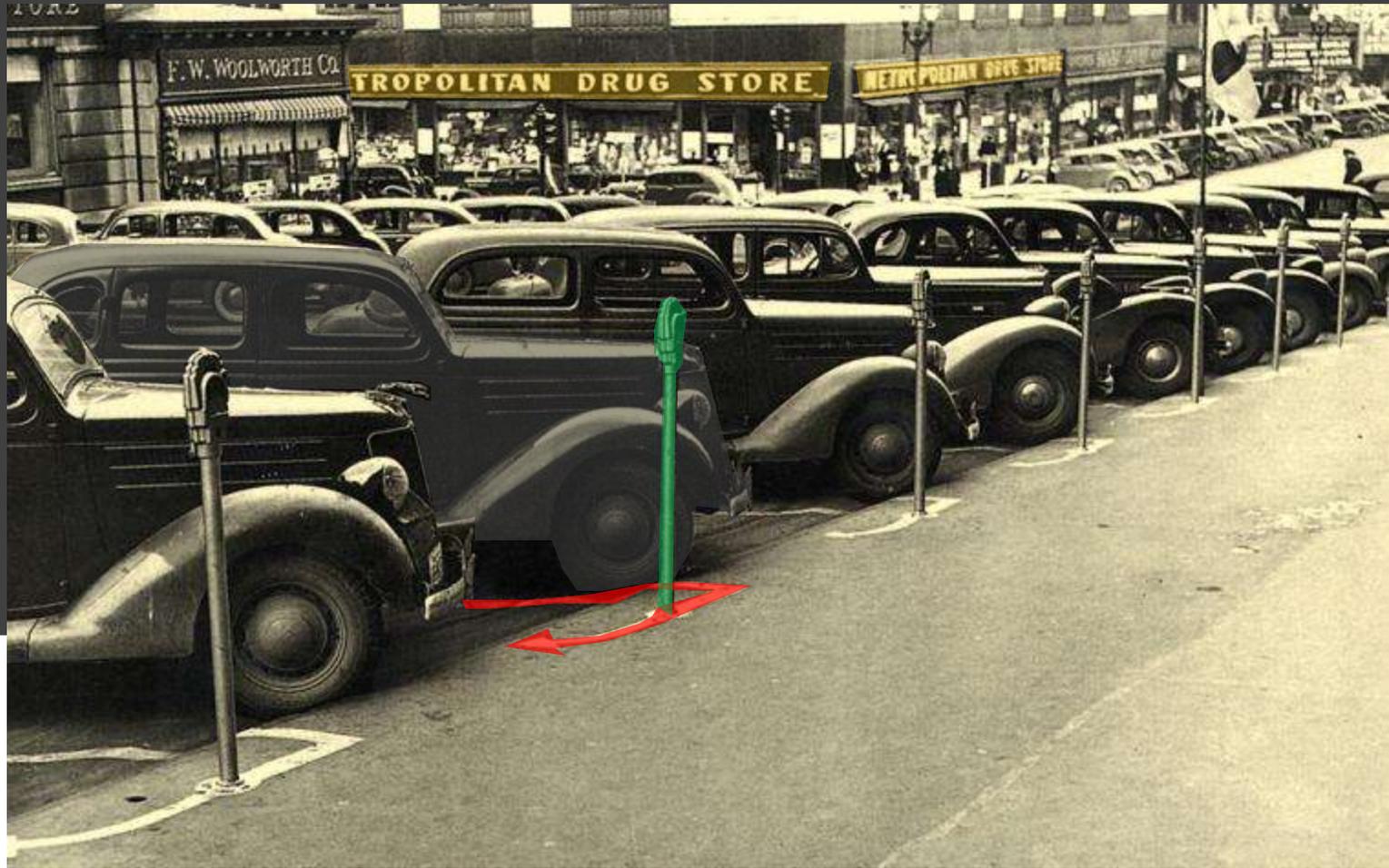
A Brief Retrospective

The street was the main place, the heart of the community



A Brief Retrospective

The automobile filled that available space(s)





Streetscape Principles



2012

Hotel Warren, South Deerfield, Mass.



S

1800's



South Deerfield, Mass. Hotel Warren.

1910's



2012 NW View



South Deerfield, Mass., The Lathrop



1930's NW View



1800's NW View



2012 SE View



1800's SE View

Application of Traffic Calming in South Deerfield



Application of Traffic Calming in South Deerfield



Application of Traffic Calming in South Deerfield



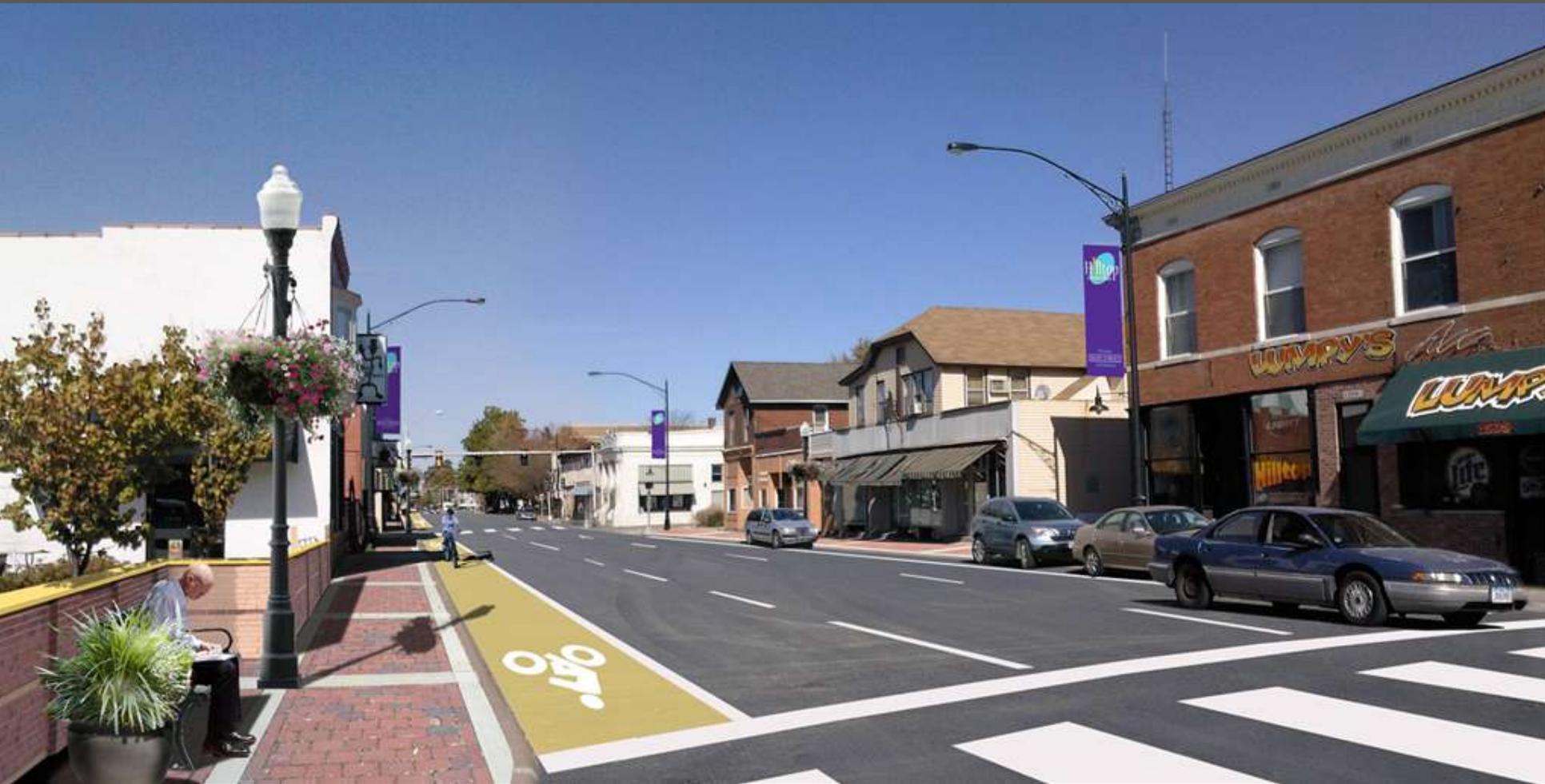
Evolution of a Downtown



Evolution of a Downtown



Evolution of a Downtown



Evolution of a Downtown



Evolution of a Downtown



Evolution of a Downtown









4-WAY





Organizing Principles







Greenville Savings Bank

12:07

101 S

1114





43

HUTTIG

35



General Delivery Mail
12:02

NUTTIG
LOCAL FREIGHT

35



12:07

35



Cromwell Savings Bank
12:02

35



COUNTRY & SERVICE BANK
12:02

35



Greenwich Savings Bank

4.3%

35



Greenwich Savings Bank

4.32

35



1456DAE
Atlas
Van Lines

SITTERLY MOVERS
www.sitterlymovers.com
Springfield, Ore. 541 425-1111 Worcester, MA

SITTERLY MOVERS
Springfield, Ore. 541 425-1111 Worcester, MA

www.sitterlymovers.com

Atlas Van Lines

35



1456DAE
Atlas
Van Lines

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Springfield, One Park St. Worcester, MA

Atlas Van Lines

www.sitterlymovers.com

35



- EXISTING ROADS
- EXISTING SIDEWALK



- EXISTING ROADS
- PROPOSED ROAD
- EXISTING SIDEWALK



- EXISTING ROADS
- PROPOSED ROAD
- EXISTING SIDEWALK
- PROPOSED SIDEWALK



- EXISTING ROADS
- PROPOSED ROAD
- PROPOSED WALKING PATH
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- PROPOSED SHARED DRIVEWAY

Data Sources: Franklin Regional Council of Governments, MassGIS



- EXISTING ROADS
- PROPOSED ROAD
- PROPOSED WALKING PATH
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- PROPOSED SHARED DRIVEWAY

Data Sources: Franklin Regional Council of Governments, MassGIS









SOUTH DEERFIELD STUDY AREA



bing

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SOUTH DEERFIELD STUDY AREA



SOUTH DEERFIELD STUDY AREA

Regional Gateway

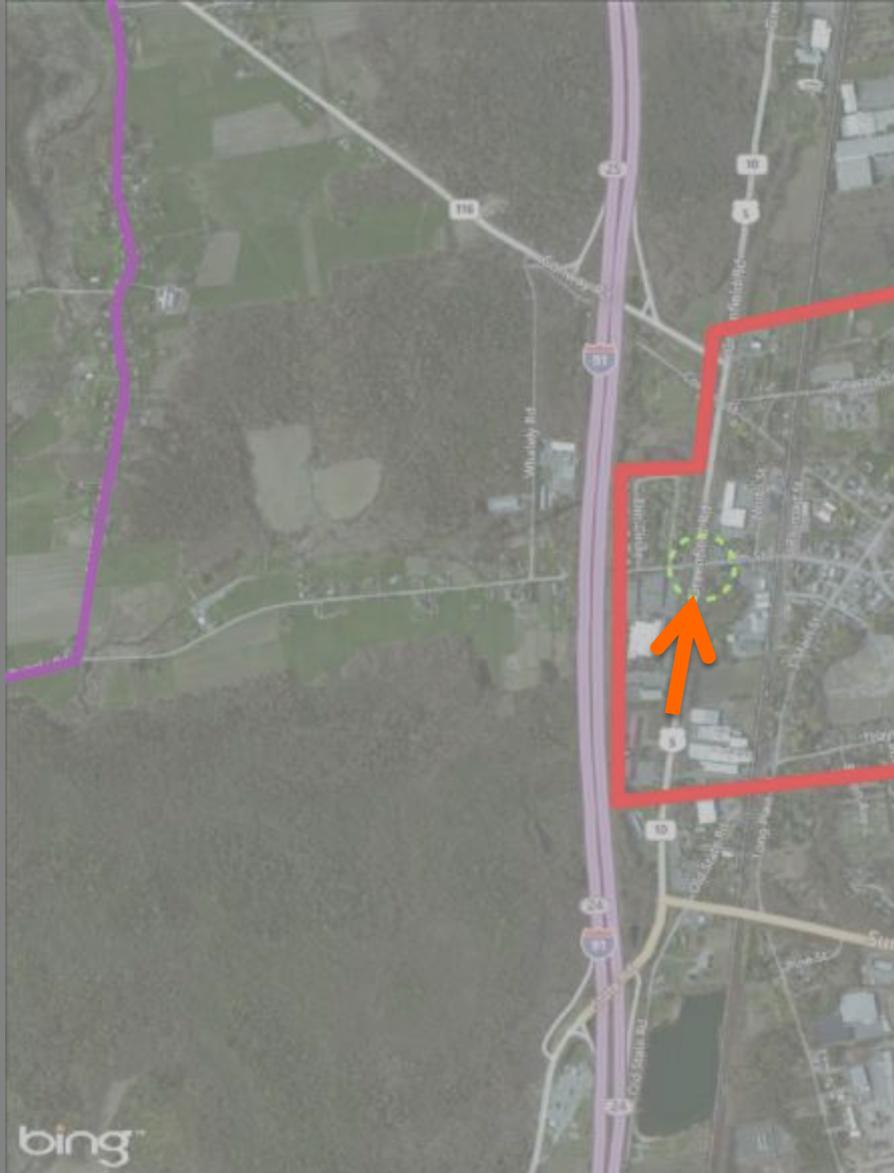


SOUTH DEERFIELD STUDY AREA

Local Gateway

Elm & Rt. 5/10

Western Gateway



SOUTH DEERFIELD STUDY AREA

Regional Gateway



bing™

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SOUTH DEERFIELD STUDY AREA

Local Gateway

Data Sources: Franklin Regional Council of Governm



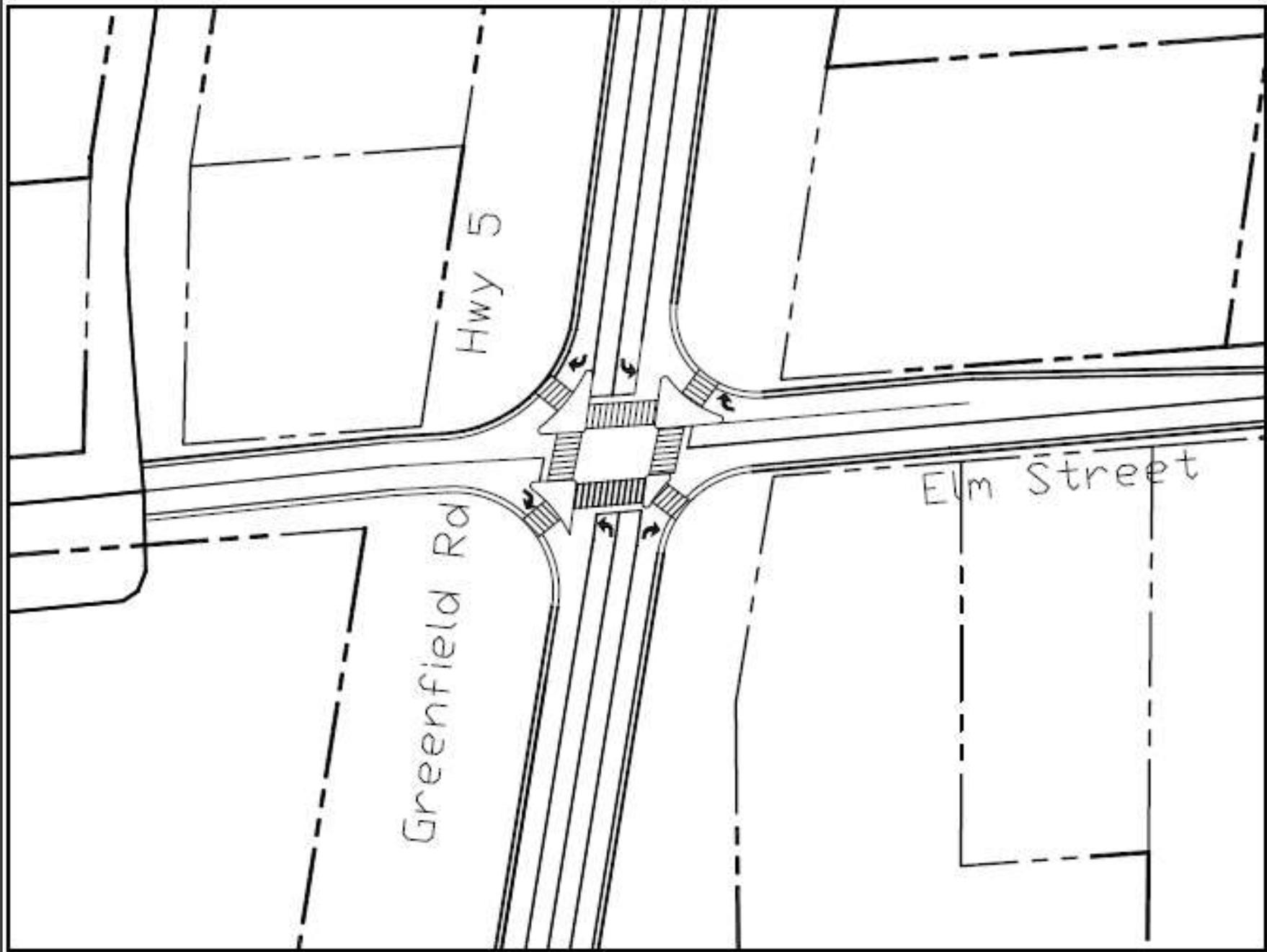
People's United Bank

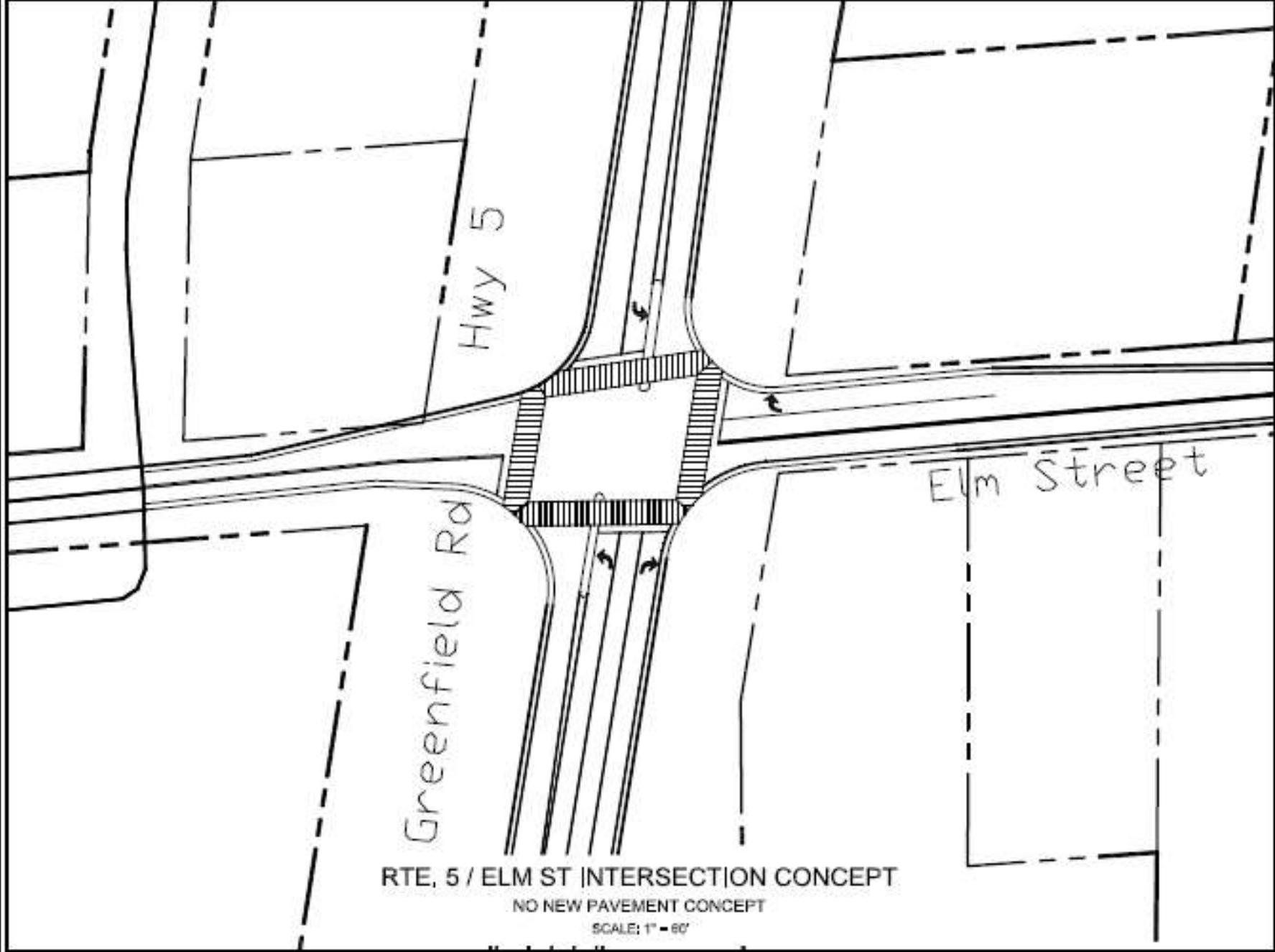
← Exit



WOLFE'S
FOOD  DRINK
1/4 Mile Next to Cumberland Farms

CLOSED SUNDAY







← NEW GOLDEN CHINA
RESTAURANT
SOUTH OLERFIELD
VILLAGE CENTER

VILLAGE
CENTER

← NEW GOLDEN CHINA
RESTAURANT
SOUTH DEERFIELD
VILLAGE CENTER



North Main Street



WINDY HILLS

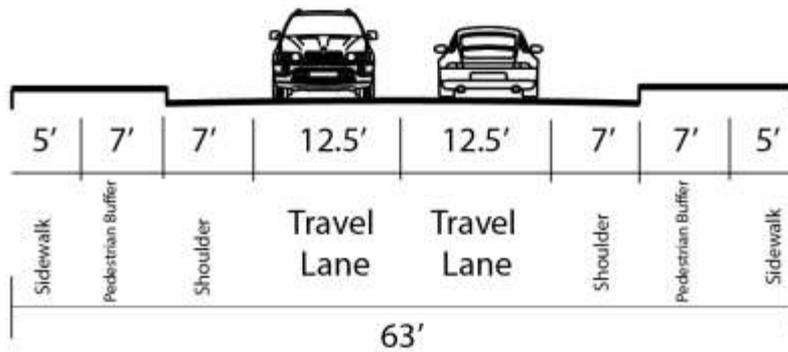




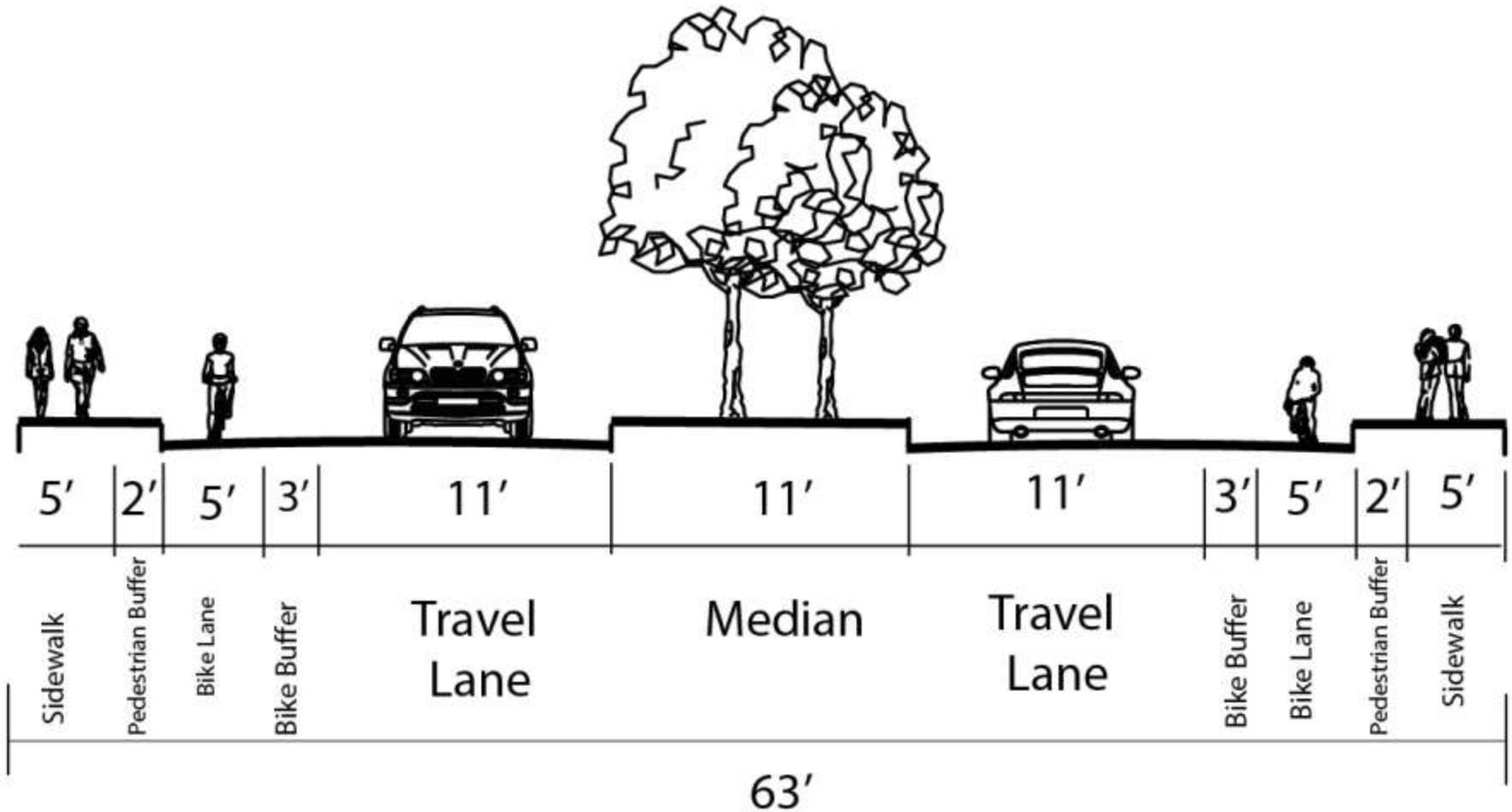
North Main Street Cross Sections



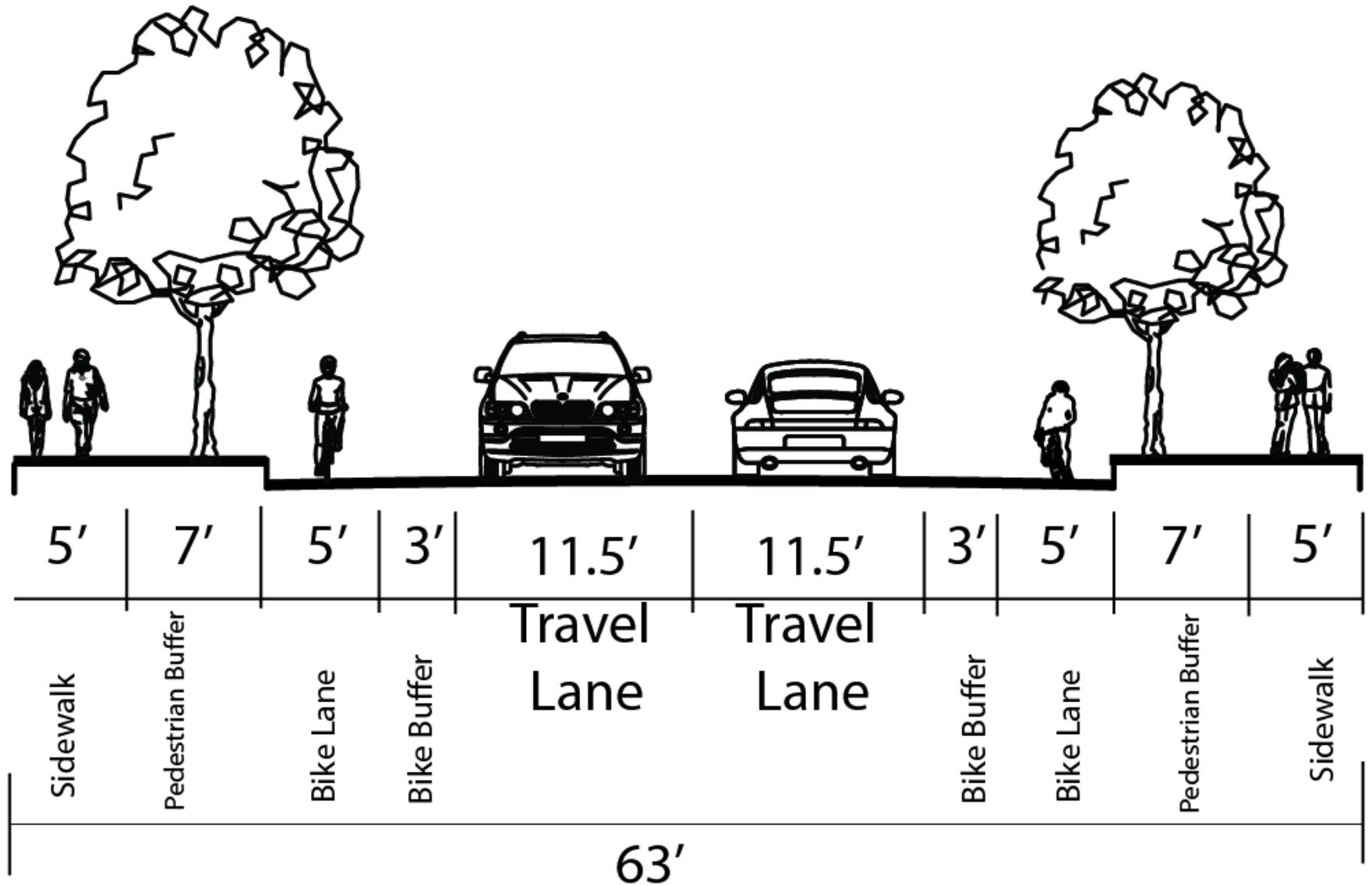
North Main Street Existing



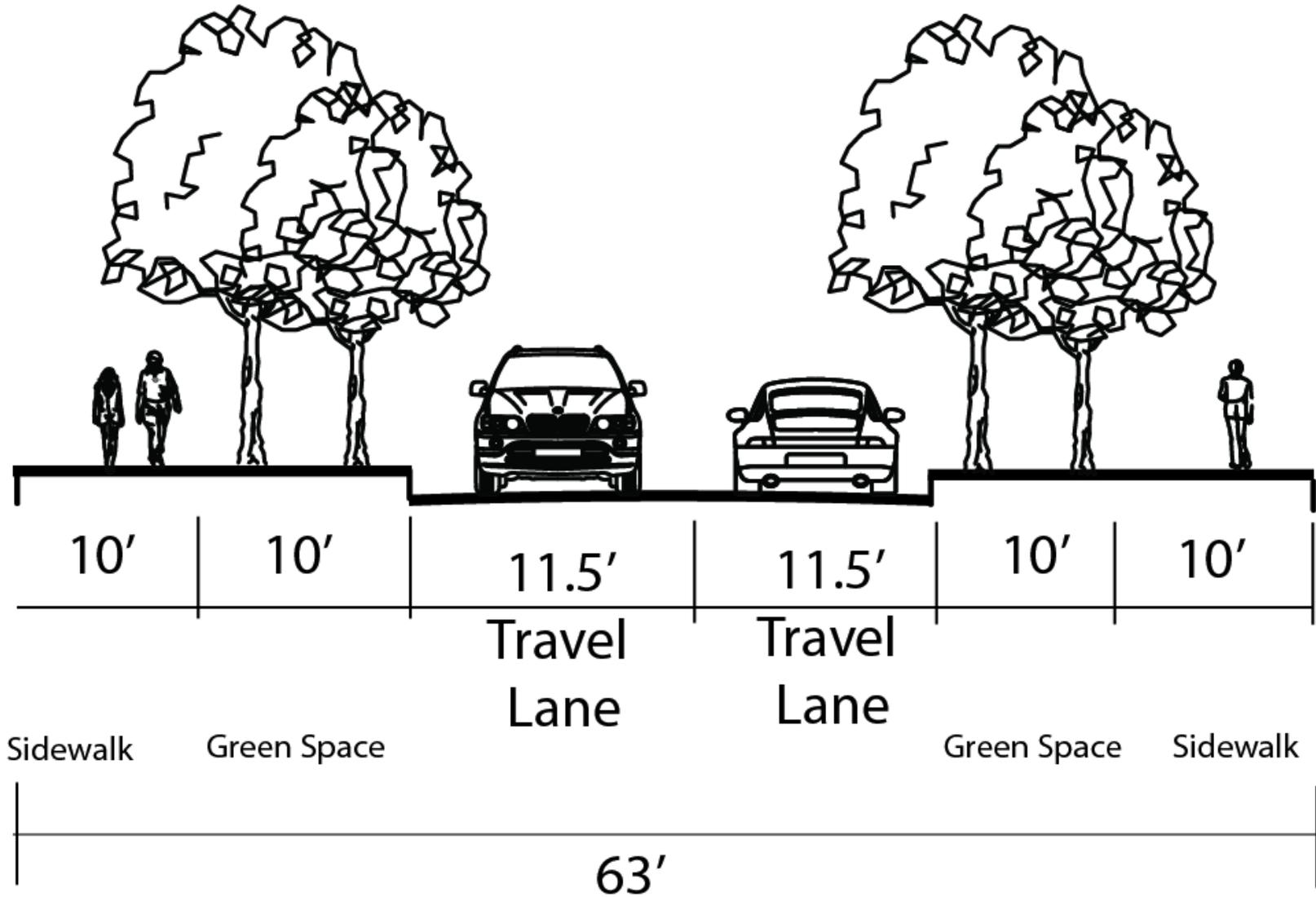
North Main Street with Median



Main Street with Buffered Bike Lanes



Main Street with Wide Boulevards

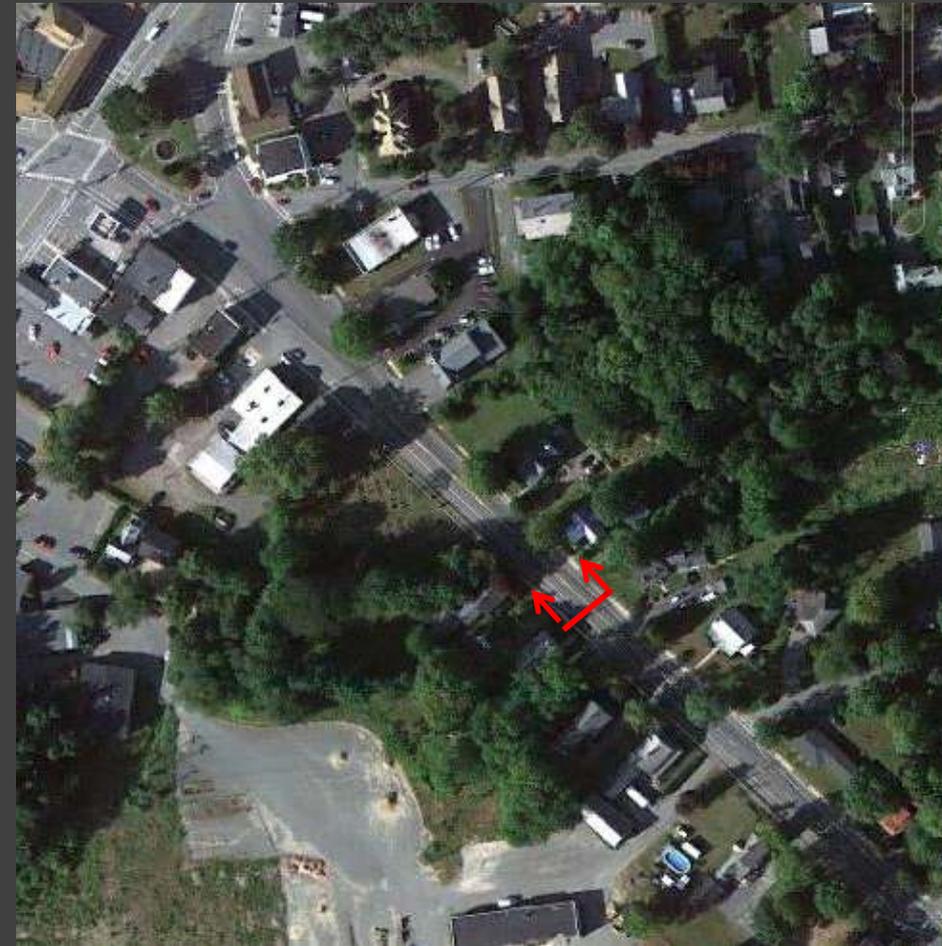


Sugarloaf Street

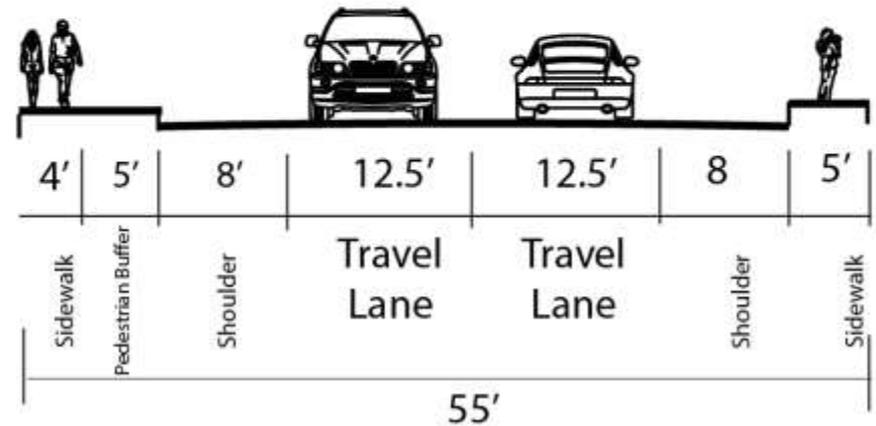




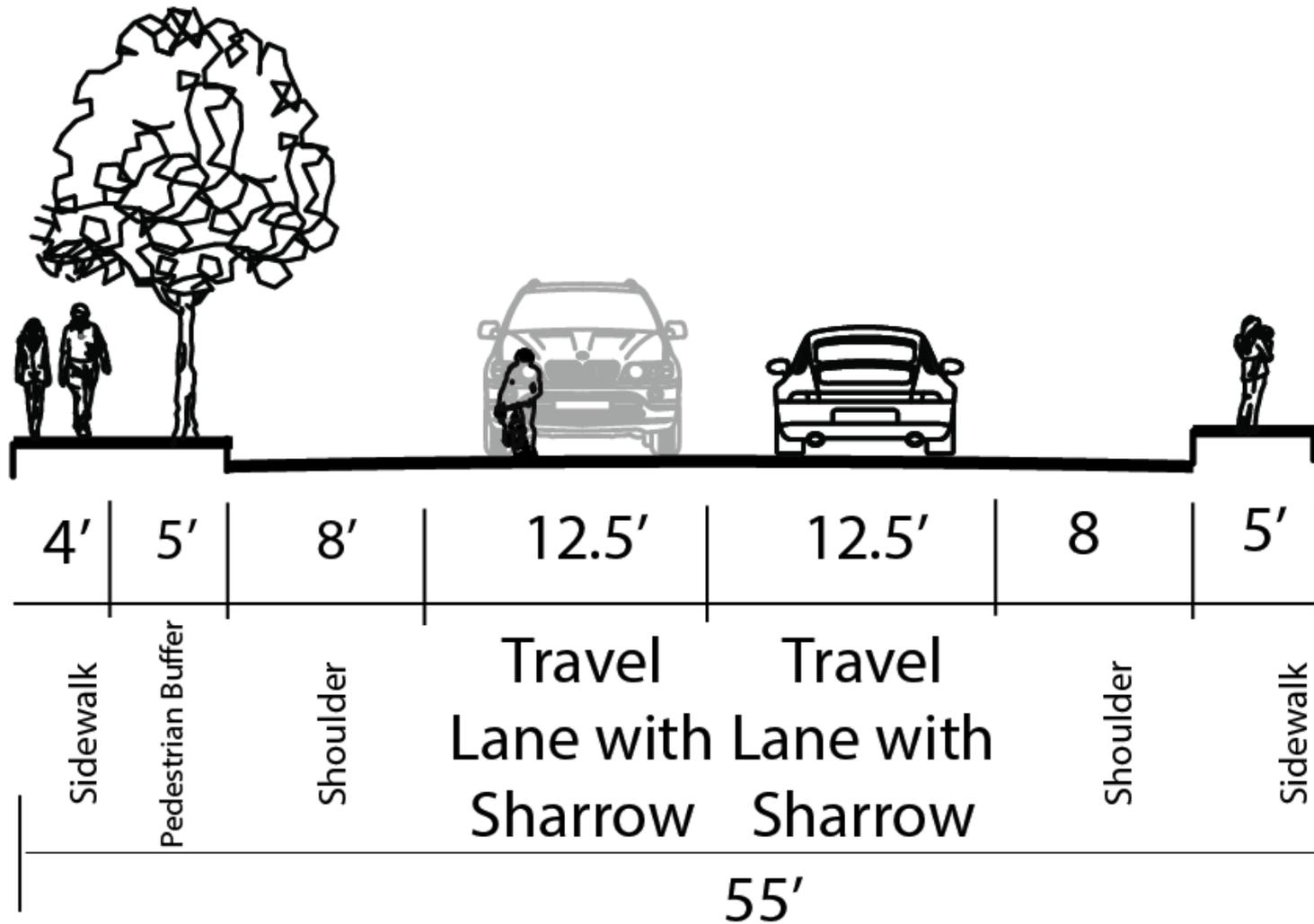
Sugarloaf Street Cross Sections



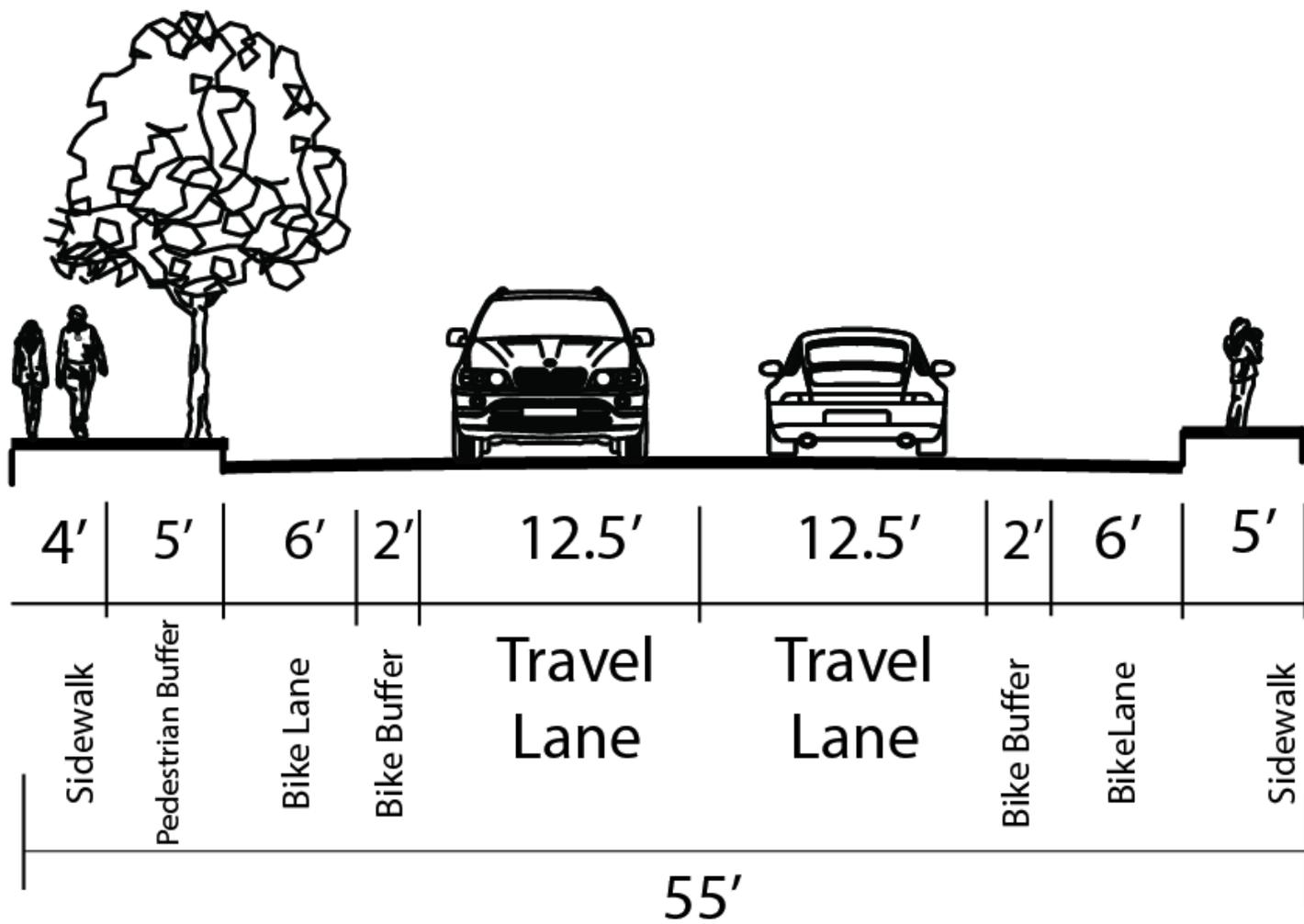
Existing Sugarloaf Street



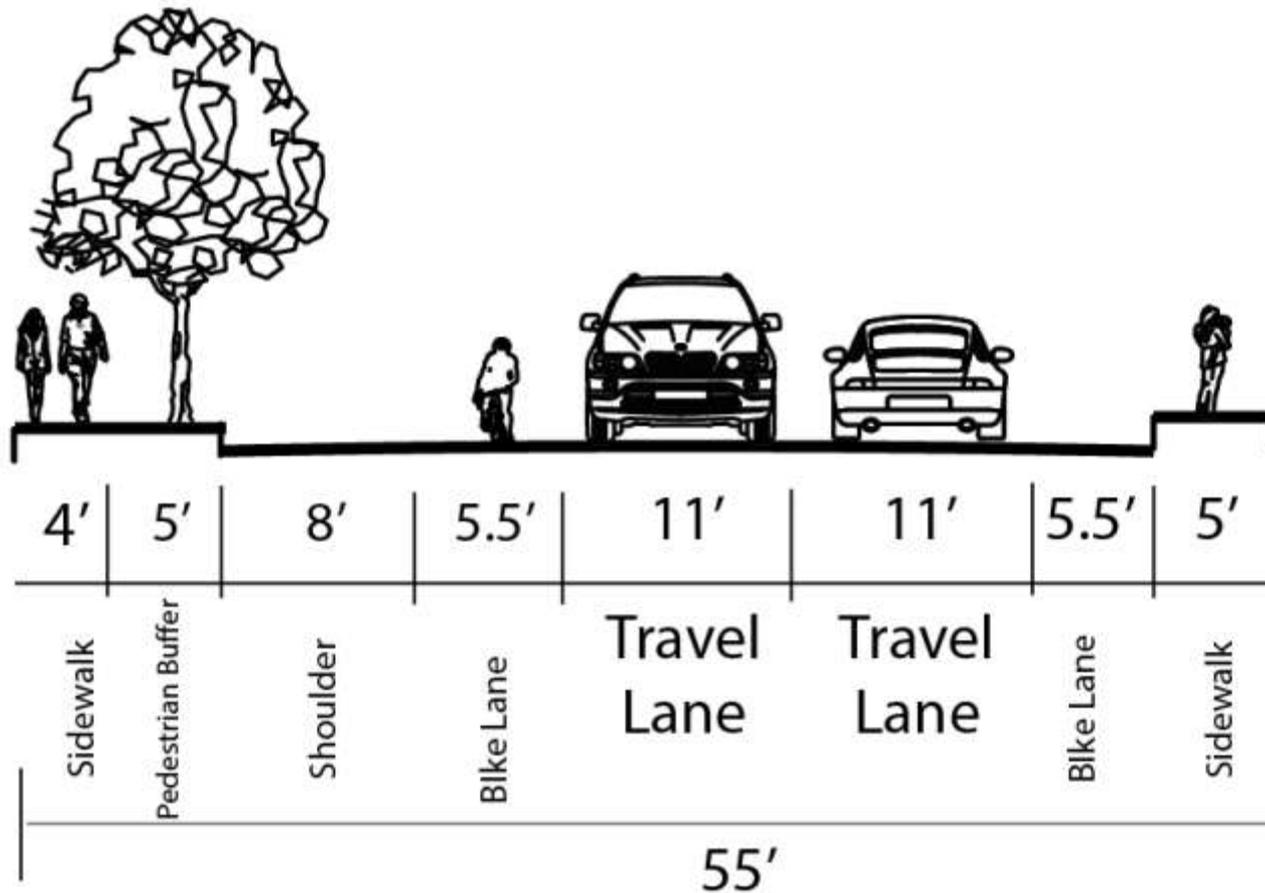
Sugarloaf Street with Sharrows



Sugarloaf Street with Buffered Bike Lanes



Sugarloaf Street with Chicane



Sugarloaf & Graves













NO
PARKING
HERE TO
CORNER

57A

Park Street & North Main











Elm & Main



After Works

JERRY'S PLACE

JERRY'S PLACE

JERRY'S PLACE









SUBWAY

Arma Works

Jewett's Place

Jewett's Place
11000 ROUTE 101
MIDDLETOWN, VT 05758

NH 654

a short video break...

(see SimTraffic videos)

Elm Street...





LEADER HOME CENTER

Fast Value

REAR

MADE IN THE USA



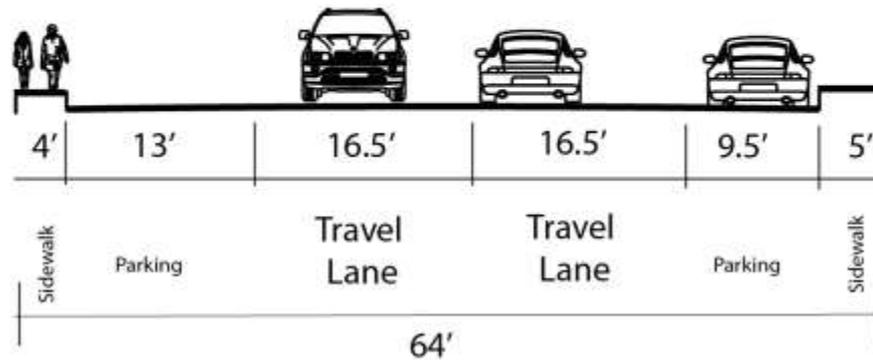




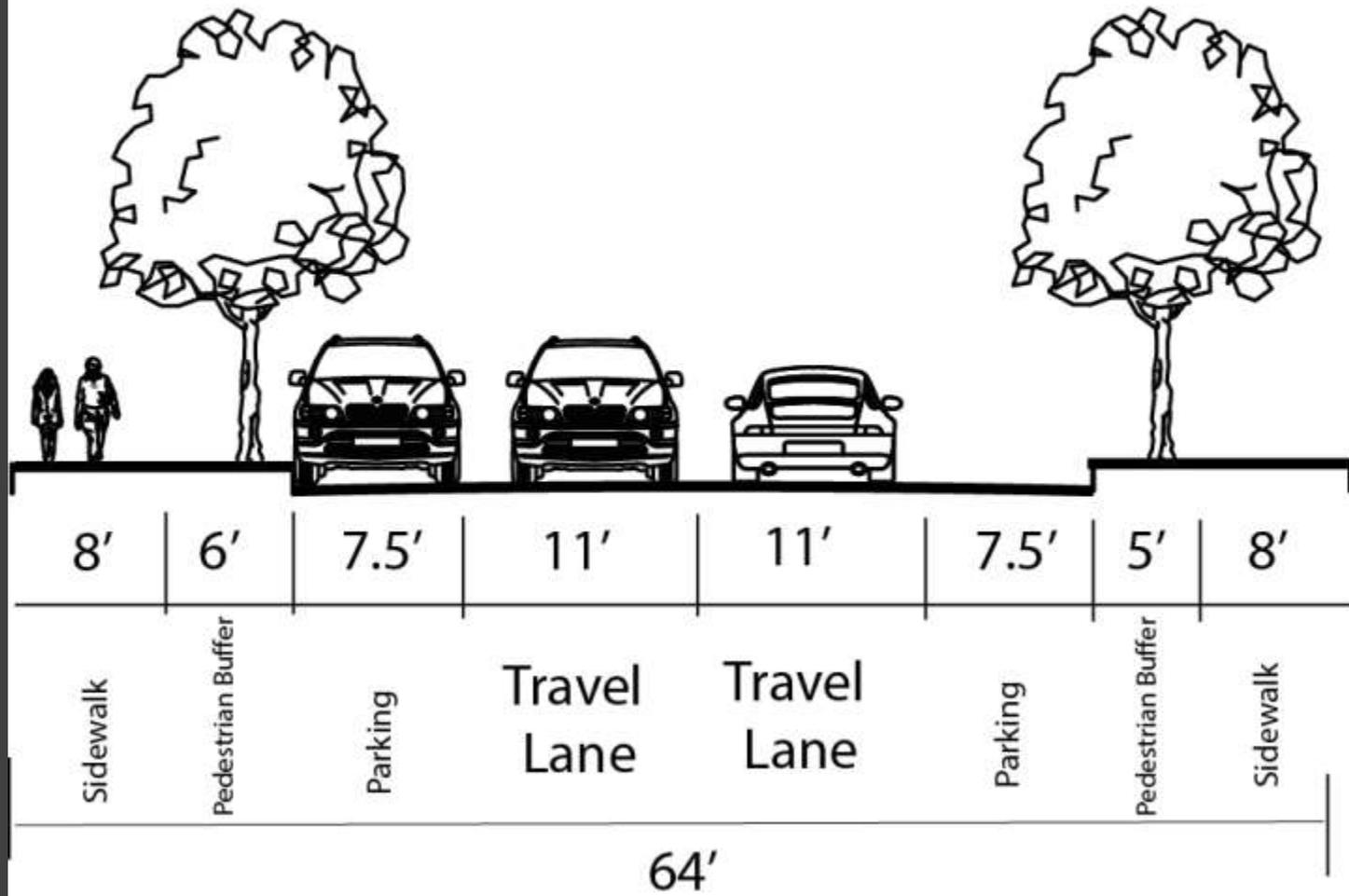
Elm Street Cross Sections



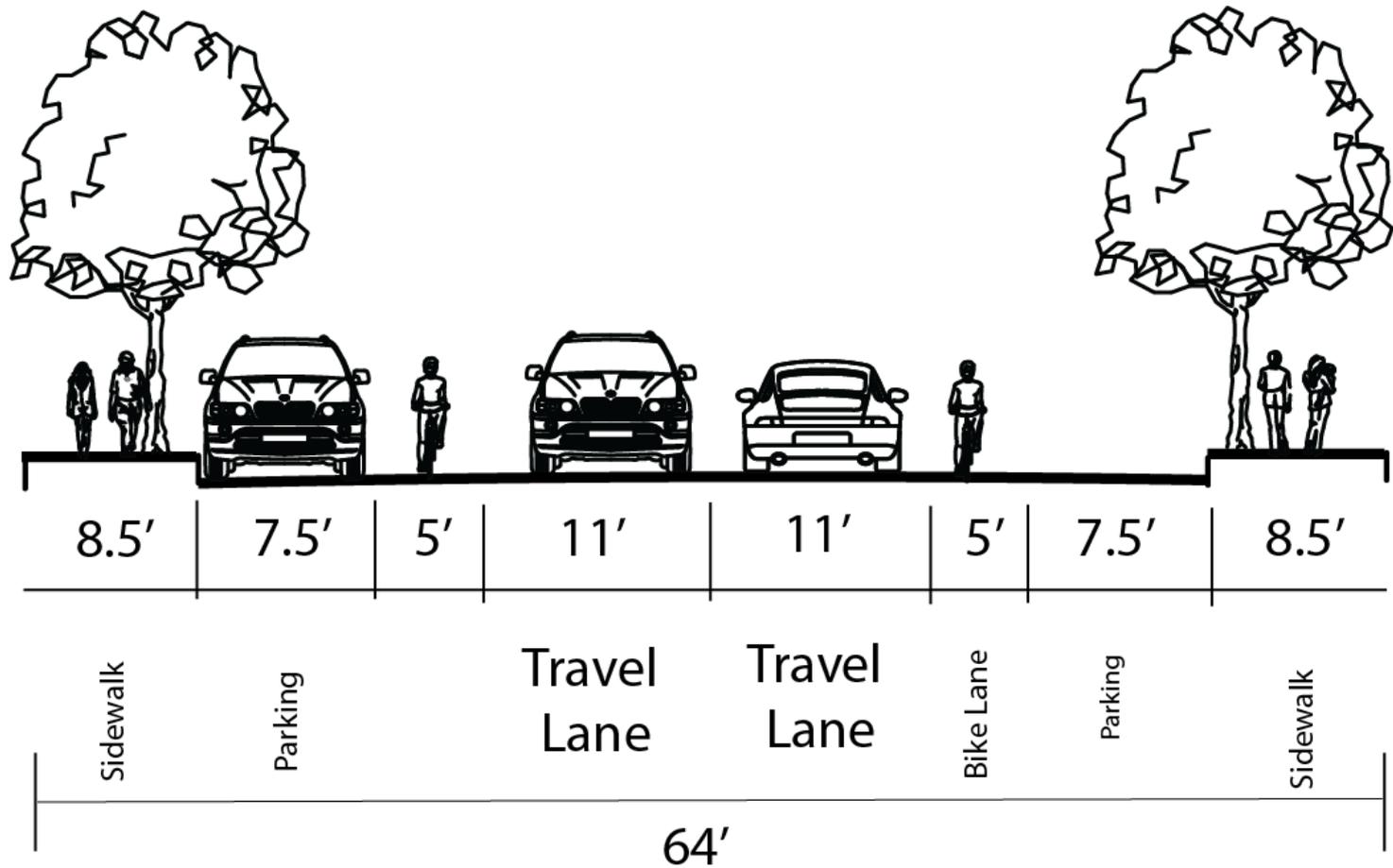
Elm Street Existing



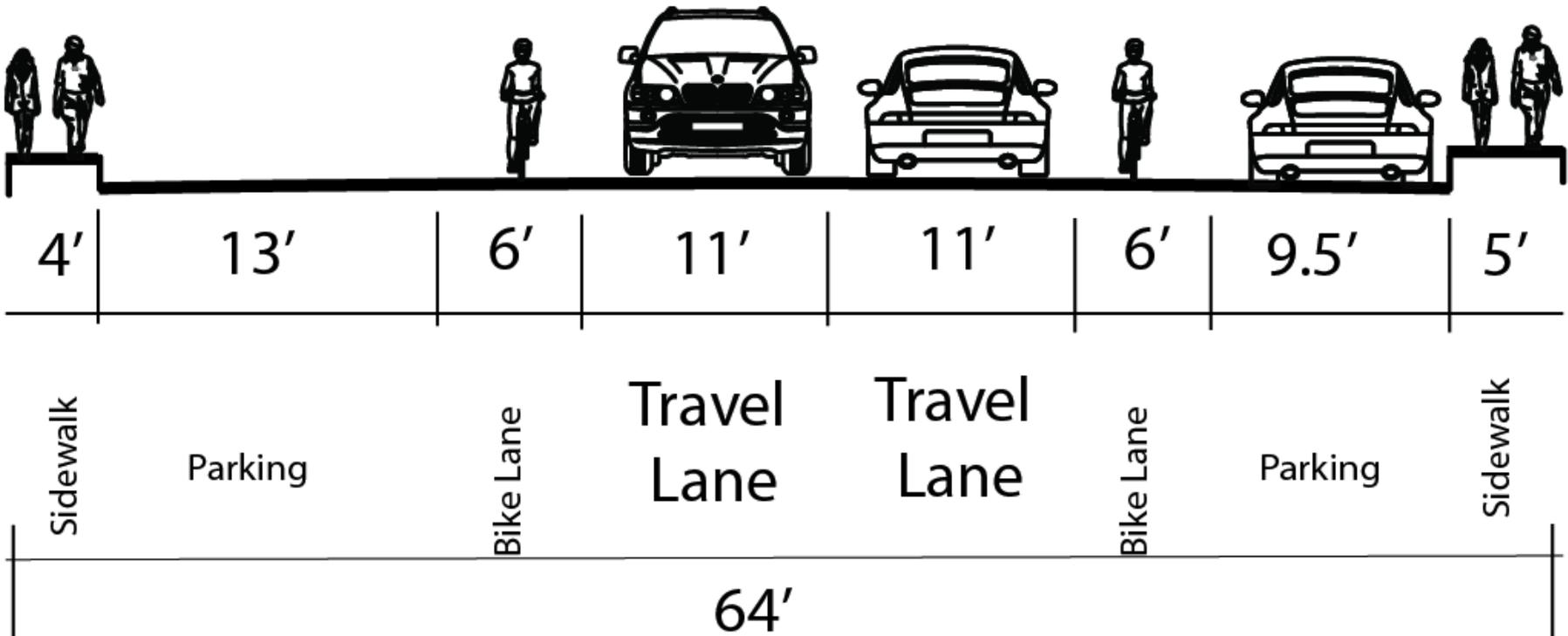
Elm Street with Parallel Parking and Wider Sidewalks



Elm Street with Parallel Parking, Bike Lanes, and Wider Sidewalks



Elm Street with Interim Bike Lanes



Opportunities

Shared Municipal Parking





ELM ST PARKING CONCEPT

PHASE 1

SCALE: 1" = 60'



ELM ST PARKING CONCEPT

FULL BUILD

SCALE: 1" = 60'



ELM ST PARKING CONCEPT

PHASE 2

SCALE: 1" = 60'



ELM ST PARKING CONCEPT

FULL BUILD WITH SECONDARY ACCESS

SCALE: 1" = 60'

Opportunities: Oxford Site

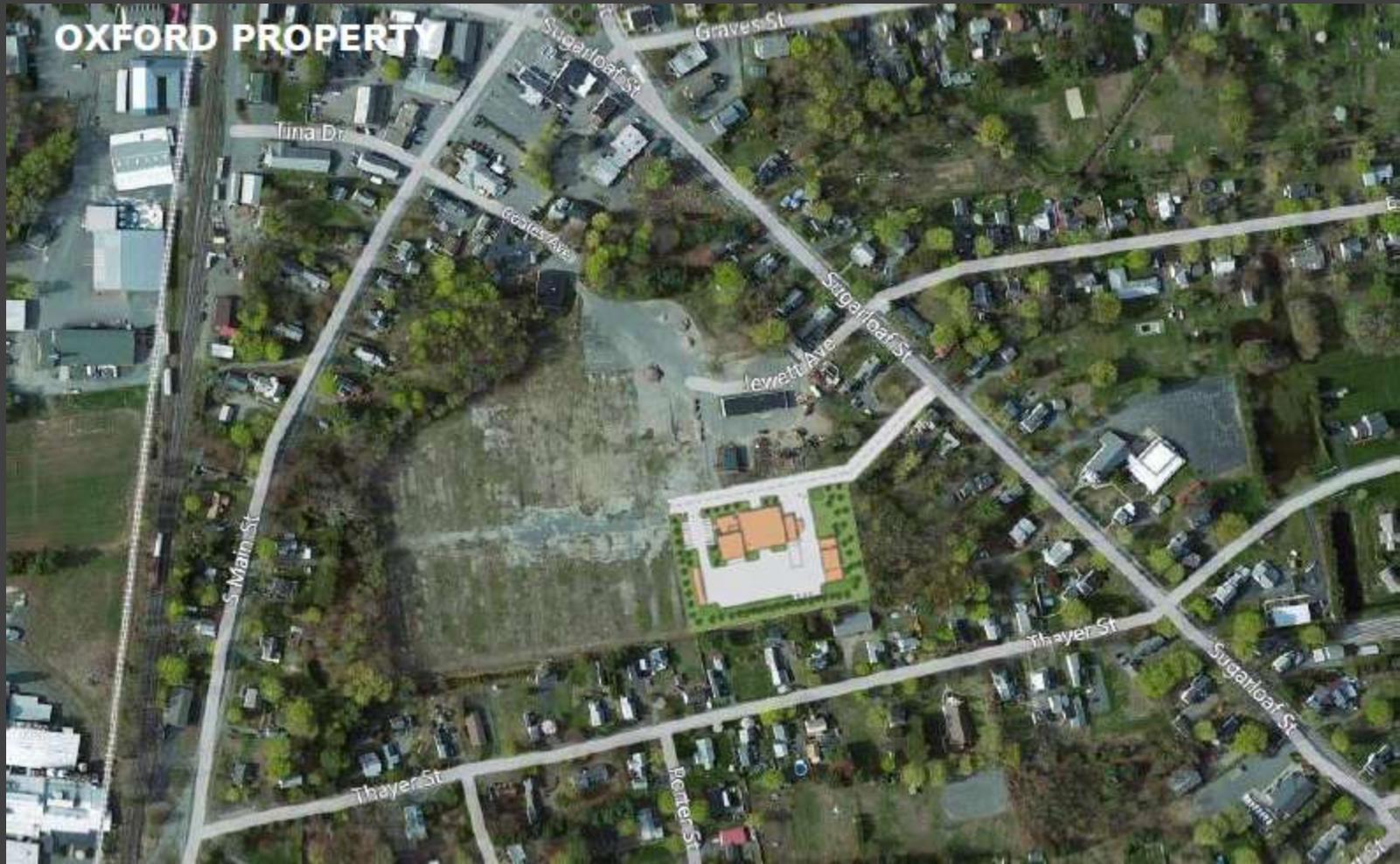
Oxford Property Analysis – Site Plan Scenario 1



Oxford Property Analysis – Site Plan Scenario 2



Oxford Property



CORTES AVE.
A 30' TOWN WAY
PLAN BOOK 7 PAGE 42

2.5
SUBJECT TO
R.O.W. IN
BOOK 936 PAGE 86

NOW OR FORMERLY
VERNON HARRINGTON
BOOK 3628 PAGE 37

NOW OR FORMERLY
JOHN & JEANINE DOWNIE
BOOK 2023, PAGE 261

FORMERLY
TARDIF
2, PAGE 333

SEE EASEMENT IN
BOOK 809 PAGE 251
PARCEL 18 & 19

IRON ROD SET
IN 2" IFF
BURIED 5"
IN BROOK

"66.5" TO AN IRON PIN
IN THE CENTER OF THE BROOK"
WE BELIEVE THE CALL TO THE CENTER OF THE BROOK
IS INCORRECT SINCE IT DOES NOT FOLLOW LOT 6
AS SHOWN IN PLAN BOOK 7, PAGE 42

NOW OR FORMERLY
ANNE LUCAS FALK
BOOK 4056, PAGE 146

LATER APPARENTLY CONVEYED TO VIRGINIA S. DUCHARME
IN BOOK 1775, PAGE 152 BY WILLIAM E. GASS
WHOM WE BELIEVE DID NOT HAVE TITLE TO IT
AT THAT TIME.

NOW OR FORMERLY
SUSAN L. & JAMES N. PULLARO
BOOK 5006, PAGE 125

NOW OR FORMERLY
DAYNA ENGLISH
BOOK 4414, PAGE 150

APPURTENANT
15' RIGHT OF WAY
BOOK 1004 PAGE 64

SUGAR LOAF STREET
A 1946 MASSACHUSETTS STATE HIGHWAY

NOW OR FORMERLY
PAUL W. & MARIE E. ALLIS
BOOK 4768, PAGE 227

EAST EDGE OF
PAVEMENT
WEST EDGE IS
COVERED WITH
SNOW AT THIS TIME.

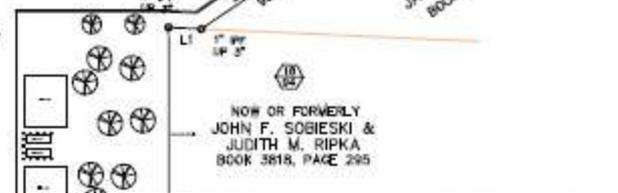
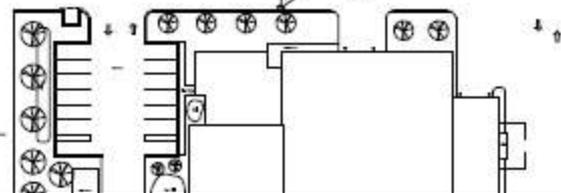
FORMERLY INTERIOR
PARCEL LINES

18
34' X 32'

THE INTERIOR
DEVELOPMENT
BOOK 9
PLAN BOOK
2.1.D

NOW OR FORMERLY
JACQUELINE BEALVAIS
BOOK 2499 PAGE 342

NOW OR FORMERLY
JOHN F. SOBIESKI &
JUDITH M. RIPKA
BOOK 3818, PAGE 295



Play-ground

Rec. Center



FUTURE DEVELOPMENT

RECREATION CENTER

PARKING

PLAYGROUND

EXTENDED PEDESTRIAN PATH

EXISTING BUILDINGS

EXISTING WOODLANDS

EXISTING CEMETARY

STREAM

EVERGREEN BUFFER

NEW PEDESTRIAN PATH

EXISTING ACCESS ROAD

ROAD

SUKARLOAR STREET

COOPER STREET

SOUTH MAIN STREET

Opportunities: Re-Opening Conway & Closing Pleasant Crossing













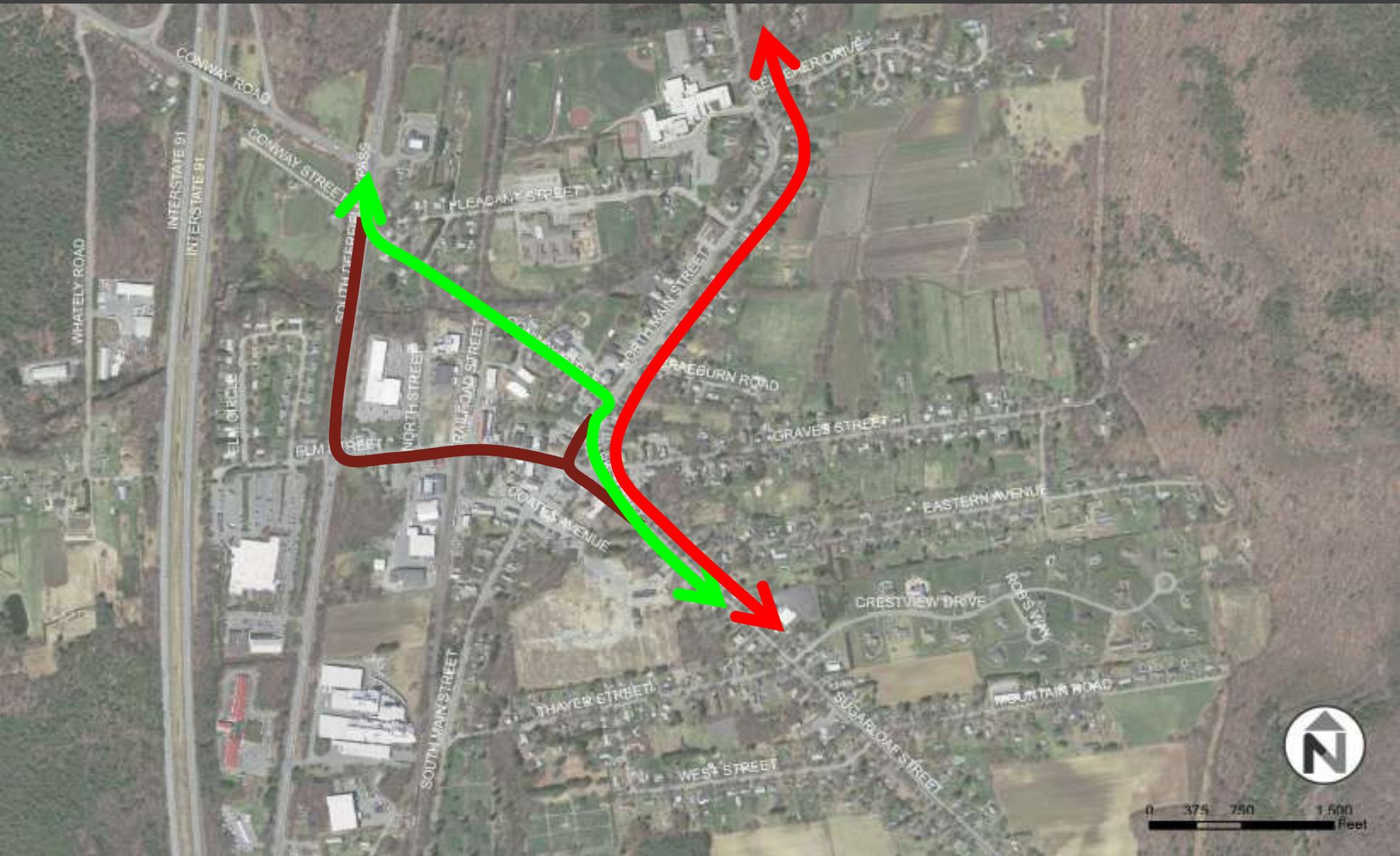


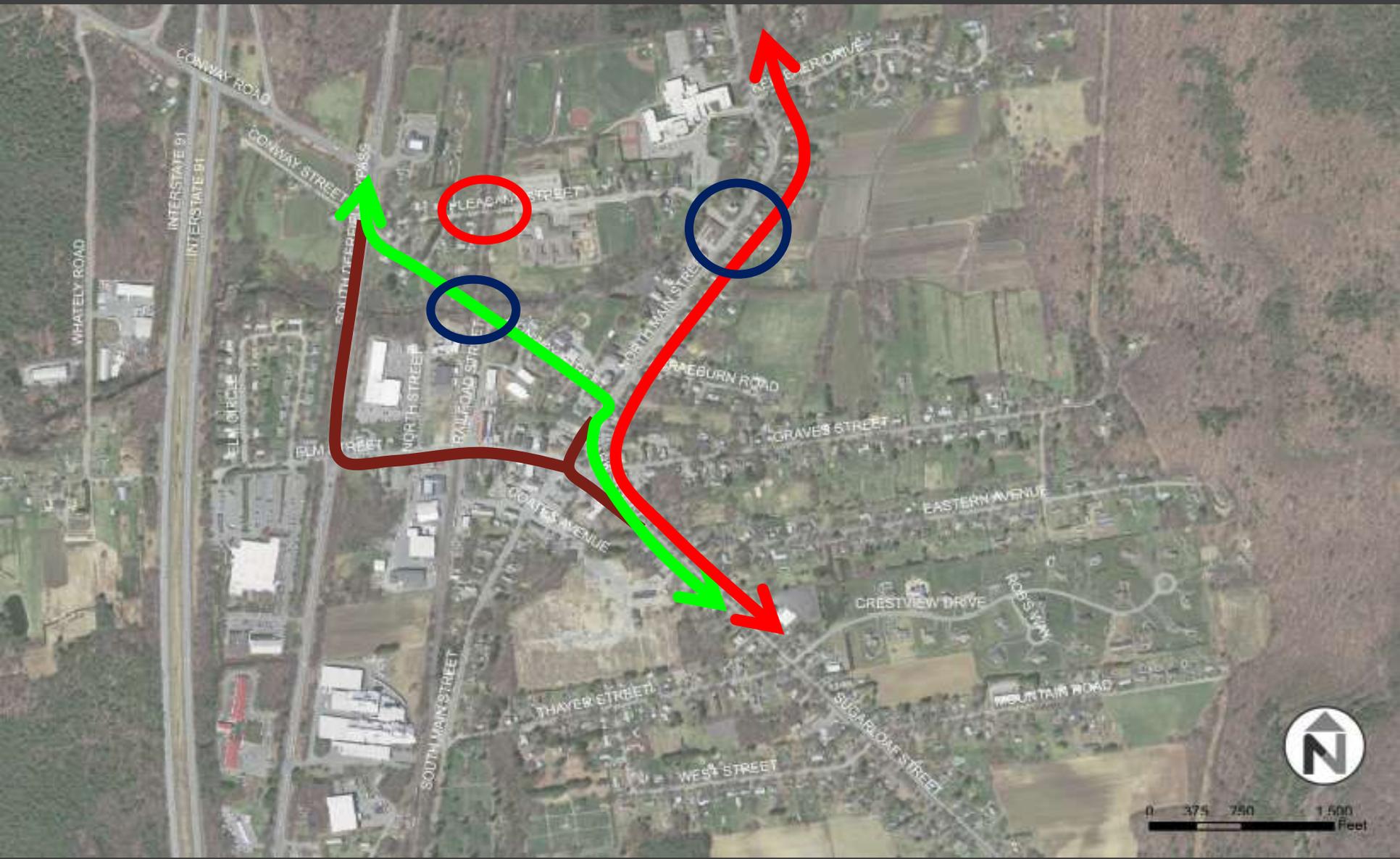




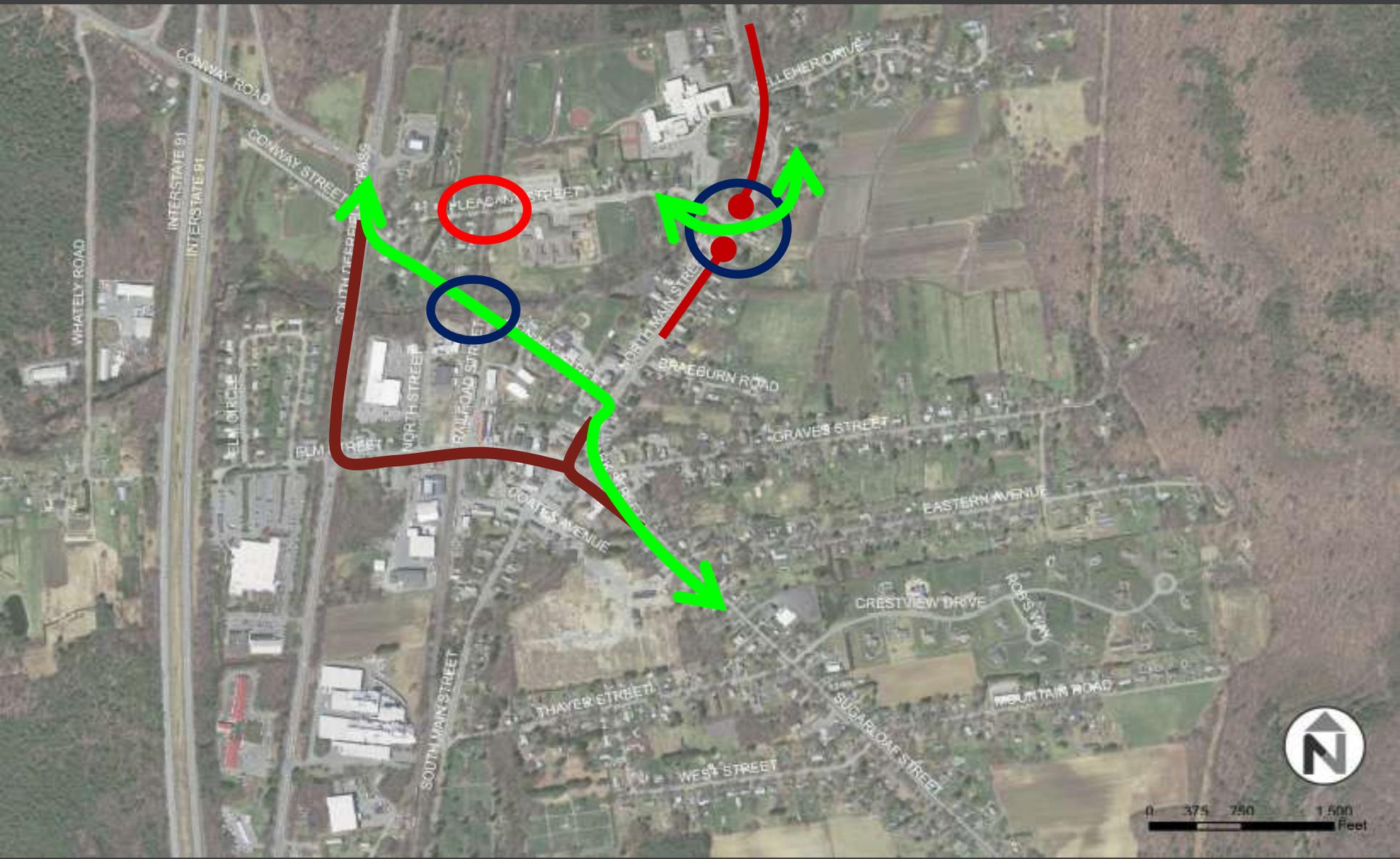




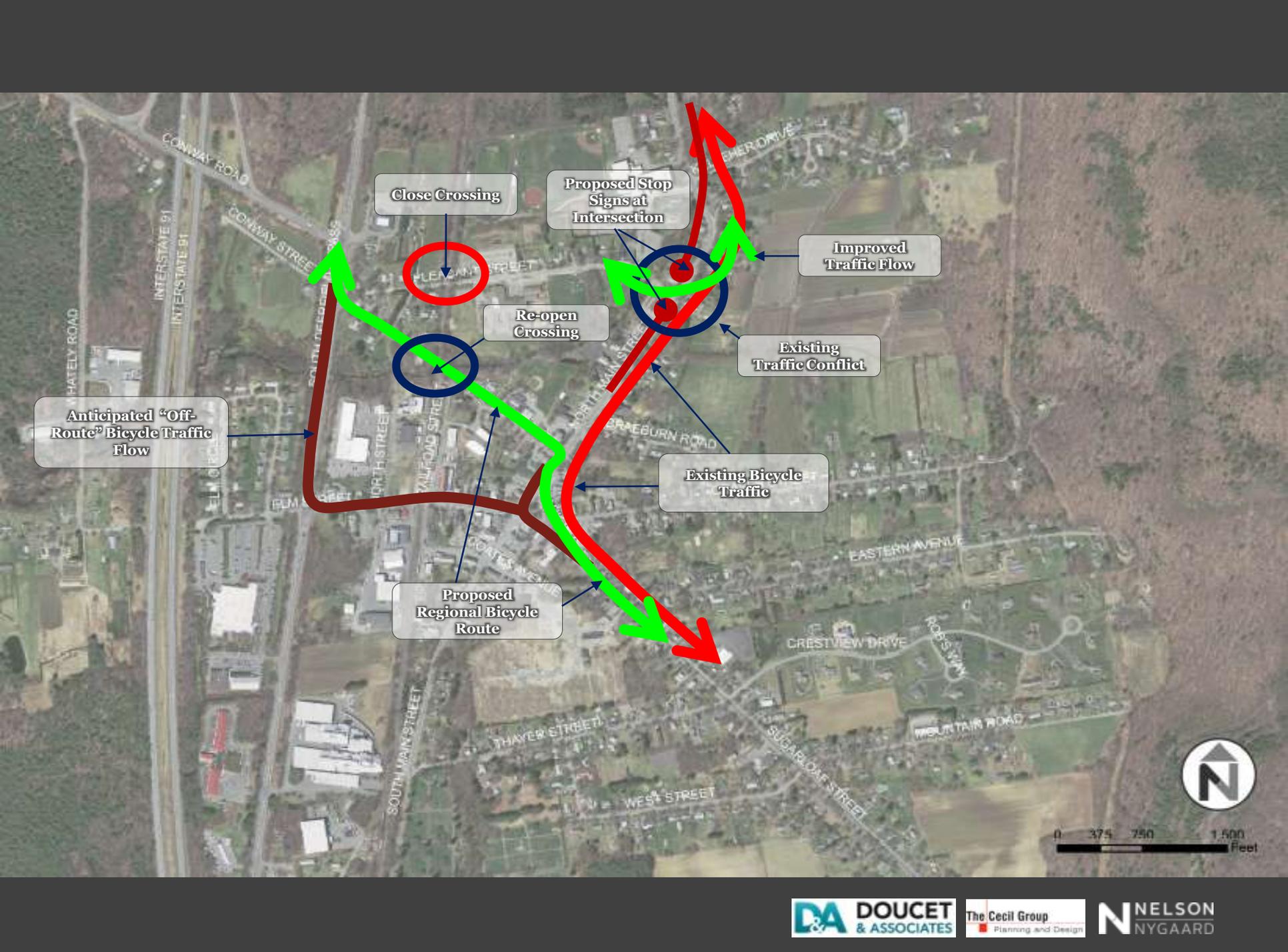




0 375 750 1,500 Feet



0 375 750 1500 Feet



Close Crossing

Proposed Stop Signs at Intersection

Improved Traffic Flow

Re-open Crossing

Existing Traffic Conflict

Anticipated "Off-Route" Bicycle Traffic Flow

Existing Bicycle Traffic

Proposed Regional Bicycle Route



0 375 750 1,500 Feet

Opportunities: Lighting



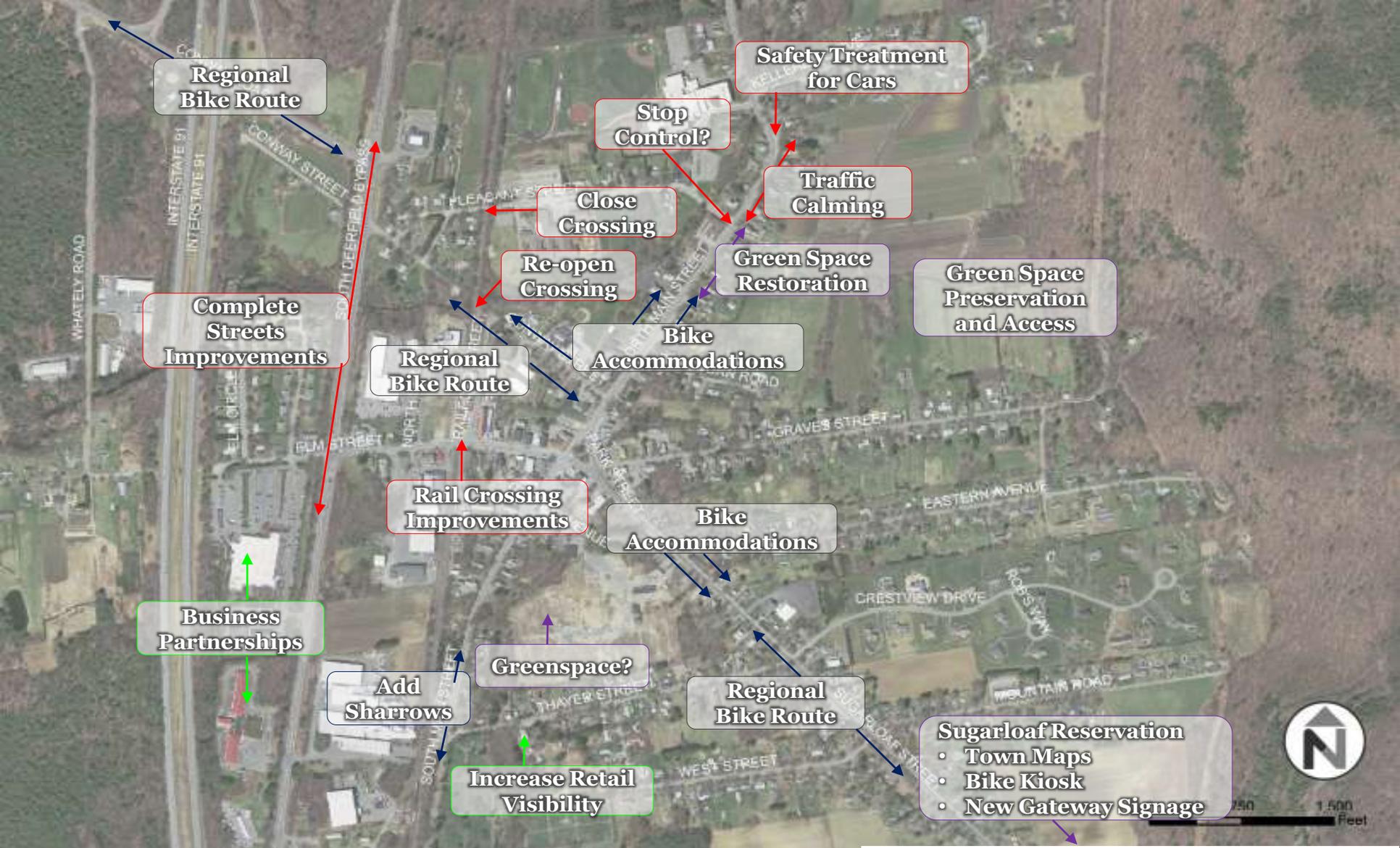


YANKEE CANDLE VILLAGE



YANKEL CENTER

Other Opportunities: Throughout Our Study Area



0 500 1,000 Feet

Study Area- Recommendations

- RED- Traffic Safety
- YELLOW- Pedestrian Safety
- BLUE- Bicycle Safety
- GREEN- Economic Development
- PURPLE- Open Space/ Recreation
- ORANGE- Aesthetic Improvements

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Planning and Design

DA DOUCET
& ASSOCIATES

N
NELSON
NYGAARD



Downtown ~~South~~ Deerfield Complete Streets & Downtown Livability Plan

November 17, 2012

Locate housing near employment and town centers.



LAND USE (parcel sq ft)

Residential	64%
Municipal	18%
Commercial	11%
Industrial	6%

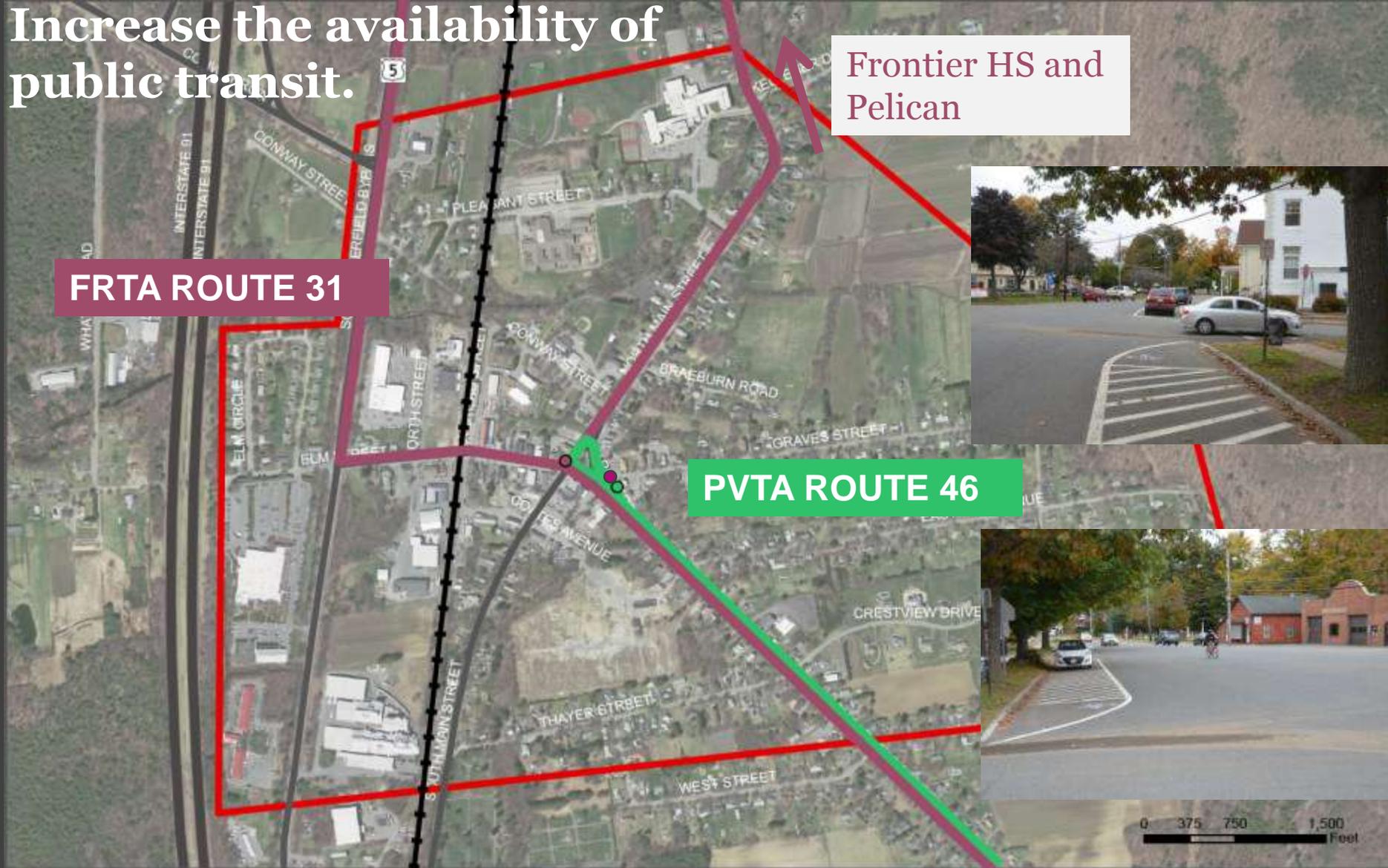
LAND USE (bldg sq ft)

Residential	41%
Commercial	25%
Industrial	18%
Municipal	17%

EXISTING LAND USE

- Residential
- Commercial
- Industrial
- Open Space/Farmland
- Municipal

Increase the availability of public transit.



FRTA ROUTE 31

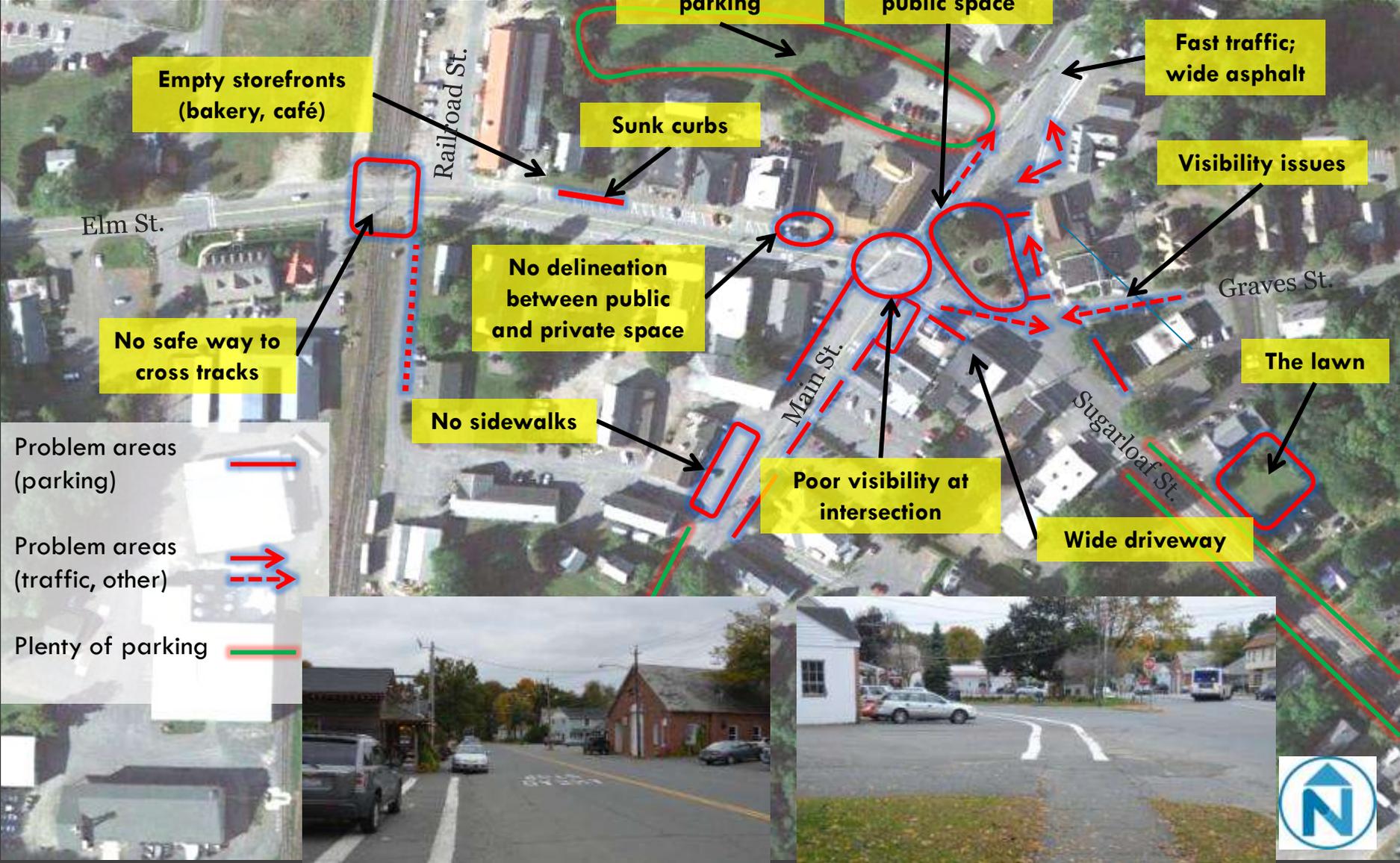
Frontier HS and Pelican

PVTA ROUTE 46

EXISTING TRANSPORTATION NETWORK

Transit

Increase bicycle and pedestrian facilities and promote walking and bicycling.



South Deerfield, MA
Complete Streets & Downtown Livability Plan



Redevelop vacant or underutilized industrial and commercial buildings or sites.



Reduce the use of fossil fuels.

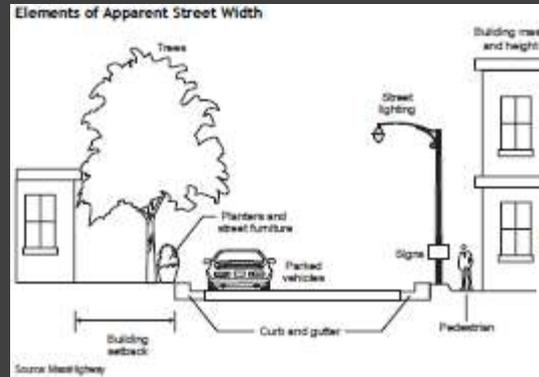
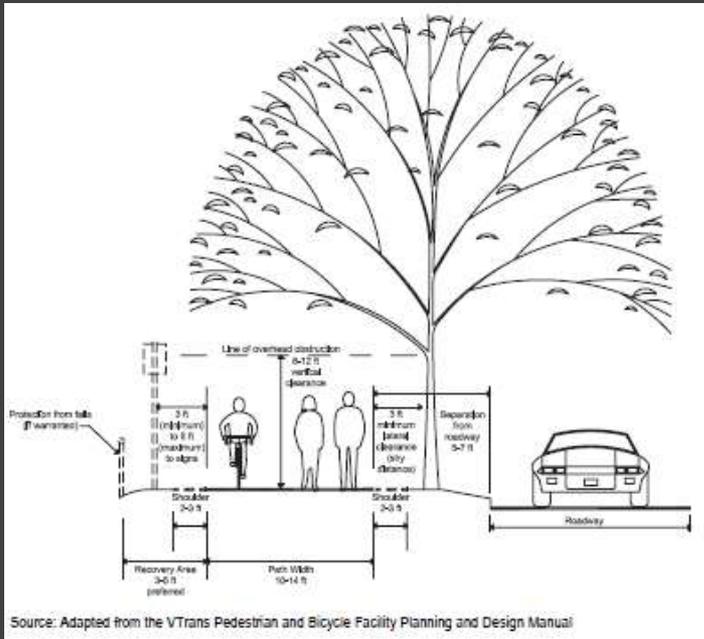
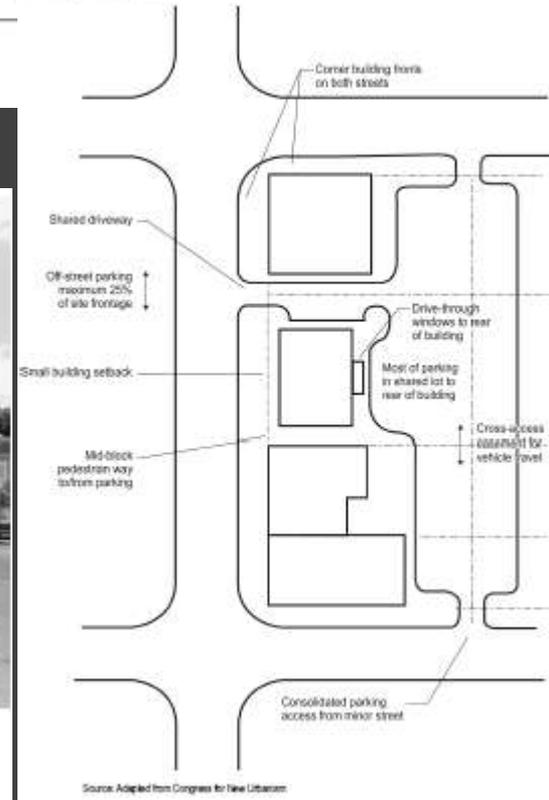
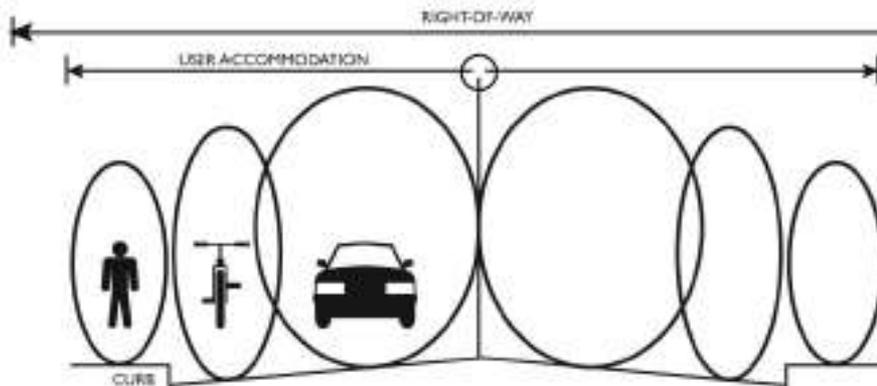


Exhibit 16-4 Building Siting Guidelines



Case 2: Partial Sharing for Bicycles and Motor Vehicles



Street lights in a town center setting

Prioritize redevelopment of vacant or underutilized properties.



Locate new businesses in town centers or near transit services.



Coordinate new development with existing transportation, water and sewer infrastructure

- Coordinate closely with the DPW and landowners regarding needs, projects, etc.
- Better connections between transit and downtown resources
- Bike Storage
- Beautification

Foster the growth of arts and culture

- *Communication & Public Outreach*
- Local Artists
- College Arts Communities
- Local Schools
- Arts & Crafts Fairs
- Why not Events in our Downtown???

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