

# WEST CONCORD VILLAGE GRAPHIC MASTER PLAN



- MASTER PLAN PROJECTS**
- 1. Transportation Network and Circulation**
    - Commuter Rail Enhancements**
      - (T-1) Extend MBTA Platform East and Expand Handicapped Ramp
      - (T-2) Construct Pedestrian Bridge Over Assabet River and Connect to New Commuter Parking lot at Baker Street Extension Park
    - Circulation and Accessibility Improvements**
      - (T-3) Maple Court Enhancements
      - (T-5) Sidewalk Improvements on Main Street Bridge over Assabet River
      - (T-6) Extend and Connect Beharrell Street to Commonwealth Avenue to the North and Expand the Street Network in the Village Center
      - (T-7) New Connector Street between Beharrell Street and the Commuter Parking Lot
      - (T-8) New Connector Street between Commonwealth Avenue and Maple Court
    - Intersection Treatments**
      - (T-9) Upgrade Intersection of Beharrell Street and Commonwealth Avenue
      - (T-10) Reconfigure Intersection of Commuter Lot Driveway and Commonwealth Avenue
      - (T-11) Reconfigure the Main Street and Commonwealth Avenue Intersection
      - (T-12) Commonwealth Avenue/Laws Brook Road/R. Dunn Square Intersection
      - (T-13) Upgrade Pedestrian Safety at Intersection of Church St. and Commonwealth Avenue
      - (T-14) Improve Main Street/Baker Ave-Cottage Street Intersection
      - (T-15) Alleyway to Hursey Wheeler; close alleyway between Concord Teacakes and Van Stadford
  - 2. Streetscape and Parking**
    - Parking Access, Distribution, and Connectivity Improvements**
      - (P-1) Enhance Private Off-Street Parking Lots
      - (P-2) Enhance Public On-Street and Off-Street Parking
      - (P-3) Expand Public Parking along BB Spur
      - (P-4) Designate Satellite Commuter Parking Area at Baker Street Business Park
      - (P-5) Screen Large Parking Areas
    - Streetscape and Aesthetic Enhancements**
      - (S-1) Improve Pedestrian Crossings at Key Locations along Main Street and Commonwealth Avenue
      - (S-2) Bradford Street Streetscape Improvements
      - (S-3) Main Street and Commonwealth Ave Streetscape Improvements
      - (S-4) Beharrell Street Extension and Streetscape Improvements
      - (S-5) Extend Decorative Light Fixtures within the Village Center
      - (S-6) Upgrade Main Street Pedestrian Alleys
      - (S-7) Enhance Pedestrian Access to and within the Commuter/Public Parking Lot
    - Gateway Treatments**
      - (S-8) Install Gateway Treatments at East Entrance
      - (S-9) Install North Gateway Treatments
      - (S-10) Install South Gateway Treatments/Main Street and Church Street
      - (S-11) Install West Gateway Treatments/Laws Brook Road
    - Directional "Wayfinding" Sign Systems and Interpretive Boards**
      - (S-12) Install Wayfinding Signage
      - (S-13) Install Informational Kiosks and Business Directories
      - (S-14) Install Historic Interpretive Sign Boards
  - 3. Parks, Open Space and Trails**
    - Existing Park and Open Space Enhancements**
      - (OS-1) Junction Park Enhancements
      - (OS-2) Mandrolit Pocket Park Enhancement
    - New Parks and Open Spaces**
      - (OS-3) New WCCC "Overlook Park" and Access to Commonwealth Avenue
      - (OS-4) New Warner's Pond Pocket Park
      - (OS-5) New Village Green at Commonwealth Avenue and Beharrell Street
      - (OS-6) New North "Confluence Park"
      - (OS-7) Heritage Park along the Bruce Freeman Trail
    - Trails and Paths**
      - (OS-8) Bruce Freeman Trail
      - (OS-9) Nashoba Brook Trail
      - (OS-10) Assabet River Trail
      - (OS-11) Trail connecting Ridgeway parking lots
      - (OS-12) Create Village Loop Trail
  - 4. Future Development Scenarios**
    - Potential Near and Long Term Redevelopment Sites**
      - (D-1) 30 Beharrell Street
      - (D-2) 113-135 Commonwealth Avenue Redevelopment
      - (D-3) 120 Commonwealth Avenue
      - (D-4) 74 Commonwealth Avenue
      - (D-5) 112 Commonwealth Avenue
      - (D-6) 1220-1224 Main Street
      - (D-7) 20-40 Beharrell Street
    - Potential Renovation and Rehabilitation Sites**
      - (D-8) 23-43 Bradford Street Rehabilitation
      - (D-9) 100 Commonwealth Avenue
      - (D-10) 81 Commonwealth Avenue
      - (D-11) 88 Commonwealth Avenue
      - (D-12) West Concord Fire Station/1201 Main Street
      - (D-13) Southern Portion of MCI Concord Property
      - (D-14) Expand Warner's Pond Pocket Park
      - (D-15) Expand Ridgeway Playground
      - (D-16) Redevelop Winthrop St. Industrial
      - (D-17) Redevelop old Dea Bus Site


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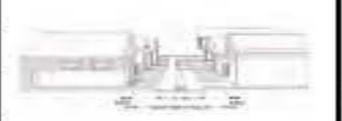
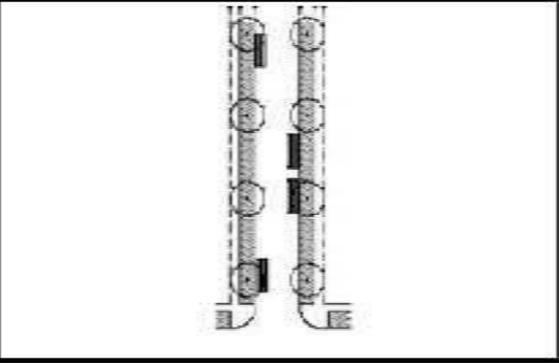
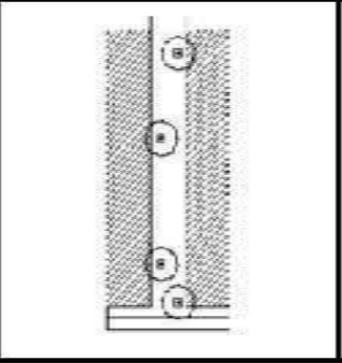
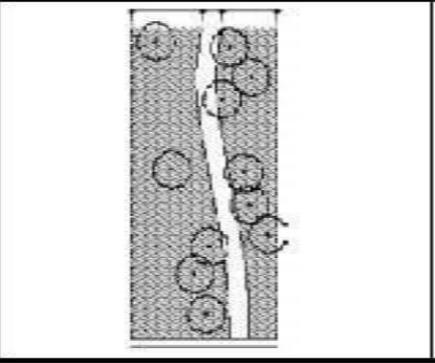
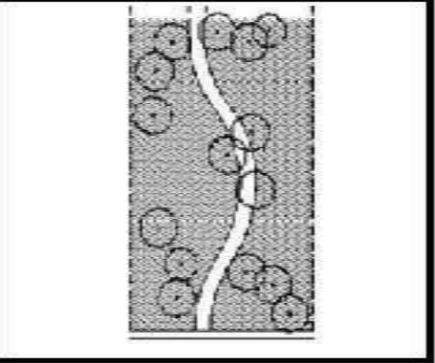
**Legend**

- Town Trees
- MBTA Stations
- MBTA Rail
- Paved Surfaces**
- Driveway
- Parking
- Road
- Bridge
- Buildings
- Forested Area
- Water Features
- Property Boundaries

West Concord Center - Existing Conditions  
Concord, MA

Date: 6.24.2009  
Date Source: Concord, MA DPW GIS

Recommended Complete Streets Hierarchy & Design Guidelines for West Concord Village - Part 1				
<b>EXAMPLE USE OF HIERARCHY</b> ST-57-20-BL ↑ With Bicycle Lane ↑ 20 Ft Pavement Width ↑ 57 Ft Right-of-Way Width ↑ Thoroughfare/Streetscape Type		<b>DEFINITION OF THOROUGHFARE:</b> The man-made element that provides the major part of the public open space as well as paved lanes for vehicles. A thoroughfare is endowed with two attributes: capacity and character. Capacity is the number of vehicles that can move safely through a segment of a thoroughfare within a given time period. It is physically manifested by the number and width of lanes, by the centerline and curb radius, and the elevation of the pavement. Character is physically manifested by the thoroughfare's associated building and frontage types as determined by its location within the transect.		
<b>CLASSIFICATION</b>		<b>VILLAGE CENTER THOROUGHFARES</b>		
<b>DEFINITION</b>	Village Center Avenue: A short, axial, local speed-movement thoroughfare suitable for downtown center and core zones, providing frontage for higher density mixed-use buildings such as storefronts, shops, and offices. It is urban in character with raised curbs, storm-drain inlets, and striped on street parking. A single species of tree is planted in opportunistic alignment and confined by individual planters to create a sidewalk of maximum width, with area accommodating street furniture. Clear trunks and high canopies are necessary to avoid blocking views of storefronts, signage, and awnings. An avenue may be conceived as an elongated square.	Village Center Streets: A local slow-movement thoroughfare suitable for primary village center streets, providing frontage for higher density mixed-use buildings such as houses, shops, and offices. It is urban in character with raised curbs, storm-drain inlets, and striped on street parking. A single species of tree is planted in opportunistic alignment and confined by individual planters creating a sidewalk of maximum width, with area accommodating street furniture. Clear trunks and high canopies are necessary to avoid blocking views of storefronts, signage, and awnings.	Alley: A narrow vehicular access way to the rear of more urban lots providing service areas, parking access, and utility easements. Alleys as they are used by trucks and must accommodate dumpsters should be paved from building face to building face and screened if possible.	
<b>CROSS SECTION/ PERSPECTIVE VIEW</b>				
<b>PLAN VIEW</b>				
<b>CHARACTERISTICS</b>				
Type	VILLAGE CENTER AVE. (VCA-60-40)	VILLAGE CENTER SIDE STREET (VCSS-40-32)	VILLAGE CENTER MAIN STREET (VCMS-50-38)	AL-20-20
Movement	Free Movement	Free Movement	Free Movement	Slow Movement
Traffic Lanes	Two- 12 foot	Two- 12 foot	Two- 11 foot	Two- 10 foot
Parking Lanes	Both Sides @ 8 ft. Marked	One Side @ 8 Feet Marked	Both Sides Parallel @ 8 Feet Marked	None
R.O.W. Width	60 feet	40 feet	50 Feet	20 ft.
Pavement Width	40 feet	24-32 feet	38 Feet	20 ft.
Traffic Flow	Two Ways	Two Ways	Two Ways	One Way or Two Way
Curb Type	Raised	Raised	Raised	None
Curb Radius	15 feet	15 Feet	15 Feet	15 ft. max
Vehicular Design Speed	30 MPH	25 MPH	25 MPH	15 MPH
Pedestrian Crossing Time	4.5 Seconds	3.5 Seconds	3.5 Seconds	NA
Road Edge Treatment	Curb	Curb	Curb	Curb or Swale
Planter Strip/Box Width	3x3 Planters	4 feet	3x3 Planters	None
Planter Type	Individual	Continuous	Individual	None
Planting Pattern	Trees at 40 Feet O.C. Average	Trees at 40 Feet O.C. Average	Trees at 40 Feet O.C. Average	None
Tree Type	Selected Street Trees	Selected Street Trees	Selected Street Trees	None
Street Light Type	Pedestrian Scale Ornamental	Pedestrian Scale Ornamental	Pedestrian Scale Ornamental	None
Street Light Spacing	40 foot Intervals	40 foot Intervals	40 foot Intervals	None
Bike Way Type	Not Dedicated; With Flow	Not Dedicated; With Flow	Not Dedicated; With Flow	None
Bike Way Width	None	None	None	None
Sidewalks	Both Sides	Both Sides	Both Sides	None
Sidewalk Width	10 feet	4-8 Feet	4-8 Feet	N/A
<b>LOCAL APPLICATIONS</b>	Commonwealth Avenue RR Tracks to KD Square	Bradford St., Beharel St.	Comm Ave Junction Sq to Church St	Behind Main Street and Comm. Ave.

Recommended Complete Streets Hierarchy & Design Guidelines for West Concord Village - Part 2				
EXAMPLE USE OF HIERARCHY	DEFINITION OF THOROUGHFARE: The man-made element that provides the major part of the public open space as well as paired lanes for vehicles. A thoroughfare is endowed with two attributes: capacity and character. Capacity is the number of vehicles that can move safely through a segment of a thoroughfare within a given time period. It is physically manifested by the number and width of lanes, by the centerline and curb radius, and the elevation of the pavement. Character is physically manifested by the thoroughfare's associated building and frontage types as determined by its location within the transect.			
ST-57-20-BL	↑ With Bicycle Lane ↑ 20 Ft. Pavement Width ↑ 57 Ft. Right-of-Way Width ↑ Thoroughfare Streetscape Type			
CLASSIFICATION	RESIDENTIAL	PASSAGE	BIKE/MULTI-PURPOSE TRAIL	FOOT PATH
DEFINITION	Village Neighborhood Street: A local, yield moving thoroughfare suitable for village neighborhoods. Street provide frontage for low to moderate density residential buildings such as single-family detached or attached homes, apartment buildings, and rowhouses.	Passage: A pedestrian connector passes between buildings. Passages provide shortcuts through long blocks and connect rear parking with street frontages. Passages may not be roofed over and lined by shop fronts.	Bike Trail: An independent bicycle way generally running through the countryside or parallel with parkways and highways.	Footpath: A pedestrian way traversing a park or the countryside. Paths should connect directly with the sidewalk network.
CROSS SECTION/ PERSPECTIVE VIEW				
PLAN VIEW				
CHARACTERISTICS				
Type	VNS-60-22	PS-18-0	MP-VAR-12	PT-VAR-6
Movement	Slow Movement	Pedestrian Only	Bicycle & Pedestrian Only	Pedestrian Only
Traffic Lanes	Two- 10 foot	varies	varies	varies
Parking Lanes	Informal	N/A	N/A	N/A
R.O.W. Width	50 ft.	varies	varies	varies
Pavement Width	24 ft.	N/A	N/A	N/A
Traffic Flow	Two/Ways	N/A	N/A	N/A
Curb Type	Raised or None	N/A	N/A	N/A
Curb Radius	15 ft. max.	N/A	N/A	N/A
Vehicular Design Speed	15 MPH	N/A	N/A	N/A
Pedestrian Crossing Time	27 Seconds	N/A	N/A	N/A
Road Edge Treatment	Curb or Scape	Scape	Scape	Scape
Planter Width	4-7 feet	varies	varies	varies
Planter Type	Continuous	Continuous	N/A	N/A
Planting Pattern	Varies depending in size of tree	occasional	Single and cluster, avg. 1/30 ft.	Single and cluster, avg. 130 ft.
Tree Type	variable species	Natural	Natural	Natural
Street Light Type	None	None	None	None
Street Light Spacing	None	None	N/A	N/A
Bike Way Type	None	N/A	Bike Path	N/A
Bike Way Width	None	N/A	8 to 15 feet	N/A
Sidewalks	Both Sides	One	none	One
Sidewalk Width	6 ft.	9-18 ft.	N/A	6 ft.
LOCAL APPLICATIONS	Village Neighborhood Streets	Connections to Comm. Ave and Main St.	Bruce Freeman Trail	Mashuda Brook and Assabel River Paths



# Lyons, New York

## Historic Timeline

### Lyons, New York "Did You Know?" Timeline

Traveling Through History in a Small Upstate Community on the Erie Canal

**Pre-1700**

- Seneca Indians lived in the area that is now Lyons.
- Alloway was founded prior to Lyons by Henry Tower, who came from Alloway, Scotland. Lyons became the "hub" once the canal was built, but Lyons had its beginnings in Alloway. Alloway is now a part of the township of Lyons.

**Early 1800s**

- The peppermint industry began in Alloway and then moved to Lyons.
- Killick's Mill still stands and was a vibrant business in the 1800s. There were also schools, a blacksmith shop, a lumber mill and a hotel. Many workers came to work on the canal.
- Members of the local church were involved in starting the women's movement.
- Wayne County had 175 cobblestone structures, the largest concentration in the country. One of the most important is the blacksmith shop in Alloway.
- The First Evangelical Lutheran Church was founded. It received a land grant from the king of England. It burned down in the mid 1800s but was later rebuilt. The bells can be heard three miles outside of Lyons.
- The county seat and the town were established.
- The Erie Canal was constructed. Many of the workers decided to stay in Lyons. They built most of the cobblestone structures which make Lyons very rich both historically and architecturally.

**1830s**

- Grace Church was founded. It was part of the development of the east side of town called "Joppa."
- Canal-fueled prosperity allowed merchants to send daughters to college. This is part of the background for the Women's Rights Convention.
- Lyons pottery became famous. There were several famous potteries in Lyons, including Lyons', Fisher's and Harrington's. There was also a mailbag factory and Hotchkiss Oils.
- The Underground Railroad runs through Lyons in several places. A few wells on Katherine Street lead to underground railroad tunnels and the canal along Montezuma Street.
- Italians came to work on the canal and the railroad, and many stayed to do farm work because of the good soil.
- The Freed Man school system ran from Lyons and the Finger Lakes region to central New York (Syracuse). The schools were run and taught by blacks, many of whom were canal workers and/or escaped slaves. Some of the greatest African American minds came out of the Freed Man community.
- The railroad arrives in Lyons.
- The current Lyons Bank was established.
- The Joppa area of town began to develop.

**1885**

- Fire destroys the Lutheran Church and Exchange Hotel on Broad Street.
- The North-Central Volunteer Fireman's Association was started.
- Boontown! During this time Lyons was as wealthy as it ever was. It had shops, hotels, and a downtown full of stores. There was a trolley, and the railroad stopped there.
- A book by Grips, written just after the turn of the century, described Lyons as one of the most beautiful villages in New York state.
- The only hanging in Lyons occurred at the old jailhouse on Butternut Street. Over 2,000 people showed up. The noose and scaffolding are still in Lyons at the museum.
- Lyons was a big railroad town. There used to be six main lines plus a number of side lines. Lyons was also a hub for manufacturing railroad cars.
- A famous train robbery took place by a man named Perry.
- The Opera House was established in 1880. Teddy Roosevelt gave a speech there. It burned in 1916 and was later remodeled. The Masonic Lodge was located there afterwards.
- Myron Taylor, Lyons' most famous person (head of U.S. Steel and ambassador to the Vatican), donated Taylor Park, the Community Center and the gym to Lyons.
- The Iroquois Hotel was a major watering hole for railroad employees.
- The Lyons Union School burns. Two students lose their lives.

**1940-1950**

- A fire destroyed the Presbyterian Church. People collected the organ pipes so that the organ could be rebuilt.
- Witt's Grill, a Lyons landmark, boasted the best bean soup and hamburger in town.
- Greco Jewelers opened, which is now the oldest continuing business in Lyons.
- The American Legion started Little League baseball, which is still active in Lyons. The field was also built by the American Legion.
- The Wayne Hotel was a famous place in Lyons.
- The Lyons Hospital, Barber Hospital and Baltzel Hotel were established.
- AFS, the American Field Service, was started by Glenna Arseneau and was a very active club and organization in the 1950s.
- A bridge was built over the railroad tracks, and it changed the complexion of the whole town.
- Migrant farm workers began to settle in Lyons, although this began to happen as early as the 1920s.
- The construction of Lyons Central High School began.
- "You could get all services, such as food and clothing, and do all of your shopping in Lyons. You could go to two different meat markets, men's clothing, linens, shoes - everything."

**1962**

- Lyons played a big basketball game against East Rochester and lost in triple overtime. The game broke the attendance record at War Memorial Auditorium.
- Lyons had three bakeries: a German one, an Italian one and the one by the court house that had Moon Cookies.
- Hotel Wayne closed.
- The Gristmill Parkway was built.
- Mt. Zion, the first African American church, was established.
- The Lyons Mission was founded.
- A troupe from Lyons Presbyterian Church traveled to New York City to perform *Jesus Christ Superstar*.
- The Lyons school system was voted best in the county.
- A new firehouse was built.
- Gas rationing began. You could only buy gas on odd or even days depending on your license plate number.
- The older mill burned down.
- The oldest farmers' market in the county started in Lyons. It became a big social gathering and continues today.
- Row houses on Water Street burned.
- Farm workers united for better housing. This was part of the national movement at that time.
- Lyons Republican Building burned down. Lyons became the first place to have a county fire control dispatch center in New York state.
- Lyons hosted a centennial parade.
- Slugs and Lady in White were filmed in Lyons.
- Grace House for the Elderly opened.
- Elementary School Playground was opened.
- Haitian and Jamaican farm workers began to arrive.
- The new Wayne County Jail was built.
- Some Wayne County buildings moved onto Route 31.
- Lyons won the state basketball championship for the 2nd time.
- Losoni's Grocery store burned down.
- Ohmann's Theatre closed.
- The high school jazz band won 14 first places in a row and had performances all over the area.

**1995**

- The Manor, a new senior citizens project, opened.
- Macintosh Glass made the People's Choice Award.
- Mexican farm workers came to the community.
- An ice storm locked people in for three days - some people thought it was the apocalypse!
- Lyons Interchurch Council began. It was the beginning of an official group ecumenical relationship.
- Renovations to Lyons Central High School began.
- The new Hall of Justice was built on the birthplace of Myron Taylor.
- The Canal Corridor Initiative began.
- Martin Luther King leadership basketball tournament began.
- Schaffers community store closed.
- The Lanchester bowling center burned down.
- Peppermint Days restarted with a parade, a Peppermint Queen and fireworks.
- Old Mr. Fox sold his candy store and then passed away at 108 years old.
- "Dialogue on Racism" began, a program that centers on racial issues and ended with the founding of an organization called "50<sup>th</sup> Cousins."
- "Tossed Salad" sang songs at the farmers' market and gave money from gigs to Lyons.
- A "microburst" (a mini-tornado) happened on Labor Day. It took out about 1,000 trees, as well as power lines and roofs. Some people didn't have power for eight days.
- Lyons had the highest average grades in New York state for scholar athletes.
- Hillary Clinton visited Café Roma.
- New Community Center opened and reopened.
- Ohmann Theater renovated and reopened.

Info came from the "What Can You and I Do to Make Lyons a Community You and I are Proud to Call Home?" 2000 project. Some images are from the book by Grips.