University of Massachusetts, Amherst
Department of Landscape Architecture & Regional Planning

Springfield`s Upper Lyman Warehouse District
Visions for Revitalization

Urban Design Studio Fall 2010
Frank Sleegers, Assistant Professor
MLA, DIPL.- Landschaftsarchitekt
Elizabeth Thompson, Lecturer

Jane Alexanderr • Andre Bellperon • Matt Bent • Nick Betts • Michael Brescia • Anthony Brow • Will Bunker
Tanya Chesnell • Julie Goodwin • Henry Hess • Christopher Johnson • Ryan Kemmerich • Wes Lomax
Nick Mastroianni • Carl McCrae • Phil Morrison • James Rebello • Sage Sluter
1.0 Studio Project Area

The Upper Lyman Warehouse District is located in downtown Springfield and is part of the Metro Center neighborhood. The western edge is defined by the City arteries of Dwight and Chestnut Street, to the north it is defined by the viaduct of the Amtrak Railroad arches, to the east it is partially defined by the Springfield Armory property. Taylor and Worthington Street expand the study area to connect to the proposed rail trail at Armory Street. To the south our project area is defined by the Quadrangle - Mattoon Street Historic District. The recent ULI Downtown’s Report from July 2007 and the Zimmerman/Volk report on residential market are important frameworks for this studio. Our studio expands on these recommendations with a strong focus on the physical environment. We will develop design proposals that improve open space quality and built urban form as legible design interventions.
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Acknowledgements

Frank Sleegers, April 2011

Studio Format, Goals and Objectives

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Studio Format, Goals and Objectives

2.0 Studio Project Goals

The primary goal of the project is to develop a staged vision to revitalize and rediscover the Upper Lyman Warehouse District and to improve liveability in the heart of downtown Springfield for employers, employees, residents, and visitors. Improved connectivity and sense of place will be keys to attaining this goal. This approach balances the three dimensions of sustainability:

• Environmental protection
• Economic growth
• Social and cultural development

2.1 Physical Design Objectives

1. Develop a phased vision plan for the built and unbuilt environment that generates public discussion and sets the groundwork for further planning efforts.

2. Propose land uses in our project area that could serve visitors, residents, employees, and employers. Propose zoning regulations and creative incentives that encourage mixed use on an architecturally-defined street edges. Use strategies such as adaptive reuse for significant historic buildings, urban infill that shares urban infrastructure. Respond to the prevalent housing market in downtown Springfield that offers little owner occupied and market rate housing. New housing typologies should be mixed to attract diverse clientele to accommodate different styles of life, create a robust mix and support the vibrancy of the city. Propose retail that attracts people to stay in downtown.

3. Create a pedestrian and bicycle oriented circulation system as sidewalks, pathways, trails, boulevards that lie into a nodal system of pocket parks, plazas, cemeteries, forests, and recreational fields. For our area it is necessary to establish or improve connections to the rail trail Arch of Recreation, the Connecticut River Walk and Bike Way, the downtown central business district, the revitalized Union Station, the Quadrangle Museums, and the Springfield Armory. Create visible gateways to the Upper Lyman Warehouse District that create a positive sense of arrival and departure.

4. Reduce the impact of impervious surfaces and pursue strategies to reduce storm water runoff from roofs, sidewalks, streets. Create a system that makes the efforts of decentralized stormwater visible in the landscape and become part of the larger open space system. Include strategies that could transform our area on a short-term basis and foster shaping a community. Art performances, temporary art, urban agriculture, specific programming can help identify and shape places. Create new ideas for urban entertainment day and night.

5. Create specific typologies for the streets in our area: city arteries, connecting neighborhood streets, and neighborhood roads. Utilize design tools that make the streetscapes a visual experience through principles such as repetition, sequence, rhythm. Merge the function of the automobile with pedestrians and bicyclists.

3.0 Learning Objectives - Urban Design Studio as Public Service

The project will begin with a visioning workshop, conducted in order to engage community members in the shaping of project goals and objectives. Groups of students and representatives of the project area will work together to identify attributes and challenges in the Upper Lyman Warehouse District and to conceive design ideas, culminating in the development of alternative vision statements that will guide and inform specific design proposals in our studio. Studio work will include in-depth study, analysis and assessment of the project area through on-site exploration and observation, interviews, sketching, institutional document research, historic research, and analysis of aerial photographs. Specific case studies will create a reference to support design proposals. Final design concepts and a vision plan will be presented to the UMass community, to the Downtown Springfield community, and to City Planning Officials. The design drawings will also be exhibited in the UMass Amherst Design Center at Court Square, to further stimulate discussion within the community and to demonstrate a UMass presence in Springfield.

3.1 Learning Objectives

The following elements are analyzed and assessed to understand the design problem. Challenges and opportunities are identified and conclude the investigation. The design proposals reflect a comprehensive understanding of the area and address the findings of the conclusions in a compelling and unifying design idea.

1. Survey stakeholders within the community. Observations, collages, and sketches.
2. Existing land use, activities, zoning, cultural milieu, power map of political structures and community dynamics
3. Open space system
4. Street network and hierarchy, trails
5. Natural systems: topography, water, street trees and vegetation
6. Urban grain and structure
7. Public transportation network

3.1.1 Survey and Observations

• Conduct face-to-face interviews and collect data through the visioning workshop to develop an understanding of the social and political structure of the project area and the project’s social context.
• Record on-site observations and sketch first impressions to make an initial intuitive assessment of the project area. Map day and night activities.
• Translate your findings with diagrams and articulate challenges and opportunities on a map.

3.1.2 Intervention as a process – oriented Strategy

• Choose a place or a sequence of places and design a temporary intervention in our area to spark a dialogue between place and people. All forms of interventions can be explored such as visual and performing arts, dance, theater, happenings, gardening, sports etc.
• Describe this intervention with powerful narrative and visual material.

3.1.3 Cultural Milieu, Land Use, Zoning

• Analyze the cultural milieu, including population trends, age, ethnic background, poverty, education, work force, stakeholders, formal/informal power structure.
• Analyze existing land uses and develop a robust mixed-use land use pattern that envisions future development with respect to the cultural milieu.
• Describe the specific uses of buildings. Identify the names of businesses, institutions, and organizations associated with particular buildings.
• Propose new land uses, explain why, and propose new zoning as a planning tool.
Site Analysis and Assessment - Getting to know Springfield

Springfield has many attributes and attractions that are important to the City’s historical culture, such as the historic Mattoon Street within our neighborhood. This residential street with market rate row houses have been restored in the last 20 years and could be a model for bringing residents back to downtown. The Quadrangle Museums are in close vicinity and attract visitors from the City, the region and beyond. Other landmarks in the City of Springfield are widely recognized, such as the Basketball Hall of Fame, the historic Armory and the Massachusetts Mutual Center that hosts mayor concerts and sports events.

3.1.4 Open Space System
- Describe, analyze and assess the open space system of the project area and how it relates to the city context. Distinguish between nodal and corridor elements of the system. In a coherent open space network, the nodal open spaces are connected by open space corridors.
- Nodal elements include: Public parks and plazas, cemeteries, public and school playgrounds, forested areas. Corridor elements include: Sidewalks, pathways, recreational and bike trails.
- Identify missing links and connections. Observe accessibility during different hours of the day and night.
- Create a hierarchy of open space nodes, and create a hierarchy of open space corridors.
- Identify areas where the pedestrian system conflicts with or is in harmony with the vehicular system. Look carefully at whether and how pedestrian movement is facilitated.

3.1.5 Street Network and Hierarchy, Parking
- Analyze the street system: City Arteries connect neighborhoods and cities to one another. They are the primary connections. Neighborhood Streets are secondary connections. They are important links within a neighborhood and create a permeable network.
- Neighborhood Roads are tertiary connections.
- Design legible gateways for the heart of downtown. Propose potential green streets that could reinforce the open space system, e.g. as planted boulevards and/or green infrastructure.
- Create a conceptual proposal for a renewed open space system.

3.1.6 Natural Systems: Topography, Water, Vegetation
- Analyze and assess the topography of our project area.
- Analyze sewage and storm water systems of the area.
- Analyze and assess permeable and impermeable surfaces.
- Analyze and assess existing trees including street trees.
- Increase infiltration in your design proposals, identify areas for street tree planting, create a universal design.

3.1.7 Urban Grain and Structure
- Analyze and assess the urban grain of our project area in figure-ground drawings. Understand how urban grain reflects land use. Identify empty lots.
- Analyze and assess general ownership of residential areas: owner occupied vs. renter occupied.
- Develop proposals for improving the urban grain. Explore alternatives in figure-ground drawings. Use case studies of successful neighborhood urban grain/figure-ground to support your design ideas.

3.1.8 Transportation Network: Private Vehicular and Public Transportation
- Assess and evaluate the transportation network, including parking, bus lines and bus stops, trains.
- Understand the transportation network and how it relates to existing land uses, including open space. Where do people live, where do they work, where do they go to school, where do they go out? How do they get there?
- Propose alternatives to improve public transportation.
Site Analysis and Assessment - Getting to know Springfield

Street Network:
The Lyman district is not heavily impacted by the major north-south street corridors of Chestnut and Dwight Street. All the streets show neglect and are not pedestrian friendly. Bicycle lanes and street trees are missing.

In this design studio we want to change the aesthetic quality of the streets in the Upper Lyman Warehouse District and turn them into walkable and bicycle friendly green arteries.

Public Transportation:
The Pioneer Valley Transit Authority (PVTA) is the major provider of transportation in downtown Springfield. Although the system is fairly quick system and runs every 20-40 minutes, it has short hours. The hours of the PVTA are 6:00AM - 10:00PM during the weekdays and on weekends they work a reduced schedule of 6:00AM - 6:00 PM. Not all of the buses run on Sundays. Many people living and working in the downtown also like to “play” downtown. The reduced schedule on weekends does not allow for easy public transportation after 10:00PM. Many theaters, clubs and Mass Mutual Center events have shows and activities running much later than 10:00PM. The reduced bus schedule does not allow for a pedestrian friendly city and it leads to an increase of cars that are driven downtown.

Springfield is a bustling, robust city and prolonged hours of the PVTA bus schedules would help people of Springfield to work, play and live in downtown Springfield in a more eco-friendly and safe environment. Providing longer hours for buses will take cars off the roads of downtown Springfield, which will not only help the environment but will also create a safer and more pedestrian friendly downtown.
Site Analysis and Assessment - Getting to know Springfield

Parking and Impervious Surfaces:

Springfield has numerous places to park, from parking garages and lots to on-street parking. The downtown of Springfield occupies about 250 acres and of that, 40 acres is devoted to parking. Much of the parking in downtown is accommodated on impervious surfaces. This does not allow the water to percolate back into the ground. Much of the water in the downtown is piped off the street into sewers and out to the river. The water carries pollutants such as gasoline, oil, anti-freeze, salt and dirt. These are harmful to the aquatic life of the Connecticut River.

A major part of the design studio is to reduce these large quantities of impervious surfaces, and replace them with pervious and vegetated surfaces that will allow the water to infiltrate into the ground where many harmful pollutants can be filtered out.

Parking and Impervious Surfaces:

Springfield currently has plenty of parking in the downtown. A majority of parking is in parking garages, parking lots, and on-street parking. The downtown occupies about 250 acres and 40 acres is devoted to parking. Much of the parking in downtown is accommodated on impervious surfaces. This does not allow the water to percolate back into the ground. Much of the water in the downtown is piped off the street into sewers and out to the river. The water carries pollutants such as gasoline, oil, anti-freeze, salt and dirt. These are harmful to the aquatic life of the Connecticut River.

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Land Use

The land use in downtown Springfield does not follow any distinct patterns. Taylor and Worthington Street offer commercial services such as auto-related businesses. These are small businesses and could be integrated in future design proposals because they are important places to work. Main Street has an abundance of commercial businesses running along it, but this is one of the few places with a continuous land use pattern. One area of downtown that has a distinct residential land use is the Mattoon Street. Another area that stands out is the area around the Quadrangle museums close by. This little district mixes representative buildings with well maintained public open spaces. Other streets such as Dwight Street are dominated by parking lots and garages with some commercial businesses mixed in. The majority of the land uses in the downtown is spread out and seemingly random. The Upper Lyman Warehouse District has an abundance of empty lots and buildings - some of them still with a usable historic substance. Towards the Northeast of our area the land use is overwhelmingly industrial with many large buildings and parking lots. In the Lyman District as well as the rest of the downtown, there is no large supermarket available to residents living in the area. Only little areas have mixed land uses.

For our urban design studio the focus will be on creating more market rate housing, mixed use buildings for living and working and programs for the vacant lots on Lyman Street. Furthermore, it is important to propose a supermarket in the Lyman District for downtown Springfield.
Site Analysis and Assessment - Getting to know Springfield

Parks and Open Space:
Springfield is one of the greenest cities in the country with over 42 parks, and it is important to look at how they can work together. Currently the array of parks are disconnected. Many of the green spaces are not very people friendly either, for instance Armory Park on Spring Street has a tall fence around it. Springfield has started to take initiative by re-opening Pynchon Park, which now connects the museums to Court Square. Currently the Arc of Recreation runs past the Upper Lyman Warehouse District and provides a great opportunity to connect to a larger system of under utilized parks around Springfield. Many of the green spaces in the Lyman District are great spaces and close together but they are lacking a connecting factor to tie them together. It is important in this urban design studio to make these connections to the green spaces within the site as well as making the greater connections that help to unify the parks throughout Springfield.

Urban Grain:
The urban grain of downtown Springfield is composed of a mosaic of different building shapes and sizes. The urban grain is a strength due to the diversity of buildings, but there is no pattern or district layout for the urban grain, which is a weakness. The buildings are what define the streets of the city and currently there are many areas of the downtown that are left undefined and are empty due to vacant lots. An important part of the design studio is to strengthen the urban grain of Springfield to increase the patterns of the street corridors and spaces that are defined by buildings.
Site Analysis and Assessment - Getting to know Springfield.

Interventions:

Before meeting with the city residents at a workshop, the design studio came up with a series of short term design interventions. These are quick ideas that the city can use to attract attention to the Lyman District. The interventions are meant to be easy, cheap and may not even be permanent in some cases. Below are some examples of what students have come up with, from hanging banners to catch the eye to painting silhouettes of figures on an old building.

Before

After

Corner of Lyman and Main Street.

Before

After

Looking up Lyman Street.

Community Participation - Envisioning Workshop

After a couple of weeks of analysis and brief design interventions we took our information to Springfield and held an envisioning workshop. The workshop was held in the TD Bank North conference room downtown. The workshop was well attended by residents and other stakeholders who came to speak and give their input on the area. After a brief presentation we split into smaller groups to speak one on one with the residents and stakeholders of Springfield. In these small groups we handed out pens and markers for the stakeholders to use in order to help us better understand things that they liked and disliked about the upper Lyman Warehouse District. Some of the Stakeholder’s ideas follow:

Dislikes:
- Vacant: invites unwanted attention
- Feels unsafe
- Area used as a cut through to avoid bad traffic on Chestnut Street
- Bad sidewalks are unfriendly for pedestrians

Wants:
- Live/work spaces for artists
- Market rate housing projects
- Commercial and entertainment
- Structurally sound buildings used for shops and apartments
- Turn empty spaces into markets
- Take down some of the fences to make connections
- Bring in art and local businesses
- Retail and vendors to bring people to the district
- Create district as a destination
- Revitalize vacant lots

At the end of the workshop we culminated our efforts to create a program for the project that directly related to the needs and wants of the community. The community wants to create connections to the downtown, create pocket parks in the vacant lots, get rid of excess surface parking, propose a supermarket for the residents of the area, and bring in public art created by local artists. In summation, the people of Springfield want to introduce more market rate housing and create connections to other parts of town and other greenspaces. Springfield should be a place where you can work, play and live in downtown.
Team Work:

Roots of Springfield 16-23

In the Loop: Anchoring Springfield’s 24-37

Tuning Up Springfield 38-45

Mixtrict 46-51

The Art Corner 52-59

Community Gateway 60-65
Goals and Objectives
- Bring culture to the area through art and agriculture.
- Create connections to Downtown and significant open spaces, Arc of Recreation with green streets and bicycle ways.
- Calm the traffic through the district to create a better pedestrian relationship with cars.
- Establish a supermarket within walking distance of downtown.
- Utilize and preserve of existing buildings and vacant lots.
- Create a gateway from the train station to downtown.
- Design small park systems to be used at all times of day.
- Display loop systems of public art.

Kevin Lynch Diagram
The Kevin Lynch Diagram and method for analysis was used in this design process to illustrate the disconnection and problems with the area. There are landmarks and empty spaces that do not belong to one district or another.

Open Space
The proposed green spaces are suggested to be connected to existing green spaces such as the Armory, and the Quadrangle through Dwight, Chestnut, State, Taylor, Pearl, and Main Streets. Other green streets will provide connections between proposed green spaces. Bicycle lanes along Spring, Taylor, Main, Dwight, Chestnut and State Streets will provide bicycle connections to the arc of recreation and the Connecticut River Bicycle Trail.

The bicycle trail will connect to the arc of recreation through the large proposed civic agriculture green space. The proposed and existing green spaces will be connected not only through the main roads, but also through Lyman, Taylor, Upper Worthington, Winter, Pearl, and Frank B. Murray Street.
The Art Hub

The Art Hub is the source of art activities in the Roots District. Lyman Street, Taylor Street, Chestnut Street and a proposed green street define the focus area. The green space in the center is open to the public and is accessible from Chestnut, Lyman, and Funfairbank via allee’s of trees. The block contains both new and proposed buildings which are intended to serve as artists’ lofts and galleries. This green space is geared especially toward artists. Serialized outdoor workshop spaces line the perimeter of the park. Artists can rent these spaces for a place to work outside or a demonstration site. This enables the public to observe them, and perhaps even purchase the artwork. A walkway and seating wall define an interior lawn area. Most of which has been left open and free of trees in order to accommodate large installations, performances, and community activities.
This area is the anchor for the civic agriculture theme in the Roots District. The community greenhouse at the end of Lyman Street is a focal point of the view from the train station. It is approached by the pedestrian corridor extending from Lyman Street. This central pedestrian corridor is defined through the use of staggered espalier trees, which allow for nestled resting spots with benches along the journey. The pedestrian corridor begins and ends with a spatial experience that welcomes visitors to the beginning of an exploration tour of civic agriculture, and concludes by welcoming them to the greenhouse.

Roots District: Civic Agriculture

- Planting Buffer
- Community Greenhouse and Court
- Main Civic Agricultural Pedestrian Way
- Fruit Tree Or-
- Community Green-
- Forest Gardening/ Architectural Ecosystem
- Spring Street
- Gym
Union Station

The Union Station is essential to bringing people into the Roots District as well as downtown. It is very possible this is the first view people will have of Springfield. The station has two entrances one at the front and one at the back, accessed through a tunnel. Accordingly, there are two gathering spaces at either entrance. At the front entrance to the train station, Frank B. Murray Road has been pushed out away from the building to give space for an entrance plaza. The arc of the road resulted in a radial design of the rain shelter structures, the benches and the trees. This design helps guide people to the front entrance.

The Architecture of the Union Station is dominated by the vertical elements. The Lombardy Poplar trees accent this vertical element. In the front centre of the plaza a gateway is created to signify the front entrance.
After careful study using the Kevin Lynch analysis, the group was able to define several existing districts within downtown Springfield. Along with the commercial and civic districts closer to the Connecticut River along Main Street, there is also a strong residential district in the area around Mattoon Street and Salem Street, as well as a strong existing entertainment district located around Worthington Street. In the upper Lyman Warehouse District, there was a strong lack of identity caused by wide variety of building types and uses as combined with a lack of regular activity. This area was deemed the “Gray District” because in a way it is like a blank slate, with no strong current identity, but it has great opportunities for improvement. Among several of these opportunities to bring life to the Upper Lyman Warehouse District are the Arc of Recreation to the northeast, Union Station to the immediate southwest, and the Mattoon Street neighborhood, a very successful residential area to the southeast. Other assets in the immediate area are the Museum Quadrangle, a small cultural hub and major attraction; the Springfield Armory, a significant historical site and green space; and the many old industrial buildings with historical architecture that have fallen into a state of disuse, but are structurally sound and readily available for adaptive reuse.
Residential

A large underused parking lot located between Worthington Street and Winter Street is replaced by an active public park that defines a new neighborhood and connects it to the rest of downtown Springfield.

The residential park uses Mattoon Street as a model to create two new one-way residential streets by cutting off and redirecting Winter Street. The idea behind the pedestrian-only connection that Mattoon Street shares with Salem Street is expanded upon here to form a large public park. Edges are defined by landform accented with arching seating walls, and planted with creeping liriope and honey locusts. The central ellipse is a large multi-use lawn space lined with American elm trees. The park is lined with new row houses and apartments, which not only gives the area a comfortable and safe residential feel, but also gives residents a sense of ownership over the park, providing opportunities for community involvement in park events and even basic maintenance.

Night-time perspective shows neighborhood children playing flashlight tag and catching fireflies in the park.
Sectional perspective showing the relationship between units, parking and open space.

People can come from surrounding neighborhoods and gather in this vegetated green space.
Transformation

The Upper Lyman Warehouse district has a strong historical presence of agricultural roots as well as beautiful brick industrial buildings. An important open space in this area is tucked between the Amtrak line, an old industrial building, Lyman Street, and Chestnut Street in an old abandoned parking lot. This space acts as a key link between the “Residential” open space to the east and the “Movement” space to the south. This design has used agricultural lines that cut through the space represented by aluminum structures, vines, cut-out planting beds, and benches. Transformation can be seen in the design in three key design features. Native plants and a modern steel structure rise from old, tired asphalt; abandoned rail lines become a recreational trail and bikeway; and an unsightly brick facade becomes a work of art.
A Steel urban structure defines the western edge of an abandoned parking lot and frames an amphitheater which is tucked into the existing retaining wall.

An outdoor market (left) surrounds a small recessed amphitheater while a urban steel structure acts as a backdrop to a larger raised amphitheater to allow for small gatherings or performances (right).
In order to turn the “Movement” anchor point into a more prominent open space, Kaynor Street was converted into a pedestrian plaza and greenway connecting the back entrance of Union Station to the Entertainment district via Duryea Way. Thus a key aspect of the design for this area was the relocation of the train station entrance to be in line with the rest of Kaynor Plaza as well as constructing a larger and more prominent façade. Although technically it is the back entrance to the station, it functions as the primary entrance. Kaynor Plaza itself is to be comprised of an arrival plaza outside of the train station entrance where pedestrians could wait and watch street performers or simply enjoy a nice day. There is also a large open space facing a stage where outdoor musical performances could be executed, as well as an intersection plaza where pedestrian paths coming from Duryea Way and Taylor Street converge. To better connect the “Movement” area with the Entertainment district new retail will be establish along Kaynor Plaza inside existing and proposed architecture including a restaurant, music club, as well as a coffee shop/visitors center, with outdoor café seating as well. In accordance with the theme of “travel” a major element to the design of Kaynor Plaza is the large clock tower that serves as the backdrop to the arrival plaza as well as the outdoor stage, and a visual focal point throughout the entire area.

The new Kaynor Plaza will give commuters and pedestrians an easy way to get to and from the train station while at the same time providing a place to stop and rest and enjoy the local shops and nature.

The purposed plaza acts as a place for people to come and gather bringing a new identity to the area.
The reconstruction and realignment of the new train station back entrance will bring new life to Lyman St. near Kaynor Plaza.

Even at night, Kaynor Plaza will still be a bustling node of activity.
Tuning Up Springfield:
The drive behind “Tuning Up” Springfield is to restore the Upper Lyman Warehouse District to its former bustling industrial glory. Drawing inspiration from historic architecture and locomotive past, the design encompasses the city’s industrial past.

The revitalization of the Lyman District will encourage current workers of Springfield to live within the downtown. The appeal for the new labor force of local artists comes from the many connections made to the existing cultural assets in the area while maintaining and remembering Lyman’s industrial past.

Diagrams:
At right the three diagrams help to explain the design process used. Figure A is a diagram explaining the land uses in the study site. Yellow represents residential, orange is mixed uses, red highlights the commercial businesses in the district and blue represents the institutional buildings.

Figure B is a mass void study showing the proposed and the existing buildings that make up the city organization. The small building footprints represent residential uses, while larger building footprints represent commercial uses.

Figure C represents the proposed and existing greenspaces in the study area. These three maps can be used together in order to make connections through the Lyman District.

Goals and Objectives:
- Create connections in Lyman district to downtown through the Arc of recreation and the quadrangle.
- Create gallery space and opportunities for artists
- Proposed a trade school for metal works and jewelry making
- Provide essential retail: grocery and hardware.
- Involve the community: farmers markets, sidewalk sales
- Create distinct district zoning: multi-family residential, restaurants and retail.
- Encourage nightlife: bars and evening events.
Commuter Commons:
Commuter Commons, located near the back entrance of the renovated railroad station, serves as a place for commuters to wait for the train and for residents to recreate. Businesses directly surrounding the site can hold large outdoor events in the open space, and smaller groups can stop and gather in the cafe spaces provided. The design takes inspiration from the old switch tracks of railroads. This helps to create a direct connection from the back of the train station to the green space that is caddy corner to the station. The site tries to take advantage of the surrounding buildings by collecting the rain water and allowing it to permeate back into the soil through permeable pavers and plant life. The statue to the right side of the commons celebrates rain water with plants and misting that can cool people off on a hot day. The water for the structure comes from the A/C units of the surrounding buildings.

Commuter Commons was once a parking lot between the buildings. The proposed park will provide many opportunities for the people of Springfield. The section above is looking at Pioneer Brew Pub. The large space can be used for outdoor events for the surrounding businesses.

The diagonal path that cuts through the park separates the lower west side of the park from the enclosed east side. The planting on either side of the walkway is a rain garden that allows water to percolate into the ground instead of becoming run off.

The east side of the park is meant to be more intimate with smaller spaces to gather.
Palette Park

Palette Park is a linear connection from Mattoon Street to the Arc of Recreation bicycle path. The park also acts as a buffer between the residential district and the commercial district to the south. The park is inspired by the historic automotive past and the remnants of the automotive industry. The park is unified by a system of paths: a public arcade that runs along the commercial store fronts of the south and a more private residential path that spans the residential rowhouses to the north. In addition to the corridor that curves and ramps up and down throughout the site, there is also a four foot grade change in each space. For the purposes of this studio there are two spaces that have been focused on in detail.

Master Plan of Palette Park. The plan highlights the amphitheater and the open space for recreation and other outdoor activities.

The section above shows the relationship of the amphitheater to the residential side and the business side of the park. The residents are provided with their own private space in front of the row houses, allowing for more privacy along the row houses.

A night scene perspective showing the uses of the park for families and other residents of Springfield. The amphitheater is used for sitting and watching late night movies.
Turn Table Plaza

Turn Table Plaza is a proposed retail area. Based off the design of a railroad turn table, the plaza will house many retail stores and be a hub for the nightlife of Springfield. Turn Table Plaza narrows Worthington Street and closes it to vehicular traffic during the weekend nights (8pm-2am) in order to keep vehicular and pedestrian access separate. Each store or bar has an outdoor area for people to move to when it is nice outside. Each outdoor area has rain gardens that will help the water remain on the site and not become runoff. Turn Table Plaza has a large open space in the middle for events such as concerts and promotional deals that the surrounding businesses can hold.

This section shows the relationship of the plaza to the buildings. There are small outdoor areas for outdoor overflow.

Three perspectives show different angles of the plaza and how the spaces relate to one another.

A nighttime section, that shows what the park might look like at nighttime. The area is well lit and can be a safe atmosphere.
Mixtrict:
The Upper Lyman District is an area located in the city of Springfield, Massachusetts. The area was once known for its industrial nature has deteriorated in recent years and is in need of stimulation to draw residents and consumers back to the area. While it is hard to believe today that many of the abandoned buildings were once home to successful businesses, long time residents of the area reminisce fondly about the commerce that used to take place in the area- from meat packaging facilities and fresh produce vendors to small clothing and jewelry boutiques.

Despite the dire appearance of the situation, the Upper Lyman District is poised for improvements. With real estate readily available, the area is ready for revitalization to once again become a destination and vital part of Springfield.

In addition to the roof materials, close attention was paid to the other material selections. The tree varieties were selected to withstand the conditions in the planters- the gray birches especially because their short life span can coincide with maintenance on the cisterns below. The aluminum grating has a ‘no-slip’ finish to keep the roof safe.
This area serves as a connection point between the green network system in the Lyman Mixtrict and the larger Arc of Recreation bike trail. In order for a bike trail connection to be made along the existing train tracks, the first challenge was finding a handicap accessible way to get people to the elevated tracks that are approximately twelve feet about street level. This was accomplished by a ramp system that wraps around a lower street level space and leads to a green roof atop the new bike shop below. The green roof serves as a “train station” by providing people with an area to watch passing trains before continuing on to the bike trail. A steel structure protrudes from the ground and the existing building as if it is the remaining skeleton of an old building. The relationship to the structure changes as people move from the lower space up the ramp and get closer to the joints and ceiling of the structure.

The train station inspired seating system wraps around the perimeter of the space providing ample seating. In addition to the cover of the structure and Honey Locusts a misting system is mounted to the structure to help lower the temperature of the space.

A food vendor on the green roof provides refreshments to visitors. Tables with moveable chairs allow for people to move about and arrange the tables as they desire.

The open space on the roof is separated from the major corridor by trees and planters. This area allows for seating and other flexible uses such as public or private events or art installations.
The Amtrak Courtyard

Using bold geometry and vibrant colors the Amtrak Courtyard is the start of the Upper Lyman area. Located outside of the rear Amtrak entrance the courtyard serves as a gateway into Springfield. The central 'slice' along with the red line running through the entire courtyard is the multiple function feature of the courtyard, acting as a central focus art piece as well as a visually directing element design of the Amtrak courtyard was a basis on one of Peter Walker’s design of the Sony Center in Berlin. The rectilinear bench formation wraps around all the trees represent a colorful rhythm through the space.

Honey Locusts and architecture draw edges to the central space and the ‘slice’ space acts as a central focal point.

The Pioneer Valley Pub in the background acts as a defining element to the courtyard. At night the grid of trees will be under-lit from within the blue benches, underside of the canopies giving a new dimension to the night.
The Art Corner:

Our vision for Springfield’s Art Corner is to liven the Lyman Street area by creating an arts and entertainment community supported by surrounding green connections, such as the Taylor Recreation Trail and the Mattoon Green Way. This open space system connects to the Arc of Recreation, the Connecticut River, and the Quadrangle museums.
The big idea behind this central park between Worthington and Winter Streets is to provide a large, open-aired gathering space to serve as park; public and private. The main space is defined by lines of trees following hard architectural lines, as well as landform and seating walls. The outdoor cafe and seating area on the east side creates a prospective overlook for the park. The row houses help to define the west side of the park and provide enclosures for private gardens. This particular space is aimed at attracting people from Mattoon Street and the Lyman Street district, providing a simple greenspace amidst a busy city setting.

A large open space is separated from the connecting path and outdoor eating area by defining landforms.

Coffee shop and large open lawn area sit along pathway and bermed landform.
This grand promenade is the finale to the Mattoon Green Way. Walking from Taylor Street, the encroaching Pin Oaks create a majestic ceiling overhead. Benches create scoop spaces for people to pause and take in the surroundings. At the west end is an elegant water feature that collects rainwater and allows it to flow down a sequence of shallow pools.
LIGHT
BENCH
RAIN GARDEN
PLAZA
SIDEWALK
POOL
LYMAN STREET
RAISED CROSS WALK
TELECOM WATER
WATER ELECTRIC
GAS
SEWER
COLLECTS RAINWATER FROM SURROUNDING
ROOF TOPS AND RECIRCULATES IT TO FLOWS OVER
A GRID OF PADDLES THAT OFFERS A UNIQUE
VISUAL EXPERIENCE

CONCRETE PAVERS
CONCRETE PAVERS
CONCRETE PAVERS
CONCRETE PAVERS

LIGHT
OUTDOOR CAFE
RESTURANT
PLANTING BED
SLOPED WALL
PLAZA
STORE FRONT
APARTMENTS/MIXED USE

ISSUE
11.29.10
DRAWN BY
Ryan Kemmerich
INSTRUCTORS
Elizabeth Thompson
Jay Vanskey
TEACHING ASSISTANT
Xiao Zhou

PROJECT
Springfield's Art Corner
University of Massachusetts
Department of Landscape Architecture & Regional Planning
LA 497B
A.02
Section
Perspectives

WATERFALL/ROAD/PLAZA SECTION PERSPECTIVE
WATERFALL SECTION PERSPECTIVE
PLAZA SECTION PERSPECTIVE

Scale: 1/4" = 1'

TREES
Quercus palustris
Pin Oak

LIGHTING
Louis Poulsen "Kipp Post" lights and
Lindab linear in-ground luminaires
in the Plaza

BENCHES
Concrete Benches with
Wood Decking

PAVING
Elongated Blend of Rectangular
Concrete Pavers & Saw-Cut
Concrete in Sidewalks

LOOKING EAST UP THE PROMENADE
LOOKING SOUTH EAST TO THE OUTDOOR CAFE
LOOKING EAST UP THE PROMENADE
LOOKING WEST TAYLOR STREET ENTRANCE
A VIEW LOOKING TOWARDS THE WATER FEATURE
A VIEW LOOKING TOWARDS THE WATER FEATURE
A VIEW LOOKING TOWARDS THE WATER FEATURE
A VIEW LOOKING TOWARDS THE WATER FEATURE

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Goals and Objectives
Embrace and preserve the history of the area
Introduce an arts district
Intertwine the rail trail throughout the city
Stimulate local economy
Utilize new Union Station to raise real estate market and business
Introduce local grocery store to Lyman area
Create area for community gardens
Promote and strengthen identities
Create cultural awareness

Findings From Public Workshop Helped to Define Program Elements:
Lyman Street needs to be made into a destination. A supermarket within walking distances of downtown is needed. There’s a lack of support for family businesses and a growing number of franchise businesses. Reconfiguration of streets should be considered to create more versatile circulation, while also making streets safer for pedestrian users. Community gardens would be a fast, inexpensive way to enliven vacant lots.

Our urban grain studies explored low, medium, and high density in downtown Springfield. As part of the master plan, new buildings have been proposed. The scale of these buildings responds to the current urban grain. These buildings have been added in order to further define the streets and open spaces of the district.

Landuse Diagram showing our proposed uses for our design. Red is showing commercial uses, orange is a mixed use area, and the yellow shows strictly residential areas. Providing connections between the different areas was very important in showing how the areas relate to one another.
The concept for Union Station Gateway was to create a more pedestrian-oriented streetscape. The undulating pattern of the Connecticut River was an inspiration in the design to shape circulation and spaces. The building to the north provides the area with hotel and conference rooms on its top floors and has restaurants and bars on the first. The buildings are used to accommodate Union Station users and help attract more people to the area.

On the west side of the State Office building are smaller, more intimate seating areas for people waiting for trains or taxis. The landform behind the benches create a comfortable feeling for users and plants native to the Connecticut River.

The hotel plaza is open to the large outdoor eating area adjacent to the street and makes the streetscape more vibrant.

The restaurants located on the first floor of the hotel provide outdoor eating spaces which help liven the streetscape.

A large gathering space is located directly across the street from Union Station’s secondary entrance. The space includes a large seating wall for people waiting for buses and trains. It also includes a planting to screen out the State Office parking lot.
This area of the Lyman Art District is designed to incorporate residential areas with large community spaces. The centerpiece of this neighborhood is the community gardens and community center which will draw the surrounding communities together. A gateway adjacent to the rail trail creates a connection at the end of Lyman street, allowing residents of Springfield access to the Lyman Art district and community gardens.

A direct connection to the rail trail brings people towards downtown Springfield without the need for vehicles. Once the trail enters the Lyman Art District, it becomes part of the urban streetscape.

Unused space between buildings on Lyman street are turned into pocket parks which not only add to aesthetics to the area but provide opportunities to showcase community art.

Lyman Street Community Gardens

Lyman Street is redeveloped into a mixed residential community. Pocket parks are constructed in previously unused spaces providing more outdoor rooms for new residents to the area. Street trees add to the aesthetics of the area and larger sidewalks create a more comfortable pedestrian environment.

The community gardens are located between Lyman and Taylor street with direct access from both streets and the community center. A greenhouse is proposed to meet the needs of the gardens. Set back from the street with a strong edge of Red Maples, the gardens create an alternate experience to the busy streets of Springfield.
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