



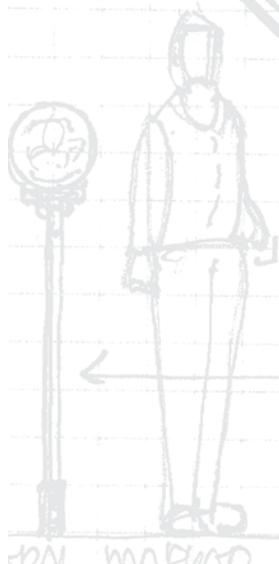
The Westfield Ad-Hoc Committee

Westfield Connections

The Westfield Community Planning and Design Initiative

Strategies for Landscape Enhancements
in the Village and Town of Westfield, NY

Summary Report



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enamel finish*

*can be affixed to freestanding
poles or mounted to street
lights*



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Strategies for Landscape Enhancements
in the Village and Town of Westfield, NY

Summary Report

prepared for:
The Westfield Ad-Hoc Committee

prepared by:
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with a grant provided by:
The New York State Council on the Arts



Westfield Connections The Westfield Community Planning and Design Initiative

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Introduction

This report summarizes a one-year planning & design effort initiated by the Westfield Ad-Hoc Committee to develop design strategies for landscape enhancements in the Town and Village of Westfield. The work entailed a number of field visits by the landscape architect and also a number of meetings and presentations with the residents of the town and village and with the Ad-Hoc committee - all with the goal to understand the "workings" of this community's landscape.

The work was framed within a general interest to further promote tourism in the Town and Village and as such, the study focused on those aspects of the landscape that strongly relate to visitors to the area. Examples of some of the issues considered include, the visual quality of the interchange landscape at the NYS Thruway (at North Portage Street), signage issues at the interchange, the appeal or the attractiveness of the streetscape along the North Portage St. corridor, which connects visitors from the Thruway to the Village Westfield and other communities in the area, ways to enhance the Main Street landscape in the Village and strategies to shore up the visual quality of the municipal parking lots.

The study was not, however, strictly limited to enhancements for tourism purposes. It also focused on the general quality of village landscape for the people who reside there and for future residents who will choose to settle in the Westfield area. In this regard, issues such as streetscape design, parking, parks, and connections (especially pedestrian) to the beautiful landscape settings that lie in and around the village were explored. Of those settings, Chautauqua Creek and Gorge is a uniquely beautiful landscape as are the vineyards that blanket the region and the waters of Lake

Erie and Chautauqua Lake. The work looked for ways to bring people closer to these places.

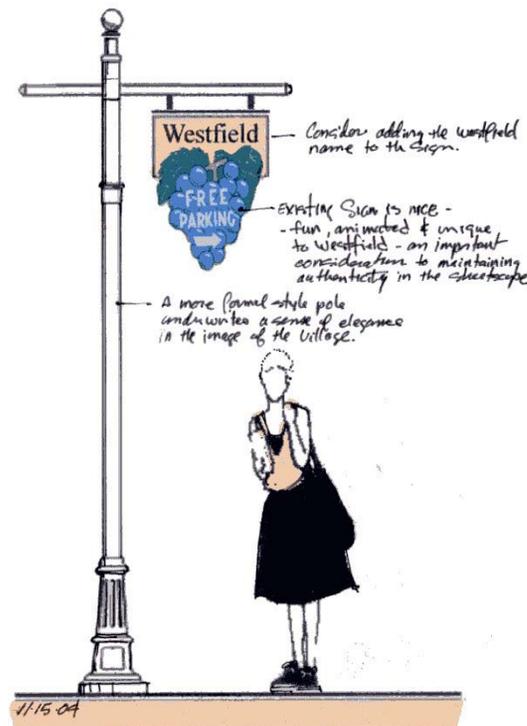
This report summarizes the project's effort to understand these landscapes and offers in response, a variety of design ideas or strategies that the residents can use to preserve their landscape assets and improve the visual and spatial quality of their living environment.

The report includes a number of plans, illustrations and photographs along with summary text to help convey the design ideas generated during the course of the project. Many, if not most of the illustrations are sketch-type, freehand drawings and include descriptive notations within the drawing. The reader is asked to read not only the summary remarks presented for each drawing but to look at the freehand notes that accompany the drawing as well. These notes will provide additional, detailed information about the subject at hand.

The report includes six sections, each dealing with a primary area of study.

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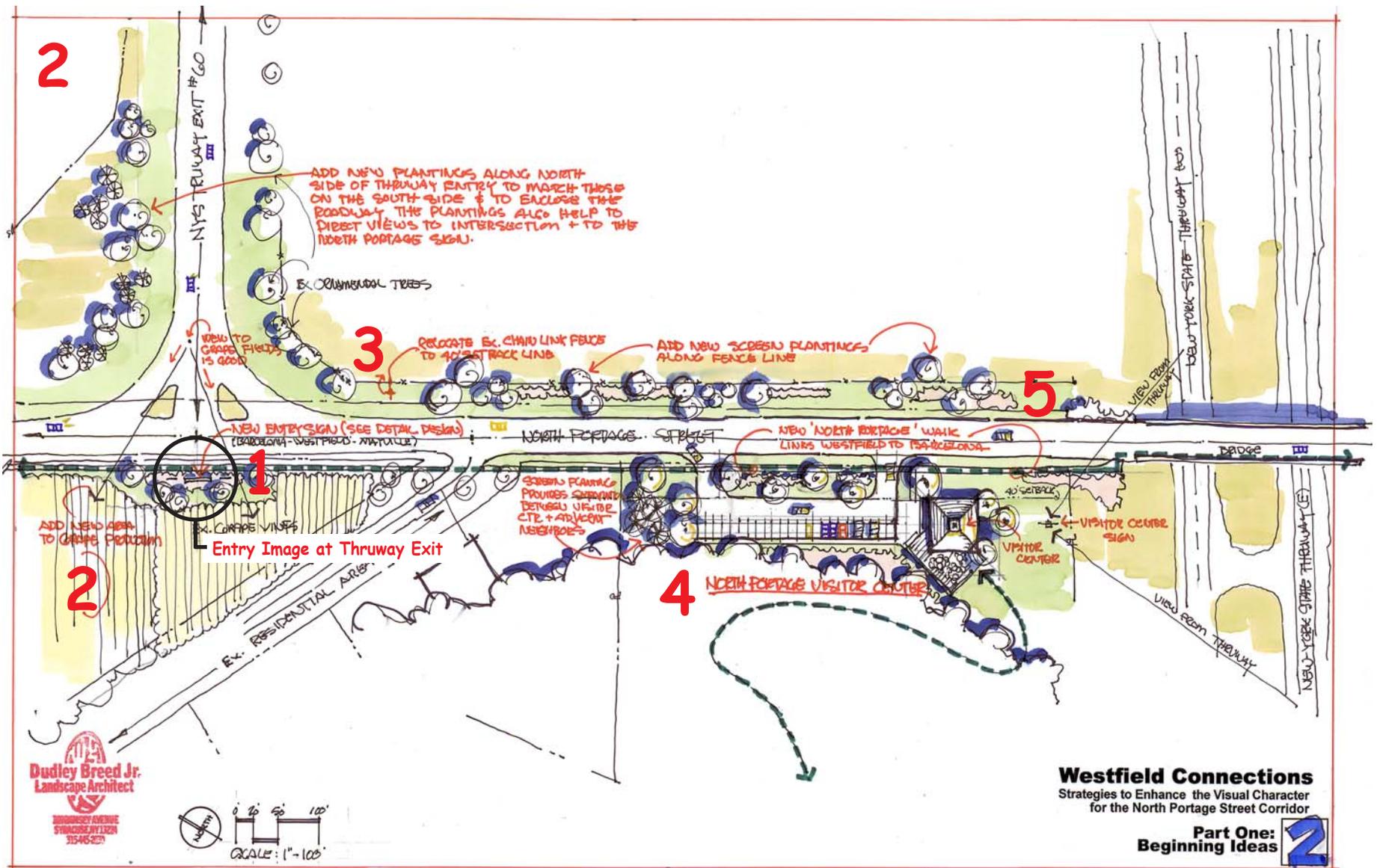
1

North Portage Street: Improving the Roadway Landscape

North Portage Street is the primary north-south roadway that connects the Village of Westfield north to the NYS Thruway and the Hamlet of Barcelona Harbor and south to Chautauqua Lake and the Village of Mayville. Its name is steeped in history as it aligns along the historic "Portage Trail" first established in the 1600's by the early French explorers as they searched for a transport route linking Lake Erie to the Ohio River.

Although today it is a busy state highway and serves a variety transport needs, it still has the potential as an avenue of exploration, offering access to visitors and tourists to a region rich in recreation interests. Among these include the lakeshores of Erie and Chautauqua, the heritage architecture of the Westfield, the McClurg Mansion, the beautiful vineyards producing grapes for juice and fine wines, Chautauqua Creek Gorge, the Chautauqua Institute, and a thriving antiques market. And North Portage Street is one of the principal corridors of access, the entry way to the region. As such, it becomes a key part of an overall strategy to enhance the image and appeal for visitors to the area.

This section of the report addresses the landscape character of North Portage Street and summarizes a number of design activities the community can undertake to enhance the landscape setting of the roadway. The following pages include conceptual plans and detailed sketches that illustrate these design suggestions or "strategies". The design strategies are described both as summary text and notations located on the drawings.



North Portage St. & NYS Thruway

This section of Portage Street offers the initial welcome to visitors arriving to the Westfield area via the NYS Thruway and as such, it becomes a key piece in the overall landscape strategy for the roadway. The landscape here needs to welcome visitors and provide them with an interesting visual setting to encourage them to explore the settlements in Westfield and Barcelona.

○ Indicates a detail sketch for a specific feature. See following pages for details.

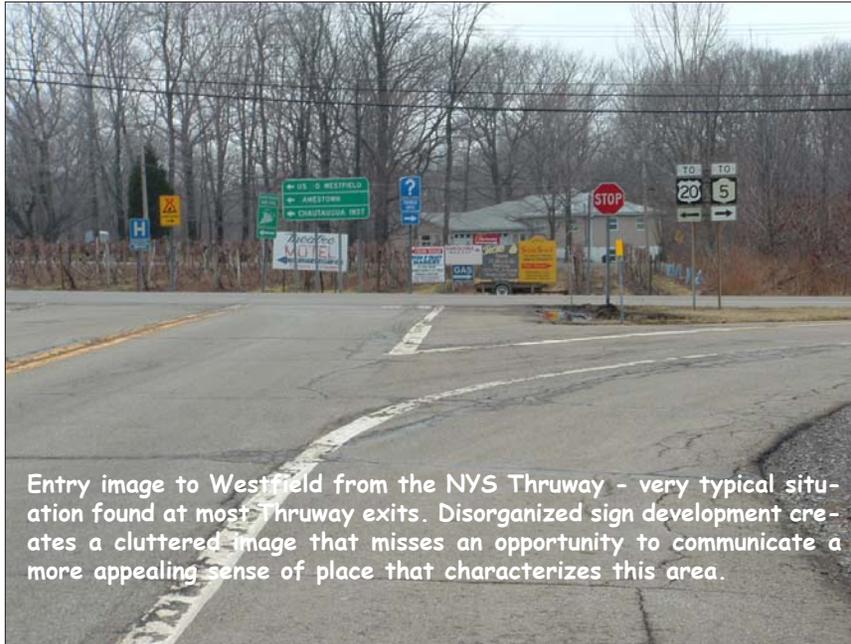
Specific recommendations include:

1. Improve the signage situation at the Thruway entrance/exit.
2. Maintain views to existing vineyards.
3. Work with NYS Thruway to improve the visual quality of the security fence (chain-link) at entry. Add plantings along the fence line.
4. Consider developing a Visitor Information area near the entry.
5. Add roadside plantings to enclose the Portage St. roadway and give it an identity separate from the adjacent lands.
6. Develop the historical resource of the Portage Trail through special signs.

Entry Image at Thruway Exit

This strategy has two parts:

1. Create a new entry sign that establishes an image for the community that gives the visitor a clear sense of place. Consider using colors, images, typeface that captures the grape culture, history and geography of the immediate area. The village, vineyards, Lake Erie shoreline and Chautauqua Creek & Gorge are wonderful characteristics of this area. The sign should also link the three principal communities along Portage St., Westfield, Barcelona Harbor and Mayville. This not only supports these communities but also establishes Portage St. as linking corridor for the area.
2. Advertising signs for local businesses are important but consider displaying them in a more elegant and purposeful manner. The existing situation presents a mixed bag of sign types and size that is not only hard to read from a moving car but is also unsightly. As a design strat-



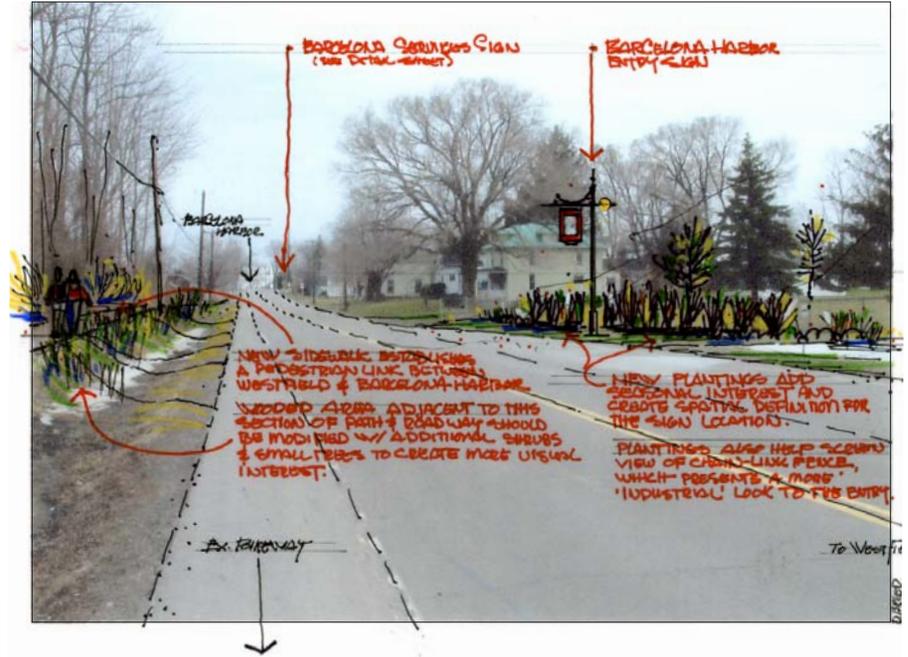
The design strategy here would be to present a more distinguished arrival image to visitors to the Westfield area and provide them with a better understanding of the beauty and character of the area, a "sense of place".

egy, consider simplifying the image at the Thruway exit with two signs that direct visitors to services in each direction - Westfield & Barcelona Harbor. Follow up these signs with more specific listing of services on sign panels located along Portage St. nearer to each community. See following pages for examples of these sign styles.



N. Portage St. view north to the Hamlet of Barcelona.

1 The visual sense of arrival in the hamlet occurs where the residential structures begin even if this is not the actual point where the municipality begins. This is the place to establish a sign and entrance to the hamlet.



Corner lot at N. Portage St. & NYS Rt. 5 in the Hamlet of Barcelona.

2 Because this is one of the four corners of the main intersection in the hamlet, it plays an important role in establishing the visual quality of the settlement. Near-term suggestions include addition of planted screens to enclose parking and the addition of a location sign that identifies various businesses in the community.



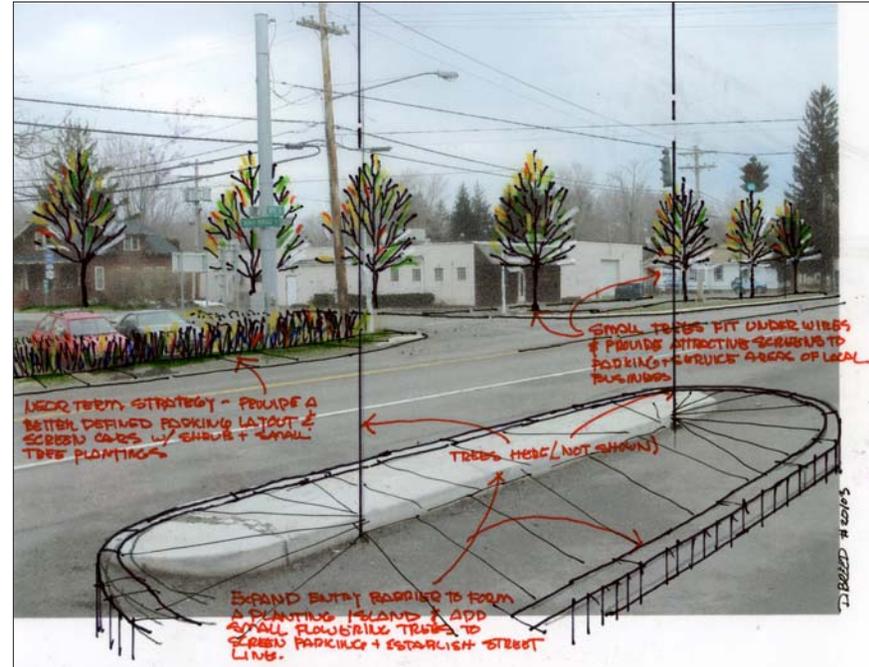


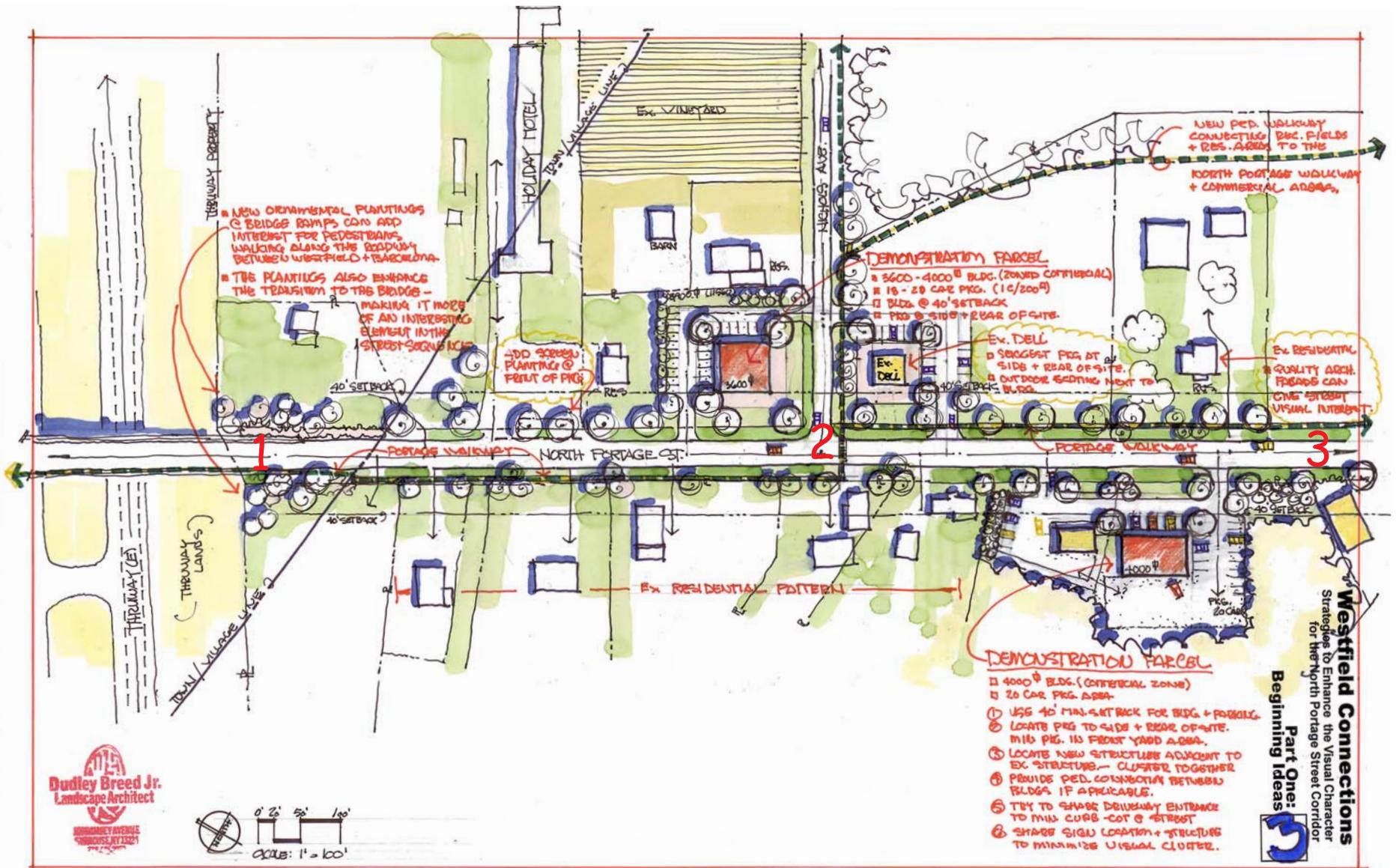
3 The addition of street trees and selected placement of shrubbery masses can help define a smaller scale space within the intersection making it less vehicular oriented and more pedestrian oriented. This is a key strategy when trying to restore a sense of habitation in a community where the scale has been altered (enlarged) over the years by expansion of automobile-related development.

Create people friendly spaces within the larger circulation spaces in the community.

The picture above illustrates a very common occurrence in communities all across the state: parking lot and roadway pavements are visually connected in the landscape so that the scene is dominated by vehicle pavements - usually asphalt - and the visual space is large and unobstructed.

While it is certainly necessary to have adequate pavements for vehicular movement and storage, that does not necessarily mean that the visual landscape - the landscape that people live in - must be sacrificed. The design strategy presented here and elsewhere in this report offers an alternative approach that balances both the engineering requirements for vehicular circulation with those essential elements of the landscape that create enjoyable places for people to live and visit - small scale, visual richness, seasonal influences, to name a few.





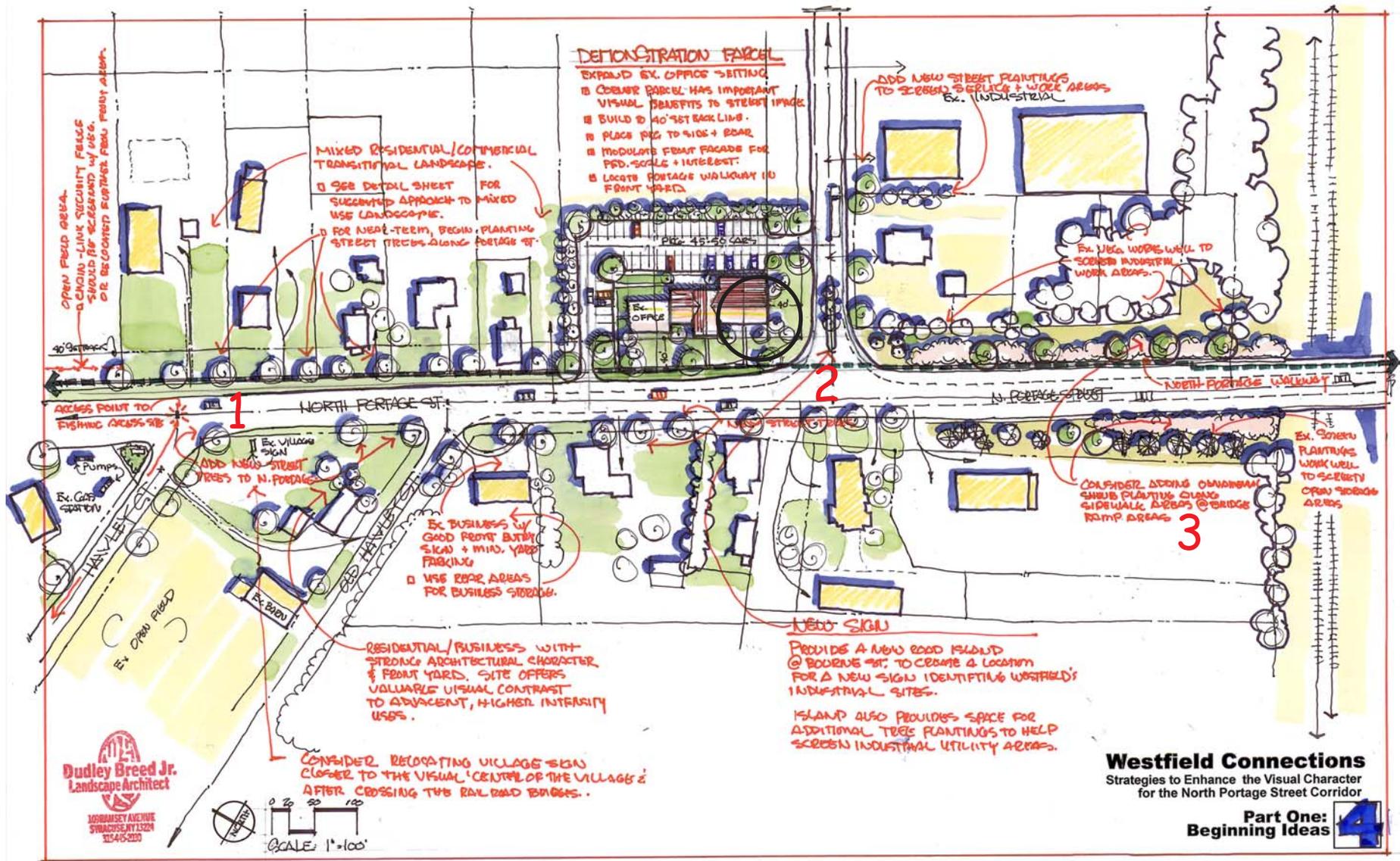
1 North Portage St. @ NYS Thruway bridge ramp. Consider adding plantings along the bridge ramps to acknowledge the bridges along N. Portage St. and to add points of horticultural interest.



2 Corner lots @ Nichols Ave. with commercial development. Plan above offers suggestions to arrange site plans to use buildings to maintain street line and place parking lots to the side and rear areas of lots.



3 Existing condition image along N. Portage St.



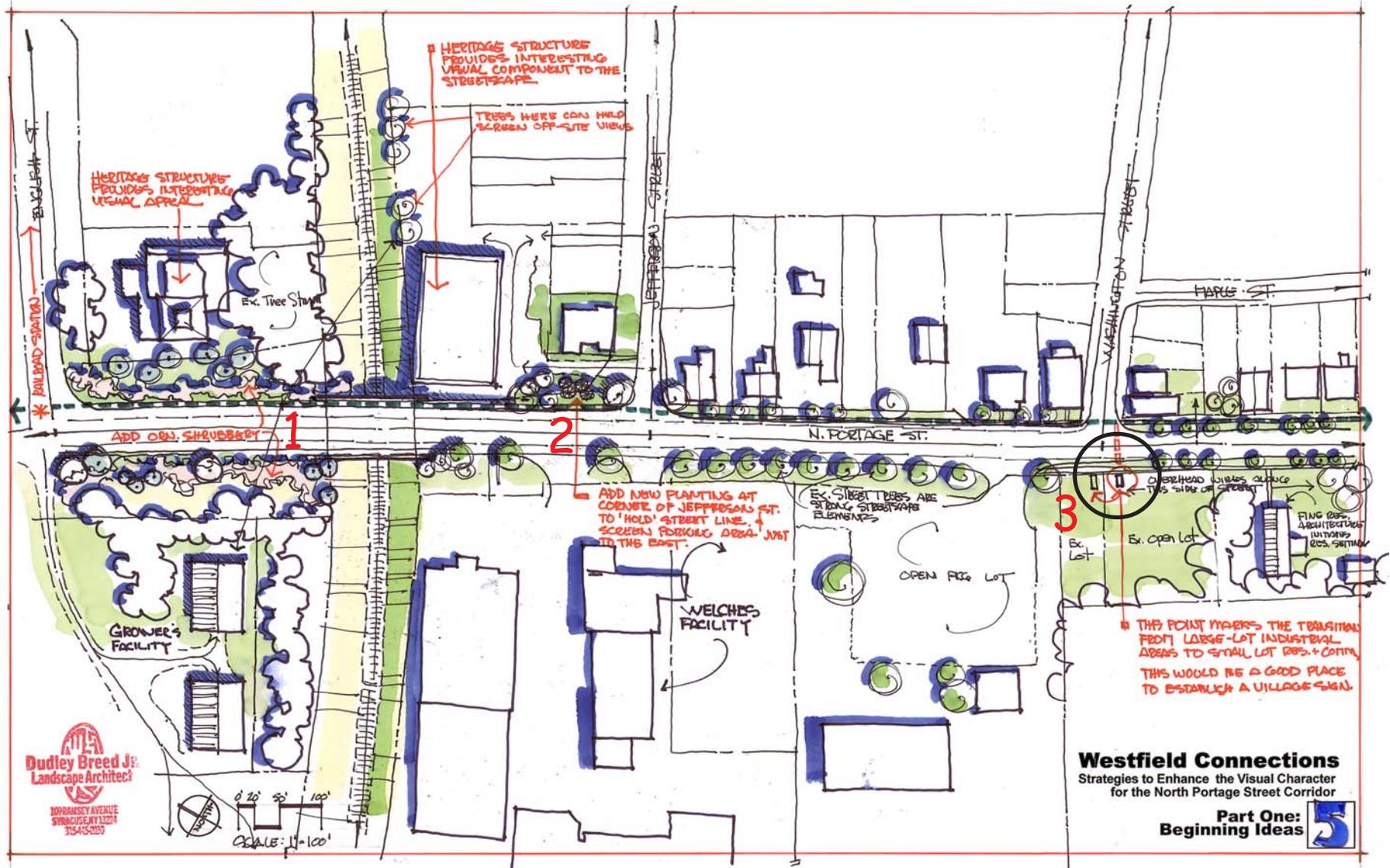
1 The condition of the landscape within the road ROW and, to some extent, within the front yard areas of the bounding properties establishes the visual quality of the roadway landscape. Cooperation by both the highway managers and adjacent property owners is needed to establish a quality streetscape.



2 Bourne St. provides an entrance to an industrial - services area of the town and provides an opportunity create a more appealing image to the area. See next page for details.

Bridge-ramp side slopes also offer opportunities to "dress-up" the street landscape





Westfield Connections
 Strategies to Enhance the Visual Character
 for the North Portage Street Corridor

Part One: Beginning Ideas



1 Bridge-ramp embankment with wine grower's Cooperative in view.



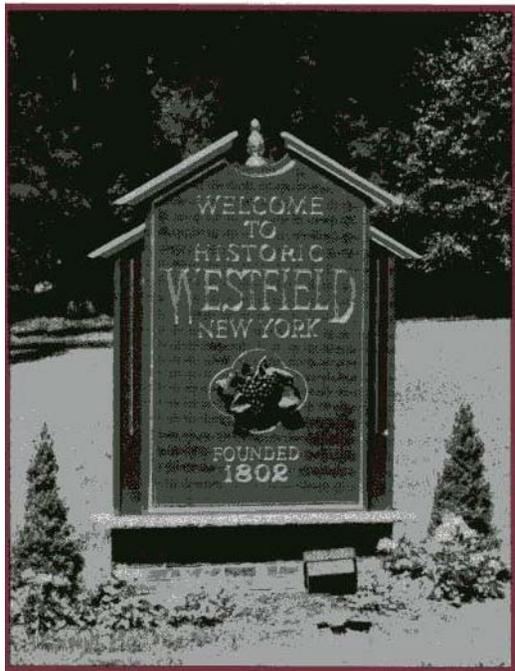
2 Bridge-ramp embankment near Jefferson St.

Open yard area opposite Washington St. This area marks the point where, architecturally and spatially, the village boundary exists. This would be a good place to locate a village sign.

See detail on adjacent page.



3



EXISTING VILLAGE SIGN
RELOCATED FROM PRESENT LOCATION
NEAR HAWLEY STREET.

AT THIS POINT, THE CHARACTER OF THE ROADWAY
CHANGES TO BECOME MORE PEDESTRIAN ORIENTED.
THE ROADWAY NARROWS, BLDGS. ARE LOCATED CLOSER
TOGETHER AND CLOSER TO THE STREET, THE TREE
CANOPY BECOMES MORE DENSE. ARCHITECTURAL DETAILS
BECOME RICHER AND VISUALLY MORE INTERESTING.
(NOTE: CHURCH FACADE BECOMES A FOCAL POINT AT
THIS LOCATION)

Existing Village entry sign presently located at the corner of North Portage and Hawley Streets. Consider relocating this sign to the location noted above. Sign location here strengthens the "sense-of-entry" that exists at this location.



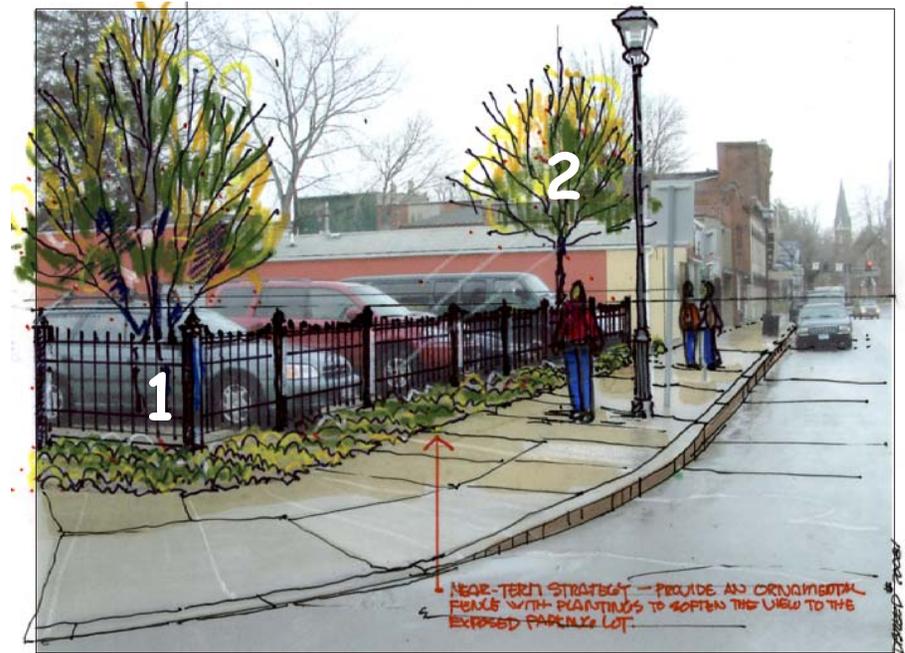
In this photograph of the parking area at the corner of N. Portage St. and Clinton St., it is easy to see that the integrity of the streetscape as a pedestrian space is lost with the loss of the buildings that were once located where the parking lot is now. The building facades that once gave edge and provided material character to the street are gone and replaced with an open lot that gives little spatial definition other than what the cars provide during their itinerate stay.

The corner is now a place for machines.

But this is a village, a place where people live and this corner is an important visual space for residents and visitors alike. This corner marks the transition from residential to commercial architecture in the village and defines the beginning of the core of the village.

So it is important, when considering the revitalization of the village landscape, that the village residents address this location and others like it in the village and develop designs that can help restore the spatial qualities of the street and minimize the extent to which cars and car storage dominate the visual quality of the village landscape.

The slide to the right suggests a design response for this corner lot and illustrates an important strategy for restoring the village landscape.



It would be ideal to rebuild on this location and redefine the streetscape with architectural elements. However that's a solution that requires more complex considerations of market and financial planning. However, it is the best solution for the long term.

For the near term, a number of landscape elements can be employed to bring a measure of spacial definition and scale back to this portion of the street. Consider the following:

1. Provide a fence element to screen the views to the cars in the lot. The fence, which could be ornamental iron or steel, not only reduces the views to the cars but also provides an edge between the sidewalk and the parking lot and establishes a sense of separation and enclosure.
2. Provide plantings. Trees can give additional enclosure to the sidewalk area and together with groundcovers and low shrubs can be designed to provide seasonal interest.

"The Portage"

The roadway is the namesake of an important and colorful part of the history of settlement of America by the Europeans. Near and parallel to the current Portage Street roadway lies the early exploration route of the French as they sought a transportation link between the Great Lakes and the Ohio River in the early 1600's. As the Westfield community considers its tourism potential, it seems clear that interpretation and celebration of this unique history would be part of the overall tourism strategy.

One design strategy the community could employ would be to acknowledge the relationship of the roadway to the historic portage trail and create a new image for the road that expresses this history. This new image could be established through a schedule of signs and banners located along the road and at specific points that relate to historic settings. In this way, Portage Street could take on a character as the "Portage Trail" and this could in turn serve as a unifying theme for a broad array of community and commercial development.

The illustrations on this page show examples of various types of street markers that could be set out along the roadway to help establish the Portage Trail theme for Portage Street.



Portage Trail: Community Banners

Banners could be placed at the entrances and within each community along the "trail" to bring an added measure of interest to the roadway.



Portage Trail: Roadway Markers

The design for the trail markers is based on the round metal markers that are commonly seen on various hiking and ski trails and on the unique lead markers that were used by the French explorers to acknowledge their "claim" of the lands and routes they developed in their search for a transport route from Lake Erie to the Ohio River.

The signs might be 10 to 12 inches in diameter with a color image fixed to an aluminum plate backing. The markers would be placed at uniform intervals along the roadway and at points where opportunities exist to call out special historic sites or areas.



Existing lamppost with both banners and trail markers in place.



2

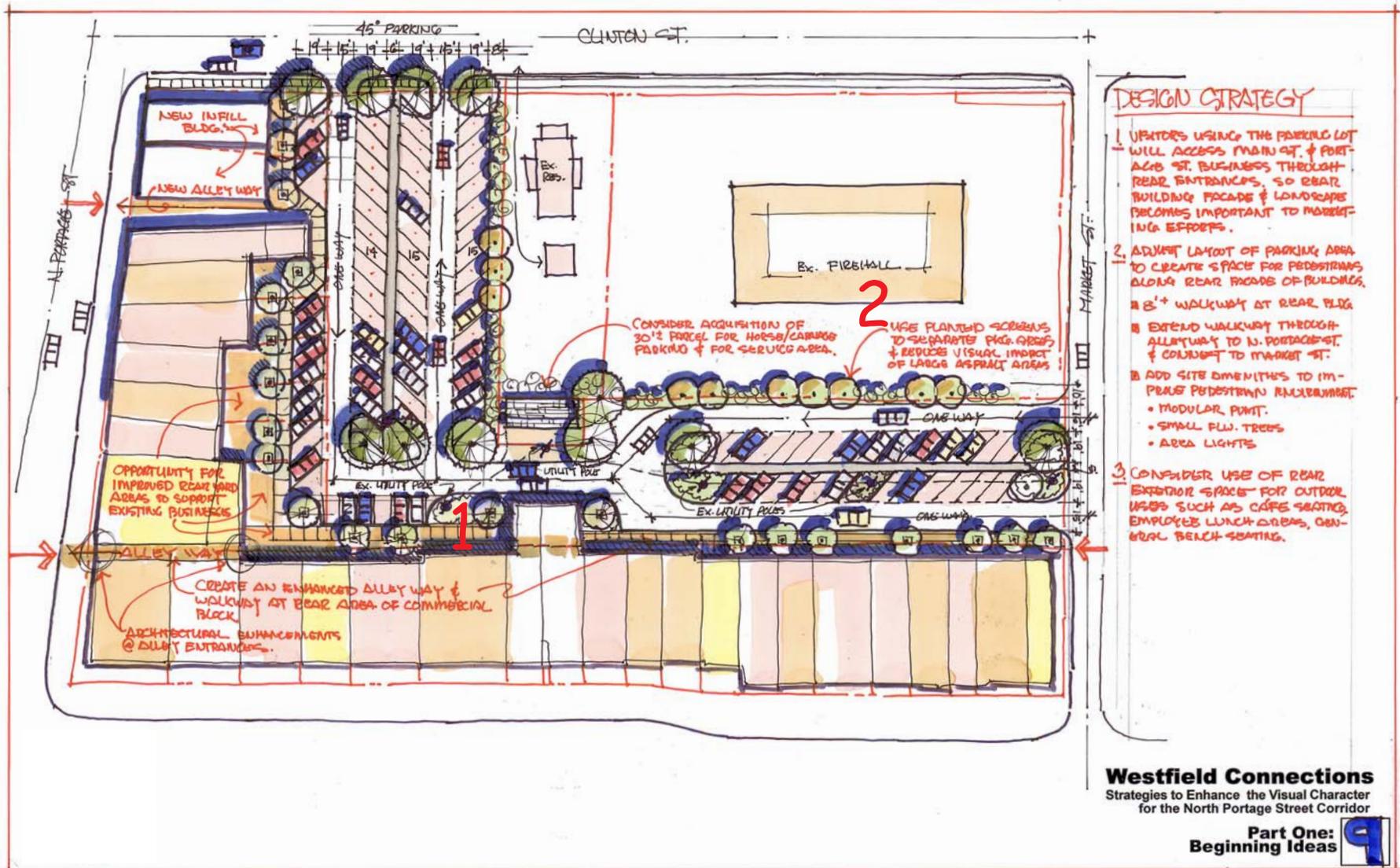
Municipal Parking: An Important Visual Landscape

After traveling along North Portage Street (and other access streets to the village) the next area of the village a visitor is likely to encounter is one of the municipal parking lots. While Westfield is fortunate to have a parking area such as the lot located behind the East Main Street commercial block, it is important also to consider the image that the parking lot presents to visitors.

The East Main Street lot, like many municipal lots throughout New York, evolved from a more utilitarian origin. It is primarily a service area of the adjacent buildings. Besides storing cars it is also the place where trash is kept, where utilities connect to the buildings, where HVAC equipment is located, etc. It is also the place where we see the back facades of buildings - facades which were never designed to be primary points of access and so are typically more utilitarian than decorative.

But today, the municipal parking lot is a primary point of access for visitors and as such, care should be given to the image of the village it projects to visitors. This section describes several design ideas that can help shore up the landscape within the East Main Street parking lot as well as assess the potential for new areas for parking.





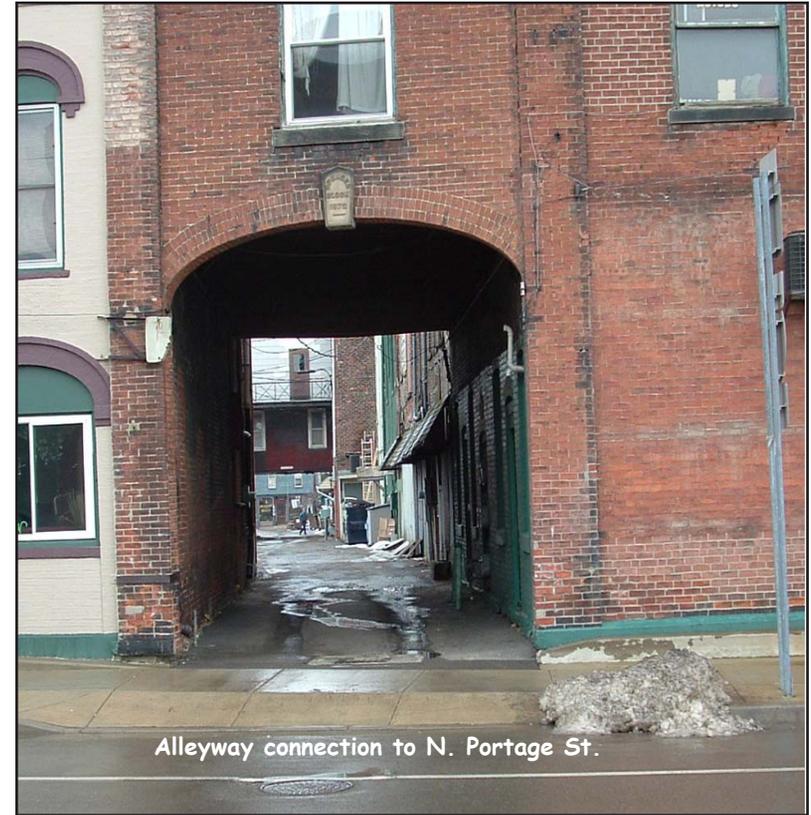
1 Visitors to the village will first look for free, convenient parking. Once the car is stored safely, they will enter the village by foot. In this regard, the rear side of Main St. businesses present the first, close-up, image of the village. So it is important to reconsider how the rear, utility areas of Main St. buildings can present a more interesting image to visitors. See the facing page for a design strategy addressing the "pedestrian interface" for the Main St. parking Lot.

Screens using plant materials placed between parking lots can "breakup" the view of extensive areas of asphalt and stored cars and help mitigate the negative views of





Interface area between the parking lot and businesses along Main St.



Alleyway connection to N. Portage St.



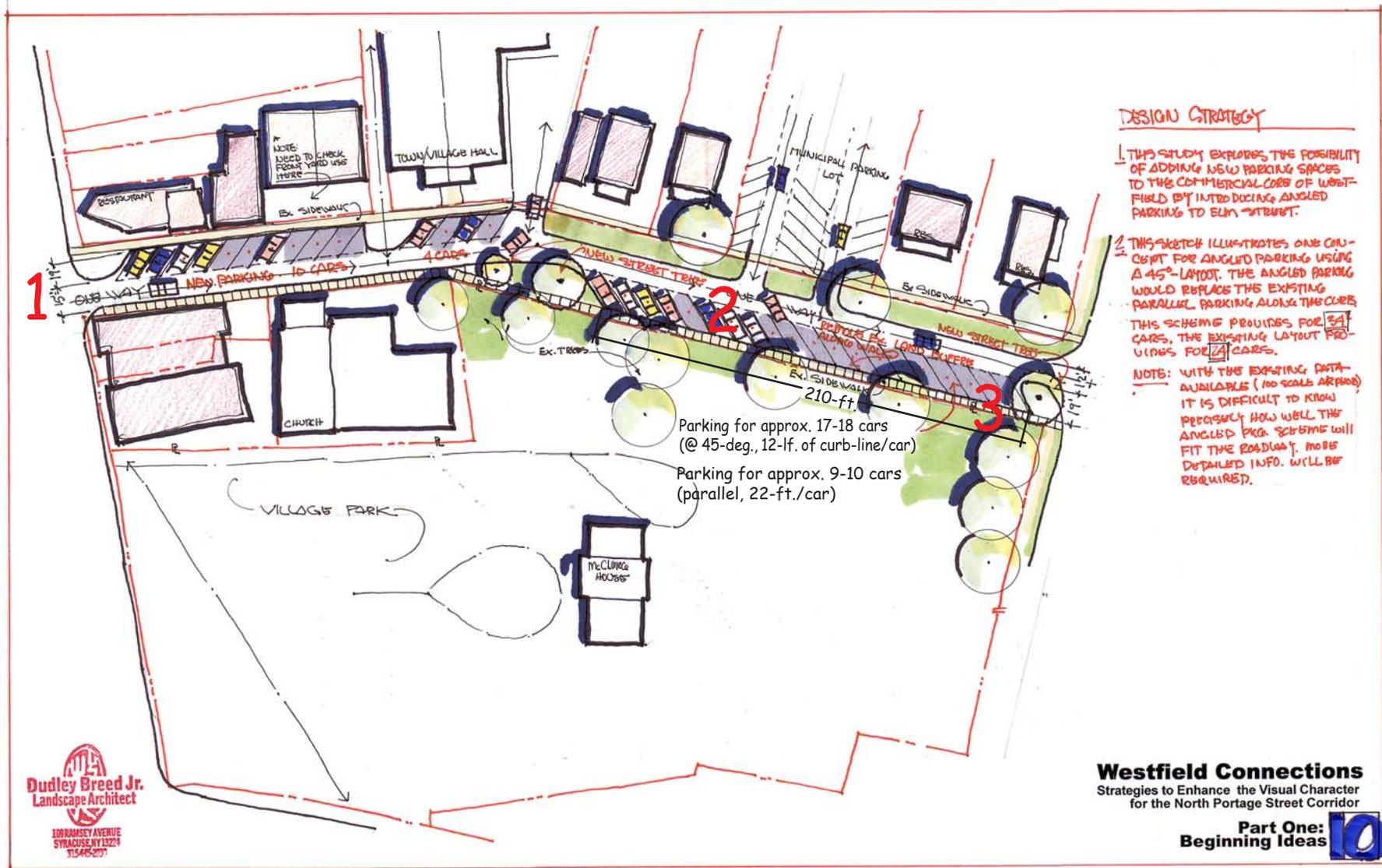
NEW WALKWAY PROVIDES A GOOD TRANSITION FROM PARKING LOT TO SHOP ENTRANCES AND HELPS ESTABLISH A PEDESTRIAN SPACE FOR THE REAR AREA OF MAIN STREET BUSINESSES.

Pedestrian Interface

The interface between the parking lot and the stores and restaurants along Main St. is important in establishing a positive image of the village to visitors. The sketch to the left presents a strategy that creates a pedestrian walkway along the rear side of the Main Street buildings. Textural pavement (brick, precast, etc.), pedestrian-scale lighting, plantings and colorful signage can create a pleasant corridor for people moving from the parking lot to the stores and shops.

The challenge here will be to find a way to redress the needs for pedestrian access while maintaining the utility requirements of the space, such as trash storage and HVAC equipment. It is suggested that a shared waste storage area be created in the parking area so that individual trash storage need not be placed at each building location.

It is also important to realize that the rear facades of the buildings do not need to be renovated to the degree that the front facades are maintained. Existing rear facades, well maintained, can provide an interesting backdrop for the pedestrian walkway.



1 Elm Street intersection with East Main Street, looking south.



2 Elm Street, looking south with area considered for angled parking outlined in yellow.

Elm Street, looking north showing inside edge of new parking area.



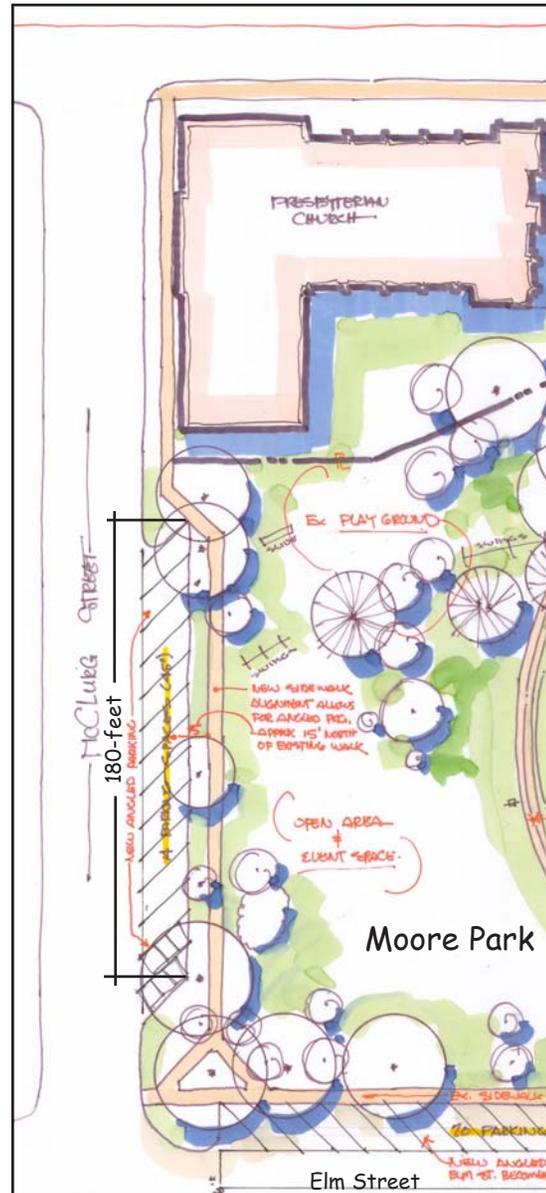
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Elm Street Parking

This scenario suggests changing Elm St. to a "one-way" traffic pattern in a southerly direction. This would allow a portion of the roadway to be converted to angled parking space with the goal of increasing parking in the village center area. It would also eliminate the problematic turning situation that now exists while entering Main St. from Elm St.

Angled parking can provide approximately 40% to 50% more parking than parallel parking in a given area. The plan to the left illustrates this. The southern section of the street has a curb-line of approximately 210-ft. Using 22-ft. per car for parallel parking, this area would support 9 to 10 parking spaces. Using 20-ft. per car, yields parking space for 10 to 11 cars.

With angled parking, about 12-ft. of curb-line is needed per car yielding space for 17 to 18 cars. These values however, are subject to change based on physical conditions along the street. But it is certainly worth exploring in more detail. Additional study will also be necessary to determine the feasibility of converting the two-way traffic pattern on Elm Street to a one-way system.



McClurg Street Parking Study: angled parking concept.

McClurg Street Parking

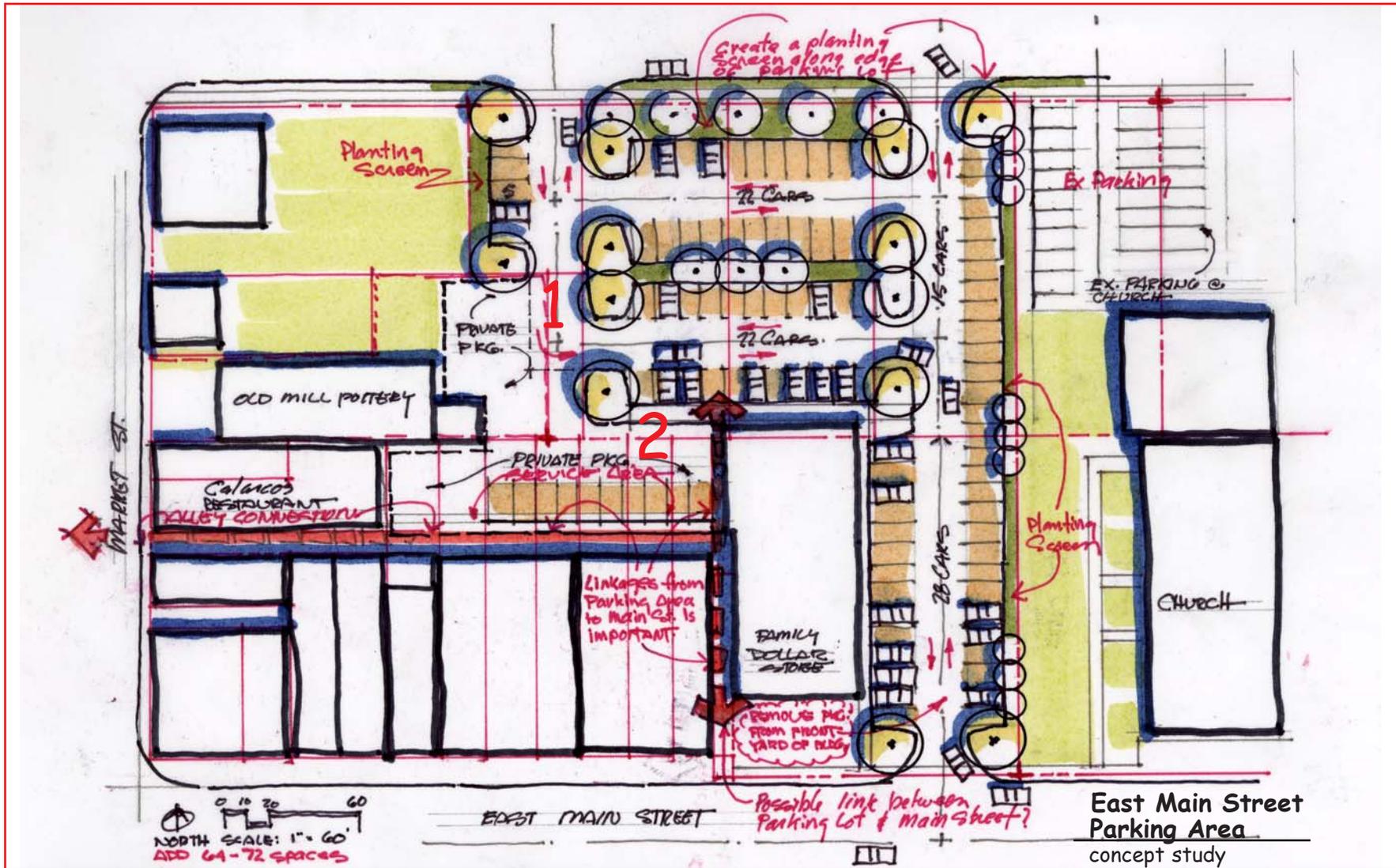
Another parking option near Elm Street and also associated with Moore Park is angled parking for McClurg Street. This parking would have a similar 45-degree orientation as that discussed for Elm Street. However McClurg Street would remain as a two-way street.

45-degree angled parking can provide approximately 45-50% more parking spaces. However conditions along the road may adjust this figure. In the plan to the right, angled parking is shown for 14 cars along a section of road 180-ft. long. The same area with parallel parking (using 22-ft./car) would provide parking for 8 to 9 cars.

The parking area would be placed in the area now occupied by the existing sidewalk which, would be relocated further inside Moore Park on the north side of the line of existing street trees.



McClurg Street with area for angled parking.



1 View from the existing parking area north along the existing gravel drive.

Improvements to this parking area will require acquisition of additional properties and improvements to the storm drainage system. The plan should also include planting buffers to screen the parking lot from neighboring residential properties.



Existing parking area.

East Main Street Parking Lot

The Village of Westfield maintains an area of existing but unimproved parking behind the commercial buildings on East Main Street, east of Market Street. The municipal area also adjoins with several privately held parking areas and residential properties. As part of the Village Center design study, the landscape architect was asked to consider ways to enhance this parking area for broader use by the public. The concept sketch plan to the left summarizes findings from this study.

A rear area parking lot certainly can be a valuable asset to the adjoining businesses on Main Street and Market Street as well. And the lot would certainly be useful in providing parking during special events that may be planned in the village. However, the present size and orientation of currently held property by the village does not present a significant parking asset. And, as indicated by the village, there also exists a drainage issue that would need to be addressed.

To function better, a larger area would be needed to establish more efficient double-loaded parking bays. Also, travel lanes would need to be connected to two or more outlets to the streets - to Clinton Street and possibly to East Main Street. The sketch to the left illustrates a concept design that incorporates the above considerations. The plan shows two access points on Clinton Street and one connection to East Main Street. The interior parking layout includes two east-west oriented double-loaded parking bays and an extension of the existing parking pattern located adjacent to the Dollar Store. Plantings are located along Clinton Street to screen views of the parking lot from the neighboring residential properties.

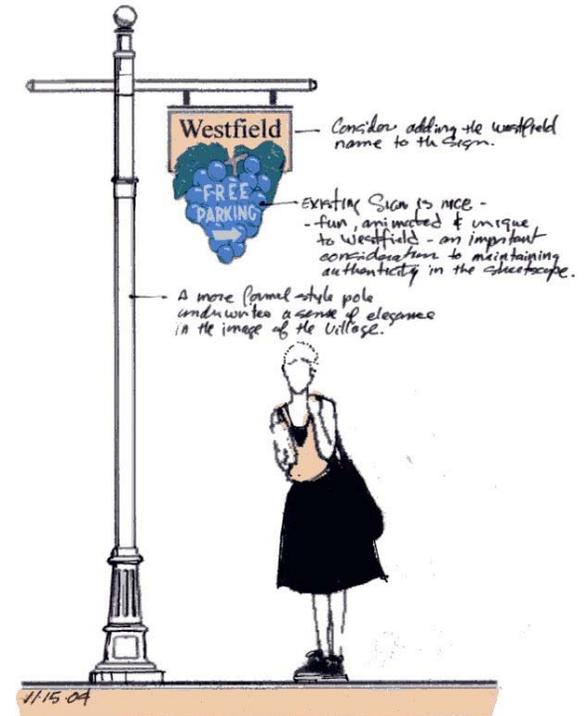
The plan however requires the acquisition of

several properties and would also likely entail agreements with other area property owners. It will also require treatments to manage storm water on the site.

As a potential parking area for the village, this area certainly merits further study. Additional information will be required as to the extent and cost of infrastructure required to manage storm water considerations, availability of properties to allow expansion of the lot, and other matters related to existing traffic analysis related to access from the village street and East main Street, a state highway. Consideration should also be given to adjoining property owners to understand their needs relative to parking in this area.

Water Street Parking Studies

Additional parking studies were also completed for the west side of the village below South Portage Street at the terminus of Water Street. These were conducted as part of a study looking at pedestrian connections through the village center and are discussed in Section 5: Village Center Connections.



Parking Signs

The existing parking signs used in the village have a warm and welcoming design and should be maintained. There is a need to review where the signs are located and add or relocate signs to be sure they are placed for visitors to see them.

Another suggestion, illustrated to the left, calls for a more elegant pole support for the sign. The pole can be styled following the design of the new streetlight poles.



3

Village Center Area: Main Street Enhancements

The landscape architect was asked to review the commercial section of East Main Street and suggest, in general, ways the village might improve the quality of the existing streetscape. Since this section of Main Street was recently renovated by the NYSDOT, the suggestions provided here focus primarily on auxiliary improvements that can further enhance the pedestrian experience along the street. To that end, this section describes a number of landscape enhancements for the street including: a description of positive aspects of the street and building facades, seasonal flower displays and ornamental plant containers, tree guards, location studies for a new village clock, strategies for new business signs, and ideas for the Moore Park frontage on Main Street.



Westfield's Streetscape has many fine Elements

1. Building Facades

The building facades with all their historic character, structural integrity and nuance of expression as provided by the owner/occupant provide the underlying framework for the streetscape. They frame the space and endow the space with human character.

Main Street in Westfield has a variety of facade types that lend character to the street including the 19th century commercial block along the north side of Main St., the elegant Moore Park, the vernacular Main Diner and the more recently added "car-convenient" structures such as the fast-food restaurants, banking and drug

stores. All the building types contribute more or less to the collective sense of the streetscape and all should be considered for the role they play in maintaining a healthy and lively streetscape.

The key design strategy related to building facades is to understand how the facade and the building location influence the enjoyment of the street space by people. The facades provide a sense of history, they hold narrative about the events that shape the community. They provide a rich, tactile visual field through the variety of materials and forms they employ. And perhaps most important, they es-

tablish the relative size or scale of the pedestrian space along the street - the sidewalk space.

The image above illustrates this idea. The buildings integrate nicely together and form a pleasant, modulated wall along the sidewalk. Store windows, doorways and awnings establish pedestrian scale and offer sensory interest in terms of color, textures, signage and fragrances. There is an intimacy here that supports and encourages human interaction - which is the goal the village has established for its streetscape: to encourage tourism, commercial development and an active village streetscape.

Every effort should be made to maintain the facades along the street and the associated sense of scale that establishes a comfortable space for people.

Note: There are areas along the street where changes to the building setback have allowed a greater presence of cars in the streetscape and consequently a loss of some of the pedestrian qualities of the street. See notes on the next pages of this section for strategies that can address these conditions.



Westfield's Streetscape has many fine Elements

2. Awnings

Awnings not only provide shade and shelter along the street but also add color, fabric texture and liveliness (motion) to the street environment. They are an important and authentic street element.

3. Signage

Signage along the storefronts on Main Street is pleasant and generally appropriate for the businesses and the types of architecture. Signs are typically placed on the facade and orient toward the street. Design enhancements suggest adding projecting signs that are visible from the sidewalk. (See sketch on page 26).

4. Sidewalks

Westfield is blessed with relatively wide sidewalks which can be used to support sidewalk commercial activities such as cafe seating, art and product displays.



5. Street Lighting

Street lights - poles & luminaires - are one of the most important elements in the streetscape for establishing human scale and aesthetic interest. The new light poles and luminaires recently installed by the village are an appropriate design for the street setting.

6. Street Trees

Street trees provide a living and dynamic element to the street. Flower, leaf color and branching patterns appeal to the sensual needs of village residents.

A variety of the Amelanchier species is currently in place and can provide a wide range of horticultural interest so long as a fairly moist soil environment is maintained. The tree is also somewhat delicate in its branching structure so efforts need be made to protect branches and trunk from impact and heavy snow damage. See discussion on streetscape enhancements for ideas to protect the trees.



street trees, in addition to providing shade and color, provide a "virtual wall" that encloses the sidewalk and separates the pedestrian space from the vehicular space

projecting signs can add visual interest to the street as well as shop advertisements

tree guards protect trees & add ornament to the pedestrian space

flowers & planters provide seasonal interest and a measure of softness to the sidewalk area

Streetscape Elements



The pedestrian space

As noted on the previous pages, East Main Street has many positive characteristics of a pleasant streetscape. There are several additional elements the village can add to enhance this setting even further. These include using annual flowers in decorative planters, placing ornamental steel tree guards around the street trees, use business signs that project into the sidewalk area from the shops use and occasional pavement material changes (adding unit

pavers in place of concrete) to provide interest in an otherwise uniform sidewalk surface.

This page and the facing page illustrate how these elements can help add more color and texture to the streetscape with a goal of making the sidewalk area a bit more lively and visually interesting.

Streetscape Elements

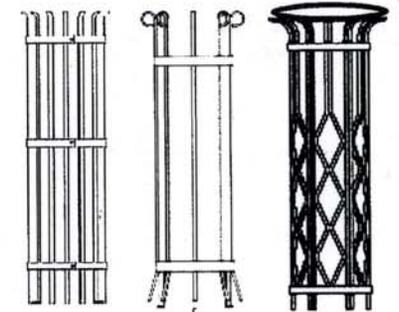


Steel/iron tree grates protect trees from impact damage.

Groupings of plant containers look better and give a stronger visual image than do linear arrangements, uniformly placed along the sidewalk.



Petersen Precast Site Furnishings



Ironsmith Steel Tree Guards

The illustration above shows several elements that can be used to enhance the existing streetscape in the village.

perience - you want the sidewalk to be a people place and not dominated by cars.

Groupings of annual flowers with sturdy, decorative containers will provide seasonal interest along the sidewalk as well as strengthen the sense of separation between the pedestrians and the cars moving along Main Street. This is important to establishing a pleasant sidewalk ex-

Another element that will add interest to the street as well as providing protection for the street trees are steel or iron tree guards. These protect the tree trunks from impact damage from car doors and sidewalk snow removal equipment.



Building facade change creates a "node" that can support a special feature.

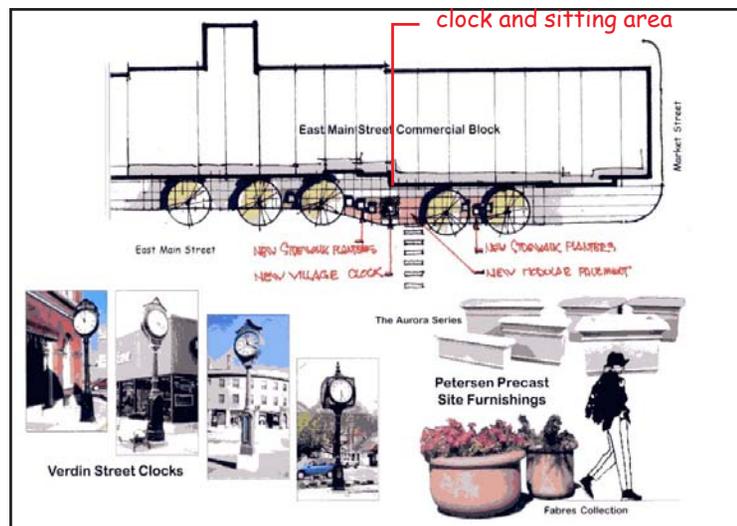


Village Clock Location: 'Heart of Main Street'

Purchasing and locating a village clock was one idea expressed by the community. Two locations were suggested by the landscape architect:

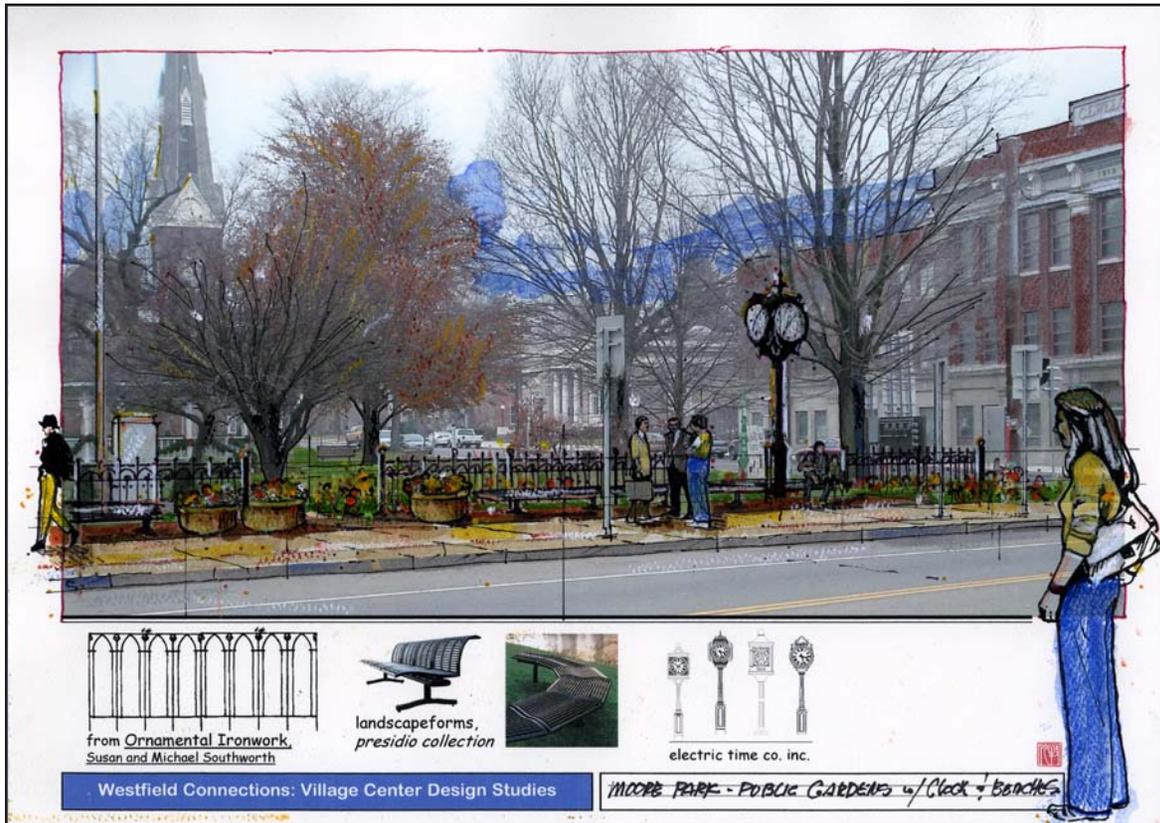
- 1, in the heart of Main Street and
- 2, Moore Park at the intersection of Main and S. Portage Sts.

This sheet illustrates the design potential for the Main Street location. In addition to locating the clock, the plan also establishes a small sitting area and includes modular pavers, planters for flowers and existing trees.

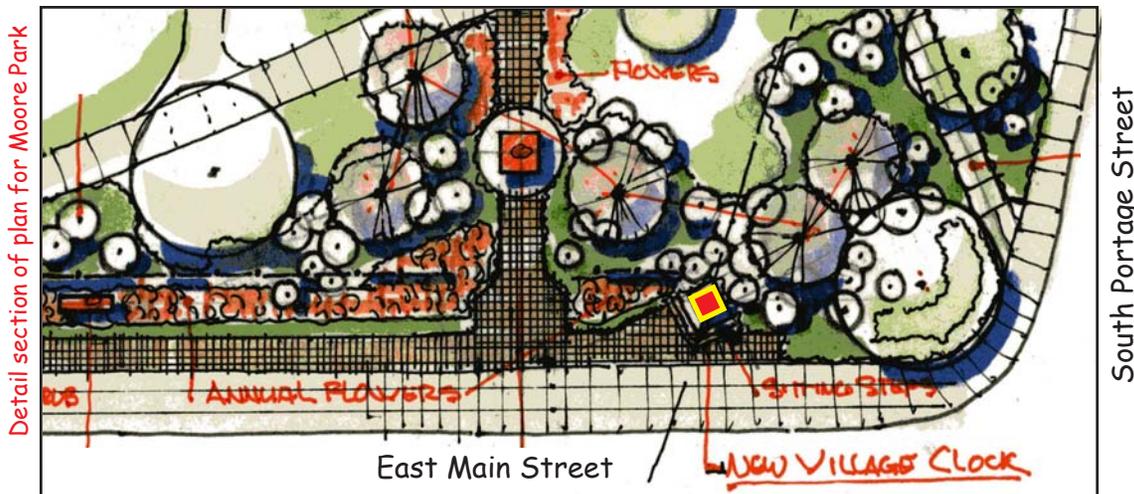


One suitable location for a Village Clock can be found along the north side of East Main Street, opposite the intersection of Elm Street and adjacent to the point where the building facade changes alignment. (see above)

The realigned building facade creates a special visual area along the streetscape and as such, presents an enhanced visual setting for a special landscape feature such as the village clock.



Village Clock Location: Moore Park



The Moore Park location for the village clock (corner of Main and Portage Sts.) places the clock at the main traffic intersection of the village and in a prominent viewing position for both local residents and visitors using Portage St. The park setting, as a community space also reinforces the appropriateness of this location - the clock as the "community timekeeper" located in the community's public ground.



Moore Park is not only a treasured open space within the village, it is also an important facet of the streetscape, providing horticultural counterpoint to the mostly masonry materials along Main Street. It is also the "front door" of the village for those arriving at the village along North Portage Street from the NYS Thruway.

The illustration above presents an idea where the frontage of the park is enhanced to create a stronger visual presence for the streetscape aspect of the park. In this way, the idea of the park is expanded beyond a single-entity green space to include a Public Garden along Main Street and a Commons area for the interior of the park. See Section 4, Moore Park Landscape Enhancements, for a complete discussion of design strategies Moore Park.



Certainly parking lots are a necessary part of our village landscapes. The concept for handling parking lots is to provide adequate parking but do it in a way so that the open, asphalt areas do not dominate the view along the village streets. The sketch on this page and on the following page illustrate a strategy using plant materials to “screen” the view, but not block the view, of the parking areas from traffic and

pedestrian corridors along the street. Screening allows people to see where the parking lots are located but presents a more appealing horticultural image between the parked cars and people driving or walking along the street. Screens can also include architectural elements such as low walls or fences or a combination of structural and horticultural elements.



Enhancing the Visual Quality of the Village Landscape with Plant Screens

In this example, plant screens have been installed to provide separation between the sidewalk and the parking lot, which is good. To be more effective, the plants should be allowed to grow slightly taller. It is not necessary or desirable to have thick, dense hedgerows of plants. We do not want to hide the parking lots but rather, place an element between the lot and the travel corridors that interrupt an otherwise continuous view from one asphalt area (roadway) to another (parking lot).

Also illustrated here are a stand of street trees placed within the plant screen. These trees accomplish two tasks: they reinforce the screen separation between the road and parking lot and, through their height, reestablish the spatial sense of the road corridor. This helps to maintain a smaller scale for the street landscape and thereby make it more appealing (comfortable) for residents and visitors.



4

Moore Park: Landscape Enhancements

Parks and Greens serve a wide variety of needs in our communities. They offer a place to sit in quiet solitude on a bench along a shady path, a moment for thought, a moment for reflection. And after that, they provide a setting for celebration - summer evening concerts; a Saturday afternoon wedding. They are sacred too, providing space where the community bears witness to the good and sacrifice of others who have contributed to the life of the community. And they sometimes save our lives - offering refuge from fire and high ground above flood waters.

Moore Park provides for all of these needs and more for the Westfield community and the purpose of this section of the study is to acknowledge the importance of the park in the life and landscape of the village and to suggest ways where the park may more fully meet the needs of the community. Considered here are ideas to improve accessibility and circulation, create more horticultural interest, and ways, generally, to see the green as a setting for a wider variety of use and community events.

Design Strategies

The plan to the right illustrates several design ideas that would improve both the use and functionality of the park. The ideas are based on a concept of the park that organizes the overall park space into three primary character areas. These include:

Public Garden

The Public Garden idea evolved from two functions of the park: the park provides an important visual setting for Main Street and especially at the intersection of Main and Portage Streets; and the park provides a collection of trees and shrubs that generate horticultural/seasonal interest for the village center area. These two functions along with a desire from the community to enhance the visual character of Main Street generated the idea of a public garden for Moore Park.

The Public Garden idea basically takes these two existing functions and enhances them to create a stronger visual image of the park at the intersection of Main & Portage Streets and a garden area along the Main Street sidewalk. The plan on the facing page shows where the garden would be located and illustrates the general landscape for the garden. A detailed plan for the garden is located on the overleaf.

The new garden would keep all existing plantings and park structures, memorial, flag pole, vineyard monument, etc. although the later maybe moved a bit further to the east. Garden elements would include:

1. New plantings including small flowering trees, shrubs, groundcover and displays of annual and perennial flowers both in planted beds and in decorative containers.
2. A new ornamental iron fence set parallel to the sidewalk and along the front of the park. The fence design would be sensitive to the historic character of the park and would be based on the historical use of such a fence as part of the McClurg Mansion landscape.
3. Several new benches, both backed and back-less, would be located along the sidewalk.
4. A village sign and/or a public clock may also be located in the garden most likely nearer to the intersection of Main and Portage Streets. See Section 3 for detailed description of the public clock.

See also other descriptive notes about the garden on the following drawings.

Museum Garden

A unique feature of Moore Park is the presence of the historic McClurg Mansion and indeed, the Park itself owes its existence to the lands of this regional landmark. The building and the museum it houses provide not only a valuable community and regional resource but also a wonderful opportunity to enhance the richness of the park through the landscape that was historically part of the its setting.

It is proposed here, as a strategy to enhance the function of Moore Park, to restore and/or create a landscape that was a part of the history of the mansion or the period of time when the McClurg Mansion was at its zenith of life. The Museum Garden would be based in this period landscape and as such would establish both an important historical resource to the region and delightful landscape character to the park.

The plan to the right broadly outlines the area of the Museum Garden (actual area will be based on historical research of the Mansion landscape) and illustrates how the garden can be integrated into the whole of the park. And this is a key point to this strategy: that the historic landscape be integrated into the park and not developed as a separate (or separated) entity within the park. Integration allows for a merging of landscapes, the old with the new and in that blending lies the potential for real excitement in the park experience.

Note:

Previous studies for the park have suggested a similar approach as well (Habitterra, 1995) through a restoration of portions of the McClurg Mansion grounds. Also note that other museums, notably the George Eastman House in Rochester, NY successfully restored the gardens of the Eastman Mansion (Breed, et.al., 1990) and conceived of the grounds as an aspect of the Museum's curatorial resources.

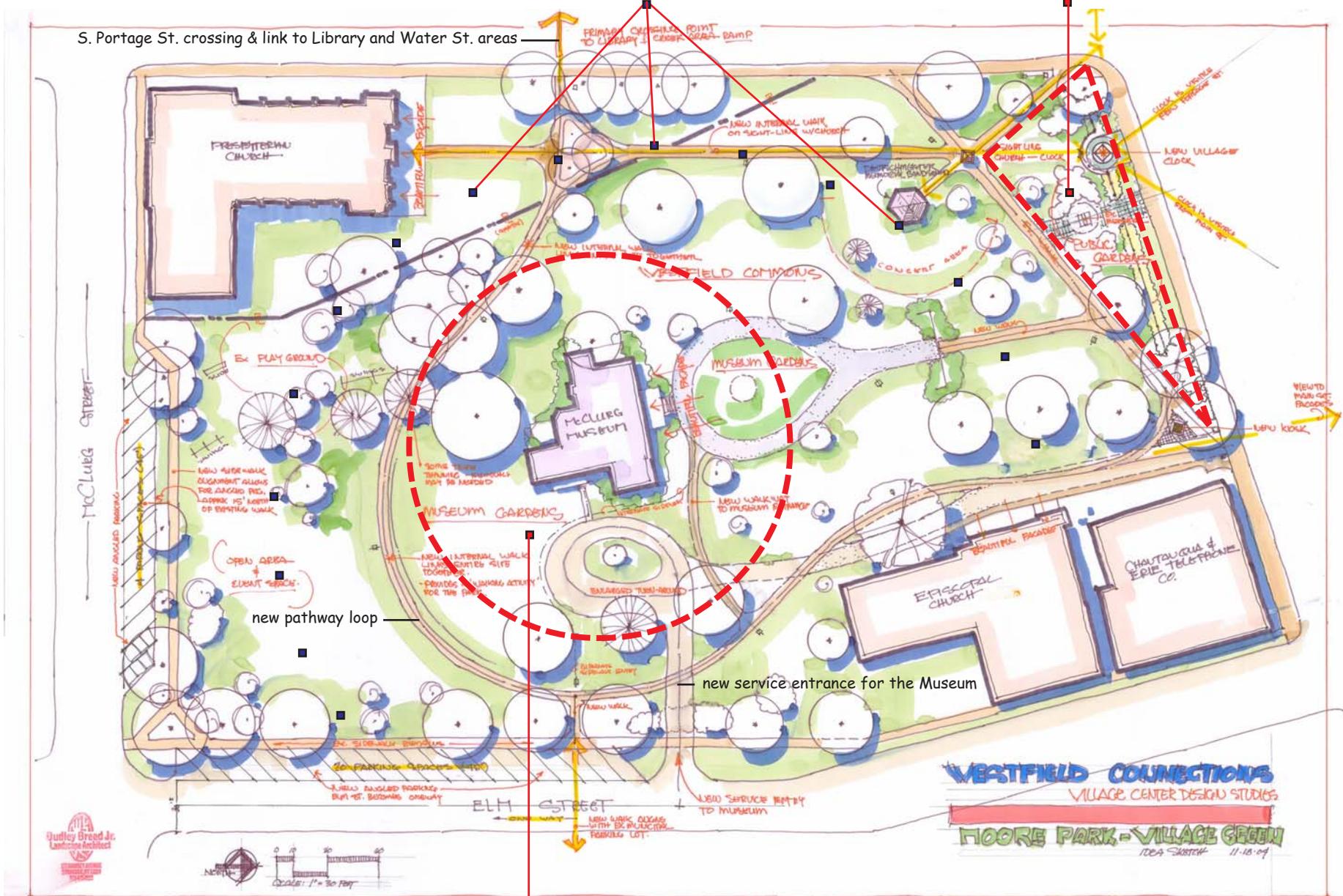
Westfield Commons

The land that connects and ties together the two gardens, and to a larger extent, ties together adjacent neighborhoods surrounding the park, is what is herein defined as the Westfield Commons. This is the general-use land that offers park space for both individual use, larger public gatherings and pathways to enter the park and traverse the park to adjoining parts of the village. On the plan, this area is roughly a crescent shaped area denoted by the blue dots and includes the existing Gazebo/Bandstand, angled walkway, play ground adjacent to the church and open lawn areas.

Westfield Commons

The Public Garden

S. Portage St. crossing & link to Library and Water St. areas



The Museum Gardens

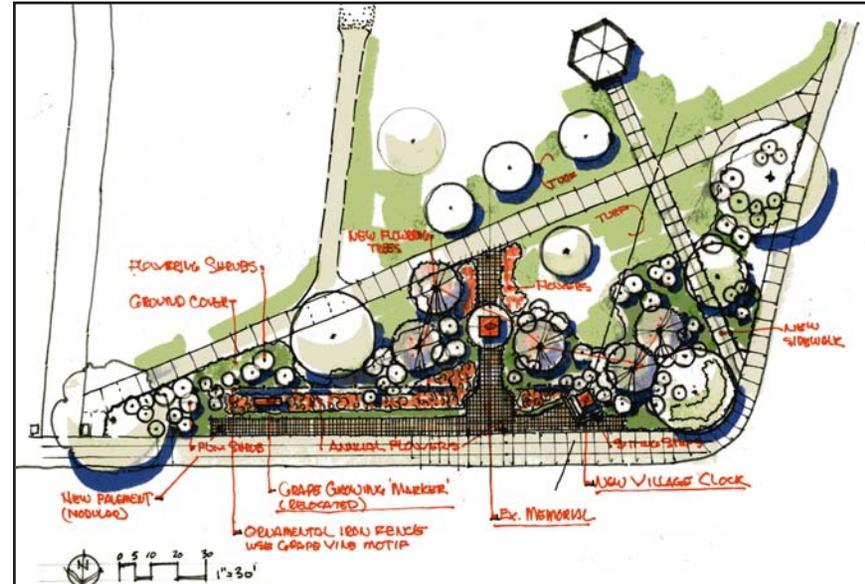
Two suggestions are offered here to enhance the function of the park and access to and through the space.

1. The park has a somewhat limited path system with just one paved walkway that angles in a NE-SW direction across the northern end of the park. The remainder of the park, with the exception of the loose gravel driveways adjacent to the Episcopal Church and in front of the McClurg Mansion is accessible across the lawn areas and it seems, at least at times, it may be difficult for some residents and visitors to navigate the turf areas.

One suggestion would be to establish a paved pathway that circulates through the entire park making connections to the existing perimeter sidewalks, other garden areas and to adjoining neighborhoods. The plan on the previous page illustrates a concept for such a walkway. The walkway improves access to and into the park and allows not only movement to a particular place but also creates an opportunity to circulate around the park in a continuous loop. This would greatly improve the use and enjoyment of the park. Park users can enjoy a walk through the park, stop to sit if they choose or continue to walk making several loops to get a bit of exercise.

2. The second suggestion would be to give consideration to a wider variety of uses or events for the park. Village parks tend to be considered "soft" spaces with uses limited to casual sitting or an occasional summer event like a band concert. But parks such as Moore Park can provide space for wide variety of community, tourism and commercial uses. Part of the strategy underlying the desire for enhanced tourism in the area will be development of events that can draw visitors to the area. Those events will require various venues in the village and town and Moore Park can play an important role in this regard. Art, music, craft and antique festivals would be appropriate uses for the Park. Consider also a farmer's market like the one in Hamilton, NY pictured to the right. (Breed, Village Green Restoration Project, 2002)

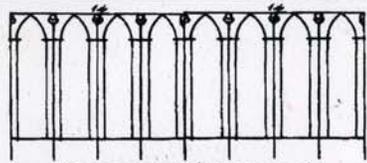
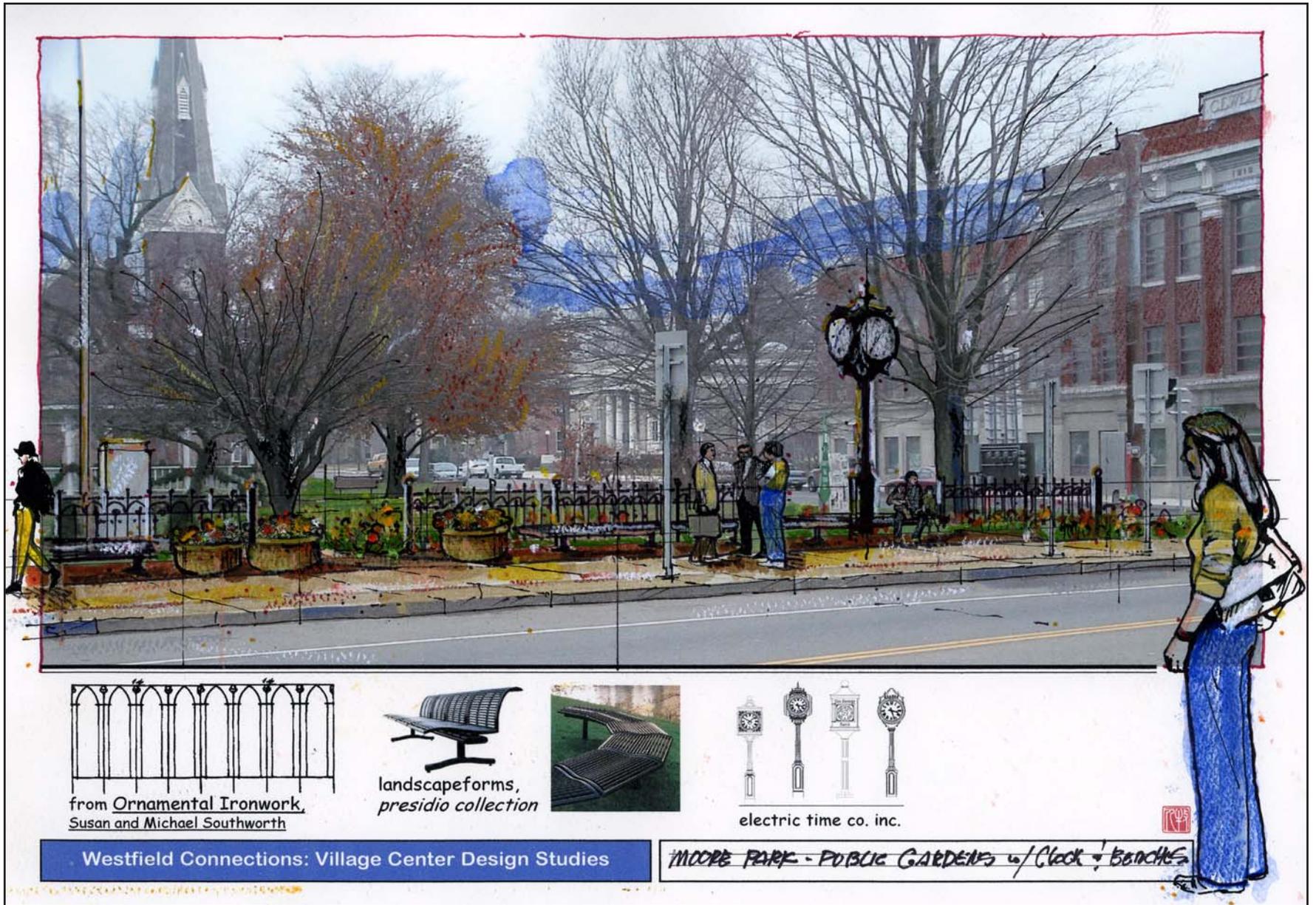
One of the hurdles in the design and renovation of traditional village parks is simply getting to a point where the community can see the park as being or functioning differently from past patterns. It is hoped that this study has encouraged the residents of Westfield to explore new opportunities for Moore Park and perhaps see ways that the Park can continue to live and grow along with the community.



Public Garden concept sketch illustrating a garden development along the north side of Moore Park. The garden enhances the existing memorial and viticulture exhibit while providing a richer horticulture setting along Main Street.



Hamilton Village Green: internal walkway opens the park to a broader array of use and enjoyment of the park setting.



from Ornamental Ironwork,
Susan and Michael Southworth



landscapeforms,
presidio collection



electric time co. inc.

Westfield Connections: Village Center Design Studies

MOORE PARK - PUBLIC GARDENS w/ Clock & Benches

Above is an illustration of how the public garden will look along Main Street. The fence, benches and bedding plants create an elegant backdrop for the sidewalk space and a more formal transition from the street into the park proper. However, overall views into the park are not blocked or diminished. One can still see into the park and view the McClurg Mansion, church facades and gazebo as before. This view also shows a new community clock as discussed in the previous section of this report.

Just below the illustration are samples of site furnishings that would be appropriate for the streetscape and the park.

5

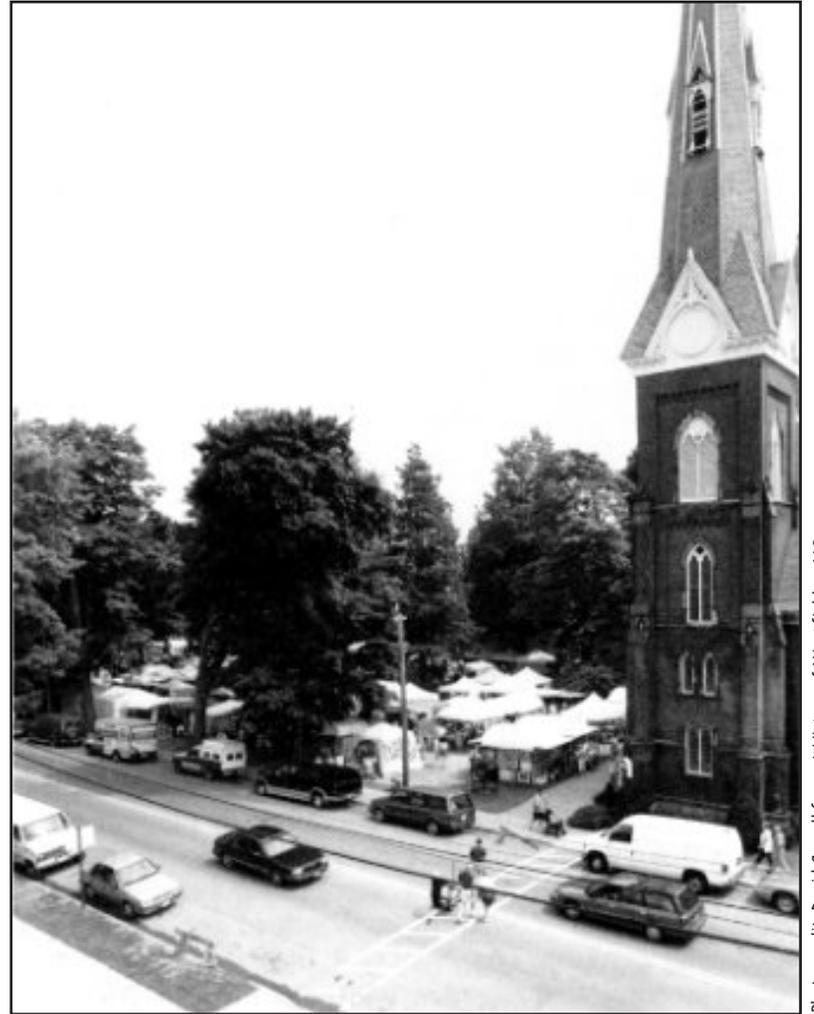


Photo credit: David Correll from, *A History of Westfield*, p. 160.

Village Center Connections

This section of the project began as a study on how to develop more parking for the village center area and broadened into an exploration of the benefits for "linking" or connecting various resources in the village with one another. Beginning with the parking issue, it seemed clear that there was a potential for additional parking in the area just west of the village center near the terminus of Water Street. The area includes existing parking lots and several parcels of land that could, if desired, be adapted for at least limited parking. The challenge in developing these locations for parking was access, both in terms of vehicular and pedestrian. Exploring the access issue led to a discovery of a broader understanding of the value of seeing the connections between Water Street and the village center.

Parking Considerations

In addressing the request to study parking, the landscape architect looked at the Water Street area for potential parking. This area seemed a logical choice based on its adjacency to the village center, the existence of significant parking structures and the existence of several undeveloped land parcels.

Existing Parking

A significant-sized parking lot owned by the Welch's corporation, exists in the area just north of the NYS Route 20 bridge. Certainly, if access to this lot can be arranged, it could provide much needed parking especially for overflow needs during events held in the village. A key issue with this opportunity is pedestrian access to village center area which is substantially higher in elevation than the Water Street area. A system of steps and ramps would be needed.

New Parking Opportunities

The three concept plans located to the right illustrate possible parking lot configurations along with opportunities for limited development such as a community service provider, small commercial activities and recreation resources. See descriptive notes accompanying each sketch.

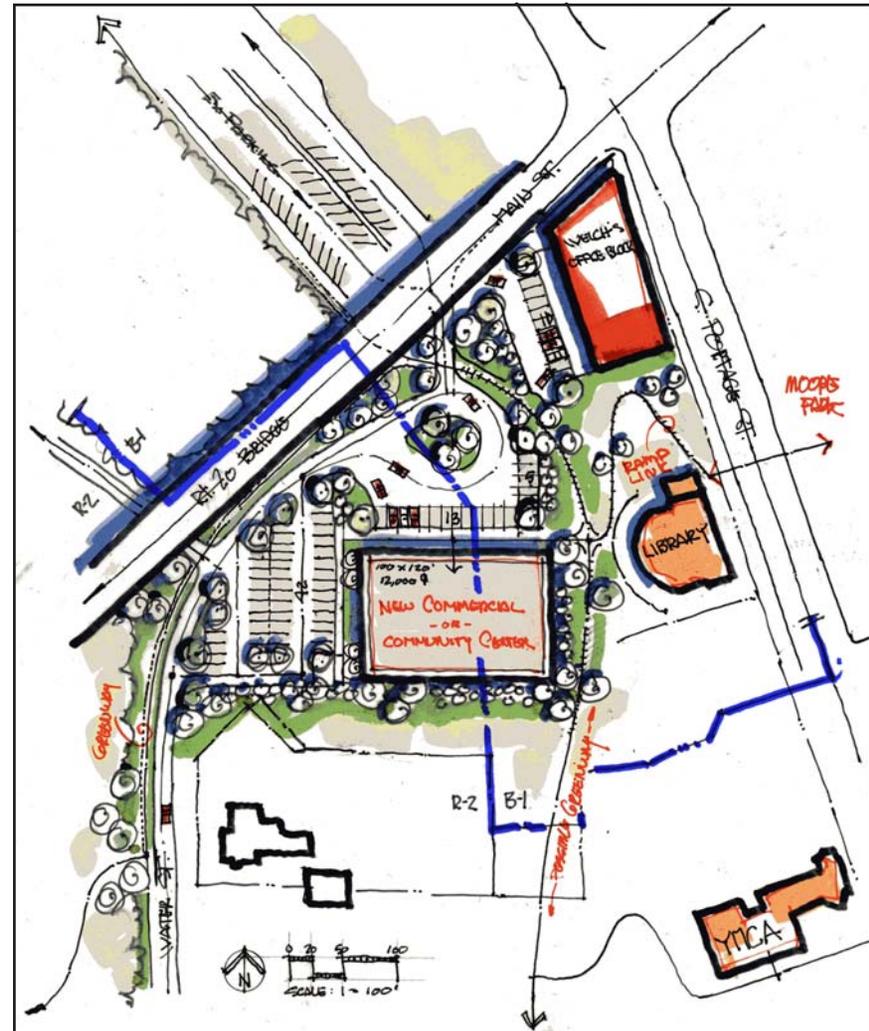
Conclusion

Gaining access to the Welch's lot, even if limited to overflow during special events in the village, would be valuable but a better system of pathways connecting the lot with the village center area will be needed. See page 42 for a description of path/ramp options.

Development in the area will be limited to some extent by both the capacity of Water Street to support additional traffic loads and the nature of the residential development that now exist in the area.

The scale and character of the residential neighborhood merits consideration when considering new development in this area. The narrow width of Water Street, the smaller lanes that connect to it and the close association of the neighborhood with the Chautauqua Creek gorge create a neighborhood setting that is small scale, quiet and intimate. Certainly these characteristics should be considered when reviewing proposals that would significantly change the traffic flow in this area.

In general, it seems appropriate for small scale or occasional-use activities to locate in this area especially those related to passive recreation and arts/music events.



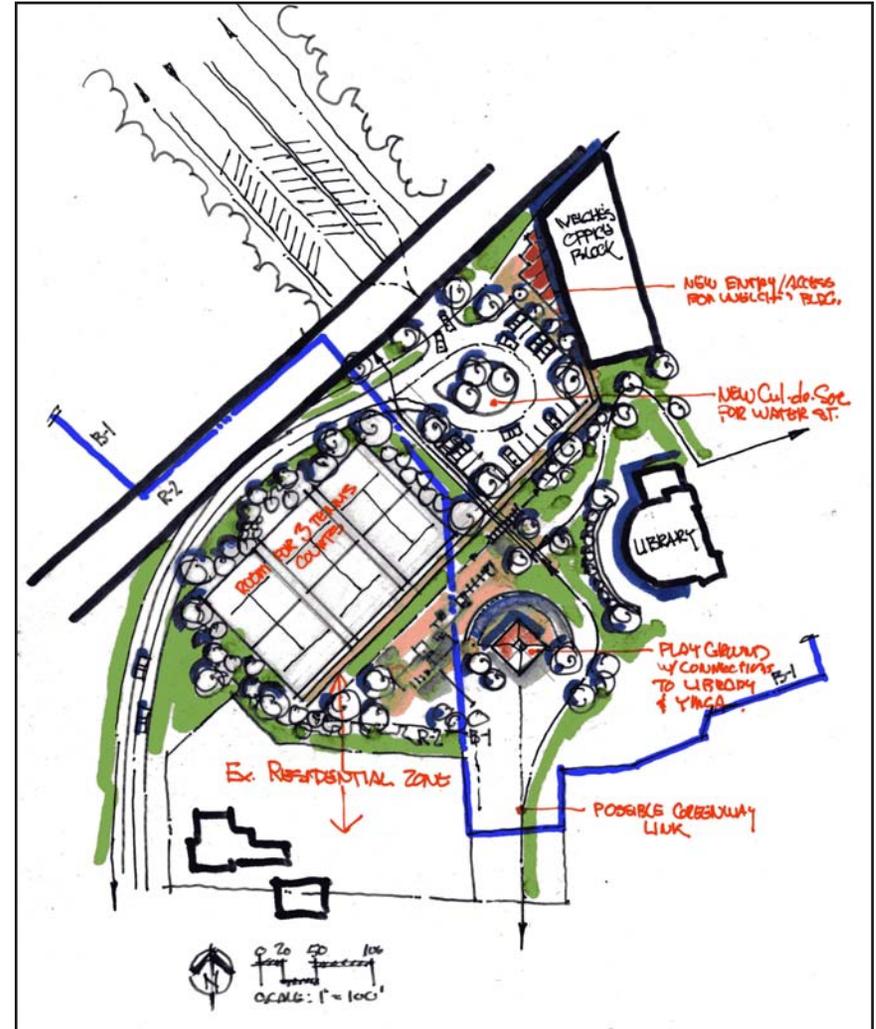
Concept Sketch 1

In this plan, the area north of the existing residential area is developed in a combination of a community service center (or small commercial) and associated parking (approx. 50 cars). Water Street is extended as shown, terminating in a cul-de-sac that provides road access to the rear of the Welch's Building and their parking lot to the north. Pedestrian links are provided to interconnect this site with South Portage Street, East Main Street, the Library, YWCA, and to a potential Greenway trail that could potentially be developed along sections of the abandoned rail ROW that exist in this area. See Section 6, Westfield-Chautauqua Greenway for more on this topic.



Concept Sketch 2

In this plan, parking is the primary use (approx. 100 cars) of the site but consideration is given as well to pedestrian interests. Here, a community space has been developed that could serve as a site for smaller-scale musical events, art shows, summertime activities for children or events associated with the library and the YWCA. Pedestrian circulation is planned to allow connections to the village center area as well as north and south to points that can access Chautauqua Creek and the Little League field. Limitations with this scenario relate to the capacity of Water Street to support the added vehicular traffic this plan may generate, visual impacts of the lot and noise levels from site activities. However, well designed buffer plantings can help mitigate these factors.



Concept Sketch 3

This last study explores a recreation theme wherein tennis courts and a small playground are located along with a more modest parking facility (20-25 cars). Links with Chautauqua Creek are also established at nearby properties owned by the village. This concept places a higher emphasis on pedestrian needs and perhaps fits the general nature of the Water Street area better than activities requiring larger amounts of parking and vehicular access.

Ramps to Water Street

While studying the parking and development opportunities in the Water Street area it became clear that access between Water Street and the upper level of the village center - Moore park and East Main Street - would require a system of steps and ramps to traverse the 20 to 30-feet of grade difference between the two areas. The only connection now in place is a set of stairs located at the NW corner of South Portage Street

and Main Street in a narrow passage between the Welch's Building and the NYS Rt. 20 bridge. To be effective, an alternate, accessible pathway would need to be established. Field studies identified two possible routes. These are the North Portage St. - Welch's Parking Lot Ramp and the South Portage St. - Library Ramp. These routes are described below.

North Portage St. - Welch's Parking Lot Ramp

This ramp system aligns across the sloping land that lies between Welch's parking lot on the north side of the NYS Rt. 20 bridge and the commercial buildings located on the west side of N. Portage St., near the intersection with Main St. The pathway reaches the upper elevation at the Lincoln-Bedell Sculpture Park. From here pedestrians can proceed to East Main Street or Moore Park.

The sequence of photographs below illustrates this ramp's alignment.



Welch's Parking Lot



Ramp along side slope



Ramp along side slope below Lincoln-Bedell Park



Walkway connection to Main St. @ Lincoln-Bedell Park

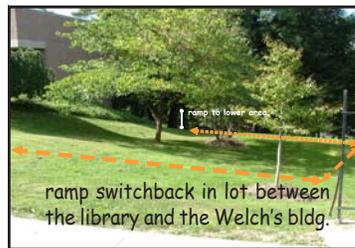
South Portage St. - Library Ramp

This ramp traces a route from the rear area of the library up the sloping grade and through the lawn area of the parcel located between the Welch's Building and the Library. It meets the sidewalk along South Portage Street opposite the existing curb cut for disabled access. From this point, pedestrians can cross South Portage St. to access Moore Park or other areas in the village.

The sequence of photographs below illustrates this ramp's alignment.



area behind the library



ramp switchback in lot between the library and the Welch's bldg.



ramp connects to S. Portage St.



walkway connection between the library and Moore Park

Photo credit: David Correll from, *A History of Westfield*, p. 160.

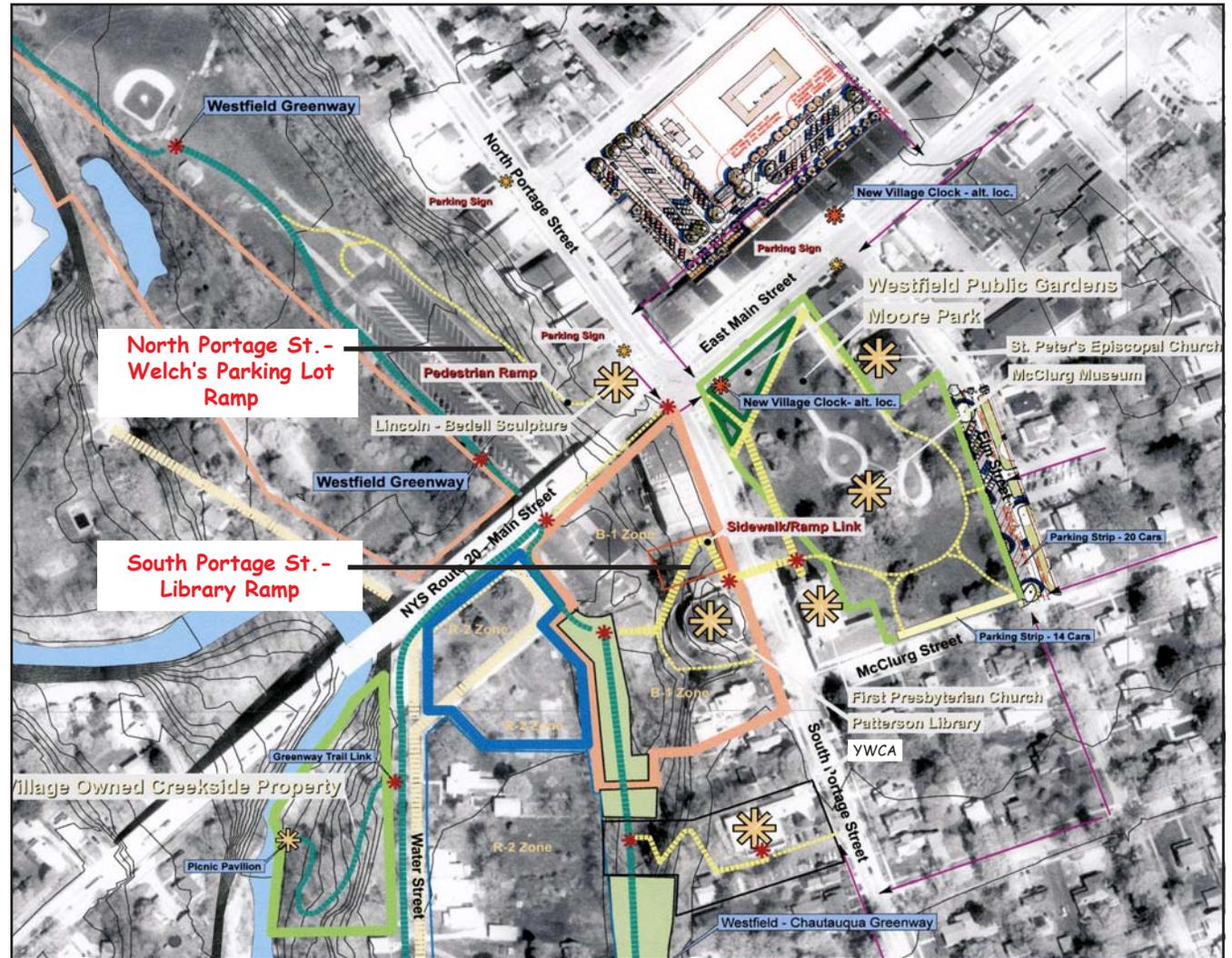
Connections

The adjacent map summarizes a design strategy for the village center that extends the findings from the study of parking opportunities in the Water Street area to include pedestrian connections throughout the village center. The map shows the connections from Water Street up to North and South Portage Streets (described in detail below) and offers a framework for pedestrian links that connect various places and spaces in the village to one another.

Take a Walk!

Ideally, the system would allow a resident, for example, to walk from any neighborhood in the village, enter Moore Park and enjoy the park setting with its shaded lawns, public garden, historic landscape of the McClurg Mansion and the beautiful architecture of the adjacent Church buildings. (See enhanced path system for Moore Park outlined previously in Section 4).

From there, one can move through the park and cross South Portage St. to the Library. There, one can follow an accessible path down to Water Street and access potential use areas located there.



Map of pedestrian pathways and trails that form an integrated system of people and places in the village.

But the connections don't stop there. They can continue to link up with a Greenway trail system that offers access to points north - Barcelona Harbor and south - Chautauqua Lake - along a variety of interesting corridors including Chautauqua Creek, the historic rail/trolley ROW's and a number of the beautiful rural roads that wind

through the vineyards that surround Westfield.

The Greenway system is described in the next section.



6

The Westfield-Chautauqua Greenway

The Westfield community has at its doorstep a wonderful opportunity for a greenway, a pedestrian trail system that can connect the residential areas of the village and town to a beautiful and healthful trail experience. A greenway trail could interconnect the various neighborhoods and parks of the town and village with the linear landscape of Chautauqua Creek, offer access to the uniquely beautiful Chautauqua Gorge, follow along the historic rail and trolley rights-of-way, and along rural roads that make their way through the surrounding countryside and vineyards. A greenway in Westfield would be a valuable recreation resource allowing residents and tourist to travel north from the village to Barcelona Harbor or south to Chautauqua lake along a designed pedestrian route that would be free from motorized vehicles. The trail would be available throughout the year for walking, jogging, bicycling and cross-country skiing.

This section describes a general concept for a greenway and the benefits it holds for the Westfield community.



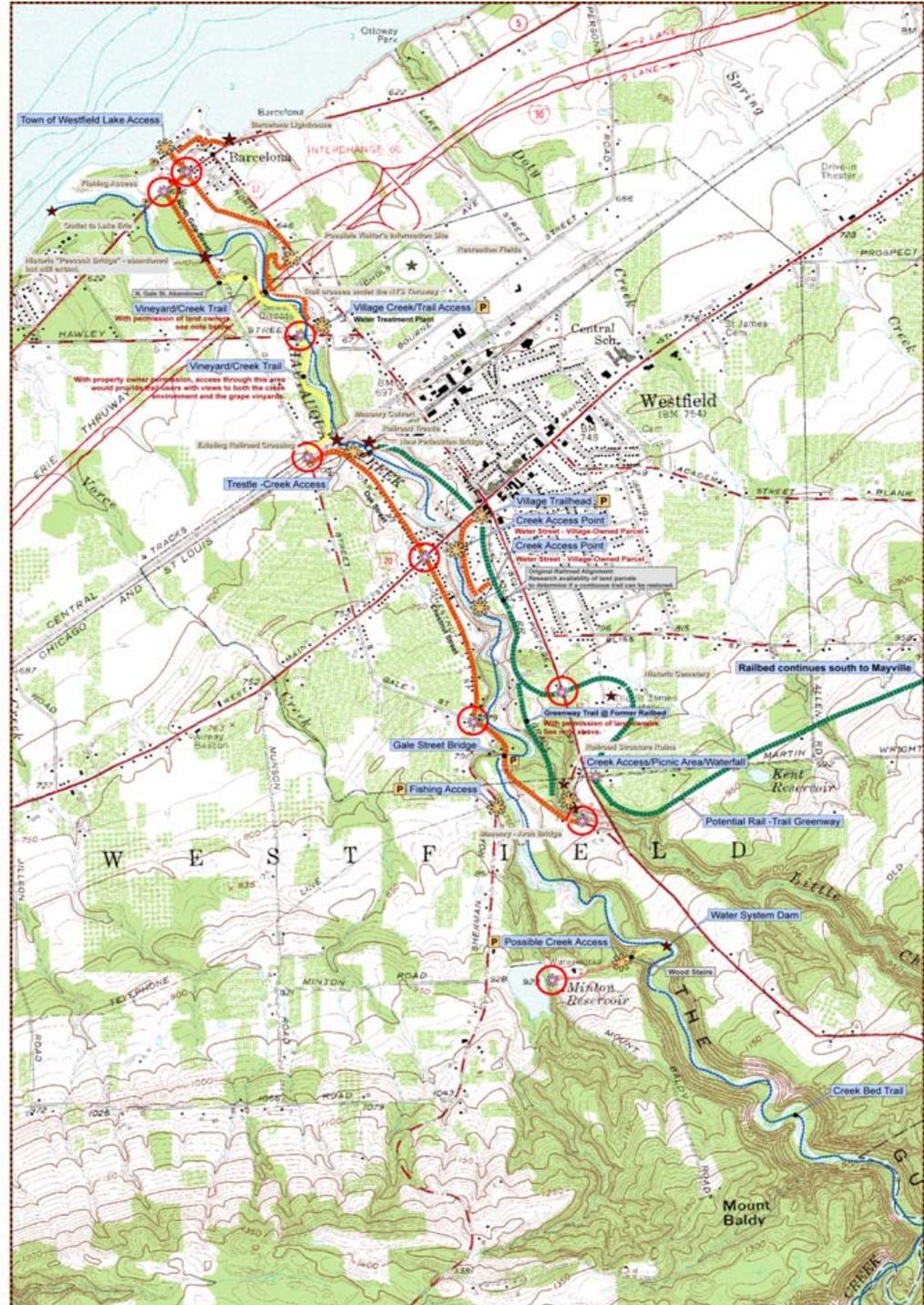
Westfield-Chautauqua Greenway

Principle benefit for the greenway is the availability of a designated pedestrian walkway that is free from automobiles and offers a human scale, green environment for passive recreation within the village and town.

To underscore the importance of greenways to public health, the NYS Health Department has developed a program, Healthy Trails, Healthy People, to help fund the design and development of greenways throughout New York State. Their research indicates that greenway trails can have a significant positive affect on public health because they offer a convenient, "at your doorstep" means for enjoyable exercise. The critical feature is that the recreation opportunity be convenient and easily accessible to the residential areas in a community.

The map to the right describes a preliminary concept for a greenway trail in Westfield. The plan illustrates several potential alignments for a greenway that links the Village of Westfield with Barcelona Harbor, Lake Erie, Mayville and Chautauqua Lake. The alignments follow a mix of abandoned rail beds, creek environments and rural roadways.

Certainly, the development of the greenway will require coordination among many area agencies and cooperation among a variety of property owners, both public and private. Considerate and sensitive attention to property owner's needs will be the foundation for a successful greenway system.





Selected images found along the Westfield-Chautauqua Greenway