

**REPORT OF THE VILLAGE CENTER
COMMITTEE**

June 30, 2000



The Village Center Committee was appointed by the Board of Selectmen to provide the Town of Wilbraham with a vision for a safe, aesthetically pleasing Village Center while maintaining its historic character and charm with an appropriate blend of residences, professional practices, businesses and open spaces.

A dream come true.....

Rip Van Wilbraham fell soundly to sleep at a Village Center Committee meeting on Tuesday, March 21, 2000. When he opened his eyes twenty-five years later, he was astonished to see.....

As he drove into Wilbraham from any of the logical places, north and south on Main Street, and Springfield Street (just before the Town Hall), he was greeted by signs that welcomed him to the Village Center and that asked him to drive safely. He was immediately aware that he was entering a special place, because the lettering on all of the public signs was historically appropriate, easy to read, and completely unique to the Village Center.

When coming from the west at the junction of Faculty and Springfield Streets, he saw an intersection that had been redesigned for maximum safety. There was a crosswalk that joined a new sidewalk that ran the perimeter of the Main Street, Faculty Street and Springfield Street triangle. Proceeding on Springfield Street, he noted that there were bike lanes on either side of the street – going to and from the Village Center. (He subsequently learned that the bike/walking/jogging/ski trail ran from Route 20 through the woods to Faculty Street.)

The crosswalks that join Faculty and Springfield Streets were set off in a way that “indented” the road – and made it narrower at those points. There were planters at these curb extensions (“indents”). He noticed that there were crosswalks and indents at all the places where crosswalks used to exist. But, they were different. Each crosswalk was made of attractive interlocking red colored cement bricks and was indented with curb cuts and planters. The effect was dramatic. These indents and crosswalks not only looked attractive, were highly visible all year, and they narrowed the street at key places serving to reduce the speed of the traffic.

Turning north on Main Street, he was amazed by what he saw. Both of the crosswalks were indented and in between them on both sides of the street – angled parking was permitted. Bike racks, benches and planters were set on both sides of the street. He did a double take and realized that all of the phone and electric wires and poles had been removed. The wires had been buried, and in place of the poles were new period lights – historically appropriate – on both sides of the street. (He subsequently learned that these lights began at the Grange and ran from that point on the south to Wright Place on the north. They also had been placed along Burt Lane and Crane Park Drive leading to the Crane Park Shops and the town library. In addition appropriate and attractive pedestrian lighting was along side the walk going through Crane Park. Beautiful planters were hung from the lights (this was the summer – in the winter months he would have seen attractive displays of a seasonal nature) and everywhere there were new light poles, there was attractive granite curbing on both sides of the road. An attractive sign fronted on Main

Street and directed visitors not familiar with the area to shops and offices along Main Street and in the Crane Park area. Flowering trees and shrubs had been planted at strategic places along Main, Burt, Springfield, and Faculty Streets.

All of the shops and offices fronting Main Street, at Crane Park, and on Burt Lane had a common look because they all had signs of similar dimension, style, and quality. They were also united by a common use of light in the evening. After 10:00 p.m. each evening, all store and office signs were no longer lit. The Academy chapel bell also would not ring again until 7:00 a.m.

A sign welcomed residents to attend the twenty-fifth "Spring into Summer Festival," an annual weekend event jointly sponsored by the village shops and offices. The highlights of the weekend included; a community lunch and dinner – catered by the Wilbraham and Monson Academy dining service, an art show at Crane Park that featured Wilbraham artists, a crafts fair, a book fair at the Wilbraham Public Library, a sidewalk sale in the Crane Park parking lot, family oriented games on the Wilbraham and Monson Campus, and an evening outdoor concert.

Not to be outdone, all of the residents in the Village Center district had followed suit. Each house had been given a facelift – with fresh paint – neatly groomed yards – and conformed to the newly adopted regulations for a local historic district. In cooperation with the local public and private schools, the area residents organized a town-wide cleanup of all litter.

Traffic no longer moved quickly through the Village Center. The new lighting was not only attractive, but insured pedestrian safety. Due to the new bike path and walk system for the triangle (Main, Faculty and Springfield Streets), pedestrian and bike traffic had increased dramatically. Business owners and residents agreed that the Village Center was a lovely place to live and work. Visitors to Wilbraham were envious. Rip Van Wilbraham was duly impressed and wished that he hadn't missed the last twenty-five years!

What follows is an outline of the plan that enabled the dream to become possible.

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I. Charge from the Board of Selectmen and the Planning Board

On February 4, 1999 we were give the charge “to develop a vision of what the Village Center should be and to recommend an action plan to develop the vision.

II. The Mission – as defined by the Village Center Committee

We accepted that charge and agreed that we would proceed to create a vision of how we would like to see our village center look twenty-five years from now and to create a plan for how we will get there as quickly as possible. We approached our work by centering on five main concerns that had been identified by the two charettes (January of 1997 and January of 1999) that had been organized by the Planning Board on the future of the Village Center.

- a) Safety
 - Traffic volume
 - Traffic speed
 - Parking at village stores
- b) Aesthetics
 - Signs
 - Appearance of village businesses and residences
- c) Business concerns
- d) Resident concerns
- e) Historic legacy of the Village Center

III. Defining the Village Center

“A clean definition of the edges of downtown should be made.” Mullin Report

We worked first to define what we meant by the Village Center. We decided that our vision for safety, aesthetics and historic legacy required that we develop a definition of the Village Center Area that included a smaller Village Center District.

Village Center Area:

- a) Begin at Old Orchard Road and go to Bruuer Pond. (This definition includes all parcels that front on that area.)
- b) Mountain Road up to the end of WMA property.
- c) Burt Lane and Crane Park.
- d) Woodland Dell up to the cemetery.
- e) Springfield Street and Faculty Street from Main Street to the point where they intersect (referred to as the triangle).

Village Center Map – see next page.



VILLAGE CENTER
COMMITTEE

Village Center Area Map

IV. The Vision . . .

Our discussions have repeatedly centered on the following shared goals:

- Preserving the historical character of the Village Center
- Enhancing the aesthetic appeal of the Village Center
- Promoting the success of businesses in the Village Center
- Improving the viability of the Village Center as a residential area
- Ensuring the safety of residents and visitors to the Village Center

It has become increasingly clear to us that these are inter-related goals; none will be satisfactorily attained if another is neglected. For example, our substantial agreement on the need for traffic calming devices in the center will be undermined if those devices are not attractive and consistent with our aesthetic vision. The Village Center's unique character comes from its 250-year history of fostering an environment that attracts both residents and businesses. We wish to continue this tradition. If either constituency promotes only its own interests, at the expense of the other, the Village Center will fail. By focusing on mutually acceptable goals, we will be guided to the compromises necessary to create the Wilbraham Village Center of the next century. In 25 years we would like to see residents and businesses thriving in a beautiful, historically preserved setting, where the functional needs of its constituents--like traffic calming, street lighting, and business advertising--are served in ways that are compatible with the eighteenth century heritage of the town.

Each of these goals will be discussed separately.

V. **A summary of recommendations:**

A. **Aesthetic Goals - Enhancing the aesthetic appeal of the center**

"A landscape/beautification plan should be developed."

"A streetscape design concept should be created for the downtown area that would integrate lighting, street furniture, paving and signage."

"The Town should undertake a 'community character' analysis with the intent of establishing architectural standards to guide building development in the downtown." Mullin Report

Maintaining open spaces and trees and encouraging good private landscaping will enhance the beauty of the center. Everyone agrees that the Village Center would be more beautiful (as well as historically accurate) if the telephone poles were eliminated and wires buried. Appropriate painting and maintenance of all buildings is required. More difficult to define is what constitutes appropriate aesthetic choices because ideas of "good taste" can differ.

The Village Center will be most successful when multiple goals are pursued simultaneously. Standards to guide Wilbraham's Village Center development in a way that would create a beautiful town, as well as one with a rich historical heritage, would include the following list of suggestions. They are not meant to be exhaustive; rather they are suggestive of what we would like to see accomplished. Others may well come up with other ideas that would further enhance our vision.

- Eliminate poles, bury lines and wires.
- Light the streets (and path through Crane Park) with appropriate period lighting.
- Line the streets with trees; encourage town, volunteer and business collaboration to create and maintain seasonal decorations (e.g. flower boxes, peach-time decorations, Christmas trees, etc.)
- Create and maintain good landscaping in public and private spaces.
- Provide attractive benches, waste containers and other amenities to encourage the use and safety of pedestrian and biking paths.
- Line the streets of the center with sidewalks and curbs, such as those recently completed on Burt Lane.

- Encourage public and private property owners to maintain and restore buildings that reflect Wilbraham's history (especially, but not exclusively, the 18th and 19th century buildings).
- Require that new buildings or renovations be done with design, materials, quality of workmanship, proportion, color and other features that are consistent with the 18th century character of the town.
- Create zoning standards that prohibit sights, sounds or smells that are inconsistent with an old New England town, (e.g. neon lights, all-night discos, billboards, junked cars, visible cell phone towers, etc.). Buildings or other structures that are out of character due to style, use or proportion would be prohibited.

B. **Safety** - Recommendations regarding safety issues for the Village Center

*"The Town should begin to explore means and methods of traffic calming."
"The Town should consider redesigning the sidewalks such that there is a differentiation between the roads and the pedestrian walkways." Mullin Report.*

The specific recommendations in this proposal are made because we believe that some definite improvements can and must be made as soon as possible. Our urgency stems from the good work that was done with the two charettes that preceded our work. Residents and safety officials attended those meetings. It was clear that there is a unanimous belief that our Village Center is not safe because of the volume and speed of traffic along Main Street.

Implementing some of our recommendations will provide immediate relief. However, it is our intent that all of our recommendations will be implemented over a short period of time and we look forward to the day when our full vision for the safety of our Village Center will be realized.

Definition of terms: In the following section we repeatedly make reference to "textured road surfaces" and to "raised crosswalks." In order to be clear as to exactly what we mean, we have included an explanation of these terms at this point in our report.

The **textured road** surface referred to in this report is produced by a metal 4'x 8' "cookie cutter" template that produces the rectangular shape of a flat brick walk when embossed 1/4" deep into a warm asphalt surface. The "brick shape" texture the committee investigated is patented by the Street Print Company and installed by their licensee Palmer Paving Company, a current supplier of paving to the Town of Wilbraham. The brick shape pattern can be installed in a new asphalt surface or existing asphalt can be warmed and the template rolled to emboss the pattern into previously smooth finished asphalt surfaces. The application of this 1/4" deep pattern, assists snow and ice melting, channels water off the road surface, does not reduce the road strength and changes the "feel" of the ride as vehicles roll over it. There is no tire noise, and it signals a traffic calmed area ahead. The finished pattern when cooled may be left unpainted, may be glass bead painted with reflective stripes or surface warnings like "school," or sprayed red with acrylic stain to look like brick finish.

The **raised crosswalks** and **raised intersections** discussed in this report were the most effective traffic calming technique developed on Berkshire Street by the City of Cambridge, Massachusetts. Interlocking cement blocks called pavers are installed approximately 3 inches above the asphalt road surface. Vehicles approaching this raised "brick look" crosswalk roll up a 48" inch

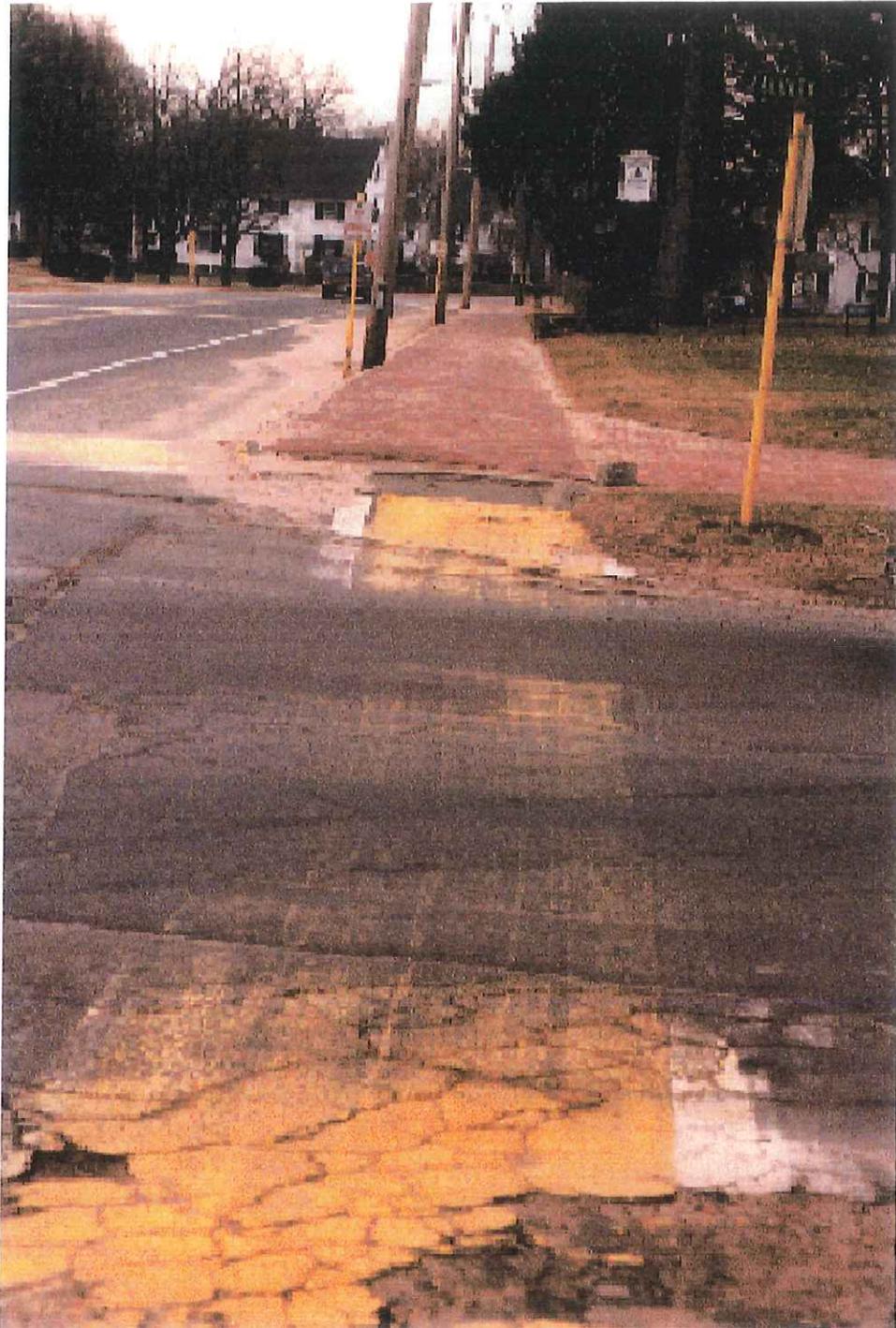
long ramp of asphalt to go up on the 3 inch raised table surface. Crosswalks are 11' to 14' long in the vehicle travel lane while raised intersections connect from curb to curb at the intersection of 3 or 4 streets. These raised structures are not speed bumps or rumble strips. Both front and rear wheels of cars are up on the paver table at the same time. This technique calms 85% of all motor vehicles to posted speed limits or lower. Raised intersections and crosswalks are currently in use successfully in Toronto, Burlington Vermont, and many eastern Massachusetts municipalities.

1. Speed reduction – In 1991 the Pioneer Valley Planning Commission reported that 8,950 cars passed through Main Street every day in 1987 and that by 1991 the volume of traffic had increased to 9,490 vehicles a day – for a 6% increase in traffic. Extrapolating from this, we are confident in estimating that the volume of traffic is more than 10,000 vehicles today (2000). As was made clear in the charette, Wilbraham citizens and safety officials agree that the speed of the traffic, especially during the morning and evening commute, is problematic. We urge that the following recommendations for traffic calming devices to insure pedestrian safety be implemented with the thought that they will alleviate some of the problem now. Further, we hope that their success will lead to a broader implementation of similar measures throughout the Village Center District.
 - a) Road texture changes be used at several key places in town in conjunction with signs on the road and posted to effectively slow traffic and to warn of the need to reduce speed.
 - Main Street ---southbound between Putnam and O'Neil driveway entrances (#1)
 - Springfield Street --- adjacent to the power line (#2)
 - Main Street --- northbound at Bruer Pond (#3)
 - b) That decorative raised red brick paver pedestrian crosswalks be installed across Main Street in front of Rich Hall and in front of Grange Hall. We envision a combination of two types of crosswalks, simple red brick paver crosswalks and two raised crosswalks. The raised crosswalks should be raised 3" to 4" above the normal driving surface. The raised brick paver walking surface must be 10' to 11' wide so both the front and rear automobile wheels are on the raised surface at the same time. Vehicle approach ramps of 8% rise on each side extend out from the "brick walk" in the driving lanes 30" to 36" with visual markings to alert drivers to the raised surface ahead.
 - Across Main Street in front of Rich Hall (#4)
 - Across Main Street in front of Grange Hall (#5)



Raised crosswalk in front of Wilbraham and Monson Academy – looking north.

- c) Concrete red brick pavers will replace all current painted crosswalks. We have several reasons for this recommendation. First, currently the paint wears down quickly and is not visible during the months where visibility is the worst, during the winter and early spring. Second, concrete red brick pavers will look better and, because of increased visibility; the pedestrian safety will be optimized. Third, while it will cost more at the beginning to implement this recommendation, the need to paint the walks every year will be eliminated and there will be a reduction in annual maintenance costs.



Current crosswalk at Faculty and Main street.

Note: Brick paver crosswalks would cost more initially to install, but would maintain their visibility all year and would aesthetically pleasing. It would help to establish a distinct and positive tone for our Village Center area and would represent an investment in pedestrian safety.



Example of a brick paver crosswalk in another community.

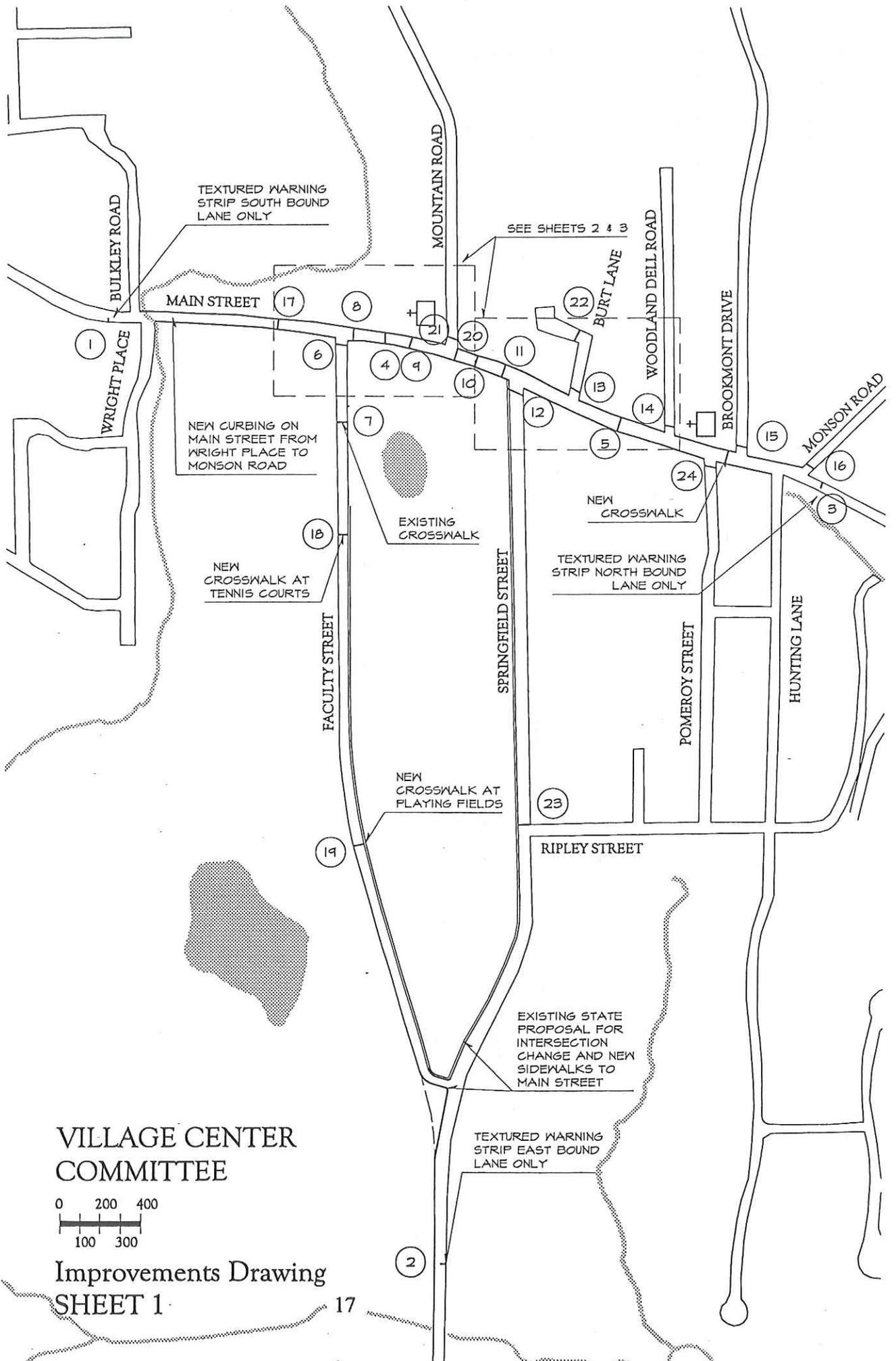
The present crosswalks that would be replaced by brick pavers on the following streets:

- Across Faculty at Main (#6)
- Across Faculty at the Academy Health Center (#7)
- Across Main at Faculty (#8)
- Across Main at the Chapel (#9)
- Across Main at the Village Store (#10)
- Across Main at Springfield Street (#11)
- Across Springfield at Main (#12)
- Across Burt Lane at Main (#13)
- Across Woodland Dell Road at Main (#14)
- Across Brookmont Drive at Main (#15)
- Across Monson Road at Main (#16)

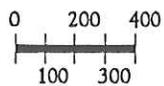
New crosswalks would be added at the following locations:

- Across Main at Mattern Drive (#17)
- Across Faculty at the tennis courts (#18)
- Across Faculty at Mohawk Field (#19)
- Across Main at Mountain Road (south) (#20)

- Across Main at Mountain Road (south) (#20)
- Across Mountain Road at Main (#21)
- Across Crane Park Drive at Burt Lane (#22)
- Across Springfield at Ripley (#23)
- Across Main at Brookmont Drive (#24)



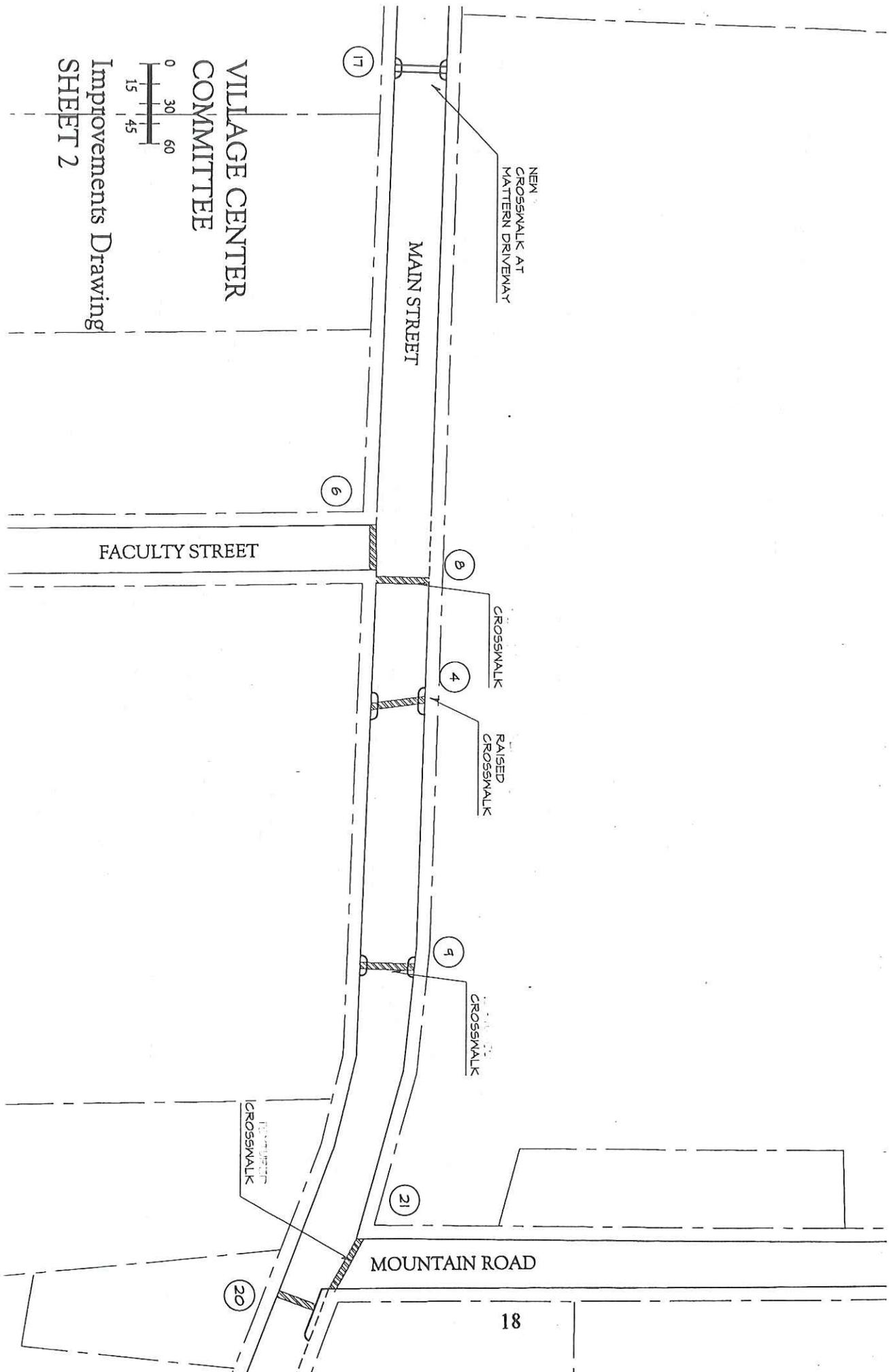
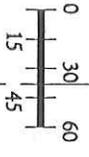
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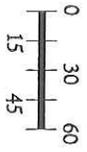
Improvements Drawing
SHEET 1

VILLAGE CENTER
COMMITTEE

Improvements Drawing
SHEET 2



VILLAGE CENTER
COMMITTEE



Improvements Drawing
SHEET 3

ANGLED PARKING
AT VILLAGE STORE
AND LOUIS & CLARK

SPRINGFIELD STREET

MAIN STREET

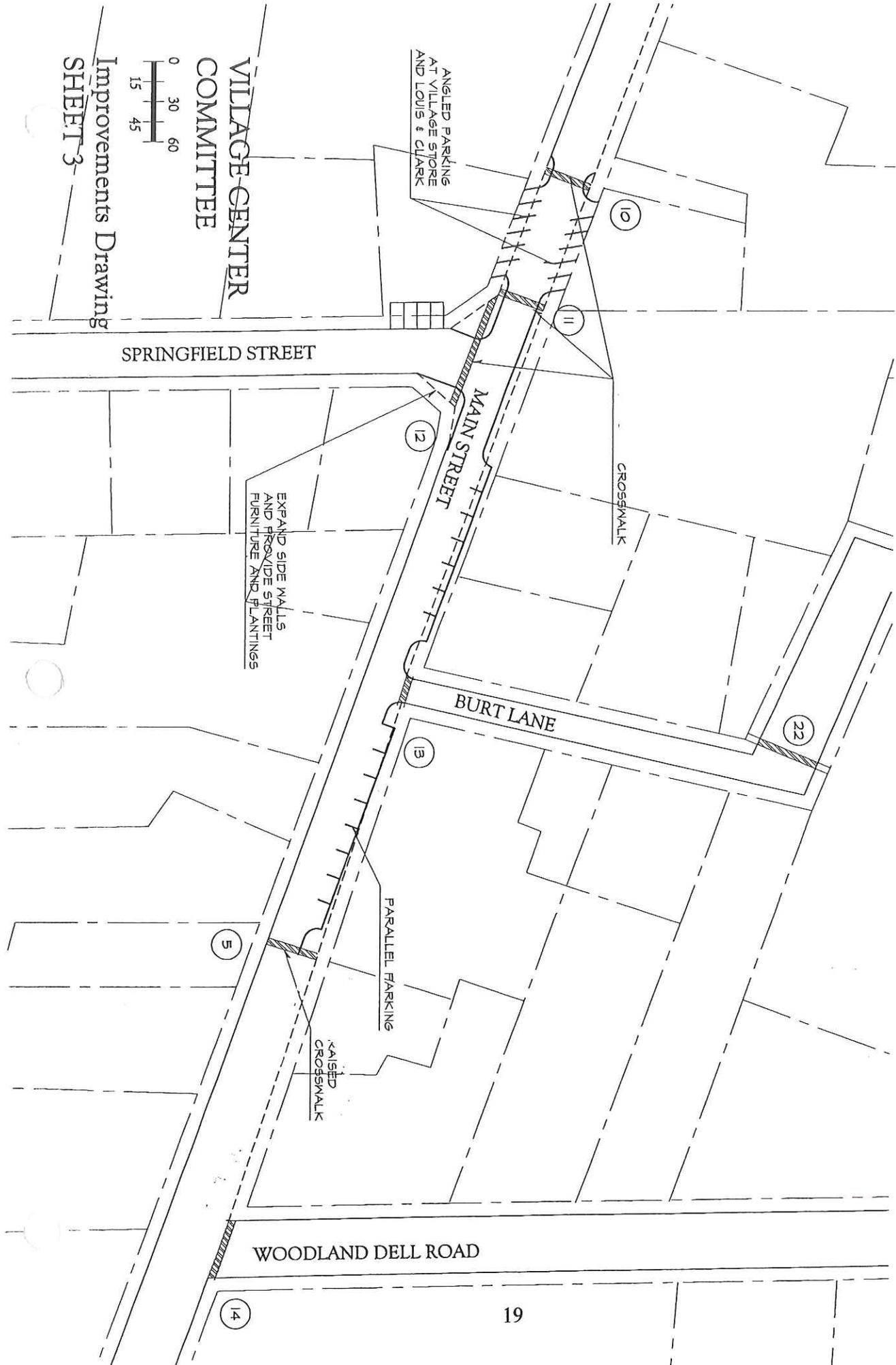
EXPAND SIDE WALLS
AND PROVIDE STREET
FURNITURE AND PLANTINGS

BURT LANE

PARALLEL PARKING

RAISED
CROSSWALK

WOODLAND DELL ROAD



The town should purchase its own electronic speed monitor on Main Street to educate and deter speeding. By not having to share the speed monitor with other communities, we believe that regular use will be very effective.

d) There should be increased visibility of bicycle police in the Center.

2. Parking Recommendations:

- a) Main Street parking in front of the Village Store and Louis and Clark be defined by painted lines at a 30 to 45 degree angle to the curb. North bound traffic would be angled as the curb is now shaped in front of Carmon Cleaners, with the right rear wheel closer to the curb. Southbound traffic would turn right to angle park in front of the drug store with their right wheel closer to the curb.



The picture on the previous page is an example of current parking and crosswalk conditions found in front of the Village Store.



We propose that curb extensions be used to effectively narrow the street and to facilitate angled parking. This will slow the speed of the traffic at all times, even when no cars are parked in front of the Village Store or Louis and Clark. This picture is an example of how another community has solved this problem. The curb is extended into the road providing room for angled parking. The curb extensions also serve to narrow the road and, even when cars are not parked, the curb extensions serve to slow the speed of passing traffic.

- b) Parking space markings should be painted in front of the Village Common granite curb and the parking should no longer be restricted only for police. A thirty-minute time limit is recommended for these quick access public spaces.

Our rationale:

Raised Crosswalks -- We have learned a lot about traffic calming measures that have been implemented in other communities (For example, East Longmeadow, Holyoke, Springfield). It is our understanding that the use of raised crosswalks has been proven to reduce 95% of the traffic to the speed limit or less. We would like to use this device at key places throughout our town, but recognize that this will be expensive and that its effectiveness can be tested through a limited introduction in the primary area of our greatest concern in the Village Center. By using the concrete brick paver crosswalks in all other areas, we believe that the combination will have a dynamic and positive impact on pedestrian safety.

Road Surface texture changes-- Road surface texture changes have also been proven to be effective at gaining the attention of drivers. The strategic placement of these texture changes, along with signs painted on the road (SLOW) and with signs on the side of the road, will serve to slow traffic down before the raised crosswalks.



While we don't recommend signs like these to welcome people to the Village Center area, we believe that the combination of a welcome sign and the texture surface change would serve very nicely to slow traffic down. A reduced speed sign should also be used. The above picture is an example of what we would like to see that is being used by another community.

Painted Crosswalks -- It has been demonstrated that painting the crosswalks once a year is not sufficient. By early winter the crosswalks are barely visible. It is our recommendation that brick pavers replace all crosswalks so that the need for repainting them will be eliminated. This recommendation satisfies both our aesthetic and safety concerns.

Parking changes -- The angle parking changes that are recommended should relieve the problem of having cars back out into two lanes of traffic and should help to minimize the chance for a traffic accident. Changing the parking rules along the granite curbing will help to add a few more badly needed spaces. The time limit for those spaces will insure that they are used for short-term users. Ideally, we would like brick pavers to be used to mark the parking areas so that the need to paint lines each year will be totally eliminated. This recommendation stems mostly from our desire to improve the aesthetic appeal of the Village Center District. However, there would also be a modest cost saving because the need to annual maintenance would be eliminated.

However, there would also be a modest cost saving because the need to annual maintenance would be eliminated.

Police presence -- The bicycle police and patrol car presence has been extremely well received by our community. We commend the police for trying this innovated method and would like to see it used even more aggressively.

Electronic speed monitors -- Our town currently shares a monitor that is mounted on the rear of a car with another town. We urge the town to purchase one that we can use exclusively. Our experience has been that these electronic monitors are most effective in educating drivers to the speed limit and to gaining their cooperation. In the fall of 1999 there was talk about applying for a grant to realize this recommendation. However, we have not seen the speed monitor used this winter or spring and urge the town to implement this strategy as soon as possible.

Utilities and roadside poles -- When Main Street is torn up for the sewer system, we would like to have the town consider burying all electric and phone wires. We suggest that an appropriate group investigate possible outside sources of funding for this project. While an obvious objective is to improve the aesthetic appeal of our Village Center, we also recognize that it is dangerous to have high voltage overhead wires. The elimination of poles removes another obstacle for an accident.

Lighting -- Obviously, our streets need to be well lit. Increased visibility enhances the safety for pedestrians who cross Main Street during dusk and the evening hours. Currently, the level of lighting is adequate at most places in the Village Center District. However, the area by the Grange is seen as needing immediate remedial treatment. In sum, we are concerned about the personal safety of pedestrians. Well-lit streets and walks will deter undesirable elements. Finally, we are concerned also about the aesthetic appeal of the lights that are used (the color and intensity of the light and the look of the pole on which they are mounted). It should be noted that the residents are concerned about the timing of the lights so that the increased illumination would be timed to go off at a reasonable hour each evening.

Bicycles -- It would be highly desirable to have a bicycle lane or an alternate bicycle path around the Village Center and that would, ideally, join Boston Road and Wilbraham Road to minimize the risk of an accident and to provide a safe route for healthy exercise, especially for younger bikers.

We are aware that the Wilbraham Open Space and Recreation Committee is actively investigating the feasibility of creating a network of bike trails

that would serve the entire community. We applaud their work and believe that such a network would fit beautifully into our long-term vision for our Village Center.

In summary -- All of these proposals when implemented together will have a powerful impact on controlling the speed of the traffic through the Village Center and will increase the safety in our community.

C. Zoning Issues

"A buildout analysis of the downtown should be undertaken to determine what could happen under present zoning."

"A relook at the zoning is in order. There does not appear to be a need for four different districts. Through the use of special permits, design standards and incentive overlays, the Town's needs could be met."

Mullin Report.

Our charge from the Planning Board and the Board of Selectmen was to anticipate changes and developments in our Village Center District. With this in mind, we have written this section that serves as a detailed set of recommendations that include some changes to the existing by-laws. There are several things that are essential to understand about the intent and the scope of our work.

1. While our recommendations may have the look and feel of actual by-laws, we have not tried to write by-laws. We borrowed heavily from a number of other communities. We expect that the intent of what we have written will be preserved and will be found in the final product but fully recognize that the wording will have to change to conform to state requirements.
2. One particular area of our intent was especially challenging to reflect clearly in our recommendations. As you will see when you review our statement of intent, we deliberately defined the Village Center broadly to include a larger geographic area than what long-term residents have traditionally defined as the Village Center. We have done this primarily for aesthetic and safety considerations.

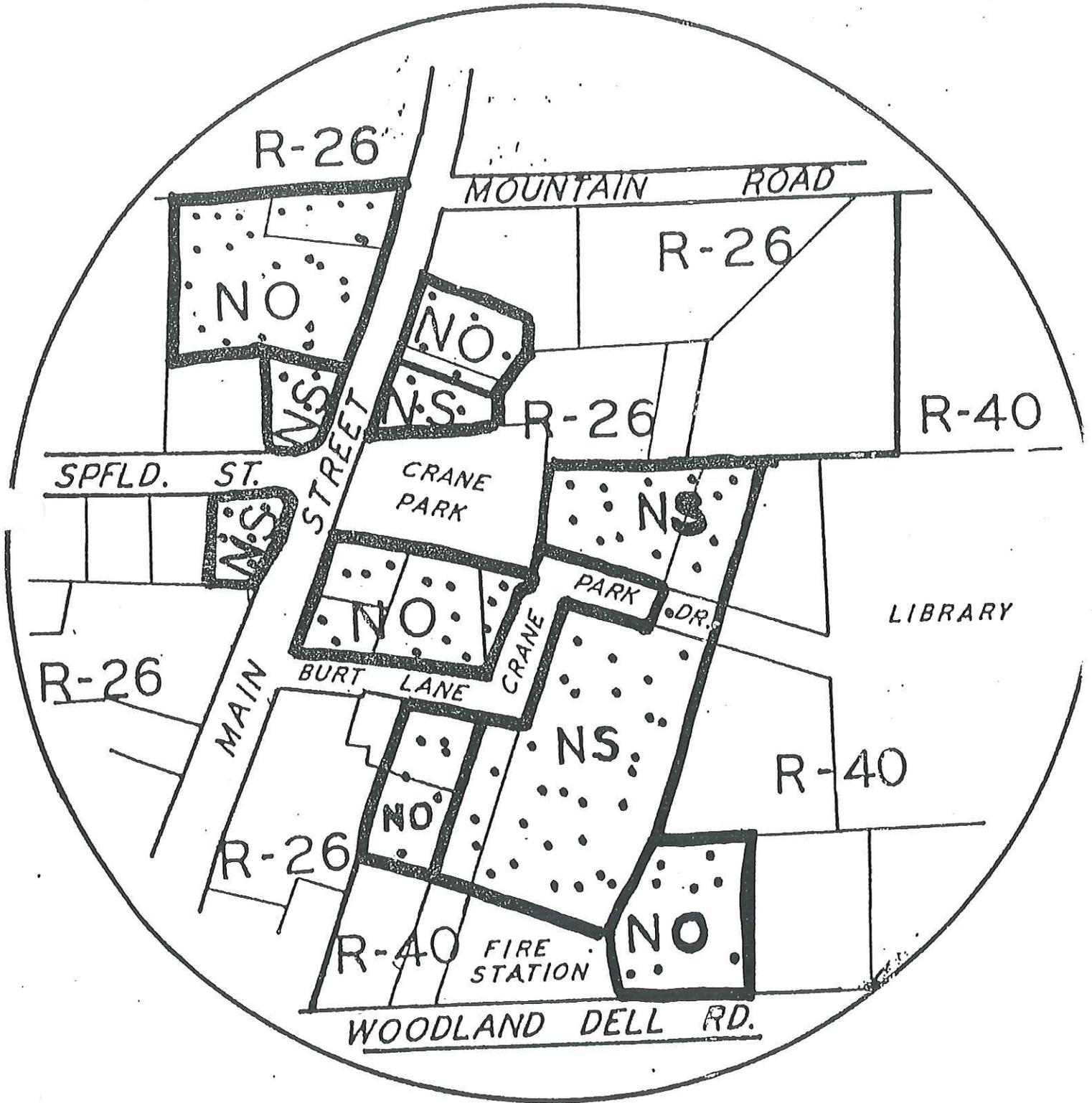
After reviewing the zoning by-laws, the Village Center Committee decided to recommend that the current distinction between neighborhood offices (N.O.) and neighborhood shopping (N.S.) remain.

In the course of committee discussions, we agreed that to blend these two zoning districts into a single business district would result in an unintended equalization of permitted uses.

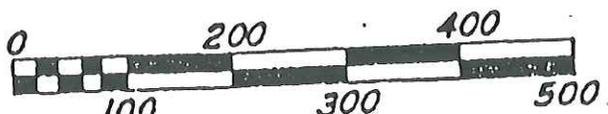
Any recommended by-law changes relating to the two districts would have resulted in the majority of the parcels being non-conforming and restricted in their future uses. The preservation of the character of the Village Center for future generations is the vision of the Committee. We encourage the Planning Board to make a commitment to continue this vision as by-law changes pertaining to these districts are drafted. Creative planning will encourage the business community to conform to this vision.

CURRENT ZONING

NO = Neighborhood Office
NS = Neighborhood Shopping



SCALE:



Village Center District

- Section 6.1 Intent**
- Section 6.2 Purpose**
- Section 6.3 General Requirements**
- Section 6.4 Permitted Uses**
- Section 6.5 Dimensional Regulations**
- Section 6.6 Parking Regulations Pedestrian and Vehicular Access**
- Section 6.7 Landscaping/Appearance Standards**
- Section 6.8 Building Design Standards**

6.1 Intent - The intent of forming a Village Center District is to provide the community of Wilbraham with a protected area of activity that takes into account safety, aesthetic, business, and resident concerns that are in harmony with the historic legacy of the Village. The Village Center District, which includes a mix of residential, neighborhood office and neighborhood shops, should be a place with a unique identity. New and existing residents and businesses will be encouraged to provide amenities such as protected open space, increased landscaping, and street furniture.

It is understood that existing uses will not be required to comply with the new standards. However in the *spirit of the vision* for our Village Center, neighborhood shops, neighborhood offices and residents, are strongly encouraged to initiate changes to conform to the new standards as soon as possible.

6.2 Purpose -- The purpose of this bylaw is to encourage an innovative yet traditional Village Center in Wilbraham.

- a) Preserves a mix of residential, commercial and civic uses;
- b) Exhibits the historic design features of a traditional Massachusetts small town;
- c) Consists of a harmonious grouping of buildings connected by sidewalks and open space;
- d) Facilitates the provision and maintenance of open space;
- e) Blends well with the existing landscape including existing residential areas, school grounds and natural areas;
- f) Insures the safety of pedestrians and all moving traffic (motorists and bicycles) through the Village Center.
- g) Discourages uses that create objectionable noise, glare or odors.

6.3 General Requirements -- In the Village Center (VC) District the existing uses of land and building shall not be changed, altered, or enlarged, and no new uses of land or construction of new buildings will be permitted except in conformance with the provisions of section 6 of this by-law.

6.4 Permitted Uses -- Permitted Uses shall be defined as it is in the current zoning by-law for neighborhood office and neighborhood shops and residential districts.

6.5 Lot and Building Dimensional Regulations -- Dimensional standards shall be defined as it is in the current zoning by-law for neighborhood office and neighborhood shops and residential districts.

6.6 Village Center (VC) Parking Regulations, Vehicle and Pedestrian Access

VEHICULAR ACCESS --

- 6.6.1 Entrance driveways and vehicular movement shall be designed to provide for safe sight distance and access and safe pedestrian travel.
- 6.6.2 Off-street parking and truck unloading shall conform to the requirements of Section 11 of the zoning by-law. No off-street parking shall be permitted in the front yard of a building.
- 6.6.3 Subject to site plan approval by the Planning Board, it may be permissible for adjacent property owners to use a common entrance in order to minimize curb cuts.

PARKING --

- 6.6.4 Existing parking arrangements are to be preserved for all non-residential uses (retail, office, and similar) in the village center.
- 6.6.5 Off street parking spaces required herein shall be provided either on the lot with the principal use. The Planning Board may waive the requirement for parking on the lot if the property owner can provide written permission for shared parking with an owner of an associated premises within 800 feet and demonstrate that the shared parking area provides ample parking for both uses.

Alternatively, on-street parking can be counted toward parking requirement as provided for in VC § --. The number of spaces that may be counted are only those within the frontage width of the parcel in question.

- 6.6.6 Whenever possible, parking should be located to the rear and/or side of building. Parallel or angled parking, not perpendicular parking is allowed on Main Street.
- 6.6.7 A required parking space shall contain not less than one hundred and eighty (180) square feet with free access to each space.
- 6.6.8 Any parking area over 5 spaces must provide landscaping around the perimeter of the parking area.

- 6.6.9 Parking lot layout, landscaping, buffering and screening shall be encouraged to prevent spill over light, glare, noise, or exhaust fumes onto adjacent properties, in particular residential properties. To achieve these conditions, a maximum 4-foot high, year round visually impervious screen, hedge may be used. The height of any required screen shall decrease where driveways approach roads, sidewalks or walkways in order to provide adequate visibility of pedestrians from motor vehicles.
- 6.6.10 The interior of all parking lots over 10 spaces shall be landscaped to provide shade and visual relief. Protected planting islands within the perimeter of the parking lot best achieve this. Parking lots of ten or less spaces may not require interior landscaping, if the Planning Board determines that there is adequate perimeter landscaping. If this perimeter landscaping is found to be inadequate or if the parking lot has eleven or more spaces, a minimum of one deciduous shade tree shall be planted for every six parking spaces.

PEDESTRIAN ACCESS --

- 6.6.11 Transition areas, between parking areas and buildings that are predominantly pedestrian in nature, shall be designed with textured paving, landscaping and street furniture.
- 6.6.12 Pedestrian crosswalks and sidewalks shall be provided in parking lots where necessary and appropriate and shall be distinguished by textured paving and integrated into the existing network of pedestrian sidewalks. Walkways shall lead from points in the parking lot to the network of sidewalks in the transition area
- 6.6.13 Walkways shall be provided throughout the Village Center at the following locations:
- a) Between parking areas and destination points; and
 - b) Along both sides of the streets within the village center district

6.7 Landscape and Appearance Standards

LANDSCAPING --

- 6.7.1 Landscaped buffer strips shall be provided and shall conform to the requirements of Section 10.2, and their proper maintenance shall be assured.
- 6.7.2 Wherever possible, existing plantings, trees and vegetative cover shall be preserved and integrated into the overall-landscaping plan.

- 6.7.3 Where a landscaped buffer strip does not limit to the premises the light source of all exterior lighting then such lighting shall be so shaded that the source of light shall not be visible off the premises.
- 6.7.4 A tree belt planting shall be planted within the required front yard along the streets in the VC District. Trees must be setback five (5) feet from the street and must have a minimum caliper of 2.5 inches at the time of planting. Trees planted along the street must be deciduous and preference will be given to Norway Maple, Sugar Maple, Red Maple, Pin Oak, or Red Oak as specified in Section 5.7.3 of the Subdivision Rules and Regulations, or as approved by the Planning Board. Evergreens will not be permitted. Tree spacing shall be determined by species type. Large maturing trees shall be planted a minimum of 40 feet and a maximum of 50 feet on center. Small and medium maturing trees shall be planted a minimum of 10 feet and a maximum of 30 feet on center.

SIGNS --

- 6.7.5 Signage shall conform to the requirements of §12 of the zoning by-law, as amended. It is the intended that a special sign ordinance for the Village Center District will be adopted as a separate by-law and incorporated into the design requirements thereafter.
- 6.7.6 Standards for the size, materials and illumination of building signage should be developed that conform to the historic design features of the Village Center.
- 6.7.7 Standards for the size, color and materials for street signage should be developed so as to establish a distinctly different historic character for the Village Center.

SERVICE AREAS --

- 6.7.8 Service/Loading/Refuse area (docks, alleys, dumpsters)
- a) Shall not be located on the sides of buildings that face external streets or internal collector streets;
 - b) Shall be screened from streets, parking areas and residential lot lines by architectural elements or landscaped buffers.

6.8 Village Center (VC) Design Standards

Note: All standards will be compatible with the historic design features of the existing architecture.

STREETS --

- 6.8.1 Streets will be designed to discourage speeding (e.g. creative use of traffic calming devices).
- 6.8.2 All public improvements and new public streets shall be provided under the applicable Rules and Regulations Governing the Subdivision of the Land of the Town
- 6.8.3 Street furniture should be placed, at convenient intervals as determined through site plan review, and maintained along sidewalks and in front of buildings to enhance the pedestrian atmosphere and to provide resting-places and appropriate disposal of garbage. Such features shall include bike racks, planting containers, benches and trash containers.

LIGHTING --

- 6.8.4 Site lighting – standards with regard to brightness, style and direction should be created to insure safety without objectionable glare. Further, site light after a reasonable evening hour (10:00 p.m.) should be restricted.

BUILDING DESIGN –

- 6.8.5 Standards for the architectural appearance including materials, massing, etc should be developed that conform with the historic design features and scale of buildings in the neighborhood and in the Village Center.
- 6.8.6 The use of appropriate building materials, screening, breaks in the roof and wall lines and other architectural techniques shall be incorporated to create compatibility with the existing historic character of the center.
- 6.8.7 Variation in detail, form and siting shall be used to provide visual interest and avoid monotony. Proposed buildings shall relate harmoniously to each other with adequate light, air, circulation, and separation between buildings. The Planning Board may take into consideration whether exterior building facades and materials are consistent with Wilbraham's character. For example, exterior materials such as wood or metal or vinyl clapboards or stone or brick, and treatment compatible on all four sides, are considered consistent with Wilbraham's character.
- 6.8.8 All rooflines shall be peaked.
- 6.8.9 Large work area doors or open bays shall not open toward or face roadways.

6.8.10 The Planning Board may adopt such regulations as may be necessary to further specify design standards.

Storefront windows are encouraged in order to relate buildings to pedestrians. Mirrored or shaded glass in such windows should not be used on those windows that face public streets and walkways or other pedestrian areas.

D. Preserving and enhancing the historical character of the Village Center District

“The Downtown Area is of historic significance. All materials necessary to have it placed on the National Register should be prepared and an application made.”

“The Town should undertake a ‘community character’ analysis with the intent of establishing architectural standards to guide building development in the downtown.” Mullin Report.

Maintaining the “historic” character of the center has been an unquestioned goal. This has usually been interpreted as intending to be faithful to the eighteenth century “colonial” character of the beginning of the town. To pursue this goal this committee, along with the Wilbraham Historical Commission, unanimously recommends that a committee be appointed by the Board of Selectmen to consider creating an historic district. The preservation of our 18th century buildings is critical to achieving the goal, but buildings built during the 19th and 20th centuries require attention as well.

Many buildings of the 19th and 20th century have their own historic interest. The building that houses the Village Store is a century old and, especially when seen in old pictures with adjacent big trees, captures a view of late 19th century Wilbraham. An argument should be made for preserving sites from different periods of Wilbraham’s history as well as from its colonial beginnings. Another example is the Victorian house at 495 Main Street. Such buildings are not “colonial” structures, but if restored to their original character they contribute to an understanding of the town’s history. The town’s guidelines should favor preserving and enhancing the period character of structures older than 75 years, as well as promoting the preservation and restoration of buildings reflecting our heritage.

New buildings should be faithful to, or at least consistent with the surrounding neighborhood. Other aesthetic issues are also pertinent, such as quality and proportion. For example, a building that has a “colonial style” but is out of proportion to surrounding buildings, or is made of inferior materials would be inappropriate, despite the “colonial style.”

Efforts can be made to minimize the impact of modern amenities on the more traditional appearance. For example, Main Street’s pavement, poles and wires are required for modern life. No one expects the street to be returned to its 18th century dirt status, but poles could be eliminated and wires buried when the street is dug up for the sewer line and the current width of the street should be maintained.

- **Recommendation for establishing a local historic district:**

At our meeting on November 30, 1999, the Village Center Committee voted unanimously to recommend to the Board of Selectmen that a special committee be formed to study the feasibility of our Village Center becoming a local historic district.

For two reasons, we believe that it is practical to recommend immediate action and urge you to form such a committee soon. First, from our research, we believe that there would be many advantages for our Village Center, and, thus, for our town, if our Village Center became a local historic district. It is clear that whatever is agreed upon could not force change to what currently exists. However, having a local historic district would serve to restrict new construction/destruction. The Committee believes that certain restrictions regarding new construction and demolition would be very beneficial for our Village Center. Second, it is our understanding that the process for completing the research and in securing this status could take up to three full years or longer. Thus, the longer the delay in forming the Committee, the greater the delay in reaping the positive benefits of this recommendation.

Forming a committee to study the pros and cons of having our Village Center becoming a local historic district does not commit our town to going through with anything more than forming and supporting the work of the committee. It would become the committee's responsibility to lay out the pros and cons and to make a comprehensive set of recommendations for the Board of Selectmen to consider.

E. Promoting the success of local businesses in the center

"The Village Center Committee was appointed by the Board of Selectmen to provide the Town of Wilbraham with a vision for a safe, aesthetically pleasing Village Center while maintaining its historic character and charm with and appropriate blend of residences, professional practices, businesses and open spaces." Charge from the Board of Selectmen

As noted above, the Village Center's unique character comes from its special mix of residences and businesses. For two and a half centuries people have been drawn to both residences and business in the center and this tradition must continue into the next century. Residents benefit from flourishing local shops and offices, and businesses benefit from their location in a lovely historical setting.

The Village Center is a unique commercial environment. It is unlike Wilbraham's other, heavily trafficked, business area on Boston Road. The Village Center has unique advantages and disadvantages, as well as zoning requirements that reflect its residential and commercial composition. The commercial Village Center is an area patronized by town residents. For years there have been successful banks, real estate offices, doctors' and dentists' offices, and local shops such as dry cleaners, drug stores, village market and deli, barbers and hairdressers and a gas station.

For 250 years, the success of these businesses has depended, and will continue to depend, on two factors: 1) the success of the center of Wilbraham as place which attracts people to live and to work, and 2) the ability of businesses that locate here to respond to the local market.

In the coming century, one might add another category of potential business: internet-connected businesses which can be anywhere, and which might happily coexist in a residential-commercial setting. To the extent that new businesses must be recruited for existing or future properties (e.g. the fire station, vacancies in Crane Park shops), consideration should be given to identifying the kinds of businesses likely to prosper and likely to be welcome in a Cyber--Village Center. Also, some kinds of businesses not currently represented might be desirable in the Village Center, but present zoning and infrastructure (no sewer) preclude their presence at this time. The town should consider what businesses might be encouraged (e.g. a small inn or B&B, a small restaurant, a cyber-cafe) and include favorable zoning and infrastructure in town planning.

The Committee suggests that the ideal business to attract would provide customized goods and services that are needed and beneficial to the community while having a low impact a) aesthetically, b) low traffic generators, and c) no disruptive activities.

The goal of promoting the development and success of businesses in the Village Center could be considerably advanced by the creation of a Village Center Business Association. This organization could provide a forum for a variety of activities, including collective advertising, proposals for uniform signage, collaboration with town and volunteers on mutually beneficial projects, such as landscaping, business development, seasonal events, off-premise signs, and other tasks best accomplished by the community as a whole. An association would allow the small, independent businesses to become more visible in ways compatible with the special character of their setting.

Just as many small businesses do well in malls with large “anchor” stores; local businesses could enhance their visibility by collaborating with the Wilbraham Library, an obvious “anchor,” especially of the Crane Park area. By supporting and promoting the Library as a center of activity, we encourage visitors who will see and visit local shops. Again, this could be another example of the virtue of pursuing any one goal in the light of the other Village Center goals: business and library collaboration will benefit each other as well as enhance residential life. We have seen in recent disputes over future plans for the gas station how failure to communicate and to agree on shared goals thwarts the success of all parties. The future of the Village Center will only be as successful as the ability and willingness of residents and businesses to work together on common goals.

F. Residents' Concerns

"An action plan to address the citizen's central issues should be prepared immediately." Mullin Report.

It may be said that everything that has been proposed in other sections ultimately benefits the residents of the Village Center. Residents certainly benefit from a safer neighborhood, with calmer traffic, an aesthetically pleasing area which retains its historic integrity, and a center where small businesses flourish. This fact reflects our group consensus that the center will prosper when everyone works together toward common goals. In two places in this report, the sections on by-laws and safety, we have noted the resident's concerns that the lighting be improved but also properly directed and appropriately timed.

A final point about residents' interests, however, must be made. What makes the Village Center unique is its mix of residences and small businesses. Together they create a landscape that is neither exclusively residential nor truly commercial. The interests of both businesses and residents must be considered in light of each other. In considering any proposed change, the town must strike the right balance between potentially conflicting interests. The commercial success of the businesses is a visible measure of a viable community.

Less visible, but equally important, is the maintenance of the property values of the residences. This is often the greatest single investment of the inhabitant, but less easily measurable when considered in light of the fact that the center is not like the commercialized sections of Boston Road, and is appropriately zoned in a different way. It is a unique commercial area that benefits from the historical homes that are maintained as investments as well as residences. It is not sufficient merely to say that what benefits the businesses --- increased safety, the historic legacy, the aesthetics -- these also benefit the residents. One must also say that what benefits the residents, particularly what maintains and enhances property values, also benefits the businesses.

G. Additional Recommendations

In addition to the two major components we have already identified (Local Historic District, and Overlay Zoning) there are several other tools available to us to help preserve what we have identified as the “character”, “look”, and historic significance of the Village Center. What follows is a brief description of some things that other communities have done to achieve the same objectives that we have.

Town Improvement Fund

We urge the town to create a special fund that could be used on an annual basis to pay for special projects on a *one-time basis* to supplement ordinary expenses that are included in the operating budget. The monies for this dedicated fund could come from, for example, a special real estate transfer assessment. It is our understanding that the State Legislature is currently considering such a fund (House bill 4866 and Senate bill 1513, as of June 2000). We leave it to others to work out the details, but suggest the transfer assessment as an example of a way that could produce sufficient income to fund many projects for the entire town, not just the Village Center area. (Example: Suppose that a ½ to 1- percent assessment was levied on every real estate transfer in the town that was paid by the purchaser. We doubt that such a small assessment would adversely affect the sale. In fact, we believe that the intent for the use of the Improvement Fund could serve to make buying and living in Wilbraham even more desirable and could serve to increase real estate values.)

Recommendation

The Village Center Steering Committee recommends to the Board of Selectmen that the Town establish a Local Option Real Estate Assessment (or another such mechanism) for the purpose of providing additional revenues to fund many special **one-time** aesthetic and safety improvement projects for the entire town.

B. *Demolition Delay Ordinance*

Such a bylaw would delay the demolition of historically significant structures to allow for a determination as to whether the structure should be preserved or not.

Typically the delay to determine preservation status would only be a matter of weeks.

If preservation status was determined to be positive, the bylaw would

allow a period of 6 months for the owner, the town, the historic commission and other interested parties to work toward a resolution to preserve the structure. If there were no significant preservation determination, the demolition permit would be approved.

Preservation strategies include assisting in the sale of the property to interested parties, opening up a dialog that could result in alternatives to demolition such as moving the structure to another site or assisting in funding improvements that would preserve the structure.

The demolition delay would only buy us some time; it could not stop a demolition, but has been found successful in other communities.

Recommendation

We ask the Selectmen to direct the Planning Board to prepare a by-law to provide for a demolition delay of any structure over 100 square feet within the Town of Wilbraham, and to act as the coordinating body for the Ordinance.

C. *Site Plan Review*

The Committee recommends that the Planning Board, as part of the Village Center zoning by-law revision, incorporate a process wherein Site Plan Review is a mandatory requirement for any project requiring a building permit.

This site plan review can be waived in accordance with regulations, if in the opinion of the Building Inspector and or the Planning Board, the project will have negligible impact on the character of the district.

The purpose of this review is to ensure the preservation of the character of the Village Center.

Recommendation:

We recommend that the Board of Selectmen empower the Planning Board to incorporate a mandatory site plan review for any Village Center project requiring a building permit.

VI. Appendix

A. Supplementary Documents

- Planning Charette for Wilbraham, Massachusetts – the Mullin Report – Executive Summary
- Response from the Board of Selectmen regarding the formation of a local historic district
- Proposed Community Enhancement Activities - Examples

Planning Charette for Wilbraham, Massachusetts

This report is a summary of strengths, weaknesses, threats and opportunities that emerged as a result of the planning charette held in Wilbraham on January 10, 1997. The goal of this brainstorming exercise was to articulate the strengths, weaknesses, opportunities and threats facing Wilbraham, as well as preliminary goals and action steps. This report is divided into three sections:

- Strengths, Weaknesses, Threats and Opportunities
- Preliminary Action Steps
- Our Observations and Recommendations

I. Strengths, Weaknesses, Threats and Opportunities

The facilitation process was used to bring people together and exchange ideas and issues related to the economic strengths and weaknesses of Wilbraham. The purpose of this session was to brainstorm and discuss the strengths, weaknesses, opportunities and threats as seen by the participants.

Strengths

1. Rustic charm
2. Cultural center
3. Historic district
4. Neighborhood shopping
5. Small town community and volunteer network
6. Wilbraham Academy
7. Maintained open spaces and civic organizations
8. Stability
9. Civic pride
10. Pastoral setting
11. Varied architecture
12. Easy accessibility
13. Properly controlled by zoning
14. Eclectic mix of services
15. Stable and strong property values
16. Traditional New England village
17. Variety of shops for convenience

Weaknesses

1. Lack of convenient parking
2. Street lighting
3. Pedestrian habits, more sidewalks needed
4. Traffic speed
5. Current zoning - spotty and inconsistent
6. No sewers
7. Limited employment opportunities for young people
8. Resistance to change
9. Lack of facilities to promote the community
10. Definition of town center (parameters)
11. Wetlands prevent development
12. No comprehensive Town Center plan

Threats

1. Crane Park parking
2. Must correct parking
3. Impact on neighborhood
4. Loss of small town character
5. Environmental conditions
6. Becoming too commercial
7. Resistance to change
8. Increasing traffic volume
9. Lack of space
10. Jeopardizing historic flavor of the center
11. Sidewalk condition
12. Failure to adequately support business
13. Commercial vacancies

Opportunities

1. Maintain historic flavor
2. Improve parking
3. Develop Crane Park
4. Attract new businesses

7. Provide physical fitness places, trails, and other facilities
8. Educate people
9. Concerned/involved people
10. Control growth
11. Expand town/gown relationship
12. Community policing
13. Old fire house
14. Improve lighting
15. Adult education (library and academy)
16. Broaden types of services available

II. Preliminary Actions Steps

After discussing the strengths, weaknesses, threats and opportunities facing Wilbraham, the participants were asked to formulate preliminary goals and objectives. What follows is a summary of the results.

1. Create a comprehensive plan and increase the public awareness of this process. The plan must also aim to maintain the balance between business and residential districts
2. Market the plan to businesses.
3. Improve the relationship with the Academy
4. Improve safety - traffic flow, parking, lighting, and pedestrian movement
5. Upgrade utilities - sewers, sidewalks, etc.
6. Develop a vision for the community of Wilbraham
7. Communication/education
 - Develop a strategy for community involvement
 - Improve communication among the town governing arms and media
8. Interaction among residents, businesses and the Town government
9. Preserve the character of the town center and economic viability
10. Define the boundaries of the Center
11. Address plan to deal with the infrastructure
12. Seek out grants
13. Undertake a comprehensive analysis of zoning
14. Deal with the practical, immediate problems in an expedient manner

III. Our Observations and Recommendations

Based on the results of the planning charette, we make the following observations and recommendations to the Town officials.

1. The Town should begin to explore means and methods of traffic calming.
2. The Town should consider redesigning the sidewalks such that there is a differentiation between the roads and the pedestrian walkways.
3. A clean definition of the edges of downtown should be made.
4. A landscape/beautification plan should be developed.
5. Marketing data needs to be collected and analyzed in terms of how Wilbraham citizens spend their money.
6. A downtown master plan should be developed with the Academy serving as a full partner.
7. A buildout analysis of the downtown should be undertaken to determine what could happen under present zoning. A "measles map" should be part of this study.
8. A streetscape design concept should be created for the downtown area that would integrate lighting, street furniture, paving and signage.
9. The Downtown Area is of historic significance. All materials necessary to have it placed on the National Register should be prepared and an application made.
10. The Town should undertake a "community character" analysis with the intent of establishing architectural standards to guide building development in the downtown.
11. A relook at the zoning is in order. There does not appear to be a need for four different districts. Through the use of special permits, design standards and incentive overlays, the Town's needs could be met.
12. An action plan to address the citizen's issues should be prepared immediately.

TOWN OF WILBRAHAM

240 Springfield Street
Wilbraham, Massachusetts 01095

BOARD OF SELECTMEN

Kevin J. Moriarty
Frank A. Everton
James E. Thompson



Phone (413) 596-2805
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TOWN ADMINISTRATOR
William J. Fogarty

January 24, 2000

Richard J. Howell, Chair
Historical Commission
47 Glenn Drive
Wilbraham, Massachusetts 01095

And

Richard Malley, Chair
Village Center Steering Committee
421 Main Street
Wilbraham, Massachusetts 01095

Dear Mr. Howell and Mr. Malley:

The Board of Selectmen received and reviewed your recent individual letters, which both supported the idea of establishing an historic district. The selectmen are very happy to hear of this interest on the part of the Village Center Steering Committee and the Wilbraham Historical Commission. After some discussion, selectmen agreed that it would be appropriate to appoint to a study committee for an historic district as a next step in planning for the future of the center village. We would like to have the recommendations and planning reports from the Village Center Steering Committee before we go forward with appointing an Historic District Study Committee.

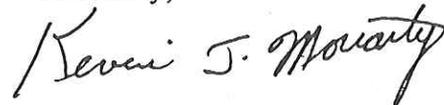
As Mr. Howell noted in his letter, establishing an historic district would take at least a year, probably much longer. The establishment and administration of such a district is addressed in Massachusetts General Laws, Chapter 40C. There are several distinct phases to this work. In the preliminary planning, an Historic District Study Committee is appointed by the Board of Selectmen. The composition of the committee and its initial task is outlined in MGL Chapter 40C, Sections 3 and 4. Our administrative staff has prepared a very brief checklist of some of the important elements of the work of such a study committee.

Selectmen are very interested in this project, which we see as an extension of the work of the Village Center Steering Committee. An historic district impacts on every property owner now and into the future, and proposals are often controversial. We share the goal of fully exploring the possibility of such a district and we hope that members of the steering committee would continue to be involved. We also know that such a far-reaching proposal must have broad community support, especially among those whose property will be in the district.

It is our understanding that the Massachusetts Historical Commission is a primary contact for any group wanting to create an historic district. The Society for the Preservation of New England Antiquities (SPNEA) is a private non-profit organization which is also deeply involved with the type of building surveys necessary to be successful with this type of project.

The board is happy to share this information with you and looks forward to additional activities in this area.

Sincerely,

A handwritten signature in cursive script that reads "Kevin J. Moriarty".

Kevin J. Moriarty
Chairman

KJM/peb
CC: Planning Board
Athenaeum Society

CHECKLIST FOR PRELIMINARY PLANNING FOR AN HISTORIC DISTRICT
From Massachusetts General Laws, Chapter 40C

Action (MGL Chapter 40C, Sections 3 - 4)	By	How/When
Appoint an Historic District Study Committee	Board of Selectmen	Solicit nominations from the local historical society, the American Institute of Architects and the local board of realtors. Appoint one from each organization's nominees and up to four other members.
Investigate and "...report on the historical and architectural significance of the buildings, structures or sites to be included in the proposed historic district..." following guidelines of the Massachusetts Historical Commission	Historic District Study Committee	Prior to any town vote
Submit report to the Planning Board and to the Massachusetts Historical Commission	Historic District Study Committee	When completed
Hold public hearing	Historic District Study Committee	Within 60 days after transmittal of report (14 days notice, mailed to all property owners included in the district)
Revise Report based on recommendation of Massachusetts Historical Commission and public comment	Historic District Study Committee	
Prepare Final Report, with recommendations, map of the proposed district, draft of a proposed ordinance or bylaw for governance of the district	Historic District Study Committee	In sufficient time for all town meeting preparations and procedures; 2/3 vote of town meeting required for adoption
Appoint an Historic District Commission	Board of Selectmen	Three to seven members with the same groups making nominations as in the Study Committee (historical society, architect, realtor), unless the new bylaw provides otherwise, and one or more residents or owners of property in the district.

*13827 M.G.L.A. 40C § 3

MASSACHUSETTS GENERAL
LAWS ANNOTATED
PART I. ADMINISTRATION OF
THE GOVERNMENT
TITLE VII. CITIES, TOWNS AND
DISTRICTS
CHAPTER 40C. HISTORIC
DISTRICTS

Current through 1998 2nd Annual Sess.

§ 3. Establishment of historic districts;
pre-requisites; enlargement or
reduction of boundaries; amendment
of creating ordinance; filing of maps

A city or town may, by ordinance or by-law adopted by two-thirds vote of the city council in a city or by a two-thirds vote of a town meeting in a town, establish historic districts subject to the following provisions:-- Prior to the establishment of any historic district in a city or town an investigation and report on the historical and architectural significance of the buildings, structures or sites to be included in the proposed historic district or districts shall be made by an historic district study committee or by an historic district commission, as provided in this section and in section four, who shall transmit copies of the report to the planning board, if any, of the city or town, and to the Massachusetts historical commission for their respective consideration and recommendations. The buildings, structures or sites to be included in the proposed historic district may consist of one or more parcels or lots of land, or one or more buildings or structures on one or more parcels or lots of land. The Massachusetts historical commission may consult with the director of economic development, the director of housing and community development and the commissioner of environmental management with respect to such reports, and may make guidelines for such reports, and, after public hearing, establish rules as to their form and

manner of transmission. Not less than sixty days after such transmittal the study committee shall hold a public hearing on the report after due notice given at least fourteen days prior to the date thereof, which shall include a written notice mailed postage prepaid, to the owners as they appear on the most recent real estate tax list of the board of assessors of all properties to be included in such district or districts. The committee shall submit a final report with its recommendations, a map of the proposed district or districts and a draft of a proposed ordinance or by-law, to the city council or town meeting.

An historic district may be enlarged or reduced or an additional historic district in a city or town created in the manner provided for creation of the initial district, except that (a) in the case of the enlargement or reduction of an existing historic district the investigation, report and hearing shall be by the historic district commission having jurisdiction over such historic district instead of by a study committee; (b) in the case of creation of an additional historic district the investigation, report and hearing shall be by the historic district commission of the city or town, or by the historic district commissions acting jointly if there be more than one, instead of by a study committee unless the commission or commissions recommend otherwise; and (c) if the district is to be reduced written notice as above provided of the commission's hearing on the proposal shall be given to said owners of each property in the district.

*13828 Any ordinance or by-law creating an historic district may, from time to time, be amended in any manner not inconsistent with the provisions of this chapter by a two-thirds vote of the city council in a city or by a two-thirds vote of a town meeting in a town, provided that the substance of such amendment has first been submitted to the historic district commission having jurisdiction over such district for its recommendation and its recommendation has been received or sixty days have elapsed without such recommendation.

No ordinance or by-law creating an historic district, or changing the boundaries of an historic district, shall become effective until a map or maps setting forth the boundaries of the historic district, or the change in the boundaries thereof, has been filed with the city clerk or town clerk and has been recorded in the registry of deeds for the county or district in which the city or town is located, and the provisions of section thirteen A of chapter thirty-six shall not apply.

appointment of members of historic district commissions or historic district study committees made prior to the effective date hereof, and such members shall continue to serve under the provisions of this act, and all their acts done in compliance with prior provisions of said chapter forty C shall constitute compliance with comparable provisions of this act."

St.1974, c. 282, approved May 30, 1974, in the first paragraph, inserted the second sentence.

St.1975, c. 163, § 14, an emergency act, approved April 30, 1975, in the first paragraph, in the third sentence, substituted "secretary of communities and development" for "commissioner of community affairs".

St.1975, c. 706, § 99, an emergency act, approved Nov. 25, 1975, and by § 312 made effective as of July 1, 1975, in the first paragraph, in the third sentence, substituted "commissioner of environmental management" for "commissioner of natural resources".

*13829 St.1987, c. 525, § 50, by § 88 made effective Nov. 29, 1987, in the first paragraph, in the third sentence, substituted "executive director of the Massachusetts office of business" for "commissioner of commerce and".

St.1987, c. 525, was agreed to by the House of Representatives, Sept. 30, 1987, and the Senate, Oct. 5, 1987, and under the provisions of Article LXXXVII of the Amendments to the Constitution it has the force of a law.

Prior Laws:

G.L. c. 40C, § 3, as added by St.1960, c. 372.
St.1966, c. 525, § 1.

CREDIT(S)

1994 Main Volume

Added by St.1971, c. 359, § 1. Amended by St.1974, c. 282; St.1975, c. 163, § 14; St.1975, c. 706, § 99; St.1987, c. 525, § 50.

1999 Electronic Pocket Part Update

Amended by St.1998, c. 161, § 263.

<General Materials (GM) - References, Annotations, or Tables>

HISTORICAL NOTES

HISTORICAL AND STATUTORY NOTES

1999 Electronic Pocket Part Update

1998 Legislation

St.1998, c. 161, § 263, an emergency act, approved July 2, 1998, the corrections bill, substituted "director of economic development, the director of housing and community" for "executive director of the Massachusetts office of business development, the secretary of communities and".

1994 Main Volume

St.1971, c. 359, § 1, was approved June 3, 1971.

Section 2 of St.1971, c. 359, provides:

"This act shall not affect the validity of any historic district, historic district commission or historic district study committee established under chapter forty C of the General Laws prior to the effective date hereof or of certificates of appropriateness issued thereunder or the

AMERICAN LAW REPORTS

Validity and construction of statute or ordinance protecting historical landmarks. 18 ALR4th 990.

REFERENCES

LIBRARY REFERENCES

1994 Main Volume

Health and Environment ⇄25.5(8).
WESTLAW Topic No. 199.
C.J.S. Health and Environment §§ 61 et seq., 115 et seq.
Texts and Treatises

8 Mass Jur, Property §§ 25:441, 444.

83 Am Jur 2d, Zoning and Planning §§ 205-207.

8 Am Jur Proof of Facts 2d 53, Unreasonableness of

MGLA 40C § 3, Establishment of historic districts; pre-requisites; enlargement or reduction of boundaries; amendment of creating ordinance; filing of maps

Page 3

Zoning Restrictions.

Massachusetts Conveyancers' Handbook § 13:8.03.

*13830 M.G.L.A. 40C § 4

MASSACHUSETTS GENERAL
LAWS ANNOTATED
PART I. ADMINISTRATION OF
THE GOVERNMENT
TITLE VII. CITIES, TOWNS AND
DISTRICTS
CHAPTER 40C. HISTORIC
DISTRICTS

Current through 1998 2nd Annual Sess.

§ 4. Study committees; commissions;
establishment; membership; terms;
vacancies; compensation; officers

An historic district study committee may be established in any city or town by vote of the city council or board of selectmen for the purpose of making an investigation of the desirability of establishing an historic district or districts therein. The study committee shall consist of not less than three nor more than seven members appointed in a city by the mayor, subject to confirmation by the city council, or in a town by the board of selectmen, including one member from two nominees submitted by the local historical society or, in the absence thereof, by the Society for the Preservation of New England Antiquities, one member from two nominees submitted by the chapter of the American Institute of Architects covering the area, and one member from two nominees of the board of realtors, if any, covering the area. If within thirty days after submission of a written request for nominees to any of the organizations herein named no such nominations have been made the appointing body may proceed to appoint the study committee without nominations by such organization.

Whenever an historic district is established as provided in section three an historic district commission shall be established which shall consist of not less than three nor more than

seven members. An historic district commission shall be appointed in a city by the mayor, subject to confirmation by the city council, or in a town by the board of selectmen, in the same manner as an historic district study committee unless (a) the report recommending its establishment recommends alternate or additional organizations to submit nominees for membership and states reasons why such alternate or additional organizations would be appropriate or more appropriate for the particular city or town, the Massachusetts historical commission does not recommend otherwise prior to the public hearing on the establishment of the district, and the ordinance or by-law so provides; or (b) there is an existing historic district commission in the city or town which the report recommends should administer the new district, and the ordinance or by-law so provides. Unless the report recommends otherwise on account of the small number of residents or individual property owners, and the ordinance or by-law so provides, the members of the historic district commission shall include one or more residents of or owners of property in an historic district to be administered by the commission. If within thirty days after submission of a written request for nominees to an organization entitled to submit nominations for membership on the commission no such nominations have been made the appointing body may proceed to make the appointment to the commission without nomination by such organization. The appointments to membership in the commission shall be so arranged that the term of at least one member will expire each year, and their successors shall be appointed in the same manner as the original appointment for terms of three years. Vacancies shall be filled in the same manner as the original appointment for the unexpired term. Ordinances or by-laws adopted hereunder may provide for the appointment of alternate members not exceeding in number the principal members who need not be from nominees of organizations entitled to nominate members. In case of the absence, inability to act or unwillingness to act because of self-interest on the part of a member of the

commission, his place shall be taken by an alternate member designated by the chairman. Each member and alternate shall continue in office after the expiration of his term until his successor is duly appointed and qualified. All members shall serve without compensation. The commission shall elect annually a chairman and vice-chairman from its own number and a secretary from within or without its number.

*13831

CREDIT(S)

1994 Main Volume

Added by St. 1971, c. 359, § 1.

<General Materials (GM) - References, Annotations, or Tables>

HISTORICAL NOTES

HISTORICAL AND STATUTORY NOTES

1994 Main Volume

St. 1971, c. 359, § 1, was approved June 3, 1971.

Prior Laws:

G.L. c. 40C, § 4, as added by St. 1960, c. 372.

AMERICAN LAW REPORTS

Validity and construction of statute or ordinance protecting historical landmarks. 18 ALR4th 990.

REFERENCES

LIBRARY REFERENCES

1994 Main Volume

Texts and Treatises

8 Mass Jur, Property §§ 25:439, 440.

83 Am Jur 2d, Zoning and Planning §§ 205-207.

8 Am Jur Proof of Facts 2d 53, Unreasonableness of Zoning Restrictions.

Massachusetts Conveyancers' Handbook § 13:8.03.

Berkshire and York Streets Cambridge, MA Traffic Calming Project Evaluation

Berkshire and York Streets are located in the Wellington / Harrington Neighborhood, and are bordered by Donnelly Field, the Harrington School, the Valente branch library and the Frisoli Youth Center on one side and houses on the other (See Location Map). Residents had complained about speeding vehicles for a long time, and there had been several accidents involving children crossing the streets. Police checks found that speeding and running the stop sign at the intersection of York and Plymouth Streets were prevalent. There was concern in the neighborhood that Berkshire Street was being used as an alternative to Cardinal Medeiros Avenue during the PM peak¹. The City worked with residents to design a comprehensive traffic calming plan for Berkshire and York Streets to address these concerns. Construction was completed in the summer of 1997.

The traffic calming measures used on this project include:

- **Curb extensions** at the intersections of:
 - * Berkshire and Plymouth Streets (See Diagram 1). The curb extensions at this intersection are particularly dramatic because they are on all four corners of the intersection. They send a clear message to drivers that they are entering a non-auto dominated zone. (Prior to the traffic calming work, this intersection was converted to an all way stop.)
 - * Berkshire and York Streets.
 - * Berkshire and Marney Streets.
 - * Berkshire and Cambridge Streets.
 - * Webster Avenue, Hamlin Street and Plymouth Street. Hamlin Street was made one-way to alleviate the problem of drivers entering Plymouth Street the wrong way at Webster Avenue to get to Hamlin Street.

By tightening up intersections, curb extensions reduce the length of crosswalks, slow vehicles by requiring tighter turns, reduce the amount of pavement, increase the amount of sidewalk and change the emphasis of an intersection away from motorized vehicles. Curb extensions also prevent cars from parking illegally at corners, thus improving sight lines for drivers and pedestrians.

- **A raised crosswalk** across Berkshire Street at Hardwick Street (See Diagram 2). This improves pedestrian safety in a number of ways. It encourages the use of the crosswalk by providing a strong visual cue, does not require the pedestrian to step down to the level of the roadway and then back up on the other side, and it slows vehicles by acting as a speed hump². The approach slopes were constructed at 8%³.

¹ The PM peak is generally from 4:00 - 6:00 p.m. It is the time when traffic volumes are heaviest.

² A speed hump is an improved version of the old speed bump, with a broader, flatter area to traverse.

• **Raised intersections (See Diagram 3) at the following intersections:**

- * York and Hamlin Streets.
- * Berkshire and Marcella Streets.

Raised intersections improve pedestrian safety in the same ways as raised crosswalks. They encourage the use of the crosswalks by providing a strong visual cue, do not require the pedestrian to step down to the level of the roadway and then back up on the other side, and they slow vehicles by acting as a speed hump⁴. They also send a message to drivers entering the corridor to be more aware of non-motorized users. The approach slopes were constructed at 8%⁵.

- **A chicane, which is a lateral shifting of the roadway,** on Berkshire Street, between York and Hardwick Streets (See Diagram 4). The chicane reduces the width of Berkshire Street a total of 14 feet, 7 feet on each side. Chicanes are designed to reduce speeds by introducing a shift in the roadway alignment.
- **The use of zebra crosswalk markings** throughout the project (See Diagram 1). Zebra crosswalk markings emphasize the pedestrian crossing to both drivers and pedestrians.
- The relocation of the fence openings around Donnelly Field to line up with the enhanced pedestrian crossings. This encourages pedestrians, particularly children, to cross the street where it is safest to do so.

The Berkshire and York Streets improvements were constructed as a comprehensive traffic calming plan. All of the various measures work together to change the nature of the roadways and to slow down vehicles.

All of the vertical changes, the raised crosswalk and the raised intersections, were constructed with concrete pavers. The pavers replicate the look and feel of brick. The pavers were used instead of brick for their durability under traffic and slip resistant finish. The change in color and texture from the asphalt street enhances the overall effectiveness of the improvements. The approach slopes to the vertical changes were constructed at 8%⁶. The dramatic pavement markings on the approach slopes (See Diagrams 2 and 3) provide a strong visual cue to the driver that the roadway is changing elevation. All of the pavement markings used inlay tape which is highly visible, reflective, slip resistant and long lasting.

Ongoing evaluation of implemented projects is important to the continued success of the traffic calming program. Listed below is a variety of the possible tools that can be used. Each project is evaluated using the appropriate tool(s) for its circumstance.

³ The approach slope describes the steepness of the transition from the roadway surface to the full height of the raised device.

⁴ See note 2.

⁵ See note 3.

⁶ See note 3.

- Speed Studies – Both the percentage of vehicles traveling at or below the speed limit and the 85th percentile speed are used to evaluate changes in speeds. The 85th percentile speed is the speed under which 85 percent of the vehicles travel. It is the industry standard for design purposes and speed studies.
- Volume Counts – How many vehicles, pedestrians and bicyclists use the street?
- Obedience Surveys – What percentage of drivers stop for pedestrians in crosswalks? What percentage of drivers stop at stop signs?
- Taillight Studies – What percentage of drivers use their brakes at the traffic calming device?
- Pedestrian and neighborhood surveys – How effective do the users and residents of the street perceive the improvements?
- Maintenance Issues – How well do different materials hold up over time, particularly under winter conditions? To what extent do various designs create new or exacerbate existing drainage and / or maintenance problems?

As part of the ongoing evaluation of this project, before and after speed studies were conducted. Before the improvements the 85th percentile speed on Berkshire Street was 30 mph. After the improvements the 85th percentile speed was reduced to 21 mph at the vertical traffic calming devices and to 24 mph in between⁷.

Before the improvements were made 41% of vehicles were going at or below the 25 mph speed limit. After the improvements 95% of vehicles were going at or below the speed limit⁸.

The vertical traffic calming measures have the most direct effect on travel speeds, however, the chicane and the curb extensions combine to change the entire atmosphere of the streets. The chicane constricts the pavement width the equivalent of two parking lanes and does not impact the width or the alignment of the travel lane. The chicane provides an area for landscaping, but does not have a noticeable impact on traffic. In order for the chicane to work properly, it would have to induce a more dramatic shift in the roadway alignment, by narrowing the road with larger landscaped areas. The curb extensions reduce the width of the pedestrian crossings and slow turning vehicles.

While there have not been any major maintenance problems, the City continues to monitor the improvements closely, particularly through the winter. Stanchions, removable posts, have been installed to help the snowplow operators locate the curb extensions, raised cross-walk, raised intersections and chicane. This will help with the plowing operations. The effects of snow removal and other maintenance issues will continue to be evaluated.

The City views this project as a success. The goal of reducing speeds was met. The project is visually pleasing and is an enhancement to the community .

⁷ City of Cambridge, Traffic Parking and Transportation Department, Speed Studies, September, 1995 and October, 1997.

⁸ See note 7.

Diagrams

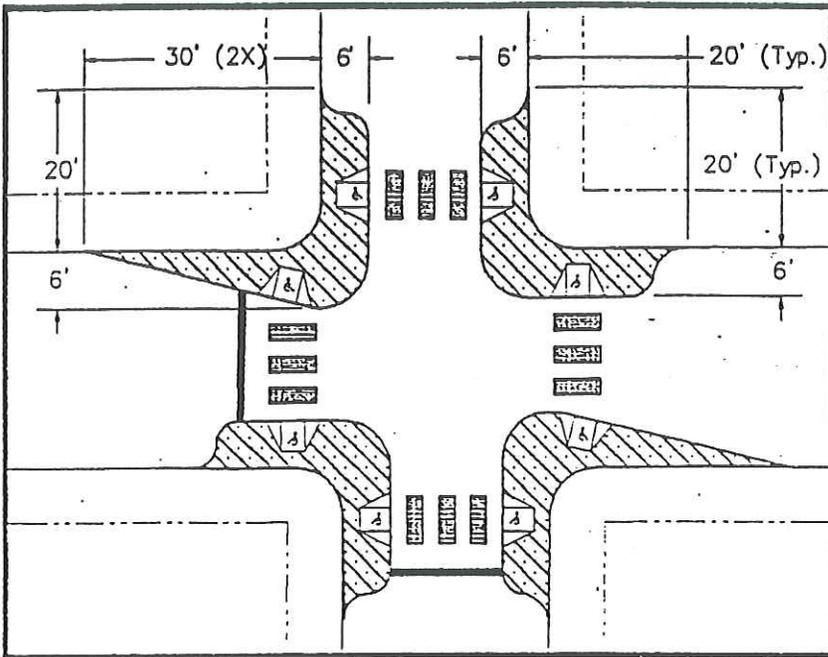


DIAGRAM 1 – CURB EXTENSIONS
Berkshire & Plymouth Streets

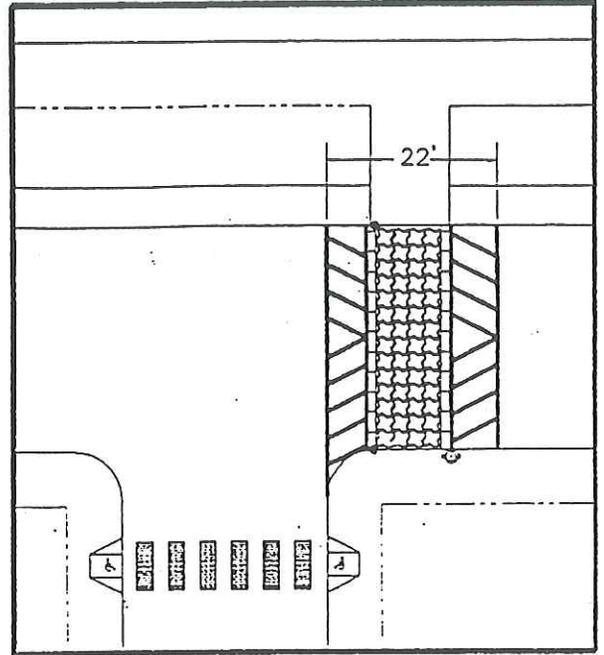


DIAGRAM 2 – RAISED CROSSWALK
Berkshire St. at Hardwick St.

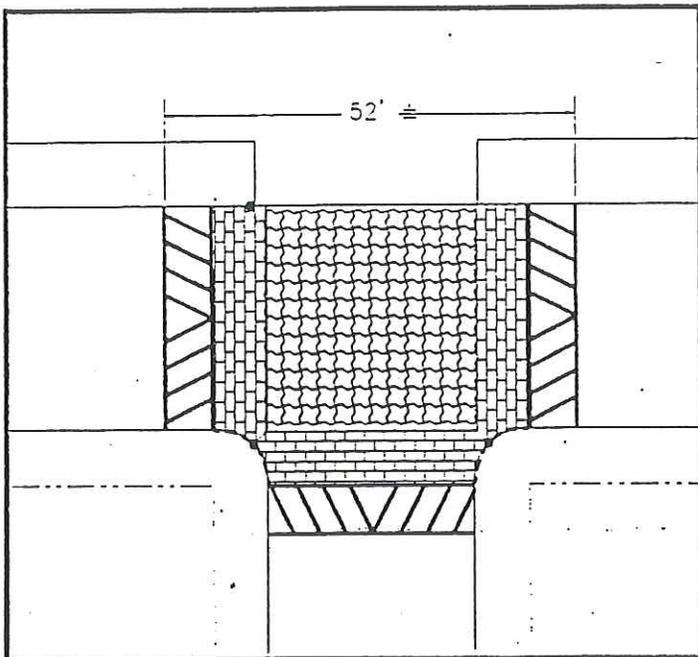


DIAGRAM 3 – RAISED INTERSECTION
York and Hamlin Streets
Berkshire and Marcella Streets

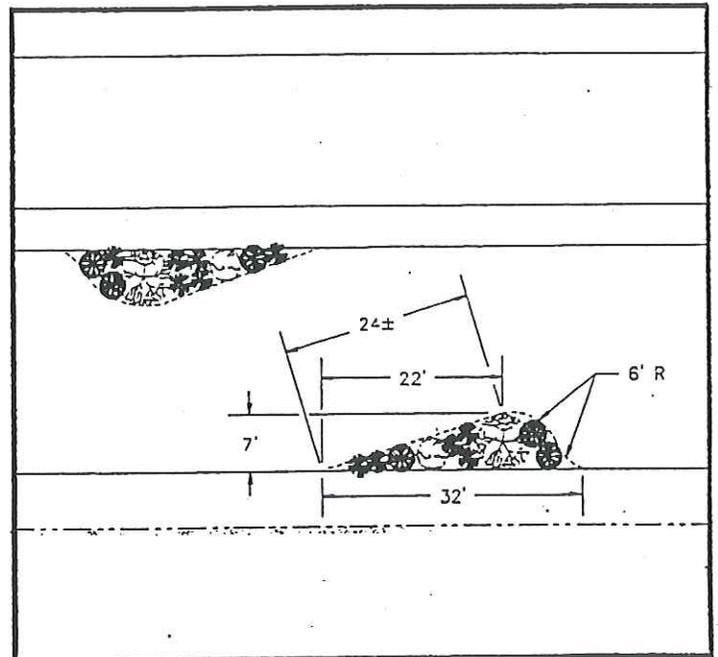


DIAGRAM 4 – CHICANE
Berkshire Street

Proposed Community Enhancement Activities - Examples

The following proposals illustrate several ideas that we have been thinking about as a way to draw attention to the Village Center – especially the Village Office and Village Shop area of the district. Our purpose in making these suggestions is to provide some constructive examples of ways that greater awareness can be drawn to these businesses. This list is not exhaustive. Rather, it is hoped that these suggestions will stimulate more ideas that will satisfy the need for our village shop and office owners to prosper in harmony with the residents.

Proposal #1

Daffodil Days -- The goal of enhancing the aesthetic appeal of the Village Center and promoting the success of the local businesses could be furthered by a town project. For example, "Daffodil Days," a week in October when volunteers would visit local businesses to obtain a "bulb kit" (bulbs and fertilizer) along with a map showing where they should be planted in the center, could be adopted. Awareness of local businesses would be increased, and Wilbraham could become the spring flower, as well as the peach, capital of Massachusetts, benefiting both residents and businesses.

Proposal #2

Spring into Summer Festival -- an annual affair that would begin the summer in the way that the Peach Festival celebrates the end of the summer – with the focus on providing an opportunity to celebrate the dedication and service of town employees and volunteers.

Plan:

Have the owners of the Village Offices and Shops join together to plan and sponsor a full day/or weekend of activities as a means to:

- Bring people to the Village Center District – provides exposure for the business owners.
- Build community spirit, and pride and have fun.
- Have a display on the Village Center – focus the community on the challenges and solicit ideas for the future.
- Honor the employees and town volunteers – the police, ambulance, fire department, elected officials, employees of the town (Highway Department, Water Department, etc.) and the army of volunteers that serve on committees.
- Highlight the cultural richness of the people of the town (artists, musicians, writers, etc.)

Suggested activities:

1. Display the work of local artists (art show, street musicians). Invite the local schools to display the work of their students and to perform (insures broader participation and encourages young artists in the community).
2. Games – softball (one pitch) – tennis tournament (100-year tournament) – volleyball (outdoors) on the Academy campus (invite area businesses or neighborhoods to form teams for the competition).
3. Free food – catered at cost by the Academy food service – ask area businesses, including the Academy to share the cost of the food.
4. Invite all area businesses to have booths to display their wares – what they do – speak with potential customers – promote benefits of doing business with them (perhaps special promotional opportunities could be developed – discount coupons for dry cleaning, etc.
5. Invite local residents to have a giant yard sale in the Crane Park parking lot.
6. Book fair (new and used books) for the benefit of the library.
7. An evening concert of a Wilbraham group – invite area groups to perform outdoors.
8. Evening performance in the theater – variety show.
9. Ceremony (publication with advertisements from local businesses) to honor the town employees and volunteers.
10. Invite Main Street residents to have an open house/garden tour.
11. Open house tour of the Academy facilities.
12. Tour of the Meeting House.
13. Booth to promote community service activities in the town of Wilbraham.
14. Outdoor dance.
15. Guided nature walk on Academy nature trail with Deborah Finley, environmentalist and Chair of the Academy Science Department.

Proposal #3

Annual Speaker Series

Invite each of the owners of the Village Center shops and offices to sponsor one speaker/presentation as a part of an annual series of evening talks – held in the library – either as a sponsor or as a presenter. Publicize the program – ask area residents to join (not to direct – self-promotion). (Sponsorship means that the sponsor of the evening event takes charge of promoting the event – provides the refreshments for the evening etc. This responsibility rotates – one a month (nine to twelve a year).

Examples –

1. The two banks and real estate firms join together to promote some aspect of the investment field.
2. The historical society asks long-time residents to talk about an important aspect of Wilbraham history. Groups could also be invited to invite speakers. For example, invite Pres and Curt Blake to tell the story of Friendlys and why they chose Wilbraham to be their corporate headquarters... and more!
3. Museum.
4. Conservation Commission – some aspect of environmental education.
5. Politicians (not campaign talk) but a civics lesson on how town government works when it is at its best, etc.
6. Doctors and/or the pharmacy – some medical issue – perhaps a debate – vitamins – their value – healthy diets – dental care – all with an educational thrust.
7. Legal community – wills – things to consider – planned giving – how to beat the taxman, etc.
8. Education – invite area schools to supply speakers on educational issues. Examples: a history teacher presents a lecture or leads a discussion on some aspect of world events, a teacher of environmental science makes a slide presentation on some aspect of his/her studies, etc.

Proposal #4

Produce a Town of Wilbraham Calendar – sponsored the owners of the Village Center offices and shops

Invite local photographers to submit photos of the town – have categories – give credit. Get a local printer to print the calendar at cost – advertising benefit. Include dates of all important town events (meetings, opening of school, Peach Festival, school vacations etc.)

Sell this calendar with the proceeds going to fund a different town project (a playground or beautification project, for example) each year.

Proposal #5

Clean-up Days

Have the Village Center residents and the owners of the Village Center District offices and shops sponsor annual fall and spring clean-up days. With the full cooperation of the Town Highway Department, establish a plan for cleaning all streets in the town of litter.



Calming Measures

- [Library](#)
- [Discussions](#)
- [Seminar Materials](#)
- [Events](#)
- [Selected Reports](#)
- [Other Links](#)
- [Home](#)

Traffic Calming Measures

A series of fact sheets providing an overview of several traffic calming measures are available from this Web page. A photograph of a typical application as well as a plan-view sketch adapted from the Boulder, Colorado *Neighborhood Traffic Mitigation Program Toolkit* are included within each fact sheet.

Four types of measures are summarized:

- **Vertical deflections, horizontal shifts, and roadway narrowings** are intended to reduce speed and enhance the street environment for non-motorists.
- **Closures** (diagonal diverters, half closures, full closures, and median barriers) are intended to reduce cut-through traffic by obstructing traffic movements in one or more directions.

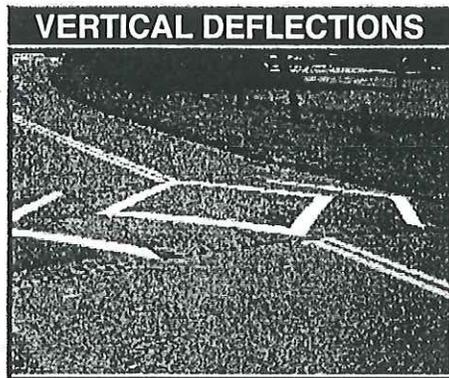
For each traffic calming measure, data and information have been compiled from a variety of sources, including:

Traffic Calming State of the Practice (ITE/FHWA)

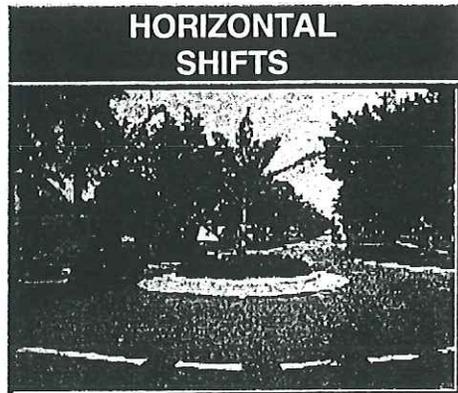
Canadian Guide to Neighbourhood Traffic Calming
(Transportation Association of Canada and Canadian Institute of Transportation Engineers)

Traffic Calming Primer (Pat Noyes & Associates)

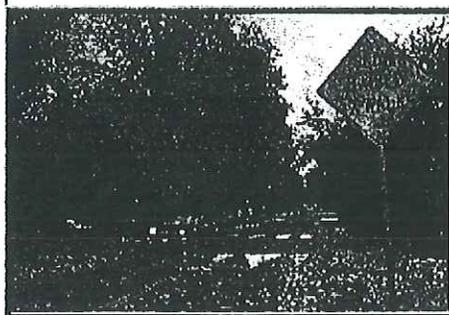
Guidelines for the Design and Application of Speed Humps
(ITE Recommended Practice)



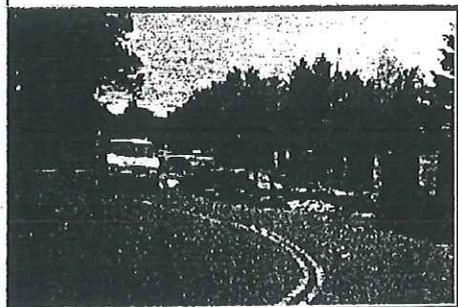
SPEED HUMP



NEIGHBORHOOD TRAFFIC CIRCLE



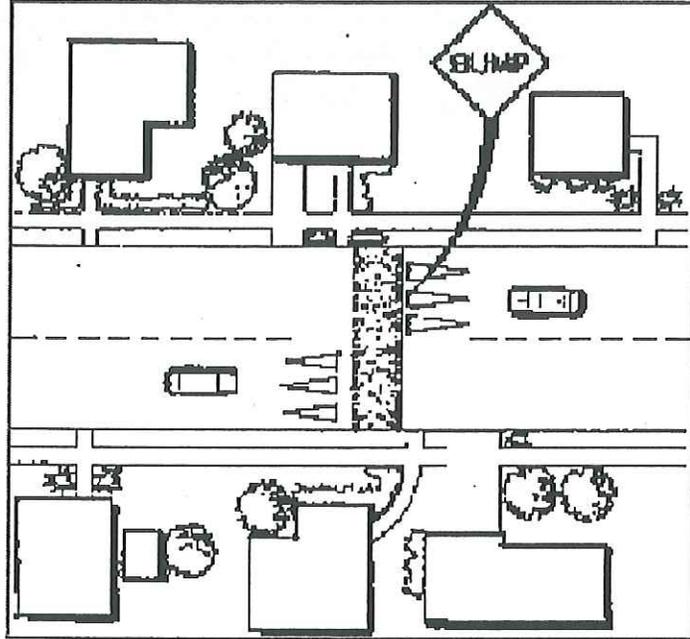
SPEED TABLE



CHICANE

Design/Installation Issues:

- typically 12 to 14 feet in length; other lengths (10, 22, and 30 feet) reported in practice in U.S.
- speed hump shapes include parabolic, circular, and sinusoidal
- hump heights range between 3 and 4 inches with trend toward 3 - 3 ½ inches maximum
- difficult to construct precisely; may need to specify a construction tolerance (e.g. $\pm 1/8$ inch) on height
- often have signage (advance warning sign before first hump in series and warning sign or object marker at hump)
- typically have pavement marking (zigzag, shark's tooth, chevron, zebra)
- taper edge near curb to allow gap for drainage
- some have speed advisories
- bicyclists prefer that it not cover or cross a bike lane

**Potential Impacts:**

- no effect on non-emergency access
- speeds determined by height and spacing; speeds between humps have been observed to be reduced between 20 and 25 percent on average
- based on a limited sample of sites, typical crossing speeds (85th percentile) of 19 mph have been measured for 3½ inch high, 12 foot humps and of 21 mph for 3 inch high, 14 foot humps; speeds have been observed to rise to 27 mph within 200 feet downstream
- speeds typically increase approximately 0.5 mph midway between humps for each 100 feet of separation
- studies indicate that traffic volumes have been reduced on average by 18 percent depending on alternative routes available
- studies indicate that collisions have been reduced on average by 13 percent on treated streets (not adjusted for traffic diversion)
- most communities limit height to 3-3½ inches, partly because of harsh ride over 4-inch high humps
- possible increase in traffic noise from braking and acceleration of vehicles, particularly buses and trucks

Emergency Response Issues:



- Calming Measures**
- Library
- Discussions
- Seminar Materials
- Events
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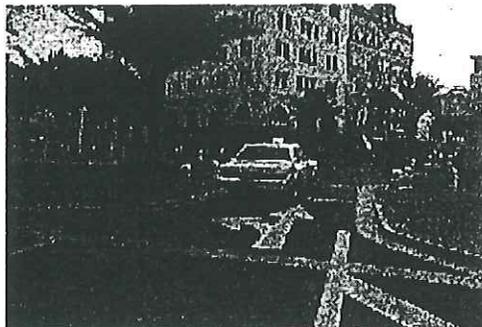
RAISED INTERSECTION

Description:

- flat raised areas covering entire intersections, with ramps on all approaches and often with brick or other textured materials on the flat section and ramps
- sometimes called raised junctions, intersection humps, or plateaus

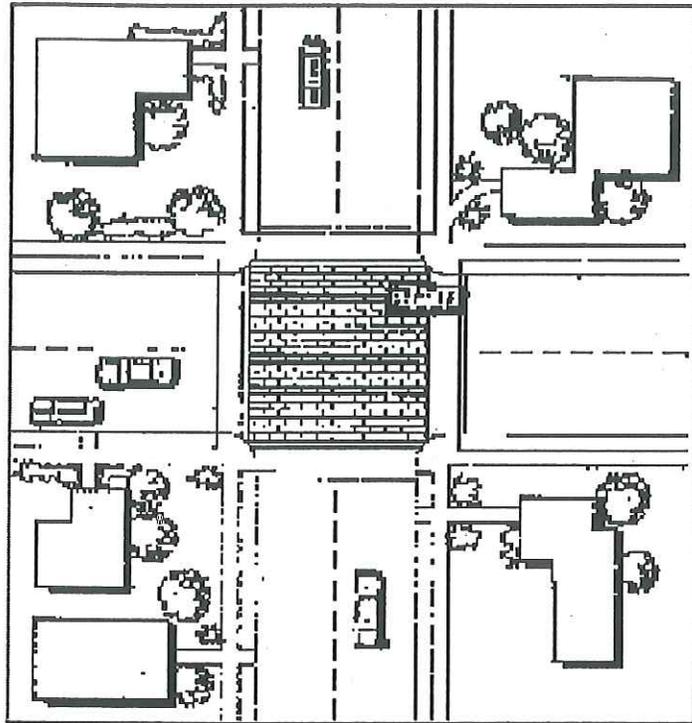
Applications:

- work well with curb extensions and textured crosswalks
- often part of an area wide traffic calming scheme involving both intersecting streets
- in densely developed urban areas where loss of parking would be unacceptable



Design/Installation Issues:

- typically rise to sidewalk level
- may require bollards to define edge of roadway
- Canadian installations typically have gentle 1:40 slopes on ramps
- storm drainage modifications are necessary

**Potential Impacts:**

- reduction in through movement speeds at intersection
- reduction in midblock speeds typically less than 10 percent
- no effect on access
- make entire intersections more pedestrian-friendly
- no data available on volume or safety impacts

Emergency Response Issues:

- slows emergency vehicles to approximately 15 miles per hour

Typical Cost:

- reported costs range between \$15,000 and \$50,000 (1997 dollars)

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B. Acknowledgements

Pioneer Valley Planning Commission – Carolyn Misch

Town Engineering Department

Ed Miga

Frank Shea

Tanya Capparello

Police -- Chief Allen Stratton

Wilbraham Residents

John Lovejoy

Jonathan Salvon

Wilbraham Historical Commission

Richard Howell

Don Nicholson

Carol Albano

Ann Tousignant

Elizabeth Cahill

Town Archivist -- Coralie Gray

Planning Board -- Dick Butler

Town Administrator -- Bill Fogarty

Open Space and Recreation Committee

Steve Bosworth (Chair)

Board of Selectmen

Frank Everton

James Thompson

Kevin Moriarity

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Marjorie A. Trimble
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596-6117



Note: Village Center as seen on the front cover – looking north. No telephone poles or wires – new light pole.

