

A REVIEW OF HISTORIC LEXINGTON CENTER



LEXINGTON BATTLE



LEXINGTON BATTLE GREEN



BUCKMAN TAVERN



DEPOT SQUARE LEXINGTON, MA



LEXINGTON POST OFFICE

CENTER DEVELOPMENT





















THE CONTEXT

Lextopia



Still Modern After All These Years



LEXTOPIA HOUSE



LEXTOPIA EXHIBIT

Modern Living in Lexington

Lexington modern homeowners exercised their passion for form and functionality in designing their modern spaces.

The re-created living space is furnished with a chair that was purchased at Camp Research in Cambridge, an Eero Saarinen table, steel tables, and butterfly and swan-shaped chairs.

This bedding setup is the essence of a Four Seasons Suite from about 1960.



BURLINGTON MALL

The Edwin B. Worthen Collection



LEXINGTON CENTER 1938

COMPREHENSIVE REPORT



**A PLAN FOR
LEXINGTON
CENTER**

THE PROMENADE

A 100 foot right-of-way on Massachusetts Avenue most of the way through the Center (90 feet at the Central Block) has been assured by recent town meeting actions. Of this, 56 feet will be required by 1975 for moving traffic and the traffic flexibility gained through a single on-street parking lane. To continue present sidewalks, a total of thirty-two feet are required for pedestrian movement, light poles, fire hydrants, etc. The remaining twelve feet are discretionary, for use either as on-street parking space, or to provide an extraordinary pedestrian promenade.

It is recommended that four feet of this discretionary space be used to widen the sidewalks on the south side of Massachusetts Avenue, enough to permit planting boxes and other pedestrian amenities (tree planting might require major utility relocation), as well as freer movement. The remaining eight feet of discretionary space should be used for a deeply landscaped pedestrian promenade on the north side of the Avenue, with a double row of trees, smaller plantings, benches, and other furnishings, giving the historic, commercial, and civic components of the Center a linkage strong enough to be comprehended at the speed and scale dictated by the automobile. At the same time, it allows creation of variety and interest at pedestrian scale, as well as "eddies" out of the streams of movement where one can pleasureably pause. This powerful element would help give a distinctive character to Lexington Center, helping differentiate it from the multitude of commercial areas now similar in appearance but representing communities far different in character and heritage.

“This powerful element would help give a distinctive character to Lexington Center, helping differentiate it from the multitude of commercial areas now similar in appearance but representing communities far different in character and heritage.”

CASE STUDIES



RAMBLAS, BARCELONA



CHAMPS ELYSEES, PARIS



CENTRAL PARK, NYC



BRYANT PARK, NYC



COMMONWEALTH AVE, BOSTON



CHRISTIAN SCIENCE CENTER, BOSTON



JOHN HARVARD PARK CHARLESTOWN



FANEUIL HALL



PAUL REVERE PARK, BOSTON

THE DESIGN TEAM

LEXINGTON BOARD OF SELECTMEN

Lincoln P. Cole, Jr., Chm.
Levi G. Burnell
Robert Cataldo
Irving H. Mabee
George C. Sheldon

LEXINGTON PLANNING BOARD

Arthur E. Bryson, Chm., 1965
Joseph A. Campbell, Chm., 1966
Evert N. Fowle
Roland B. Greeley
Natalie H. Riffin

TOWN COMMITTEE TO STUDY THE
REVITALIZATION OF LEXINGTON CENTER

George Kolovson, Chm.
Otis Brown
Arthur E. Bryson
Lincoln P. Cole, Jr.
Richard A. Michelson
Mrs. Howard Scharfman
Raymond Scheublein
Lee E. Tarbox
Joseph Trani

DESIGN ADVISORY GROUP
(Executive Committee)

Norman Fletcher
Donald Graham
Walter S. Pierce
Hideo Sasaki



HIDEO SASAKI
WINNER OF ASLA MEDAL 1971 AND THE
ALLIED PROFESSIONS MEDAL OF THE
AMERICAN INSTITUTE OF ARCHITECTS

Such was Sasaki's legacy, an increasingly comprehensive approach to planning and design, such that many skills and talents—artistic, intellectual, technical—were given free range while none alone was dominant. Within his firm, two ideals are still upheld: *collaboration* among people from different fields; and *integration* of land, buildings, and the larger environment. Another of Sasaki's ideals was the *oasis*—a designed landscape where the human spirit could be refreshed, especially in the city—at Greenacre Park, in New York, for instance; at Constitution Plaza, in Hartford; within housing developments in Chicago and New York; and at the Christopher Columbus Park, in Boston. “As the world becomes more crowded and resources limited,” he wrote in 1989, “we must treasure the oases we find and create new ones, no matter how small, with love and care.”

“AS THE WORLD BECOMES MORE CROWDED AND RESOURCES LIMITED. WE MUST TREASURE THE OASES WE FIND AND CREATE NEW ONES, NO MATTER HOW SMALL, WITH LOVE AND CARE” - HIDEO SASAKI



GREEN PARK, NYC



CHRISTIAN SCIENCE CENTER



PEARL STREET MALL BOULDER COLORADO



PEARL STREET MALL BOULDER COLORADO

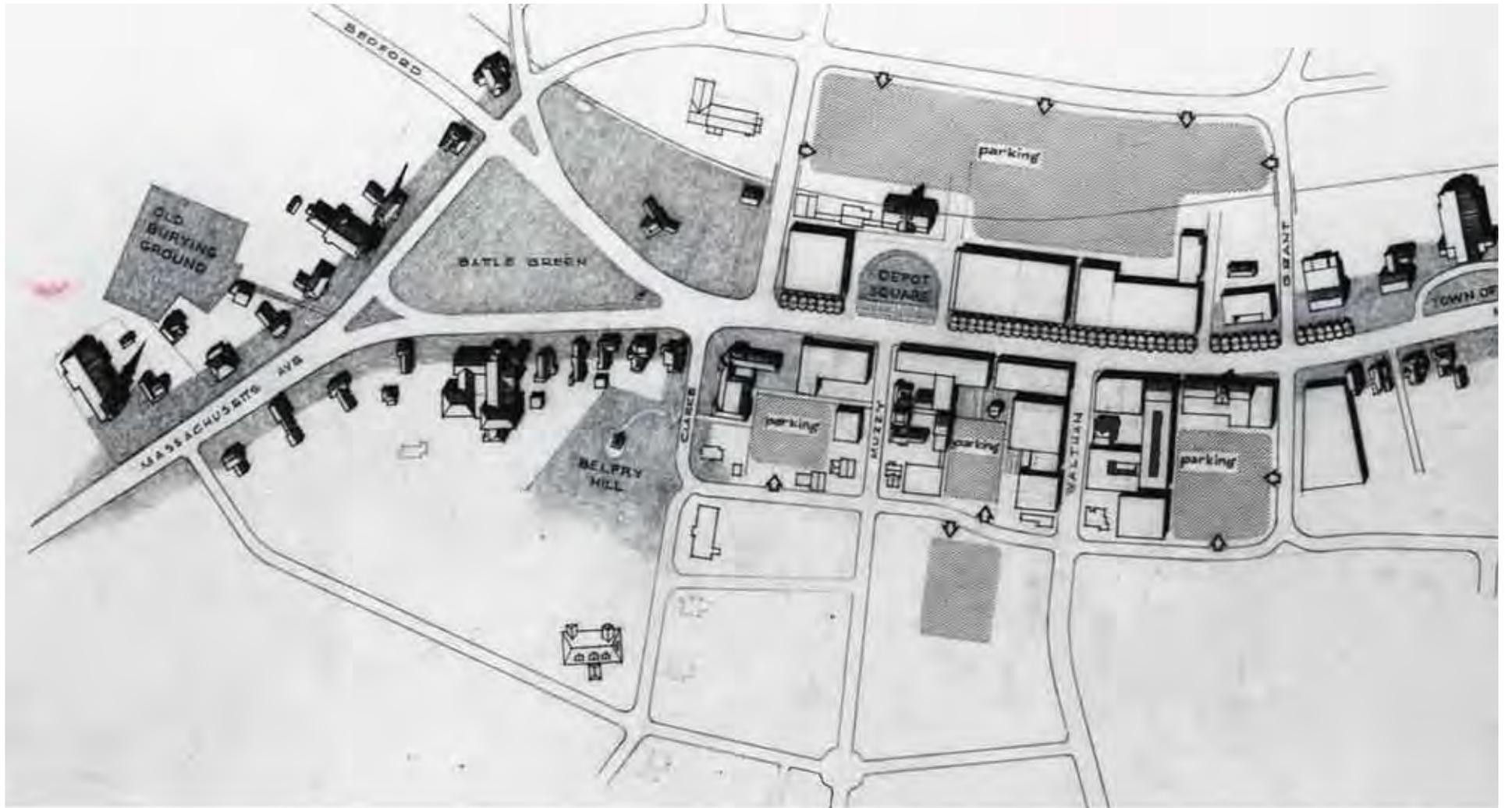


PEARL STREET MALL BOULDER COLORADO

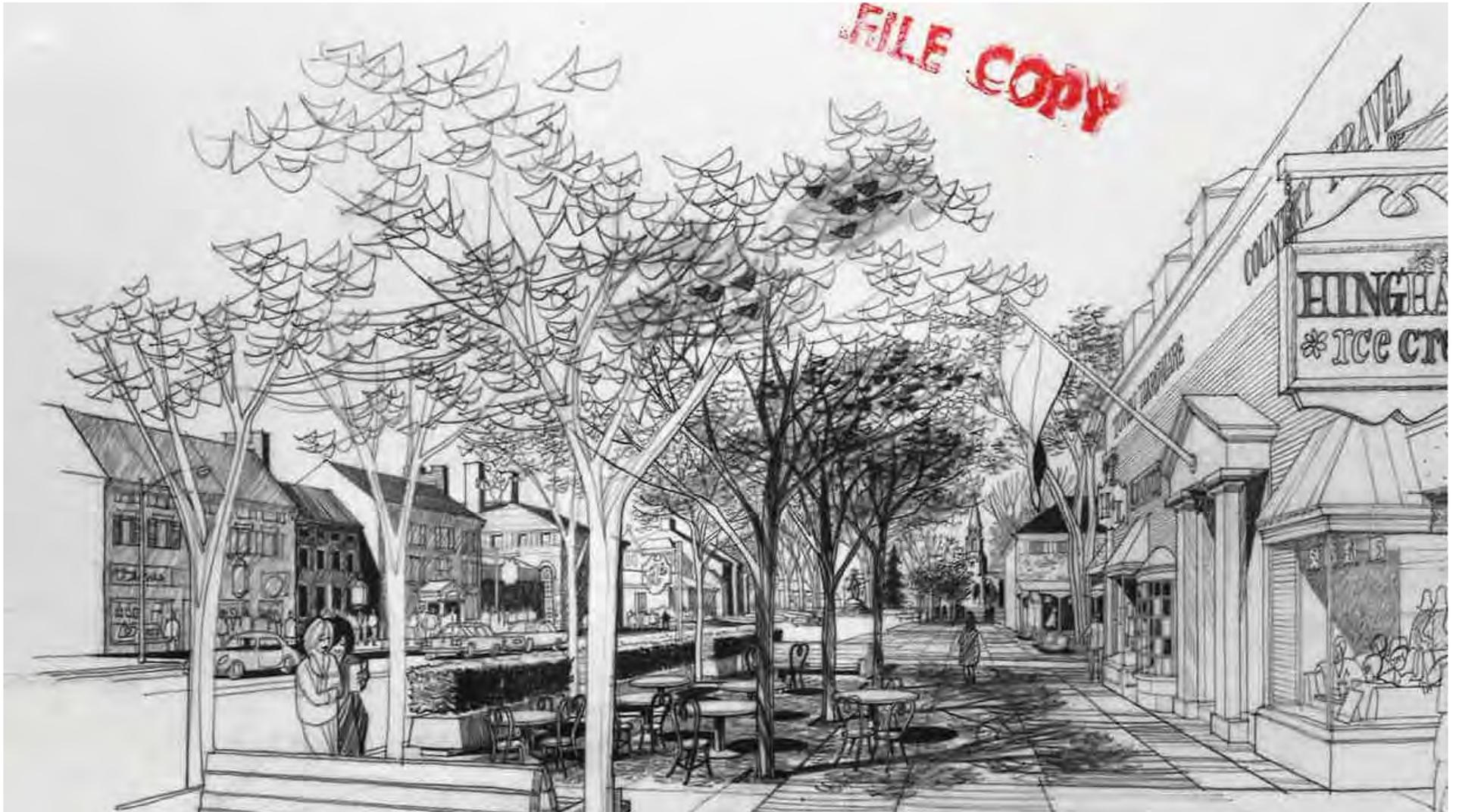
COMPREHENSIVE REPORT



**A PLAN FOR
LEXINGTON
CENTER**



FILE COPY



THE PROMENADE

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DOWNTOWN LEXINGTON











**PASSAGE OF TIME
THE NEED FOR MAINTENANCE**













Creating a Model Village Center: Strategies for Success



Compiled for:
Vanasse Hagen Brustlin (VHB)

Tufts UEP Field Projects Spring 2008

Samuel Anderson Chrissy Ungaro
Soichiro Nakahashi Julia Wolfson



DOWNTOWN LEXINGTON

CURRENT PROPOSAL



ENGINEERING SUCCESS TOGETHER

TRANSPORTATION AND TRAFFIC ENGINEERING

PLACEMAKING HISTORIC LEXINGTON CENTER / BATTLE GREEN

LEXINGTON, MA

Lexington Town Center is a vibrant public place with a significant amount of commercial, retail and institutional land use, as well as numerous national historic landmarks. Lexington Center was one of the first town centers to undergo a high level of pedestrian friendly streetscape treatment over 50 years ago. Through a very competitive qualification-based process, BETA was selected to undertake the comprehensive upgrade of the Center, as well as enhancements to the historic Battle Green.





Quick Links

[Center Streetscape - Project Meeting Materials](#)
[Project Data and Plans](#)
[Project Team](#)
[Prior Studies](#)

Road work, Mass Ave. from Woburn St. to Pleasant St. & adjacent roads overnight: Fri, Mar 4, 10PM - 7AM
[Sal Read more »](#)

[Home](#) » [Departments](#) » [Engineering](#)



Center Streetscape and Battle Green Projects

The road traveled by history and the project that will guide the future

Both projects are focused on:

- Improving pedestrian safety
- Accommodating bicycle traffic
- Making sidewalks and crosswalks more accessible and safer for people with disabilities



PROPOSED PLAN - REALIGNMENT OF NEW TREES



MT. MORRIS STREETScape, NY

"THE FIRST SHOT"



Sidewalk Graphics



80 Colonists



800 British

"THE FIRST HOUSE"



Existing Plaque

"BILL ME LATER"



Doctor bill to treat wounded British soldiers left behind



"DRUMMING UP A WAR"



The Role of the Militia Drum

"WHERE'S M"



"TWO CANNONS"



Materials that can be used for Interpretive Elements in Pavement



Materials that can be used for Interpretive Pictures

HISTORIC INTERPRETATION UPRIGHT ELEMENTS



Lighting Options

View: Looking east from Depot Square



Recommended illuminating level and uniformity ratio:

	WIDE SECTION Major/High	NARROW SECTION Major/Medium	INTERSECTION Major-Collector/Medium
Average Maintained Footcandles (FC):	1.7 FC	1.3 FC	2.2 FC
Average to Minimum Uniformity Ratio:	3:1 or <	3:1 or <	3:1 or <



3RD AVE - BURLINGTON

Safety at crosswalks



- Bump out configuration
- Shorten crossing distance
- Concrete pavement
- Lighting
- Detectable warning



3RD AVE - BURLINGTON

Waltham Street Gateway



- Waltham Street Gateway wall and plant bed
- Direct pedestrians to crosswalk
- Outdoor tables

LOCAL EXAMPLES OF LIFESTYLE MALLS AND TOWN CENTERS



3RD AVE - BURLINGTON



NORTH ATTLEBORO STREETScape PROJECT



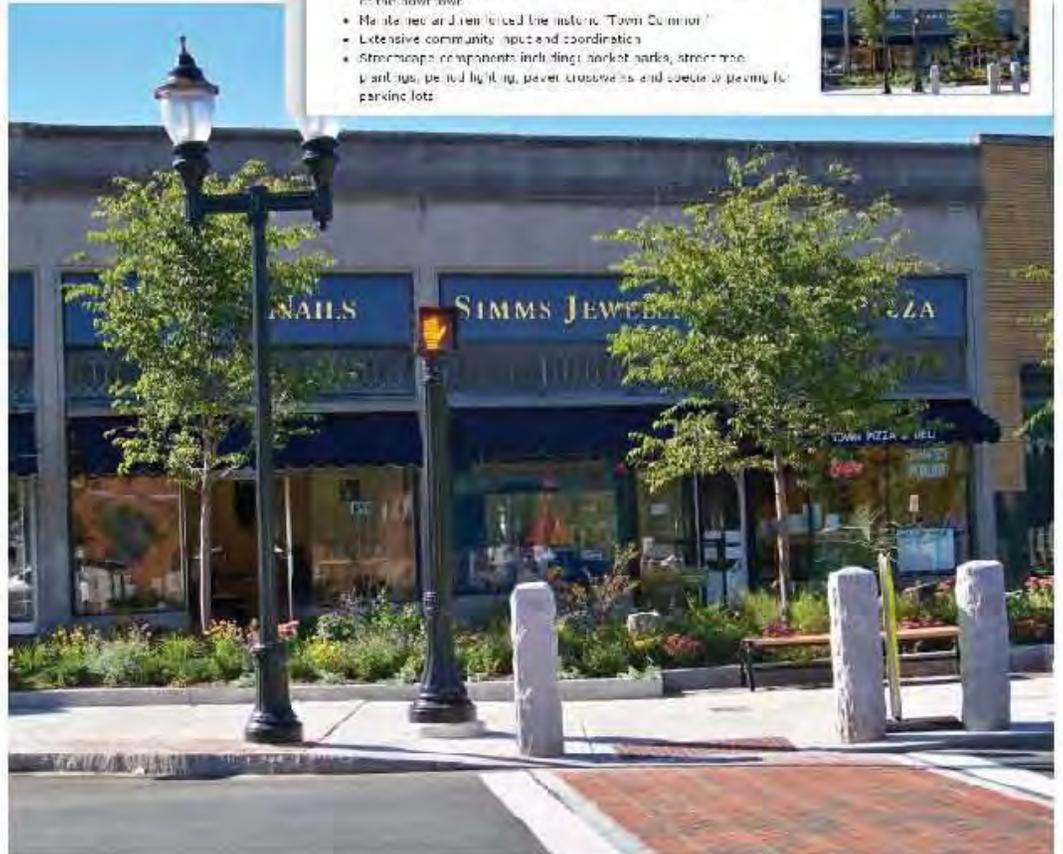
Human Experience | Urban Design | Land Planning | Urban Concepts | Architecture | Reading Downtown Improvements

READING DOWNTOWN IMPROVEMENTS

READING, MASSACHUSETTS

In an effort to revitalize an aging downtown, the town of Reading engaged BETA to develop Master Plan design concepts, from preliminary to final, designed to improve traffic and pedestrian circulation. Vetted through a public participation process, the final design concepts improve traffic circulation to and within the downtown, honor the needs of the pedestrian, and improve their safety, was sensitive to the significant historic resources and provided enhancements to the project. BETA also provided construction services.

- Improved circulation within the downtown and provided better connection between two business districts
- Reduced crosswalk distances and provided high visibility materials within the crosswalk areas
- Incorporated streetscape enhancements that improved the character of the downtown
- Maintained and reinforced the historic "Town Common"
- Extensive community input and coordination
- Streetscape components including: market marts, street tree planting, pedicel lighting, pebble crossings and specialty paving for parking lots



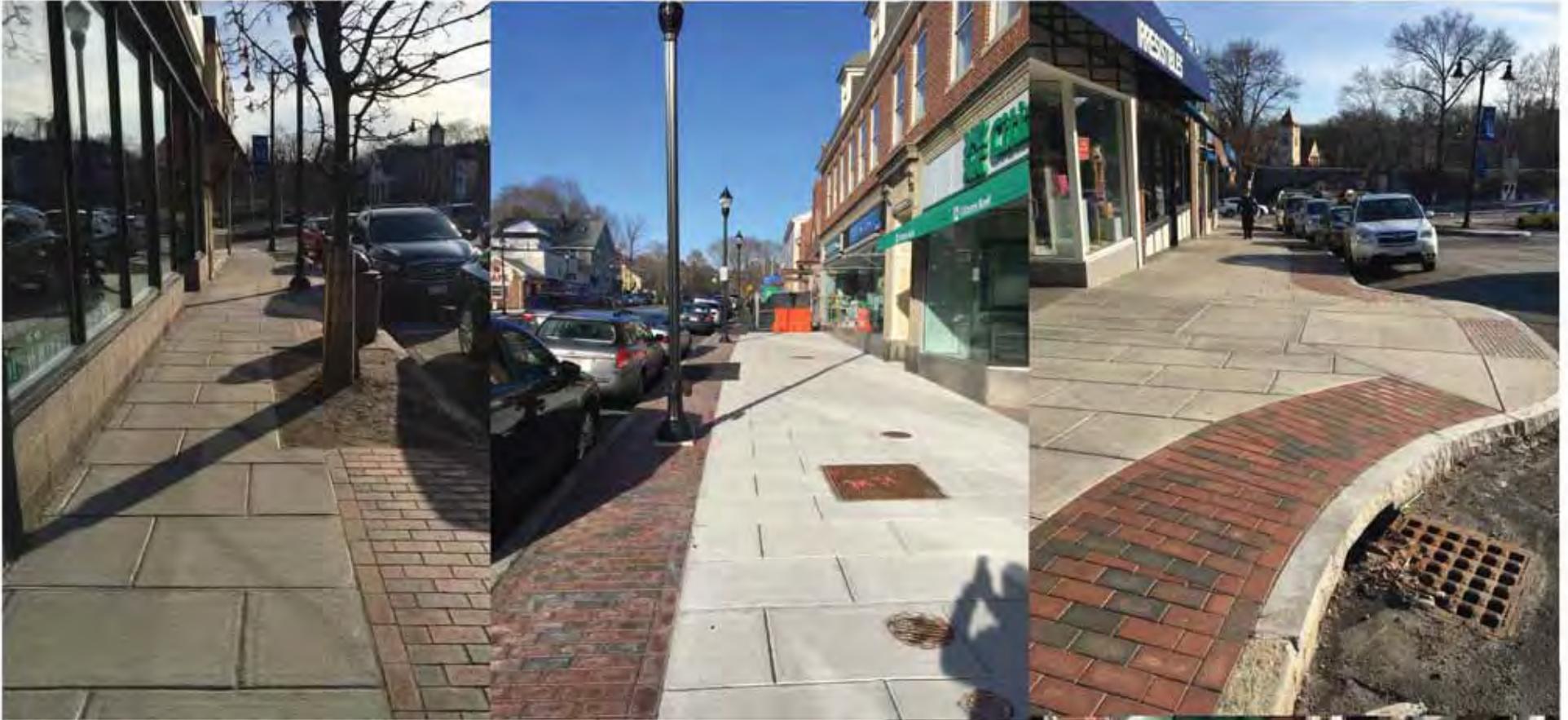


Palmyra Main Street Reconstruction. Palmyra, NY

CLOSE X

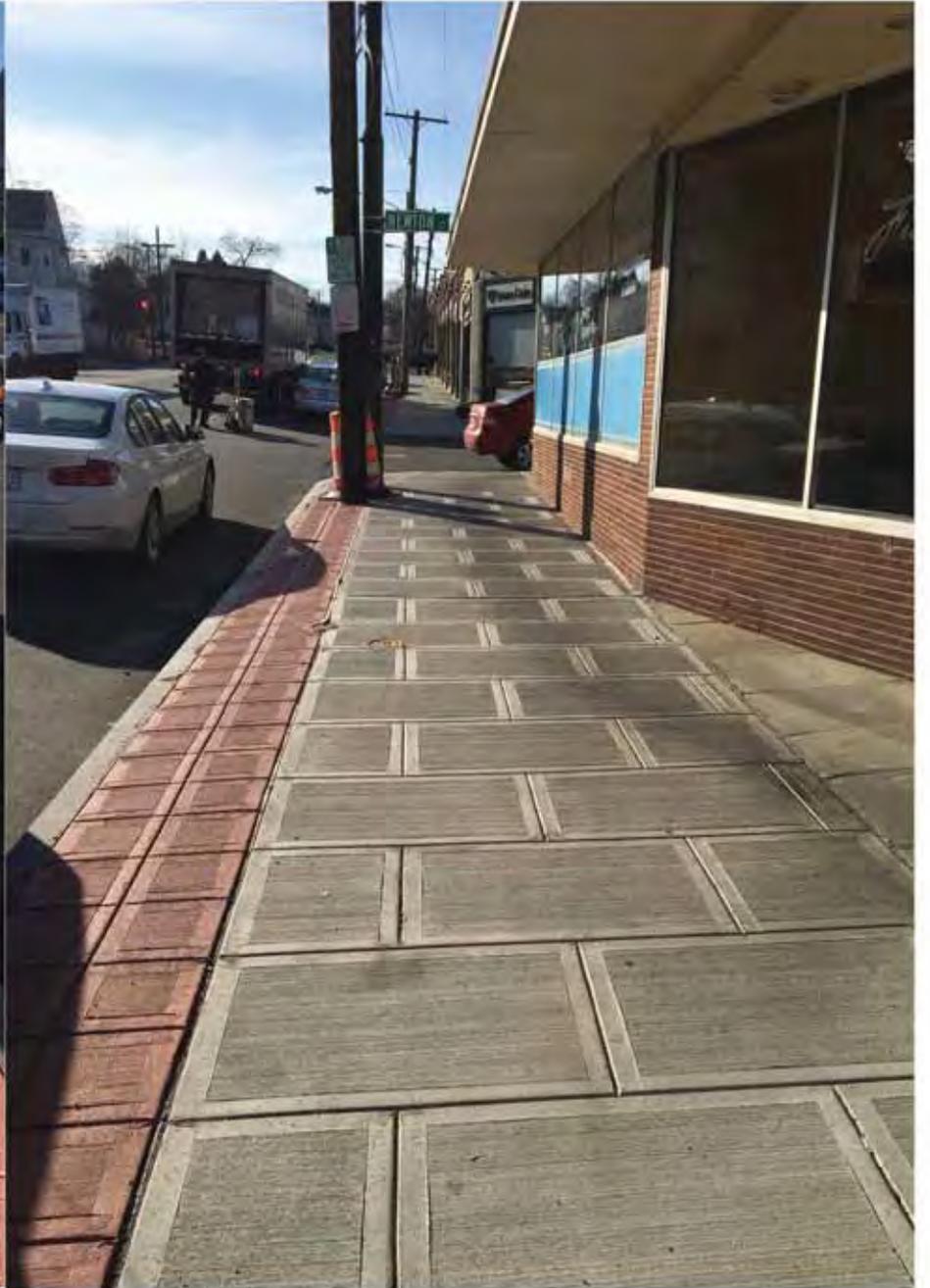
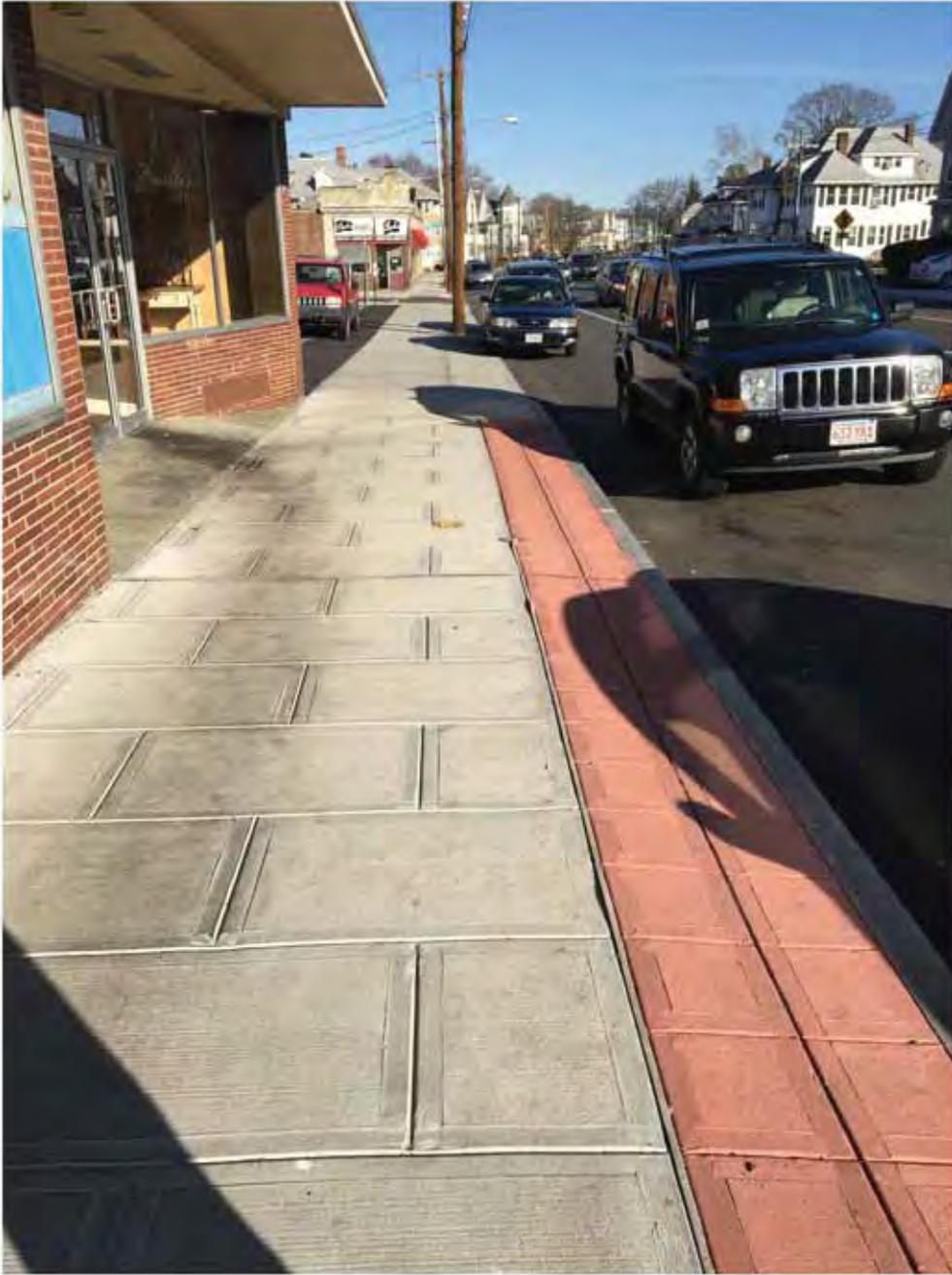


PALMYRA MAIN STREET RECONSTRUCTION, PALMYRA, NY



BELMONT CENTER





TRAPELO ROAD BELMONT



LEGACY PLACE



THE STREET



EXISTING



PROPOSED



EXISTING



PROPOSED



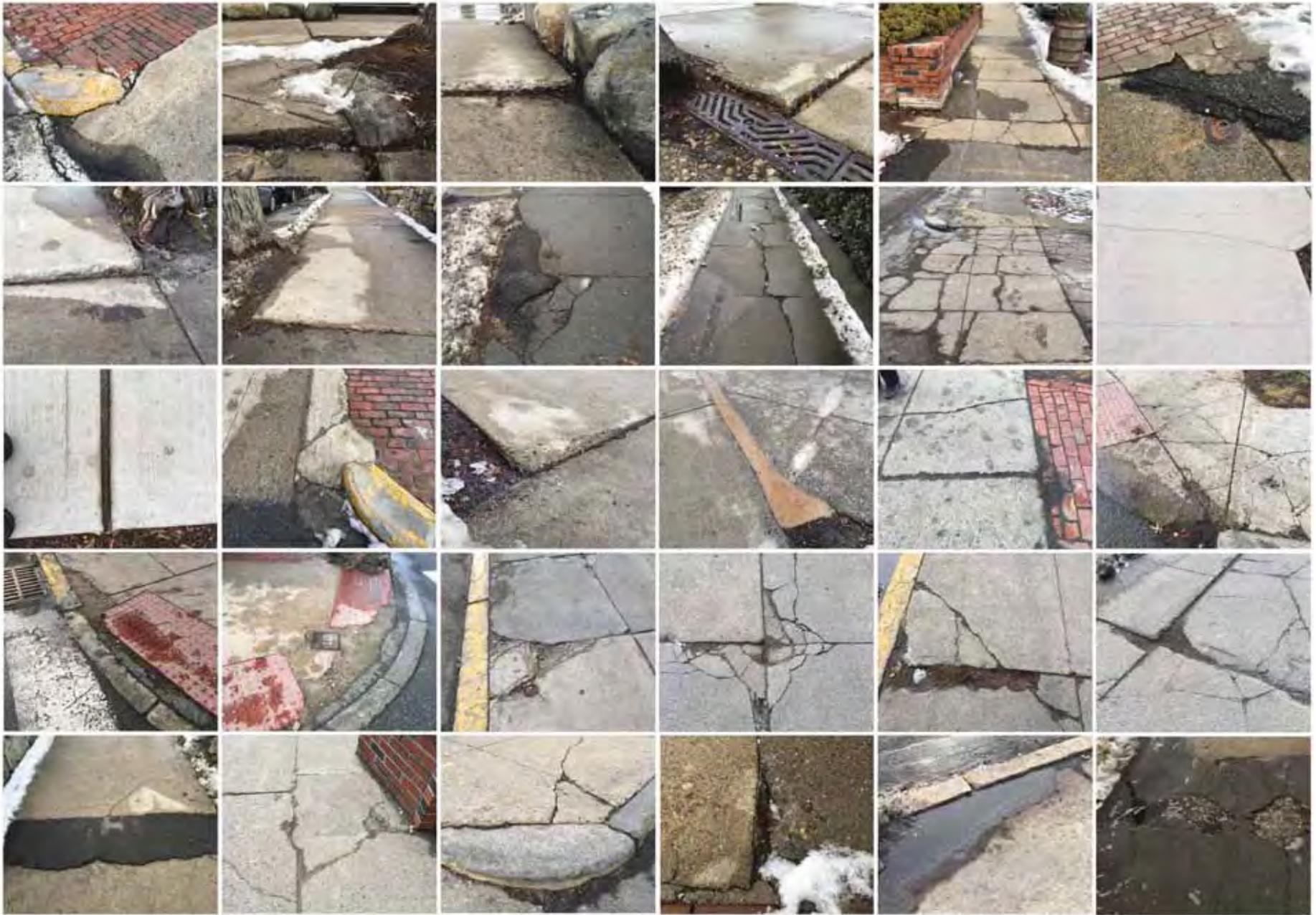
EXISTING



PROPOSED



EXISTING CONDITIONS







Lighting Options

View: Looking east from Depot Square



Recommended Illuminance level and uniformity ratio:

ROAD SECTION	MAXIMUM SECTION	MINIMUM SECTION
Average Maximum Illuminance (FC)	1.2 FC	1.1 FC
Average Minimum Illuminance Ratio	0.2 fc/ft ²	0.3 fc/ft ²

DELTA

Lexington Town Center Streetscape & Public Green Project



Waltham Street Gateway



DELTA

Lexington Town Center Streetscape & Public Green Project



Safety at crosswalks

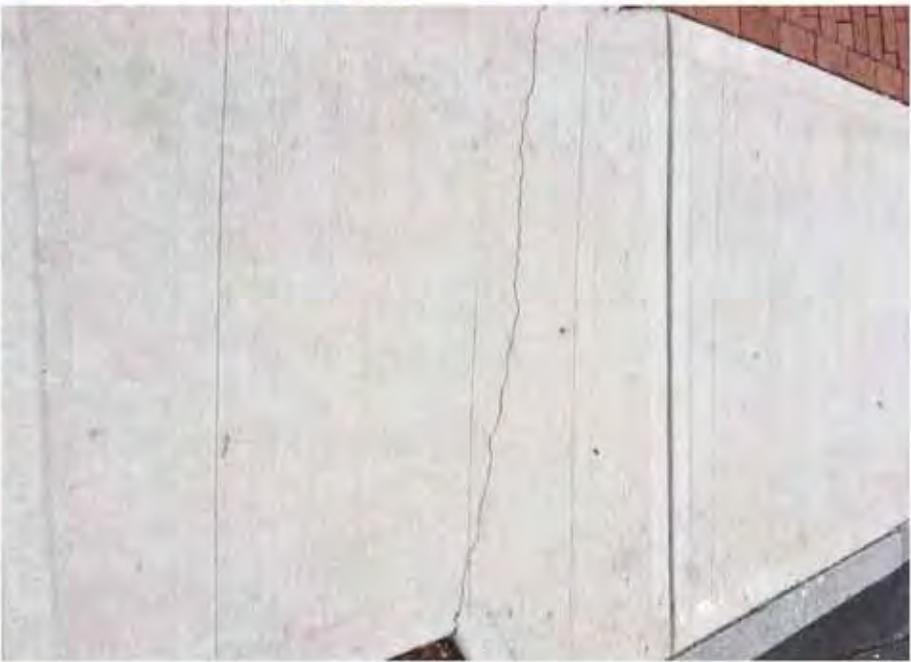


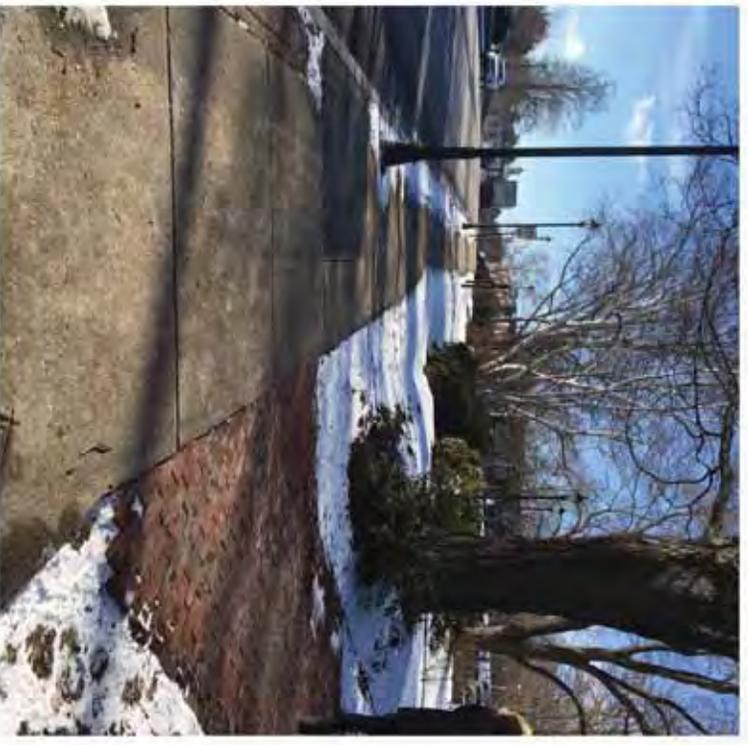
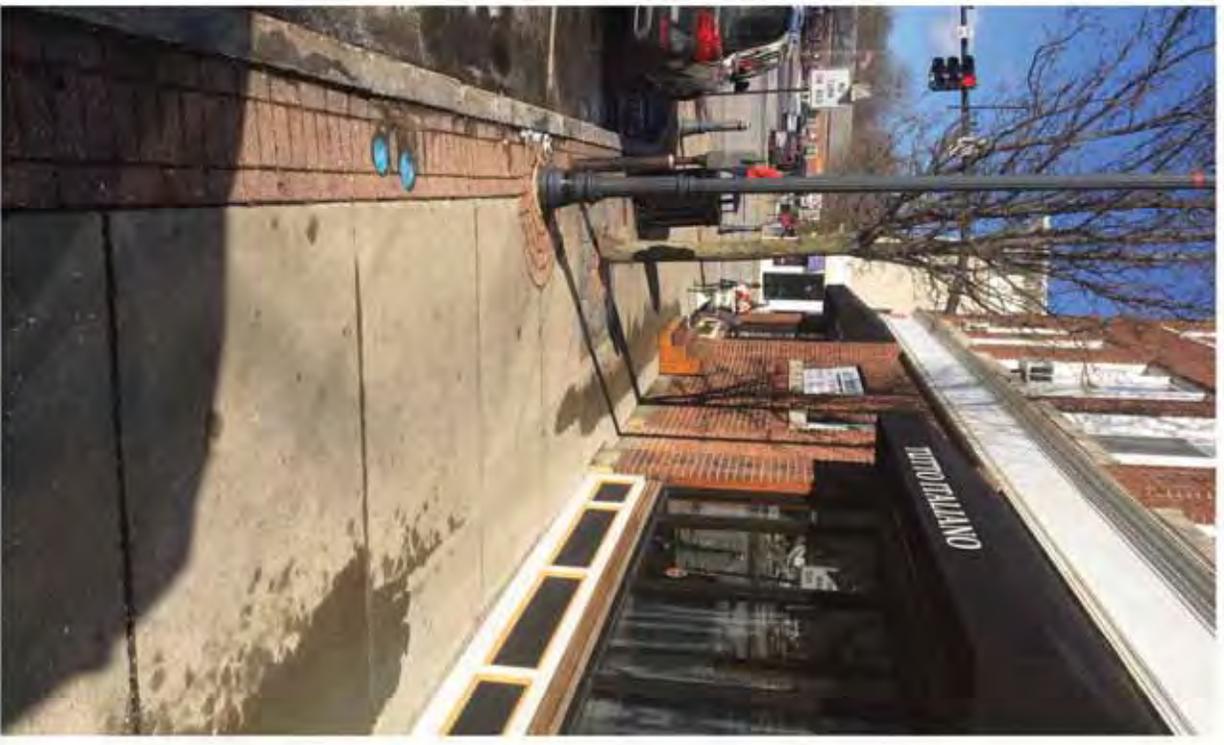
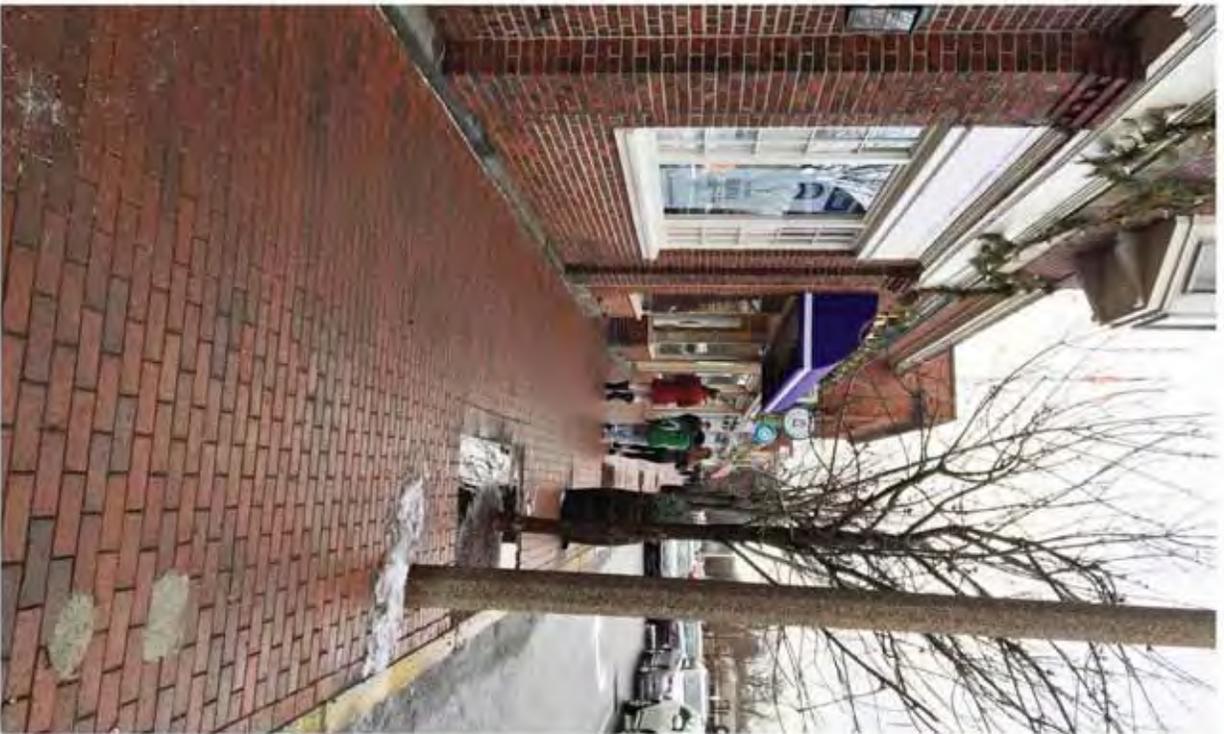
DELTA

Lexington Town Center Streetscape & Public Green Project



- Bump out configuration
- Shorten crossing distance
- Concrete pavement
- Lighting
- Detectable warning





LEXINGTON CENTER

WELLESLEY CENTER

WHY BRICK

EVALUATION OF SELECTED SIDEWALK PAVEMENT SURFACES

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Funding: This study was partially funded by a consortium of the Interlocking Concrete Pavement Institute (ICPI), Brick Industry Association (BIA) and the National Concrete Masonry Association (NCMA). In addition, funding was provided by the VA Rehabilitation Research and Development Service, Veterans Health Administration, U.S. Department of Veterans Affairs (F2181C), and the U.S. Department of Education, National Institute on Disability and Rehabilitation Research (NIDRR) Rehabilitation Engineering Research Center on Wheeled Mobility (H133E990001).

Conclusion: When treating the poured concrete sidewalk as the normative standard, the 2, 3, 5 and 6 surfaces compared most favorably in terms of shock and vibration exposure whereas surface 4 produced mixed results. Surfaces 2, 3, 5 and 6 yielded results that were similar to the poured concrete sidewalk, and should be considered acceptable as a pedestrian access route for wheelchair users, surface 4 requires further study.

Industry Response – BIA, ICPI, NCMA as well as the V.A., US Department of Education, National Institute on Disability and Rehabilitation Research and others commissioned HERL to perform Wheelchair vibration tests. Report issued 2002.



#	Paver Name	Edge Detail	Composition	Dimension (mm)		
				A	B	C
2	Holland Paver	Square - no chamfer	Concrete	198	98	60
3	Holland Paver	2 mm chamfer	Concrete	198	98	80
4	Holland Paver	8 mm chamfer	Concrete	198	98	60
5	Whitacre-Greer	4 mm chamfer	Clay	204	102	57
6	Pathway Paver	Square - no chamfer	Clay	204	102	57

Report Conclusion: When treating concrete sidewalk as a normal standard, pavements #2, 3, 5 (Whitacre Greer), & 6 yielded results similar to CIP concrete and should be considered acceptable as a pedestrian access route for wheelchair users. These are straight edge or have a small bevel/chamfer.



X-laser bounces off the pavement surface

The Pathmet devise uses lasers, GPS and cameras to record any slight deviation in the pavement.

A good pavement is colored **Green** and has deviations of <50mm/M or < 2"/M (39")

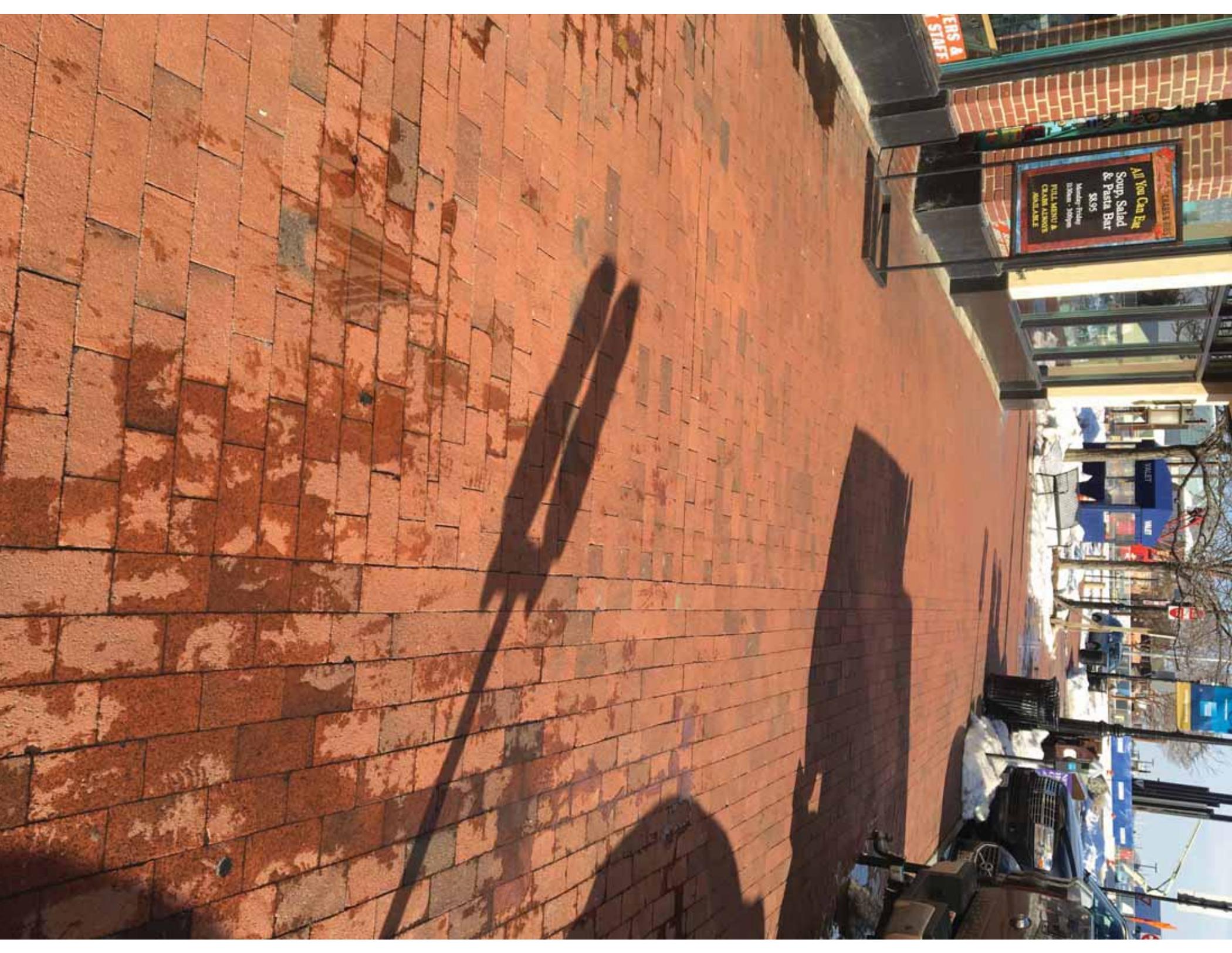
An acceptable pavement coded **Orange** is >50mm/M and < 100mm/M or between 2" and 4"/ Meier

Anything greater than 100mm/M is rated poor and coded **Red**.

Current ADA standards state "pavements must stable, firm and slip resistant."

No gap greater than 1/2" (comes from grating Standards)

Lippage 1/8" unit to unit is an industry standard



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