



Report of

# OLMSTED ROCKERY AREA DESIGN CHARRETTE

Village of North Easton, Massachusetts



Submitted to:  
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Easton Planning & Community Development Department  
136 Elm Street  
North Easton, MA 02356  
December 2014

Submitted by:  
BETA Group, Inc.



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## INTRODUCTION

### Purpose and Background

#### Purpose:

The purpose of the Charrette was to obtain the community's ideas on the Rockery area, apply those ideas to develop conceptual plans, and utilize those plans to generate funding for improvements. Concepts will integrate Olmsted's original vision with the current needs of the community in order to make the Rockery more accessible and appreciated as a memorial and public space.

**Background:** The following background information is taken from the Town of Easton Department of Planning and Community Development Solicitation Quote for the Rockery Area Design Charrette.

*Easton is a Town well-blessed with historic sites, buildings and open spaces. North Easton Village includes a significant number of these landmarks and is currently undergoing a strong revival thanks to both public and private planning and development efforts. The Town's Main Street Revitalization project is well underway and includes streetscape, sidewalk, access, lighting and parking improvements to the eastern portion. The Ames Shovel Works redevelopment project, in which a public/private partnership transformed an historic industrial site into 113 mixed-income housing units, is now complete. As part of that project, Easton's first wastewater treatment facility has been constructed, providing Downtown businesses access to sanitary sewer for the first time.*



*One of the Town's most underutilized and underappreciated resources in the Village is the so-called Rockery at 1 Lincoln Street. The Rockery, or Memorial Cairn, was designed by Fredrick Law Olmsted and built in 1882 as a memorial to the Easton residents who died during the Civil War. Located in the heart of North Easton Village, across from the H.H. Richardson-designed Oakes Ames Memorial Hall and Ames Free Library, the Rockery is an absolutely*

*unique combination of public space and war memorial- now also memorializing those who died in WWII and the Korean War. Yet, it has not lived up to Olmsted's original aspirations.*

*The Rockery currently serves primarily as a traffic island and a curiosity to those driving by, and its location contributes to a difficult and confusing traffic situation. While highly visible, the Rockery is an island, inaccessible to pedestrians and most typically accessed only for parking around the perimeter. Rehabilitation work in the 2000s stabilized a portion of the landscape, but concerns about the safety of the structures, height of the existing power lines and the configuration of existing intersections have been*

raised regularly. Plans to make the space more usable and accessible stalled, in part because of concerns related to the parking spaces that would need to be relocated. Most believe the road configuration should be “fixed” but potential solutions have not been studied in -depth. The area, especially Oakes Ames Memorial Hall, is in need of a permanent, accessible parking solution.

The Rockery area is an important piece of what is to be the next phase of the Town’s Main Street Revitalization efforts. The Town aims to continue street and other revitalization improvements to the western side of Downtown, better connecting the Richardson buildings and Rockery area to the Downtown core and improving aesthetics, circulation and accessibility. The charrette process will lay out the vision and preferred design for this entire area, including traffic, utility, roadway and parking improvements.



AERIAL VIEW OF THE ROCKERY

The landscape architectural and engineering consultants, BETA Group Inc. in partnership with the Planning and Community Development Department planned and implemented a productive, well-attended multi-day design charrette. The process was comprised of charrette meetings resulting in the generation of participant and stakeholder ideas, design options, review comments and recommendations going forward. All of which are included in this report.

**Funding for the Rockery Charrette process was made possible by a Civil War Preservation Grant from the Massachusetts Sesquicentennial Commission of the American Civil War and a War Memorial Grant from the Massachusetts Department of Veterans’ Services. The Town of Easton thanks both of these groups for their partnership and support for this important project.**

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## RESEARCH AND CHARRETTE PREPARATION

### 1.1 Project Assessment

A start-up meeting was held with the Planning Director and BETA Group, Inc., the landscape architectural and engineering consultants for the charrette. The project management team, process and schedule were discussed (See Appendix C for all meeting notes).

#### 1.1.A Project Management Team

A steering group was formed as part of the charrette management team to advise during the process. Project Management Team:

Gary Anderson (Easton Director of Planning)  
Kelly Carr, Landscape Architect (BETA Group, Inc.)  
Scott Ridder, Landscape Architect (BETA Group, Inc.)

Steering Group:

Hsiu Ann Tom- Department of Veterans' Services (DVS)  
Stephanie Danielson- Planning and Community Development (DPCD)  
Tim Hurley- Chair, Historical Commission  
Greg Strange- Chair, Planning and Zoning Board (PZB)  
Wayne Beitler- Planning and Community Development (DPCD)  
Coleen Corona- Board of Selectmen  
Connor Read- Citizen Business Advocate

Three Project Management Team meetings were held, two before the charrette to discuss stakeholders, data gathering, and charrette logistics. The third meeting was held to review the charrette report, preferred plans and next steps (See Appendix C for meeting notes).

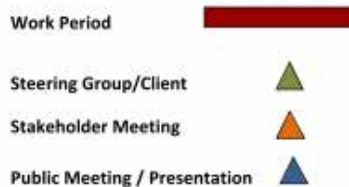
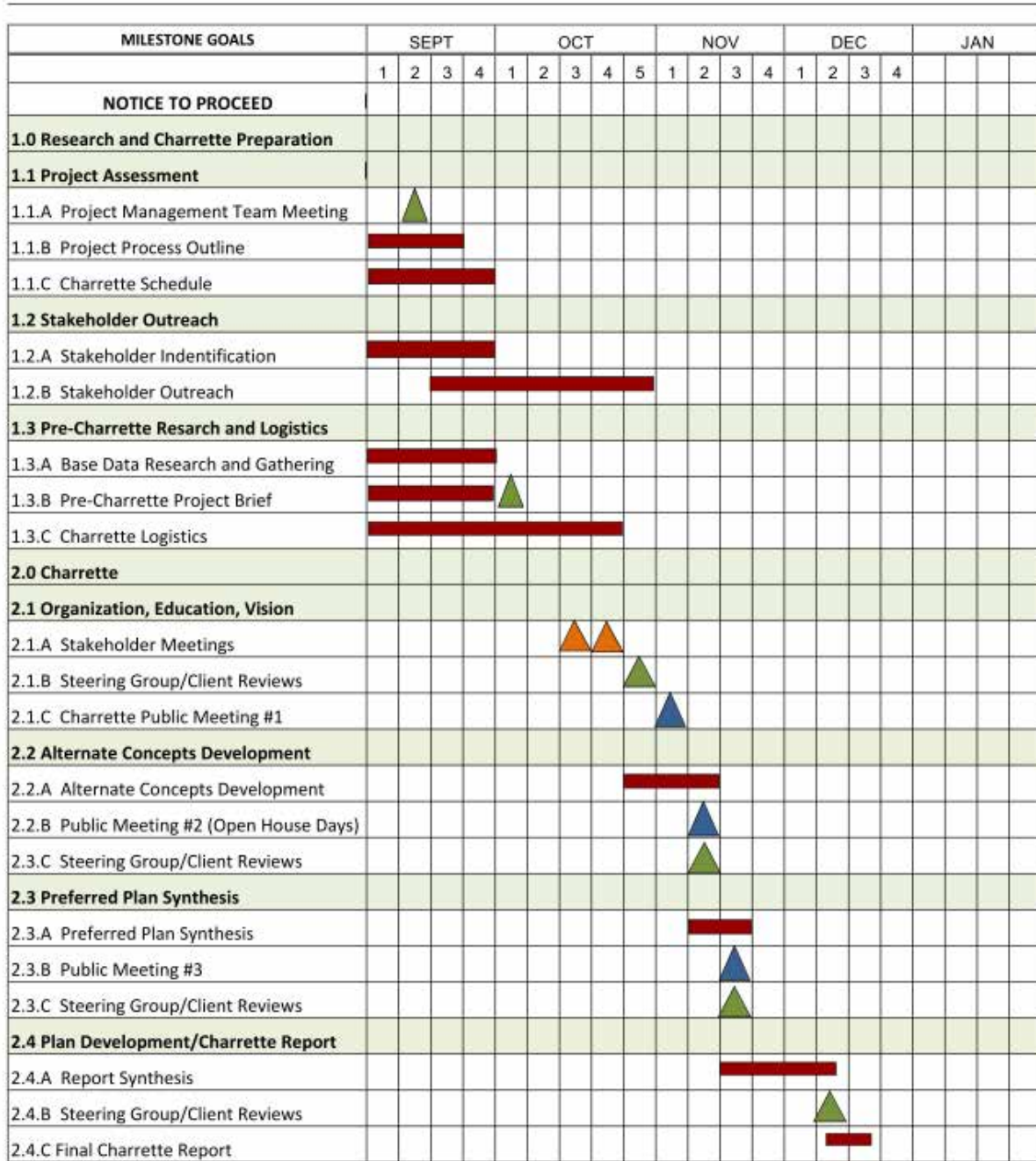
#### 1.1.B Project Process Outline/Schedule

The project process and outline were translated into a schedule with a time frame starting in September and running through December (See Figure 1.1A).

**Figure 1.1.A**

Schedule : Sept.-Dec. 2014

**BETA Group  
Olmsted Rockery Area Design Charrette**



# STAKEHOLDER OUTREACH

## 1.2 Stakeholder Outreach

The steering group began its work by identifying potential stakeholders consisting of adjacent property owners, businesses, local agencies, societies, commissions, town administrators and other interested parties. Individual and group meetings were held to obtain the stakeholders' ideas and views regarding the Rockery.

### 1.2.A Stakeholder Identification

#### **Town of Easton, MA Olmsted Rockery Area Design Charrette Stakeholder Identification**

Easton Board of Selectmen	Easton Historical Commission
Easton Town Administrator	Easton Veterans of Foreign Wars
Easton Public Works Department	Easton Historical Society
Easton Veterans Services Department	Easton Friends of Public Gardens
American Legion/VFW	Easton Children's Museum
Easton Chamber of Commerce	Easton Council on Aging
Easton Planning and Zoning Board	Oakes Ames Memorial Hall Association
Easton Community Preservation Committee	Ames Free Public Library
Easton Conservation Commission	Easton Lions Club

Property Owners – Dot and Bobby Sundell (gas station and abutting residence owners), Arthur and Barbara Hovagimian (Oxford Cleaners), Doug King (Schoolhouse Apartment Building owner), Paul Rohr (abutting residence); Steve Karen and Marc Plante (BER Engineering).

Stakeholders were contacted. Those who responded and were available met with BETA either individually or in small groups. The purpose of meeting was informational and gave BETA Group the opportunity to hear the stakeholders' ideas and concerns for the Rockery area. Most topics fell into the following three categories: overall place, circulation/parking and design elements. A summary of the topics, ideas, suggestions and concerns is included in Section 1.2.B.

## 1.2.B Stakeholder Comments

### OVERALL/PLACE

- Need to view as destination
- Need reason to go
- Make Rockery a destination
- Make pedestrian friendly
- Rockery needs to be welcoming
- Improve Rockery for people, dogs, picnicking
- No seating is currently available – add seating
- Rockery space isn't well used
- Tour busses and architectural students visit Rockery and Richardson buildings and take pictures
- Only time noticeably used is at Christmas-more use
- Incorporate better with OAMH
- Allow guests at OAMH to spill into Rockery area
- History of Buildings important
- Teach visitors history
- Recognize Rockery as peace memorial
- Emphasize the Rockery as a monument currently hidden by vegetation and is ignorable
- Bring back path along rockery north side
- Finish Phase II Rockery-Funding and utility wires an issue
- Would like to see 2004 plan finished
- Design to teach history of rockery
- Views to and from Rockery important- Complete Rockery Phase II
- Identify as Olmsted design
- Make carriage turn at top of Rockery
- 1903 Bandstand in Rockery Green, good acoustics with OAMH ledge and Rockery
- 1903 Gene Autry sang at bandstand. Bring bandstand back?
- Remove Rockery?
- Expand green
- Make green space bigger
- Make Rockery more of a common green space
- Create amphitheater and step down
- Add wall at lower end
- Lots of parks/open space in Town – why go there?
- Would like Easton Footprints walking tour with pamphlets, tours walk around now
- Connectivity in open space and trails
- Would be good to try low cost reversible changes
- Would like to see Streetscape Phase II implemented

- Take out plaque and memorial at rockery green. Give plaque to Historical Society
- No veteran activities at Rockery now-All at Veterans Memorial Park 2004 monument with names at Depot St.

#### CIRCULATION/PARKING

- Lincoln @ Barrows crosswalk problem
- Borrows blind hill and Lincoln crossing at Barrows unsafe
- Improve sidewalk accessibility/can't use now
- Remove parking
- Ring of cars is aesthetic loss
- All would like parking eliminated at Rockery
- Parking biggest problem
- Parking-need
- During weekend events at OAMH-Parking is not an issue
- South Coast RR may effect parking
- Parking issue- Verizon and BER
- Parking biggest issue
- Parking biggest issue in area
- Winter Farmers Market at OAMH
- OAMH needs parking
- Delineate parking, clarify traffic movement
- Clarify parking, pedestrian and traffic movement-clear up confusion, more prominent pavement markings
- Traffic confusing so drivers cautious, few accidents
- Need better pavement markings to clarify circulation
- Reduce "sea of pavement" and add more grass
- Too much pavement
- Has seen 18 wheel truck turn around in front of building
- Narrow down pavement
- Likes two way traffic flow on all sides, visibility important
- Keep as is, road and sidewalks in good shape. Road configuration "is working"
- Traffic Load OK now
- Traffic works now
- Speed is an issue on Lincoln
- Can T up Barrows and Center Street intersections
- Shut Barrows off – make green space greener-add parking lot at Barrows
- Use different pavements
- Add traffic signal and island at Center Street?
- Barrows used to be one way 20 years ago. Visibility important Main to Center Street

- Important for Lincoln to remain two way
- One way traffic would be difficult
- Town is working on adding sharrows to Lincoln St.

#### DESIGN ELEMENTS

- Flag pole with solar uplight at Center Street nose
- Lights on Rockery steps
- Move statue on Depot St. to Rockery?
- Put granite benches on top to have lunch
- Put colorful flowers in between rocks
- Add fountain
- Incorporate old school house
- Box lunch at Rockery – food attracts people – weekly event
- Footprints connecting historical pieces need viable activities, like Saturday evening concerts
- Add Clock
- Put a clock in nose at Center Street
- Continue ornamental street lights
- Wires obscure views
- Wires underground Mitigate catenaries for train by moving utilities at rockery underground
- Like to see wires taken away
- All Utilities underground would be good
- What is clearance from wires to Rockery? What is Minimum?

## PRE-CHARRETTE RESEARCH AND LOGISTICS

### 1.3 Pre-Charrette Research and Logistics

#### 1.3.A Base Data Research and Gathering

In preparation for the charrette, BETA researched and reviewed numerous documents, plans and reports to better understand the history of the Rockery and its surroundings. A list of these documents appears below:

##### BASE MAPPING

- G.I.S.

##### DESIGN PLANS

- Main Street Village Area Improvements - Aerial
- Main Street Village Area Improvements – Rendered Plan
- Main Street Roadway & Parking Lot Improvements – Rendered Plan
- Main Street Roadway & Parking Lot Improvements – Constructions Plans
- Oakes Ames Parking Lot – Conceptual Design

##### REPORTS

- North Easton Village Station Area Planning Study 2011
- Town of Easton Historic Preservation Plan 2008
- Bicycle Pedestrian Connectivity Study 2012
- South Coast Rail Economic Development and Land Use Corridor Plan 2009

##### PUBLIC PARKING

- Rockery Triangle
- Main Street
- Mechanic Street Lot
- Immaculate Conception Church

##### OTHER PUBLIC OPEN SPACE

- Rockery Triangle
- Italian Garden at Queset House
- Veteran’s Memorial Park
- Town Offices – Wayside Estate
- Frothingham Memorial Park
- Borderland State Park
- Langwater Estate
- Governor Oliver Ames Estate
- Sheep Pasture – Natural Resources Trust of Easton

##### PUBLIC EVENTS

- Parade
- Winter Carnival – Lions Club

**PUBLIC BUILDINGS**

- Oakes Ames Memorial Hall
- Ames Free Public Library
- Queset House
- Council on Aging
- Children’s Museum
- Historical Society – Train Station
- Town Hall

**OLMSTED**

- 1902 Planting Plan and Plant List
- Chronology
- Cynthia Zaitzevsky Report
- FLO Letters
- Franklin Park Stonework and Plantings
- McGilney Hart Plan
- Microfiche List

**OLMSTED ROCKERY HISTORY**

- Olmsted Letters, The Papers of Frederick Law Olmsted Vol. 8, The Early Boston Years 1882-1890, Johns Hopkins Press, 2013.
- Olmsted Plans and Photographs, CD-Job Number 00671, National Park Service, Frederick Law Olmsted National Historic Site, Brookline, MA
- The Aesthetic Transformation of an Industrial Community, Robert F. Brown, Winterthur Portfolio, Volume 12, The University of Chicago Press, 1977
- The Memorial Cairn, North Easton, Massachusetts: Three Generations of the Olmsted Firm, Cynthia Zaitzevsky, Ph.D., July 19, 1999.
- Restoration of F.L. Olmsted’s Memorial Cairn, Phase II, McGilney Hart & Associates, June 2003
- Preservation Agreement, Massachusetts Historical Commission and the Town of Easton, 2004

### 1.3.B Pre-Charrette Logistics

Charrette logistics were discussed in preliminary meetings between the Planning Department, BETA and the Steering group (See Appendix C- Meeting Notes). The decision was made to run the charrette in three concurrent weeks. The first meeting would be held at Oakes Ames Memorial Hall in the evening. After a presentation of the history the participants would break out into round table sessions, each with a facilitator and a note taker. Participants would be encouraged to voice any concerns, thoughts and/or ideas. Part 2 of the charrette would be in the form of two open house meetings held at Queset House. The first would take place in the afternoon on Veterans' day after the town's annual parade. The second would be the next day in the evening. Three options would be presented representing ideas and concerns voiced at the first charrette meeting. During Part 3, final public meeting, preferred options would be presented. See November 2, 2014 Boston Globe Article (Figure 1.3.A) on the charrette and the flyer (Figure 1.3.B) that was distributed in reaching out for the public to participate.



Figure 1.3.A Sunday, November 2, 2014 – Boston Globe

**YOU ARE INVITED!**  
**OLMSTED ROCKERY CHARRETTE**  
**NOVEMBER, 2014**



**Come to the Olmsted Rockery Charrette during the month of November to help envision how the Rockery can be better used and appreciated, and how the surrounding Main Street area could be improved and better connected to the rest of North Easton Village.**

Did you know???

- The Rockery, at the corner of Main, Lincoln and Barrows Streets, was designed by Frederick Law Olmsted?
- Olmsted designed the Rockery as a peace memorial to those who died in the Civil War, and today it serves as a memorial to those who served in Korea and World War II as well?
- The final design of the Rockery never lived up to Olmsted's expectations as a public space?

**What is a Charrette??**

A charrette is a series of community workshops that focus on a certain challenge. All interested parties are invited to participate in designing a solution. The idea is to work together to get all the potential issues on the table, and design a functional project that has community support.

**CHARRETTE SCHEDULE**

**PUBLIC KICK-OFF MEETING**

**Wednesday, November 5, 2014 6:30 PM Oakes Ames Memorial Hall, 3 Barrows Street**

Come hear more about the history of this area and offer your ideas on how it could be improved.

\*Please RSVP with the Planning Department so we know how many people to expect.

**PROJECT OPEN HOUSE**

**Tuesday, November 11, 2014 1:00-4:00 Queset House, 51 Main Street**

**Wednesday, November 12, 2014 3:00-7:00 Queset House, 51 Main Street**

Stop by after the Veteran's Day parade on Tuesday or on Wednesday afternoon to see the work done to this point and comment on a few design options.

**FINAL PUBLIC MEETING**

**Wednesday, November 19, 2014 6:30 PM Oakes Ames Memorial Hall, 3 Barrows Street**

Come see the preferred design option(s) and hear about next steps.

**We hope you will join us! Please contact the Planning Department at 508-230-0630 or at [ganderson@easton.ma.us](mailto:ganderson@easton.ma.us) with questions, or to RSVP for the kick-off meeting on November 5th.**

Figure 1.3.B

## EDUCATION, VISION – Charrette Public Meeting #1

### 2.1 Education and Vision – Charrette Public Meeting #1

The first part of the presentation focused on the history of the Rockery itself. The second part of the presentation included a brief description of recent studies and projects relevant to the Rockery area. The remaining 90 minutes were dedicated to gathering community participants' ideas on what the Rockery could and should become. See Appendix E for the full Power Point presentation. There were 35 participants at Charrette Public Meeting #1. See Appendix D for the charrette sign in sheets.

#### 2.1.A Presentation of the History



A brief summary of the Rockery history follows:

Frederick Law Olmsted's vision of the Rockery (according to a letter written to Oakes A. Ames) was that it would be similar to a cairn; an intentionally constructed pile of stones to be used as a memorial or landmark (See Figure 2.1.A.). The cairn was to commemorate the days of the Civil War with names inscribed in the stones at the parapet and base of a central flagpole. Olmsted envisioned a public terrace at the top of the cairn with benches and shade trees. The rockery was to be laid out with fieldstone that would have a slope similar to the rock outcrops in front of Oakes Ames Memorial Hall and thus be an extension of them (See Figure 2.1.B.). Olmsted Sr. was never pleased with the constructed Rockery and in fact called it a "rude and ungainly jumble of rocks". From that point on there were a number of recommendations and plans to improve the Rockery including one by John Charles Olmsted in the early 1900's that was never carried through. Over the years the Rockery fell into disrepair and the boulders became obscured by overgrowth and vines. In the 1940's the tower section was taken down and a World War II and Korean Monument built on the green. The size of the green space has eroded over the years



Figure 2.1.A

as the car replaced the carriage and the need for parking arose. This can be seen in the overlay of the original Olmsted design on a current aerial photograph (See Figure 2.1.C).



Figure 2.1.B



Figure 2.1.C

## Recent Planning Efforts Pertaining to the “The Rockery”

Aspects of the following recent planning efforts relating to the Rockery were highlighted as well as the importance of coordinating with them during the design process:

- Main Street Village Area Improvements
- Phase I Constructed 2014 and Phase II (Design 2011)
- North Easton Village Station Area Planning Study 2011
- Envision Easton Community Master Plan-Draft 2014

## Main Street Village Area Improvements Phase I Constructed 2014 and Phase II (Design 2011)

Phase 1 of the Main Street Village Area Improvements Project (See Appendix A) was completed in the fall of 2014. Streetscape improvements including new sidewalks, bump outs, brick crosswalks, ornamental lighting and site furnishings have been installed between Mechanic Street and Center Street. A new municipal parking lot is completed behind the commercial buildings on the north side of the street. The Phase 2 streetscape design, which has not been completed, addresses the area of Main Street north of the Rockery (See Figure 2.1.D).

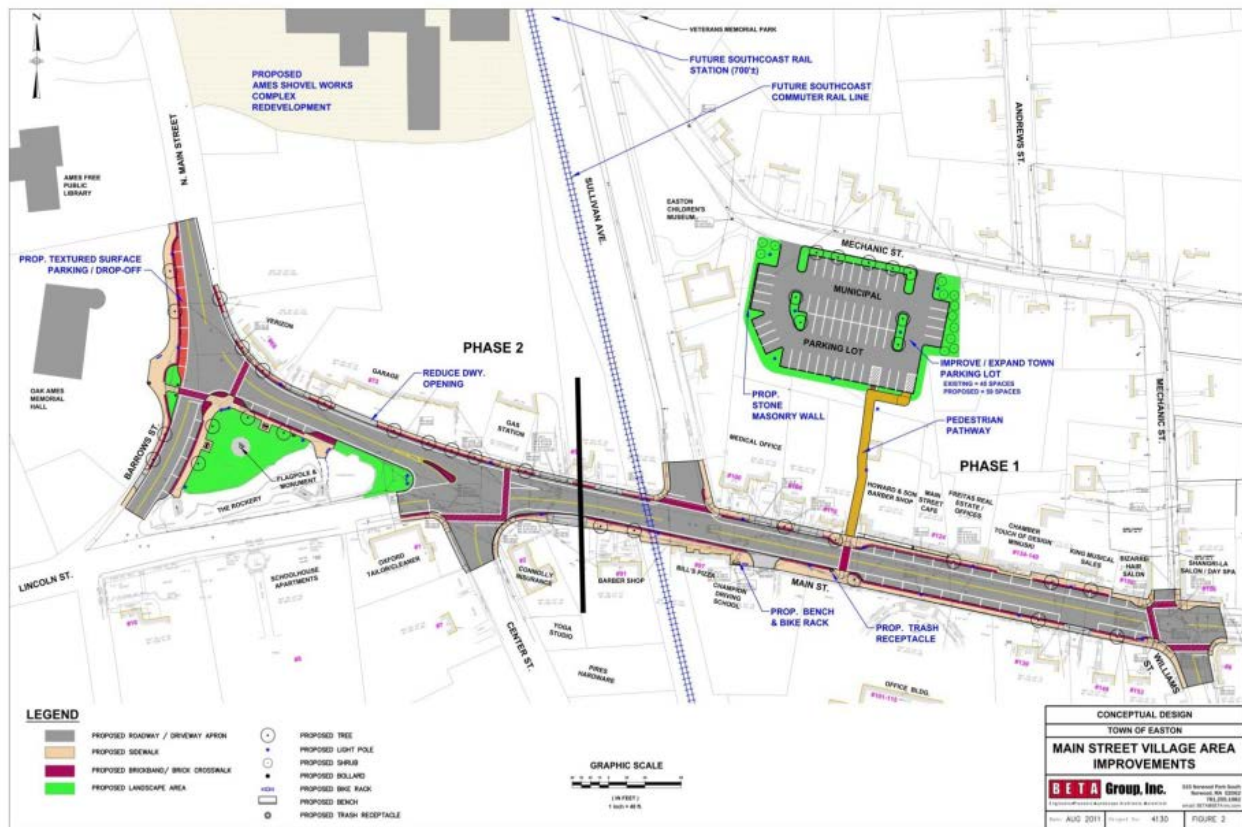


Figure 2.1.D



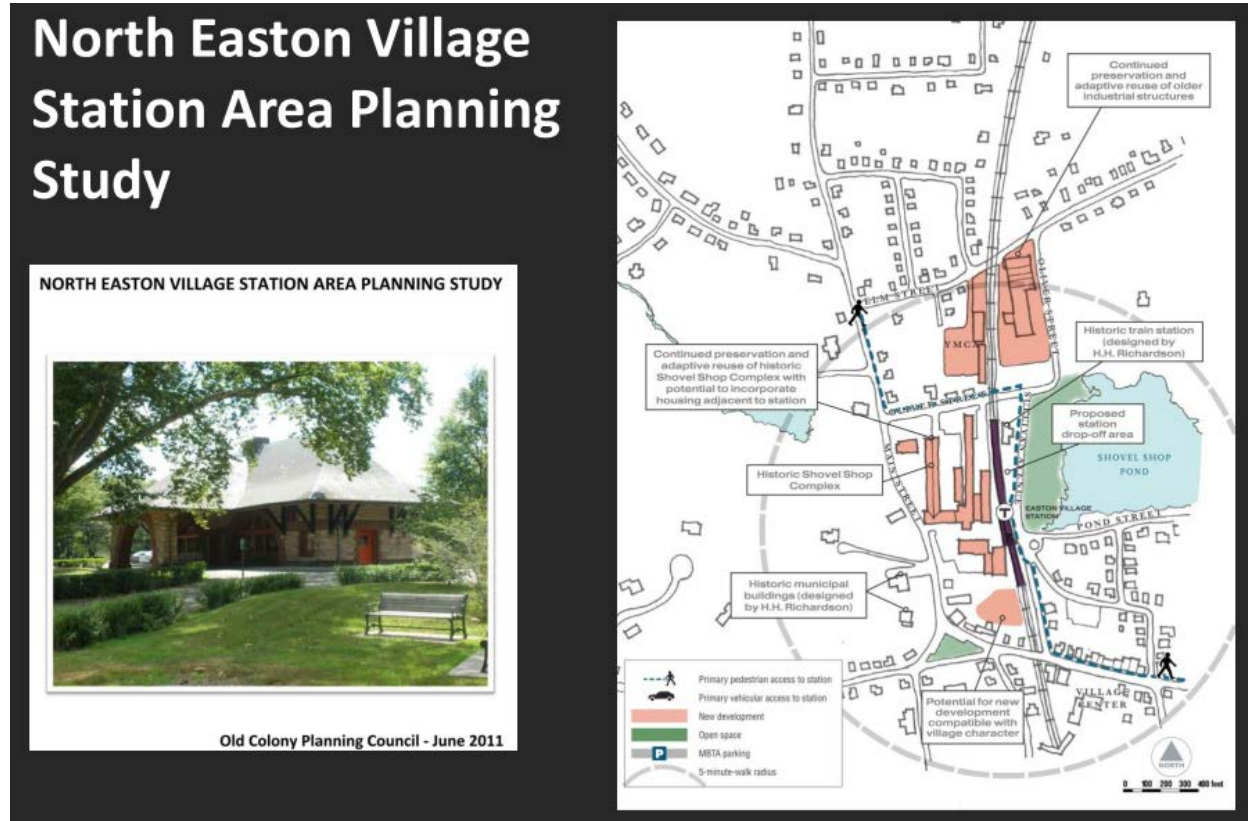
Figure 2.1.E



Figure 2.1.F

Photographs of the streetscape improvements after construction are shown in the above figures.

**North Easton Village Station Area Planning Study 2011**



**Figure 2.1.G**

The North Easton Village Station Area Planning Study was prepared by the Old Colony Planning Council in June, 2011 as part of the South Coast Rail Technical Assistance Program for the purpose of developing “traffic and parking strategies that accommodate Main Street businesses as well as promote an environment that encourages mass transit and safe, non-motorized alternative modes (including bicycle and pedestrian travel “. The report’s traffic circulation evaluations were used in the assessment of possible traffic alternatives during the Rockery Charrette. Figure 2.1.G above shows a diagram of the Rockery in relation to the Ames Shovel Works development and the proposed North Easton Village commuter rail station. The Rockery sits within the large grey dashed circle that depicts a five minute walk from the station.

**Envision Easton Community Master Plan-Draft 2014**

The Envision Easton Comprehensive Master Plan contains a number of goals and recommendations relating to the Rockery. They include enhancing existing cultural assets; providing platforms to raise awareness of existing resources; identifying opportunities to program parks and public spaces with appropriately scaled events; expanding accessibility by providing adequate parking, ADA, shade, lighting, benches and other amenities; and ensuring a safe efficient transportation system.

It is important to note that **the Rockery is within the Ames Local Historic District, the National Register of Historic District, a Cultural Corridor and in a Cultural Resource Protected Area. Due to its historic significance, the Rockery cannot be moved.** The decision was made early on that moving or disassembling the Rockery would not be entertained as part of the charrette process.



## 2.1.B Break Out Session



After the presentation of the Rockery area history the attendees gathered at 4 round tables to discuss their ideas for the Rockery. Each table had a facilitator and a note taker. The discussion was outlined according to the identity of the place, design components and program elements. A list of facilitated topics and questions follows:

**IDENTITY OF PLACE ( 15 min):** Is it important in the identity of Easton? How do residents and visitors perceive this place? Is it important to you? How should this place be used?

**DESIGN COMPONENTS (30 min):** What are the issues, components and priorities in designing this place? Where can there be compromises?

**Park**

- Optimizing Green Space
- Peace/War Memorial
- Accessibility
- Welcoming/Pedestrian Friendly

**Parking**

- Maximizing Parking Spaces
- Clarify Layout with pavement markings
- Alternate Layout: 90 degree, parallel, angled
- Possibilities for parking in the general area

**Traffic**

- Optimizing Traffic Flow
- Clarifying Layout Markings/Signage
- Alternate Traffic Configurations

**PROGRAM ELEMENTS (15 min):** What is needed for this place to become what you envision?

**Program events** Festival of Lights

- Other Possible Events, Music, Oakes Ames Functions spill off

**Site Amenities**

- Flagpole, Fountain, Bandstand, Clock, Interpretation, Education
- Lighting, Seating, Bike Rack, Trash Receptacles

**Site Improvements**

- Shade/Plantings, Views, Walkways, Walls, Overhead Wire Treatment

**REPORT OF FINDINGS:** Afterwards, the note taker from each table presented a quick 3 minute summary of their table's ideas and concerns. The comments on the note pad are summarized in Section 2.1.C.

**2.1.C Summary of Participant Ideas and Concerns**



NOTES FROM EASTON ROCKERY CHARRETTE PART 1 - November 5, 2014

**IDENTITY**

- See this as a “Hub”
- Important (along with the other historical buildings) to the town’s identity
- It’s also a memorial for Today’s wars and conflicts. The intention was for it to be timeless
- Use interpretive methods to bring the past and present experiences together highlighting peace and hope
- The location attracts tourists and visitors from nearby schools
- Needs to be more inviting as a walkable town
- Maintenance is an issue especially when things get over grown
- Need to clearly define what type of space the rockery is since people know that it’s something but not necessarily what
- Due to the driven speeds vehicles barely notice that there is something to see there reducing its utility and how it’s appreciated
- The layout isn’t very pedestrian friendly
- Parking is an issue whether removing or adding parking
- Now used primarily for holiday festivals
- Center point of historical district
- It’s a natural resource that can connect to other natural resources

- Should start with putting the tower back together along with benches and flagpole
- Marketing it as the “Scattered Emeralds” of a potential emerald necklace of historic and natural resources in North Easton with the rockery tying them all together
- Folklore-community brought their own rocks to comprise the rockery; part of Olmsted’s intent

## DESIGN COMPONENTS

### Park

- Not a park but a memorial – Peace – Hope
- Passive not a Playground
- Nature overcoming articles of war
- Worn areas – can’t hide the articles of war
- Not easily accessed. Improve circulation
- Main use is the winter festival
- Remove invasive plants that have become overgrown and contribute to erosion of the site
- Maintenance currently done by *Friends of Easton Public Gardens* occasionally - an official maintenance plan is needed
- Unused conduits and outlets should either be removed or repurposed for permanent lighting
- Return to original design
- Include shade trees
- Move the holiday lights off of the Rockery and onto the green along with local events, or to another location
- Relocate utilities
- Light beacon instead of flag pole

### Parking

- Parking gets in the way of viewing / using
- Prefer not to have parking – parallel on Main would be okay—removing parking could make it safer for both pedestrians and drivers
- Is parking behind OAMH a possibility?
- Area for parking behind Sundell Property
- Don’t remove parking if there is not another place for it
- Don’t hurt businesses but make it safer for pedestrians and drivers
- If parking is increased it should be done in a way that it improves the aesthetics and appeal of the location
- Future parking behind OAMH could alleviate the need for parking at the rockery (with appropriate lighting)

### Traffic

- Confusing traffic but generally safe
- Barrows/Center St. intersections are dangerous
- Need directional; stop, yield, signs and markings and other traffic calming devices
- Make part of downtown walking plan
- Open to possibilities of one way traffic or other reconfiguration of traffic flow (eliminate traffic on Lincoln St and convert it into a parking lot or green space)

- One way up Lincoln with parallel parking or close off Lincoln entirely
- Need shorter/safer crosswalks
- Add green space (bump out) at nose of Main and Barrows
- Intersection of Main and Lincoln major issue
- Control speed limits by slowing down traffic and increase the opportunity for people to notice the rockery site
- Modify turning radius at Lincoln and Barrows
- As for pedestrian circulation, create link for the hall, library, and downtown amenities to the Rockery
- Provide elements to encourage walking rather than driving to the next destination
- Current traffic patterns make using the area for picnics undesirable.

### **PROGRAM ELEMENTS**

- Recreate tower at eastern end – castle in decay—or use modern materials
- Flagpole
- Benches (Is there an Olmsted bench?) along the top of the Rockery
- Pergolas, gazebos, or arbors on the open areas below
- Historical signage – interpretive signs that provide information on the Rockery site, and other historic locations. A series of interpretive signs throughout Easton to create a larger trail network. These can be electronic displays. Include panels about the history of the train and the Rockery. Emphasizing history could raise the location’s profile as a recreational and natural resource, as well as increase attractiveness and economics of north Easton’s downtown
- Shovel works interpretation
- Provide trail maps/guides
- Path at base of Rockery (like old carriage road)
- Connect to the OAMH site as in the Olmsted original plan, using design interventions
- Create a bridge to connect the OAMH to the rockery instead of a crosswalk
- Bury all utilities
- Continue period Lighting
- Install a water feature that can soften traffic noise (waterfall)
- Provide usable sidewalks
- Bring back the bandstand
- Use for farmers market when it is seasonally appropriate
- Streets should be shut down for events
- Elevated walkway over Main St./Barrows
- Interpretive signs should tie into other local attractions and the walking distance to those sites
- Town clock in the location of the old Citgo sign
- North Easton village holiday festival
- Bandstand as a staging/ utilities for events
- Create a historic walking tour
- Need formal and funded maintenance plan, can’t rely only on volunteers
- Holiday lights should be white to match the rest of Downtown
- Holiday lights should be removed

# ALTERNATE CONCEPTS DEVELOPMENT

## 2.2 Alternate Concepts Development

Three design concepts were generated from the ideas of the participants at the Charrette Public Meeting #1. Common elements of the three design concepts are listed below in section 2.2.A, followed by a detailed description of each of the three options.

### 2.2.A Alternate Concept Options



#### Common Elements:

- Enhance the Rockery as a peace memorial and valuable historic/cultural asset to Easton. Enhancements include continuing restoration, interpretive signage, site furnishings such as benches and the continual maintenance of plantings.
- Rebuild the tower at the Center Street end of the Rockery, as designed in the Phase 2 Olmsted Memorial Cairn 2003 plan. This can be accomplished if the current utility poles are moved or put underground.
- Include elements that the participants expressed for the Rockery area such as seating, flag pole, interpretive signage or clock.
- Include elements on the top of the Rockery area such as seating, flag pole, interpretive signage, small trees for shade and a memorial plaque or inscription of names.
- Continuation of design aspects constructed in the Main Street Village Area Improvements Project Phase 1 such as ornamental lighting, crosswalk and paving treatment and site furnishings (bollards, benches, planters).
- Improve pedestrian circulation.
- Reduce the amount of pavement especially at the Main Street and Barrows Street intersection.
- Reduce roadway widths for traffic calming purposes.
- Clarify circulation by means of pavement markings and signage.
- Use sidewalk bump-outs to reduce in crosswalk length (safety) and define parking.
- Ensure adequate turning radius at the Borrows and Main St. intersection.

Distinct differences between the three options including their treatment of parking, the green space and traffic circulation are discussed in the detailed descriptions below.

Figure 2.2.A



**Option 1** (See Figure 2.2-A) most closely resembles the existing condition. While making moderate enhancements, Option 1 addresses participants' concern that the removal of the parking in front of the Rockery would be detrimental to adjacent businesses. It maximizes and clearly defines 16 full-sized perpendicular parking spaces by creating a bump-out at the North Main Street intersection and narrowing the streets. This option does encroach into the existing lawn area in order to provide full-sized spaces. Roadway signage and pavement markings for travel lanes and crosswalks are added to resolve the confusion that exists there now. Design elements include:

- Maximized parking at the Rockery triangle with 16 full-sized perpendicular parking spaces 8'x18'
- Streets narrowed with the traffic configuration remaining two-way
- Pavement markings and signage added for clarity of circulation
- Bump-out at North Main Street. Note that the turning radius does not allow for a right turn from Barrows Street to Main Street.
- At grade pavers north of bump-out to decrease asphalt
- Shortened pedestrian crossings
- Pathway into the green (from North Main St. side) with stairs leading up from the parking to a more level lawn area
- Expanded pedestrian pass through areas for gathering, benches and interpretive elements
- New sidewalks with ornamental lights
- Complete Phase II Rockery Restoration (tower) if utilities are moved/put underground or modify the Phase II Rockery Restoration plans if utility poles remain

Figure 2.2.B



**Option 2** (See Figure 2.2-B) increases the amount of green space by eliminating the parking on Barrows Street and reconfiguring the parking on the Main Street side to be parallel. The expanded green space and pathway in front of the Rockery recalls the original Olmsted Plan and carriage path. It further reduces pavement to create a more inviting park setting for the community to enjoy the Rockery as a public space. Design elements include:

- Expanded green space at Barrows St. and Main St. (including along the “tower”)
- Walkway into the park that recalls Olmsted carriage path
- A low retaining wall (similar to the one across the street at Oakes Ames Memorial Hall) that creates a gateway while defining and lessening the slope of the expanded lawn
- Expanded pedestrian pass through areas for gathering, benches and interpretive elements
- Bump-out at North Main Street with low plant bed. Note that the turning radius does not allow for a right turn from Barrows Street to Main Street.
- New sidewalks with ornamental lights
- At grade pavers north of bump-out and at the old carriage drop off in front of Oakes Ames Memorial Hall to visually decrease asphalt
- Shortened pedestrian crossings
- Four full-sized parallel parking spaces on the Main Street side
- Pavement markings and signage added for clarity of circulation
- Streets narrowed with the traffic configuration remaining two-way
- Center St./Main St. intersection similar to Phase 2 Main St. Village Area Improvements Plan
- Complete Phase II Rockery Restoration (tower) if utilities are moved/put underground or modify the Phase II Rockery Restoration plans if utility poles remain

Figure 2.2.C



**Option 3** (See Figure 2.2-C) increases the amount of green space by eliminating the parking on both the Barrows and Main Street sides in front of the Rockery. The expanded green space, the reduction of sidewalk at the North Main Street side of the lawn and the added carriage path in front of the Rockery all more closely resemble the original Olmsted Plan. The crosswalks and sidewalks are moved to align with either side of the “carriage path”. This helps to maximize the green space and ties it to the open space in front of Oakes Ames Memorial Hall as Olmsted originally intended. The addition of groundcover plant beds in front of both Oakes Ames Memorial Hall and the Rockery, similar to the Olmsted Brothers 1903 Planting Plan (never constructed), further helps to tie the two areas together.

Option 3 applies a one way (heading west) section to Lincoln Street behind the Rockery. This concept addresses the problem of cars going too fast as they approach the Barrows Street intersection when on Lincoln Street heading east. This is at a point where the site distance is compromised due to a drop in grade on Lincoln Street. Directing of traffic around Barrows Street to Main Street would further slowdown vehicles, thus making people more aware of their surroundings and creating a sense of entry to the village. Removing the eastbound lane on Lincoln Street simplifies the Center Street intersection by eliminating a turning movement. This and the use of traffic signal would increase the serviceability of the intersection. A preliminary look at this configuration, using the traffic numbers from the North Easton Village Station Area Planning Study, showed this to be a viable option. Additional study is needed to evaluate the Barrows and Lincoln Street intersection.

The one way option also creates room for nine (9) parallel Parking spaces and a sidewalk along the back side of the Rockery. This allows for a continuous path around the Rockery and Handicap accessibility to the upper area. Bump-outs into the parking lane allow for the possibility of moving the utility poles away from the Rockery. This option offers a less expensive alternative to moving the utility poles underground.

Design elements include:

- Expanded green space at Barrows St. and Main St. (including along the “tower”)
- Walkway into the park that recalls Olmsted carriage path
- Pedestrian circulation around and accessibility to the top of the Rockery
- Expanded pedestrian pass through areas for gathering, benches and interpretive elements
- New sidewalks with ornamental lights
- Shortened pedestrian crossings bringing pedestrians into the center of the park
- Nine full sized 8’x18’ parallel parking spaces on the Lincoln Street side of the Rockery and additional 4 spaces to the north on Main St
- Pavement markings and signage added for clarity of circulation
- Streets narrowed with one-way (heading west) Lincoln Street configuration
- Traffic light at Center Street intersection
- Rebuild Rockery tower if utilities are put underground or option to move utility poles to Lincoln St. bump-outs

## 2.2.B Public Meeting #2 (Open House Days)



Over a two day span, 48 participants (24 each day) came to the Open House at Quset House. Participants viewed, asked questions and commented on the three options. They also offered additional ideas and suggestions.

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## 2.2.C Summary of Participant Review

### NOTES FROM EASTON ROCKERY CHARRETTE - OPEN HOUSE - November 11, 2014

#### DESIGN COMPONENTS

##### Parking

- Concerned with loss of customer parking (heard 2 times)
- Parking gets in the way of viewing / using
- Take parking out completely – even on Lincoln (if one-way)
- What about one-way traffic all around Rockery with on-street parking?
- Like parking on Lincoln as it gets cars out of the main area of Rockery
- Need to make up for lost parking elsewhere in the area

##### Traffic

- Confusing traffic but generally safe
- Okay with one-way on Lincoln
- Signal may be a tough sell to community
- Signal poles would detract from viewing Rockery
- Likes the one way on Lincoln
- Signal would be expensive
- Consider one-way traffic on all three streets (heard this comment 4 times)
- One-way on Lincoln may cause additional volumes on Elm Street and Day Street, which would be an issue
- No to one-way on Lincoln
- Lincoln Street is more heavily traveled than Main Street
- Can crossing on Lincoln in Option 3 be moved to match up with the top of the stairs?
- Can a large truck from Lincoln Street make the sharp turn required in Option 3?

#### PROGRAM ELEMENTS

- Flagpole on top of tower
- No to bandstand – not original and will not be used; other options available at Queset Garden
- Stone wall would create a nice boundary and setting
- Cost of stone wall is an issue
- Consider finding way to celebrate water – Queset Brook, Ponds
- No holiday lights- or make them white
- Move Civil War statue to Rockery

#### GENERAL

- Remove overhead utilities on Lincoln and Main
- Like option 3 the best but Option 1 is more likely to be done
- Restore what is was meant to be – Olmsted's vision
- Restore what was intended but better
- Pay as much attention to this site as Town is paying to other historic buildings
- Need to see perspective of proposed design

- Only worth doing if the utility wires are buried
- Match Olmsted's original vision

## **NOTES FROM EASTON ROCKERY CHARRETTE - OPEN HOUSE - November 12, 2014**

### **DESIGN COMPONENTS**

#### **Parking**

- Concerned with loss of customer parking (heard 2 times). Like option 1
- Where will people park to listen to Music/light synchronization?
- More Parking at Oakes Ames will help rockery
- Sundell property for parking could be helpful for businesses and Rockery
- Remove existing parking at green

#### **Traffic**

- Ease Confusing traffic
- Good to have traffic calming before hit rockery when heading east on Lincoln St at Barrows-crest of hill
- Eliminate crosswalk connecting Barrows across Lincoln – Line of site restricted
- Good to eliminate traffic down Lincoln to Center St.
- Consider adding flashing yellow or red at rush hour to Barrows/Lincoln intersection
- Lincoln one-way would exacerbate cut through problem at Day Street
- Don't want too many traffic signs
- Traffic light good at Center, Lincoln and Main St.
- Add some type of barrier to the green to protect from traffic and possible errant cars

### **PROGRAM ELEMENTS**

- Option 3 has too many plant beds. Too much maintenance
- Need formal funded maintenance plan for Rockery
- Likes bandstand – Have benches along rail
- Likes stone wall on option 2
- Interpretive sign on top of rockery at the point
- Flag pole at point on top of rockery (3 people)
- Like option 2 & 3 but not at expense of businesses (parking)
- Have a wood sign announcing rockery at corner of Barrows and Main St. Can also put etched in stone wall.

### **GENERAL**

- Restore back to Olmsted's vision
- Like crosswalks as continuation of carriage path
- Top of Rockery can be the start of the historic walking tour. Interpretation for Peace Memorial, Olmsted, Ames shovel
- Interpretation good
- Crosswalks help for visibility of people
- Likes green grass at carriage drop off in front of Oakes Ames
- Option 3 circulation more pleasant and clear

**SUMMARY**

Of those who attended the Open House, the majority preferred Options 2 and/or 3. More than half of those who supported Option 2 tended to support the additional green space, but preferred that Lincoln Street remain a two-way street. The few participants who supported Option 1 expressed the importance of the existing parking spaces and the current traffic pattern. Respondents were generally split on the option for a traffic signal at the Center Street/Main Street intersection.

The diagram of a traffic roundabout in Figure 2.2.D was brought to the Open House by a participant and a trace overlay sketch was then generated (See figure 2.2.E). The participant's idea is further discussed in Section 2.3.

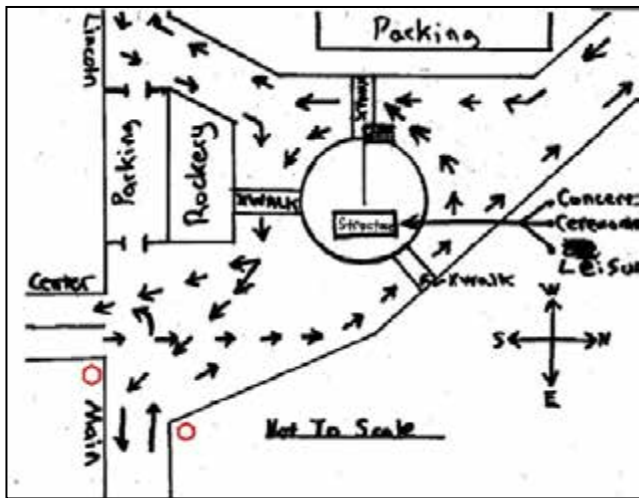


Figure 2.2.D



Figure 2.2.E

## PREFERRED PLAN SYNTHESIS

### 2.3 Preferred Plan Synthesis

Two preferred plans, referred to as Plan A and Plan B were developed based on the responses and comments of the participants at the Charrette Part 2 Open House Public Meetings. Option A is essentially the same as the former option 2 with a few improvements. Option B is essentially the same as option 3, also with a few minor adjustments. Two other possibilities, initiated by participants from the kick-off meeting and open houses, were also looked at; a one-way loop around the Rockery and a roundabout to the north of the Rockery. Each is analytically discussed in the following section.

#### 2.3.A Preferred Plan(s) Synthesis

Figure 2.3.A. One-Way Loop around the Rockery



Several charrette participants suggested making all the streets around the Rockery one-way as shown in Figure 2.3.A. The One-Way loop was not pursued as an option because the radius required for a box truck would cut into the rockery itself and, while traffic circulation would be improved, pedestrian accessibility would not. The solid line shows Main Street, Lincoln Street and Barrows Street at 20'-24' wide and the dashed line minimizes the road width to 16'-24' wide. Larger trucks would not be able to

make the necessary turn.

Figure 2.3.B. Roundabout



Another idea from at least one charrette participant was to include a roundabout to the north of the Rockery. In this concept Lincoln St. is removed from behind the Rockery and the former section of roadway becomes public green space. This concept does help with pedestrian access south of the Rockery. Parking was considered in this area but was discarded because of the concern that access to the parking lot would be difficult. Standard practice for a roundabout is to not allow pedestrians in the center for safety reasons, and while the

concept would add green space to the south side, the usable green to the north would essentially be eliminated. The Roundabout (See Figure 2.3.B) was also not pursued as an option. Although it could potentially work as a traffic solution, it does not achieve the goal of making the Rockery area more pedestrian friendly, nor does it recall the original Olmsted plan.



OPTION A (Figure 2.3.C)

OPTION A (Figure 2.2.C) is similar to Option 2 but with an additional 4 parking spaces. One space has been added to the parallel parking on Main Street and three parallel parking spaces added to the west side of North Main Street for a total of 8 parking spaces. The North Easton Village Area Study refers to the Rockery area as having 9 parking spaces but currently 15 +/- cars park in the asphalt area. Compact cars often squeeze in and park in random directions due to the lack of painted markings. The parking is considered safer than the current condition because cars would not have to back into the street when leaving a parking space. The eight full-size parking spaces are intended to serve people visiting the Rockery and adjacent businesses. The Center Street intersection and Main Street are similar to the Phase 2 Main Street Village Area Improvements Project Plan (See Figure 2.1.D).

Option A increases the amount of green space by eliminating the parking on the Barrows Street side of the green. Green space is maximized by having parallel parking (8' deep) instead of perpendicular (18' deep). More green space is made available by further reducing the street widths to between 24' to 26' wide. This is also a traffic calming measure that along with the reduced crosswalk length helps to create a safer more pedestrian friendly area. Granite pavers, at grade with the roadway, would be placed at the nose of North Main Street and at the old carriage drop off in front of Oakes Ames Memorial Hall. Pavers help to define the travel lanes and visually narrow the street while still allowing traffic to drive over them. Note that the turning radius at the nose area does not allow for a right turn from Barrows Street to Main Street. This movement is not necessary because vehicles can use Lincoln Street. However, if a right hand turn is desired, the bump out can be cut back without effecting the wall but the crosswalks would need to be longer.

The expanded green space and lit pathway in front of the Rockery recalls the original Olmsted Plan and carriage path (See Figure 2.1.B). A low retaining wall matching the wall across the street at the Oakes Ames Memorial Hall creates a gateway effect as it defines and protects the expanded lawn and lessens the sloping grade. The pathway at the Rockery underpass is widened to create a seating and gathering area with benches and interpretive signage.

Option A does not make any improvements to the south (Lincoln Street) side of the Rockery. Currently there is not a sidewalk on that side of the street and with two-way traffic, the right of way is not wide enough to add one. As such it does not improve ADA accessibility to the top portion of the Rockery.

Option A does not resolve the utility pole conflict. In this option the utility wires need to be moved underground or across Lincoln Street (if possible) before the Phase II Restoration plan of the “Tower” end of the Rockery can be completed.



**OPTION B (Figure 2.3.D)**

OPTION B (Figure 2.3.D) addresses concerns about parking, Lincoln Street speeds, and utility lines not addressed in Option A by making the portion of Lincoln Street adjacent to the Rockery one way. This allows the addition of 9 parallel spaces on the north side of Lincoln Street. An additional 3 parallel spaces on the west side of Main Street provides a total of 12 full size spaces. This is close to the number of cars that currently park in the area today. Boulders were added to define the lawn and groundcover areas and keep cars from encroaching onto the green space. If undergrounding the power lines is not financially feasible, sidewalk bump-outs in this option would allow for the lines to be moved slightly to the south, away from the Rockery tower.

Option B maximizes green space by totally removing parking from in front of the Rockery and relocating it to the back. The expanded green space in front of the Rockery comes closest to the original Olmsted Plan. The carriage path walkway can also be wider to more closely resemble the original carriage path and accommodate benches, gatherings and a larger strolling area. The crosswalks and sidewalks are moved to align with either side of the "carriage path". This helps to bring pedestrians into the center of the park while tying it to the Oakes Ames Memorial Hall as Olmsted originally intended. This can be further embellished by adding groundcover plant beds in front of both Oakes Ames Memorial Hall and the Rockery, similar to the Olmsted Brothers 1903 Planting Plan (never constructed). The carriage drop off and island at the North Main Street nose can also be seeded to maximize lawn area.

The crosswalk and Rockery walkway areas are larger than those in Option A allowing more possibilities for seating, gathering and interpretative signs. Option B makes any improvements to the south (Lincoln Street) side of the Rockery by the addition of parking and sidewalk. This improves ADA access to the top of the Rockery.

Option B applies a one way (heading west) section to Lincoln Street behind the Rockery, addressing concerns about traffic first introduced at the Charrette Part #1 meeting. Those concerns include the high speed of cars on Lincoln Street, as they approach the Barrows Street intersection heading east. At that point site distance is compromised due to a drop in grade on Lincoln Street. Directing of traffic around Barrows Street to Main Street would further slow down vehicles, making drivers more aware of their surroundings and creating a sense of entry to the village. Removing the eastbound lane on Lincoln Street also simplifies the Center Street intersection by eliminating a turning movement. This configuration and the addition of a traffic signal could increase the serviceability of the intersection. A preliminary analysis using the traffic numbers from the North Easton Village Station Area Planning Study showed this to be a viable circulation option.

### 2.3.B Public Meeting #3

Summary: A review of the previous stages of the process was provided for those who were not able to attend previous meetings. The presentation then outlined each of the first three options and provided the comments from the open house meetings. The two preferred options were then discussed in detail. There were 22 participants of whom approximately half had not attended the previous meetings. After the presentation the floor was open to community discussion. Three facilitators took notes. After the discussion it was explained that a report on the Rockery Charrette would be available on the Planning Department web site and the next steps to be taken after the Charrette would be to identify a preferred plan and then to Proceed to identifying and applying for funding. Recommendations for identifying a preferred plan are in section 3.1.

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**2.3.C Summary of Public Meeting # 3 Participant Review****EASTON ROCKERY CHARRETTE – MEETING #3 - November 19, 2014  
Participant Comments - (22 Attendees)****OPTION A COMMENTS**

- Consider moving sidewalk from south side to north side of Lincoln Street (at the Rockery). This could provide a way to move utility poles further away from Rockery while keeping Lincoln Street two-way.
- Consider moving utility poles to the sidewalk on the south side of Lincoln Street.

**OPTION B COMMENTS**

- Allowing one-way on Lincoln could place more cars onto Day Street which is already a problem. Several residents from the Day Street neighborhood expressed this concern.
  - Day Street is/would become a cut thru to Center/Lincoln – DON'T DO THIS
  - Fire trucks already have difficult time on Day with current on street parking
  - Day Street must remain residential.
  - Consider access to Frothingham Park – kids. Pedestrian access to park is off Day, Sheridan and Park.
  - Already very difficult turning to/from Day and Center – have to go one car at a time.

**OTHER COMMENTS**

- Could power lines be raised on the current poles (To allow Rockery tower to be reconstructed)?
- What are general cost differences? *Will be determined later in the process.*  
Which utility poles would be removed? *The ones on Main Street near Rockery were proposed to be removed at Phase 2 of the roadway reconstruction.*
- The area should be reconstructed with Olmsted's original vision
- Move WWII and Korean War plaque up to the top of the rebuilt Olmsted tower
- Provide flag at top of Olmsted tower or elsewhere on site.

In addition to Day Street residents' comments above, a number of emails and letters were delivered to the Planning Director by Day Street residents who were unable to attend the Charrette but wished to express their disapproval of a one way option at Lincoln Street because of concerns of increased traffic on Day Street (See Appendix G).

## REPORT RECOMMENDATIONS

### 3.1 Report

#### 3.1.A Summary of Charrette

In summary there were items of consensus that both Option A and Option B respond to:

There was general consensus on expanding the Rockery green space and adding walkways, benches and providing more shade to make the Rockery a more inviting place for pedestrians. Participants were interested in recalling more aspects of the original Olmsted plan and connecting it to the Oakes Ames Memorial Hall. Ongoing maintenance needs should be identified and the associated costs calculated.

Participants wanted the Rockery to be clearly understood for its Olmsted history and equally as a Civil War, peace memorial. They were interested in the aspect of Olmsted's intention as a cairn/peace memorial being highlighted. The local veterans suggested that the current World War II and Korean memorial be removed since both wars are now memorialized at the new Veterans' Memorial Park on the corner of Pond and Sullivan Streets. It was suggested that the memorial bronze plaque be given to the Historical Society or incorporated into the Rockery itself. There was a great deal of interest in pursuing interpretive elements as a way of educating visitors on the history and purpose of the Rockery.

Most participants agreed that the space would be more inviting with less parking than exists now but thought that parking should only be removed if other spaces could be provided nearby.

There was consensus that the Rockery tower should be rebuilt. All agreed that the Rockery would benefit from the utility poles being either moved or placed underground especially since the utility poles as they stand now are in conflict with renovating the "tower" area of the Rockery.

There was some opposition to Option B because of the one-way traffic configuration. The positive aspects of providing improved access to the Rockery with parking and a sidewalk at Lincoln Street, along with a bump out for moving the utility poles, was outweighed by concerns of the impacts of the traffic changes to Day Street, and Barrows and Main Street at the Rockery.

#### 3.1.B Recommendations Going Forward

There are several issues to work out and questions to be answered before narrowing down the two options to one and furthering design to a final Conceptual Plan. These issues; nearby parking areas, utility pole and traffic treatments are discussed in the recommendations below:

##### **Possibilities for Nearby Parking**

- The new public parking on Mechanic Street provides approximately 60 public spaces for visitors. A planned pedestrian connection will link the parking lot to Main Street. This is a bit far away but is helpful for those who wouldn't mind walking from there to the Rockery. This parking lot will be increasingly full as redevelopment of properties on Main Street continues.

- Consider creating a campus like parking arrangement between the Queset House and garden, the Ames Free Library (AFL) and the Oakes Ames Memorial Hall (OAMH). This plan would also address the pedestrian and ADA connections between buildings, the Rockery, and to Main Street. This is especially helpful for those parking at the Rockery when visiting the above buildings.
  - BETA prepared a conceptual plan showing a separate parking facility behind OAMH. There are currently 15 parking spaces. The conceptual plan provides approximately 68 spaces. This plan would need additional study / planning to develop a pedestrian and ADA connection with the library.
- The Sundell family currently leases a number of parking spaces on their property to BER Engineering. There may be a possibility for leasing additional parking on that lot.
  - In the future, there may be opportunity for the Sundell property to be further developed (see South Coast Rail Economic Development and Land Use Corridor Plan). “The site is conducive to a pedestrian focused mix-use building at the back of sidewalk with parking in the rear; possibly on two levels. “
- The Town and/or potential businesses may wish to investigate the possibility of sharing the Immaculate Conception Church parking lot.
- There may be an opportunity for additional parking if and when the Dry Cleaner and the adjacent abandoned house lot are redeveloped.

#### **Utility Pole Treatment**

- There are 3 utility poles along the north side of Lincoln Street in the vicinity of the Rockery. Two of these have street lights on them. The eastern most pole connects to Center Street and Main Street. The western pole continues along Lincoln and also services the OAMH and a residence.
- Discussions need to be conducted with National Grid on the following issues:
  - Are utility poles along Main Street, in the area of the Rockery, still planned to be removed and the utilities placed under ground? Poles exist on the south side of Main at the nose of the Rockery, there is a pole on the north side of Main Street between the Sundell property and BER Engineering, and there is a pole on the west side of Main Street between the OAMH and the AFL.
  - What is the height of the lowest wires and does this elevation interfere with planned changes at the Rockery?
  - Can wires on these poles be raised so that they will not interfere with the reconstruction of the tower and/or other planned changes at the Rockery? What would be the cost?
  - Is it possible to relocate the three poles to the other side of Lincoln Street? Is there enough room on the sidewalk? What cost would be associated with this?
  - If the one-way option for Lincoln Street is selected then could the poles be relocated a few feet to the south (on the same side of the roadway)?
  - Finally, is it possible to put the utilities on Lincoln Street underground? How would the utilities on Main and Central Streets be affected by this change? What is the cost of this change?

#### **Traffic Treatment**

- A review of available traffic data was undertaken to determine the feasibility of geometric and circulation changes considered during the Rockery Charrette. Peak hour data was obtained and reviewed from the Old Colony Planning Council (OCPC) and from the South Coast Rail FEIS/FEIR, then redistributed based upon circulation changes proposed by the options. The installation of a

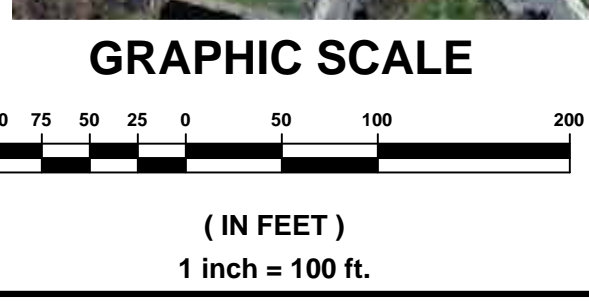
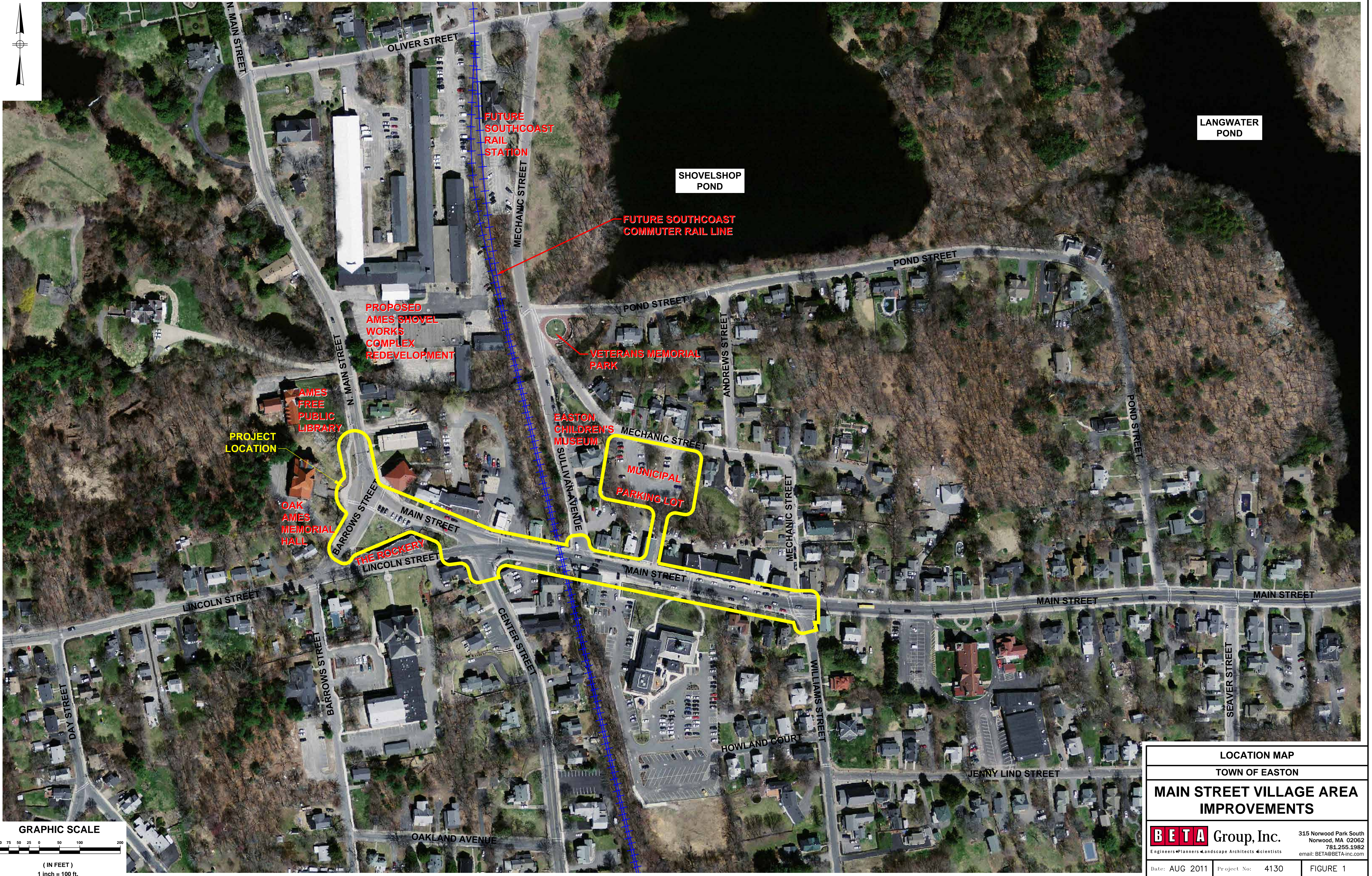
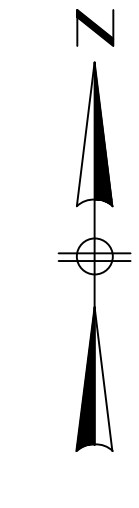
traffic signal and the conversion of Lincoln Street to one way westbound were considered for the intersection of Main Street, Lincoln Street and Center Street (Option B). This currently unsignalized intersection presently operates at an unacceptable level of service (LOS F). It was determined from a preliminary assessment that the installation of a three-phase traffic signal would result in favorable operation (LOS C or better) for the overall intersection and all intersection approaches in both the morning and afternoon peak hour. The intersection would offer a protected operation for all turning movements and for pedestrians, providing a safety improvement for all users.

- Option B represents a significant change in how traffic would be handled in the area around the Rockery.
  - Is this acceptable to various groups within Town?
  - Are traffic signals appropriate within the Historic District?
  - What are the impacts to Day Street and other local side streets that may be as a result of making Lincoln one-way?
  - What would be the impact of more traffic on Barrows Street and Main Street once the section of Lincoln Street becomes one way? Would more traffic make the Rockery area less pedestrian friendly?
  
- Option A represents no significant change to traffic with the exception that Barrows no longer would have on street parking. This would eliminate possible conflicts with people backing out on to Barrows from the Rockery. The LOS of the Main and Center Street intersection would still function as it does today.
  - Are there other possible treatments?

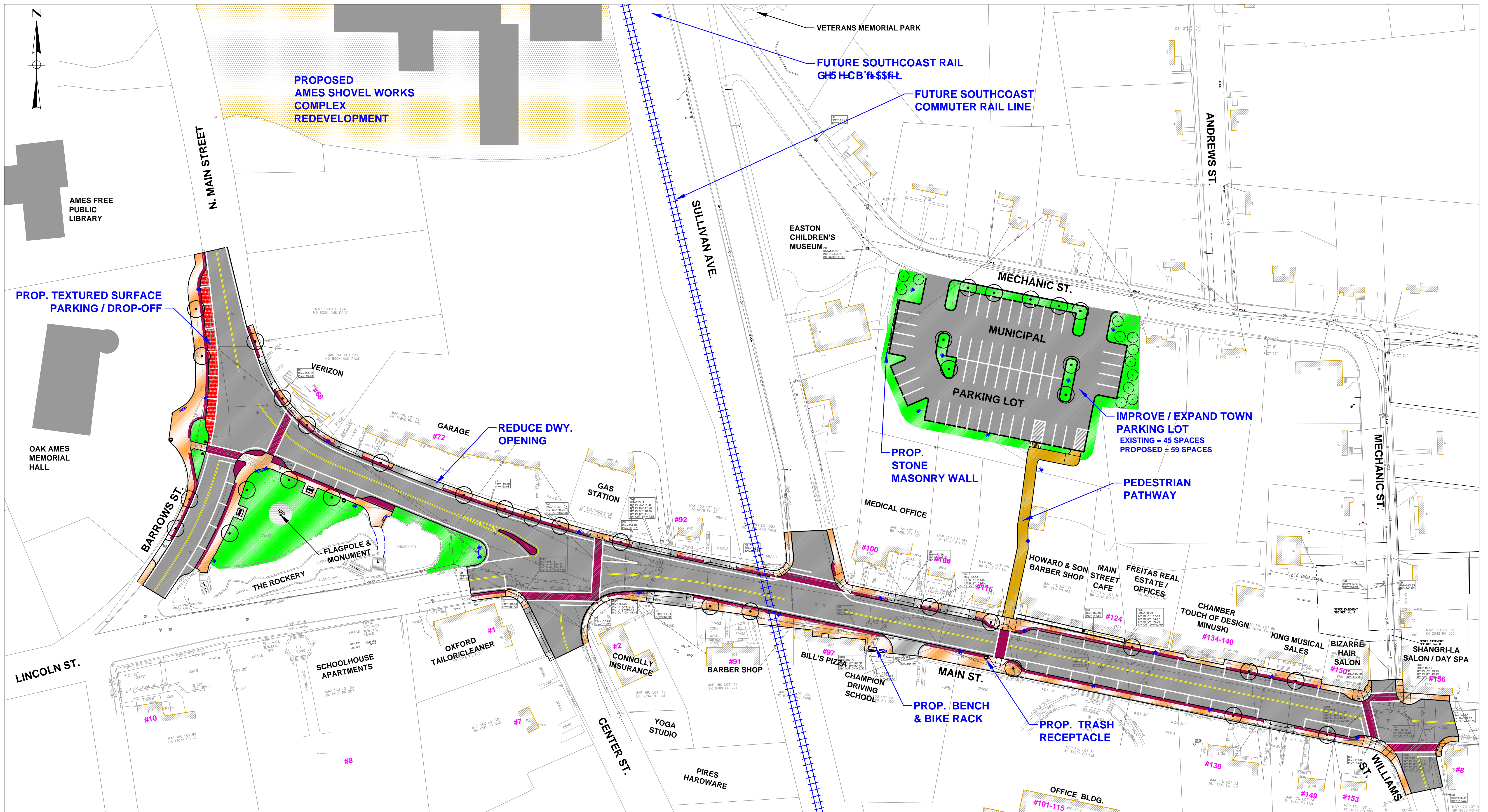
As these items are resolved, the two options can be narrowed down to one and the design taken a step further to a final Conceptual Plan. During this phase it is recommended that options for elements applicable to both plans (See Section 2.2) be chosen and a preliminary planting plan prepared. A list of possible plants should be developed in partnership with the Historical Commission. Plans should reference historical information along with current horticultural cultivars and practices. **Once the Conceptual Plan is complete it can be used to apply for and generate funding.**

**Finally, it is recommended that future design of the Rockery be coordinated with the Easton Veterans' Services Department and the local Veterans' groups.** Participants, including Veterans, stressed the importance of the Rockery as a peace memorial. Many were interested in ways to emphasize that aspect of the Rockery through design elements like signage and through public education. The Veterans' groups should be fully engaged in the process of refining and finalizing these ideas.

# **APPENDIX**

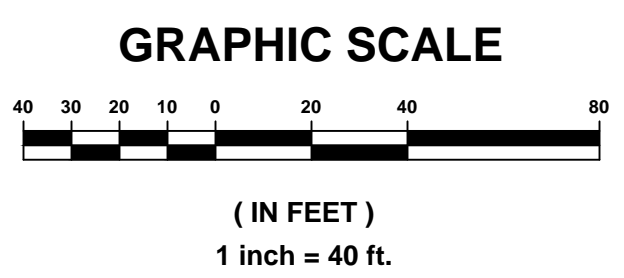


LOCATION MAP		
TOWN OF EASTON		
<b>MAIN STREET VILLAGE AREA IMPROVEMENTS</b>		
<b>BETA</b> Group, Inc.		315 Norwood Park South Norwood, MA 02062 781.255.1982 email: BETA@BETA-inc.com
Engineers	Planners	Landscape Architects
Scientists		
Date: AUG 2011	Project No: 4130	FIGURE 1



**LEGEND**

- PROPOSED ROADWAY / DRIVEWAY APRON
- PROPOSED SIDEWALK
- PROPOSED BRICKBAND/ BRICK CROSSWALK
- PROPOSED LANDSCAPE AREA
- PROPOSED TREE
- PROPOSED LIGHT POLE
- PROPOSED SHRUB
- PROPOSED BOLLARD
- PROPOSED BIKE RACK
- PROPOSED BENCH
- PROPOSED TRASH RECEPTACLE



<b>CONCEPTUAL DESIGN</b>	
<b>TOWN OF EASTON</b>	
<b>MAIN STREET VILLAGE AREA IMPROVEMENTS</b>	
<span style="font-size: small; vertical-align: middle;">315 Norwood Park South Norwood, MA 02062 781.255.1982 email: BETA@BETA-inc.com</span>	
Date: AUG 2011	Project No: 4130
FIGURE 2	

# Phase II-The Memorial Cairn

MAIN STREET

EASTON, MASSACHUSETTS

## List of Drawings

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- L1.2 Planting Areas
- L1.3 Planting Plan: Cairn Green
- L1.4 Planting Plan: Cairn Proper
- L1.5 Plant List and Notes
- L1.6 Details
- L1.7 Irrigation Plan

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- P-1 Plumbing

### ELECTRICAL

- E-1 Electrical

### Architect

McGinley Hart & Associates LLP  
324 Broadway  
Somerville, Ma 02145

Ph. (617) 625-8901  
Fax (617) 625-8902

### Landscape Architect

Bradford Design Associates  
12 Power Terrace  
Marblehead, Massachusetts 01945

Ph. (781) 631-3656  
Fax (781) 631-3656

### Structural Engineer

Ocmulgee Associates Inc  
317 High Street  
Ipswich Massachusetts 01938

Ph. (978) 356-7833  
Fax (978) 356-3465

### Geotechnical Engineer

Geotechnical Services Inc  
18 Cote Ave  
Goffstown NH 03045

Ph. (603) 624-2722  
Fax (603) 624-3733

### MEP Engineer

Johnson Engineering and Design, Inc.  
5 Elm Street, Suite 14  
Danvers, Massachusetts 01923

Ph. (978) 646-9001  
Fax (978) 646-9002

## Town of Easton

### Board of Selectmen

Gerard S. Marsan, Chairman  
Patricia E. Webster  
Jeffrey L. Tufts  
Carla A. Goodwin  
John S. Haederle

### Interim Town Administrator

Martha L. White

Restoration of  
F.L. Olmsted's  
Memorial Cairn  
Phase II

Town of Easton  
Massachusetts

Cover Sheet

Scale:

Date: June 27, 2003

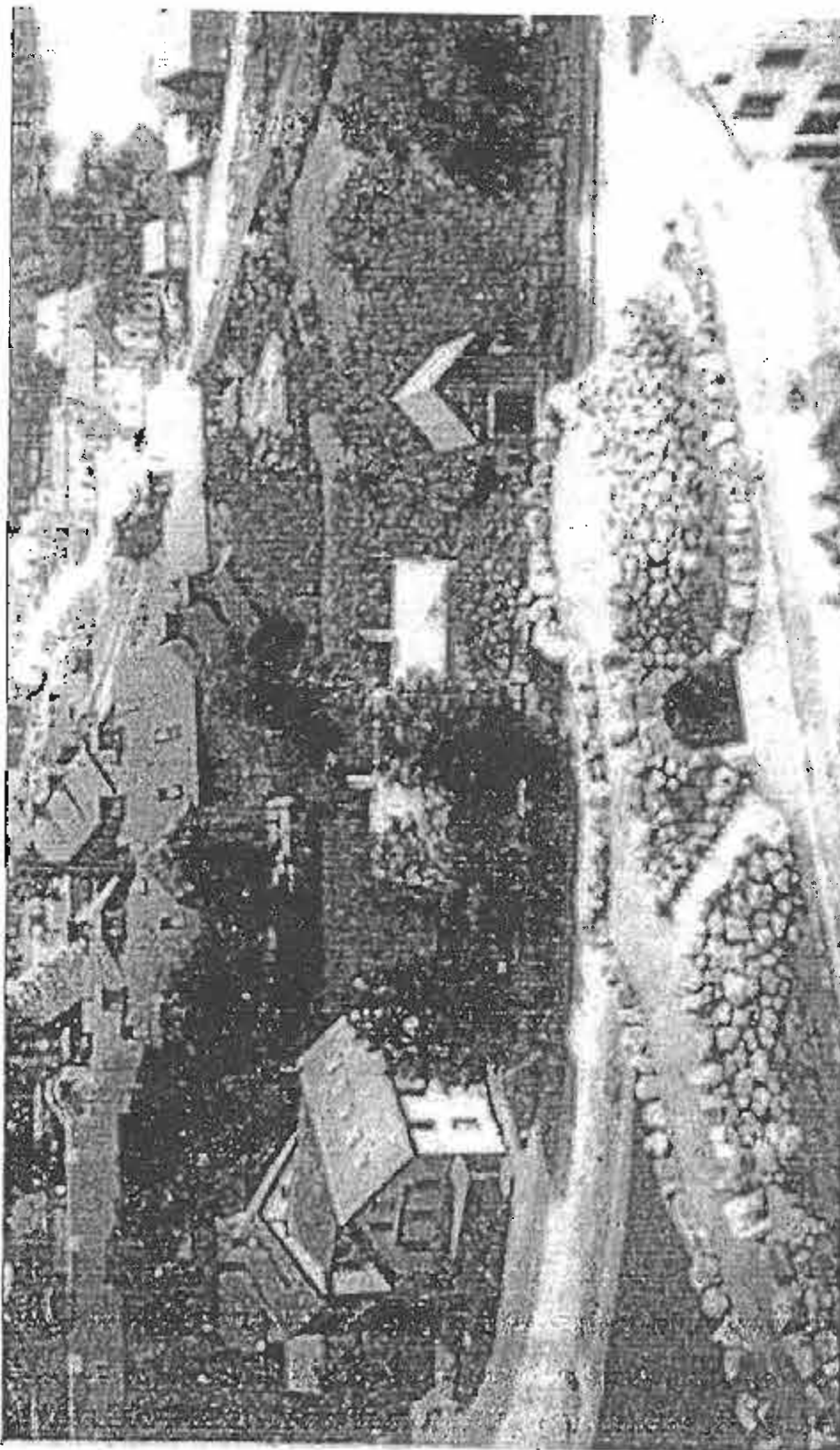
Drawn By: ENF

Checked by: PIM

McGinley Hart  
&  
Associates LLP

324 Broadway  
Somerville, MA 02145

Telephone • 617 625-8901  
Fax • 617 625-8902



Memorial Cairn (Rockery)

ca. 1882



**Restoration of  
F.L. Olmsted's  
Memorial Cairn  
Phase II**

**Town of Easton  
Massachusetts**

**Overall Site Plan**

Scale: 1" = 20'-0"

Date: June 27, 2003

Drawn By: ENF

Checked by: PJM

**McGinley Hart  
&  
Associates LLP**

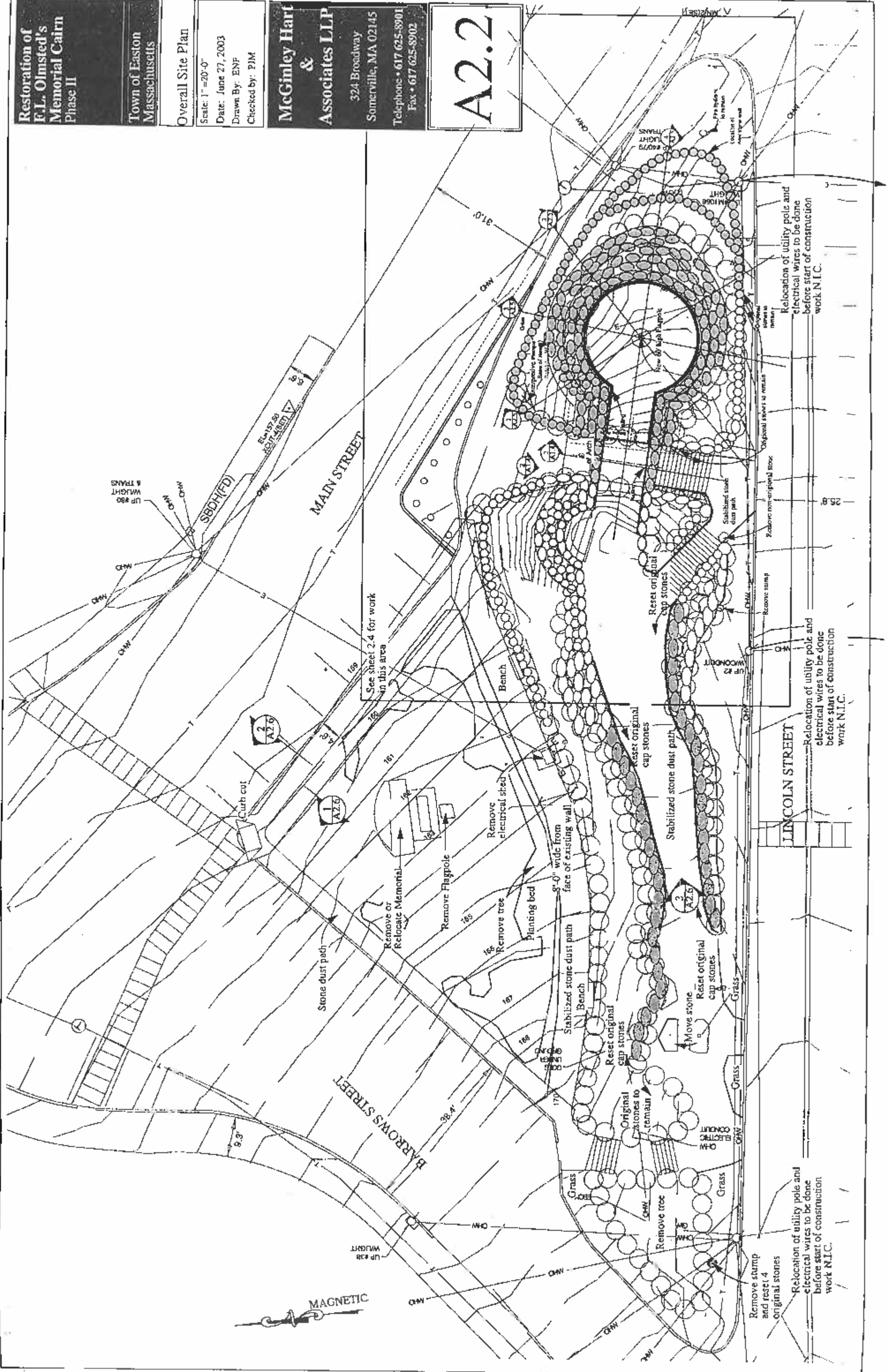
324 Broadway

Somerville, MA 02145

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Fax • 617 625-8902

**A2.2**



**Restoration of  
F.L. Olmsted's  
Memorial Cairn  
Phase II**

**Town of Easton  
Massachusetts**

**Phase II Plan**

Scale: 1" = 20'-0"

Date: June 27, 2003

Drawn By: ENF

Checked by: P/M

**McGinley Hart  
&  
Associates LLP**

324 Broadway

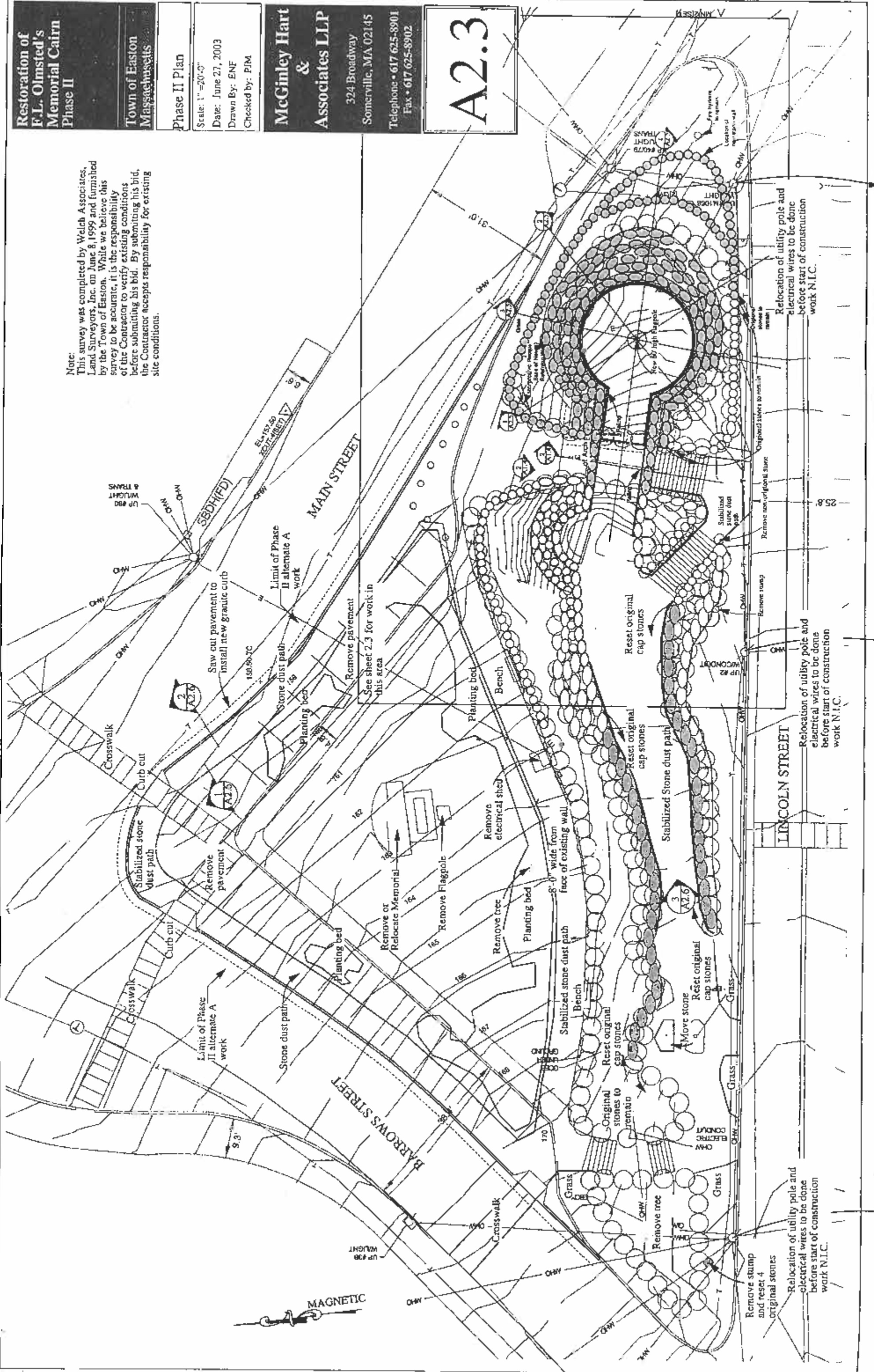
Somerville, MA 02145

Telephone • 617 625-8901

Fax • 617 625-8902

**A2.3**

Note:  
This survey was completed by Welch Associates, Land Surveyors, Inc. on June 8, 1999 and furnished by the Town of Easton. While we believe this survey to be accurate, it is the responsibility of the Contractor to verify existing conditions before submitting his bid. By submitting his bid, the Contractor accepts responsibility for existing site conditions.



Relocation of utility pole and electrical wires to be done before start of construction work N.I.C.

Relocation of utility pole and electrical wires to be done before start of construction work N.I.C.

Relocation of utility pole and electrical wires to be done before start of construction work N.I.C.

**Restoration of  
F.L. Olmsted's  
Memorial Cairn  
Phase II**

Town of Easton  
Massachusetts

Phase II East End Plan

Scale: 1" = 10'-0"

Date: June 27, 2003

Drawn By: ENF

Checked by: PJM

**McGinley Hart  
&  
Associates LLP**

324 Broadway

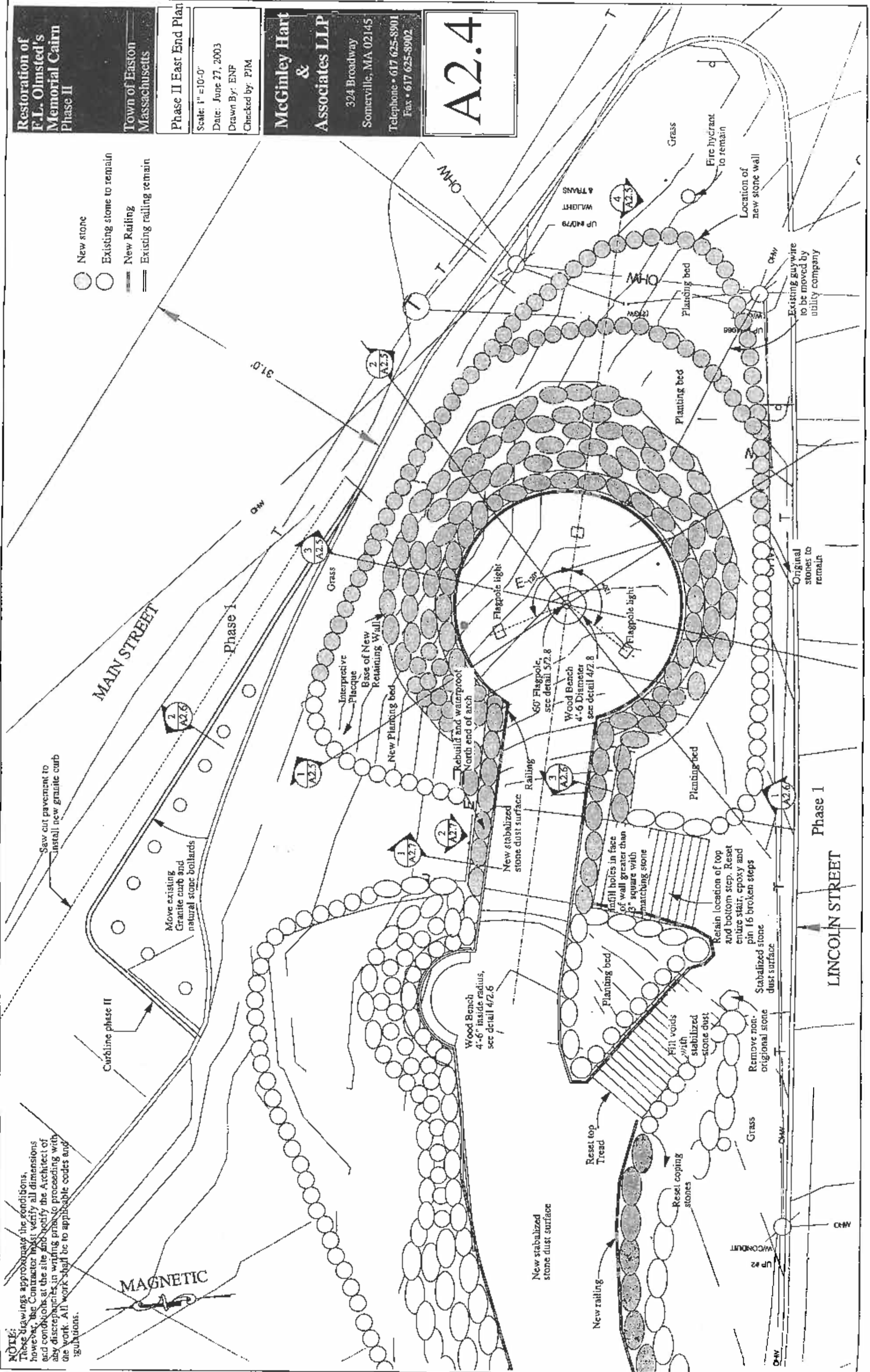
Somerville, MA 02145

Telephone • 617 625-8901

Fax • 617 625-8902

**A2.4**

- New stone
- Existing stone to remain
- New Railing
- Existing railing remain



**NOTE:**  
These drawings approximate the conditions, however, the Contractor must verify all dimensions and conditions at the site and notify the Architect of any discrepancies in writing prior to proceeding with the work. All work shall be to applicable codes and regulations.

**MAGNETIC**

**MAIN STREET**

**LINCOLN STREET**

Phase I

Phase I

**Restoration of  
F.L. Olmsted's  
Memorial Cairn  
Phase II**

**Town of Easton  
Massachusetts**

**Layout Plan**

Scale: 1" = 10'-0"

Date: June 27, 2003

Drawn By: ENF

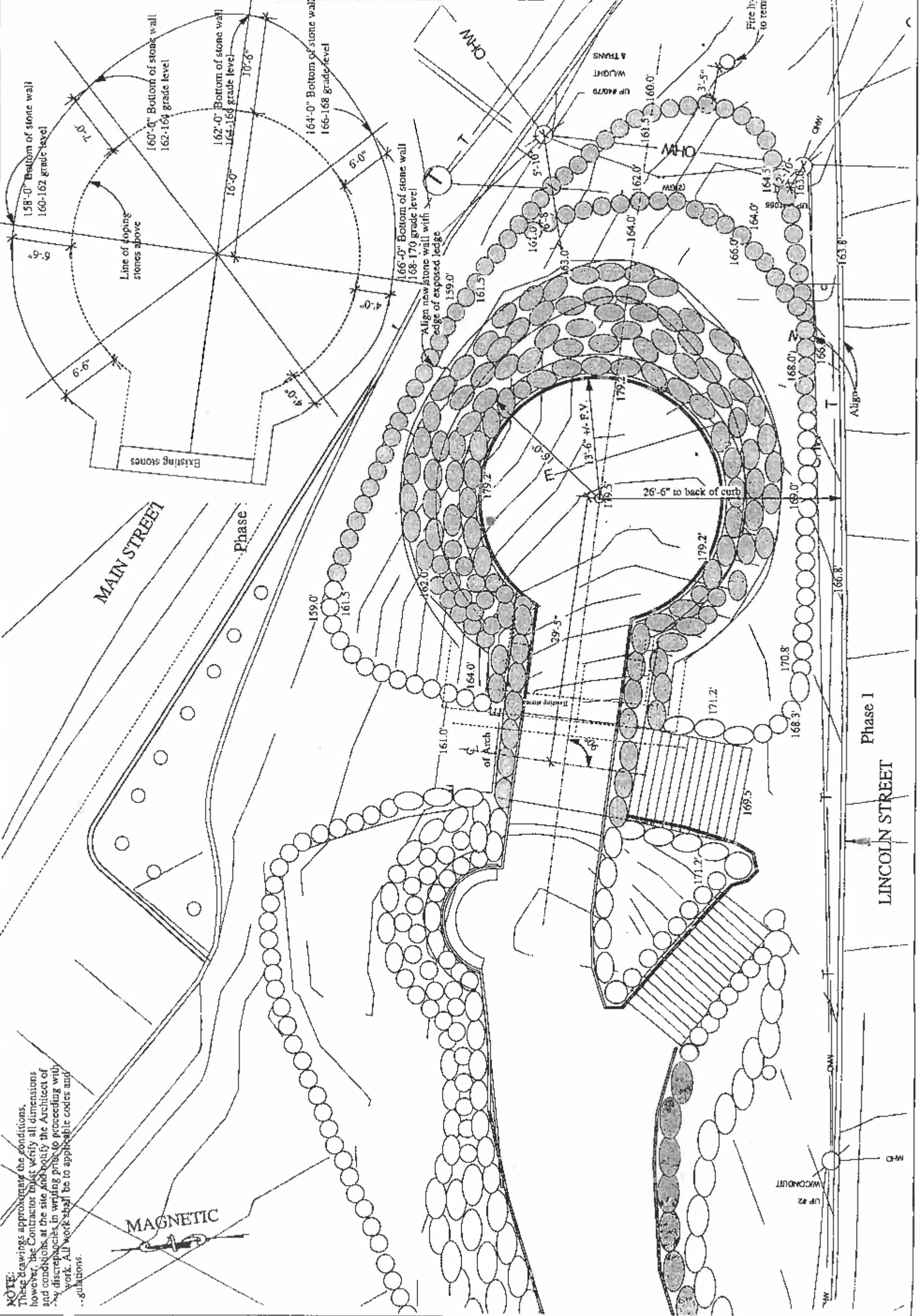
Checked by: PJM

**McGinley Hart  
&  
Associates LLP**

324 Broadway  
Somerville, MA 02145

Telephone • 617 625-8901  
Fax • 617 625-8902

**A2.5**



**NOTE:**  
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**MAGNETIC**

**Phase I  
LINCOLN STREET**

**NOTE:**  
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Restoration of  
 F.L. Olmsted's  
 Memorial Cairn  
 Phase II

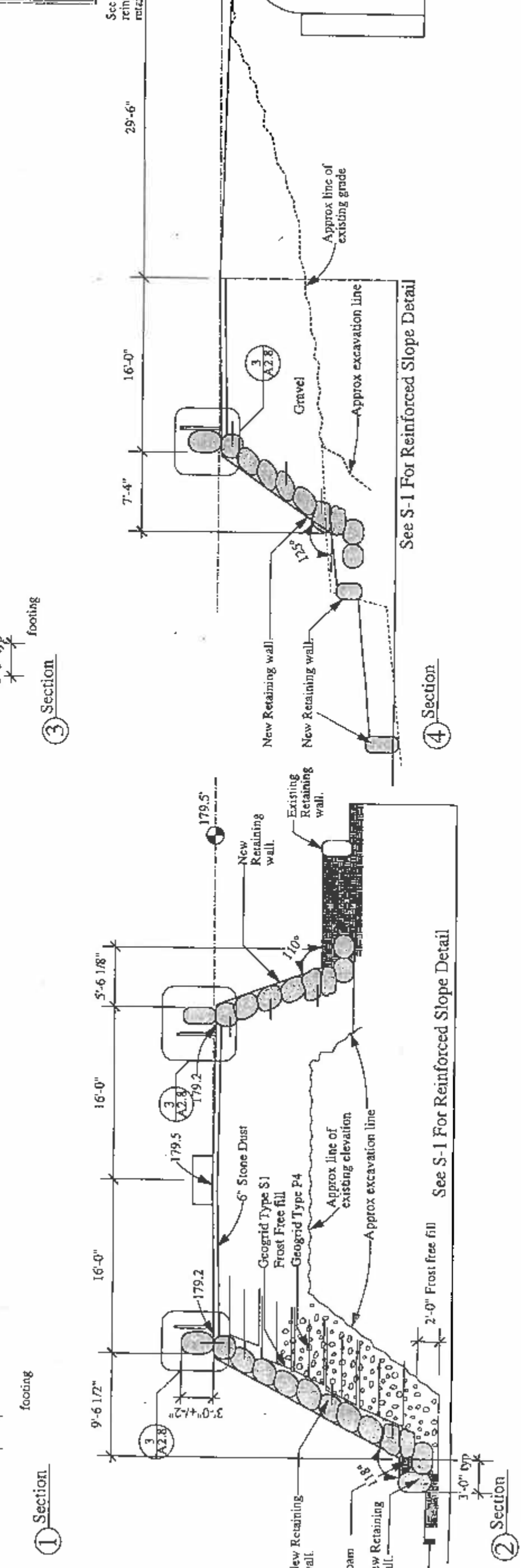
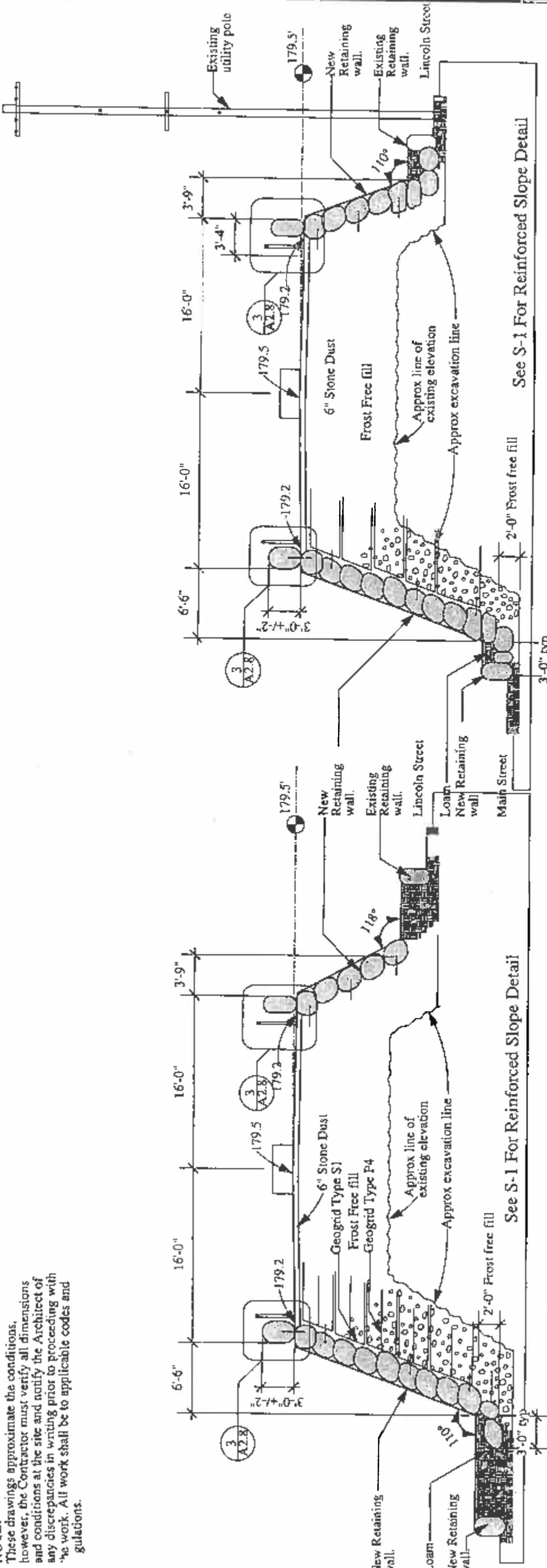
Town of Easton  
 Massachusetts

Site Sections

Scale: 1" = 10'-0"  
 Date: June 27, 2003  
 Drawn By: ENF  
 Checked by: PJM

**McGinley Hart  
 &  
 Associates LLP**  
 324 Broadway  
 Somerville, MA 02145  
 Telephone • 617 625-8901  
 Fax • 617 625-8902

**A2.6**



See Structural Drawing for  
 reinforcing & construction of  
 retaining wall

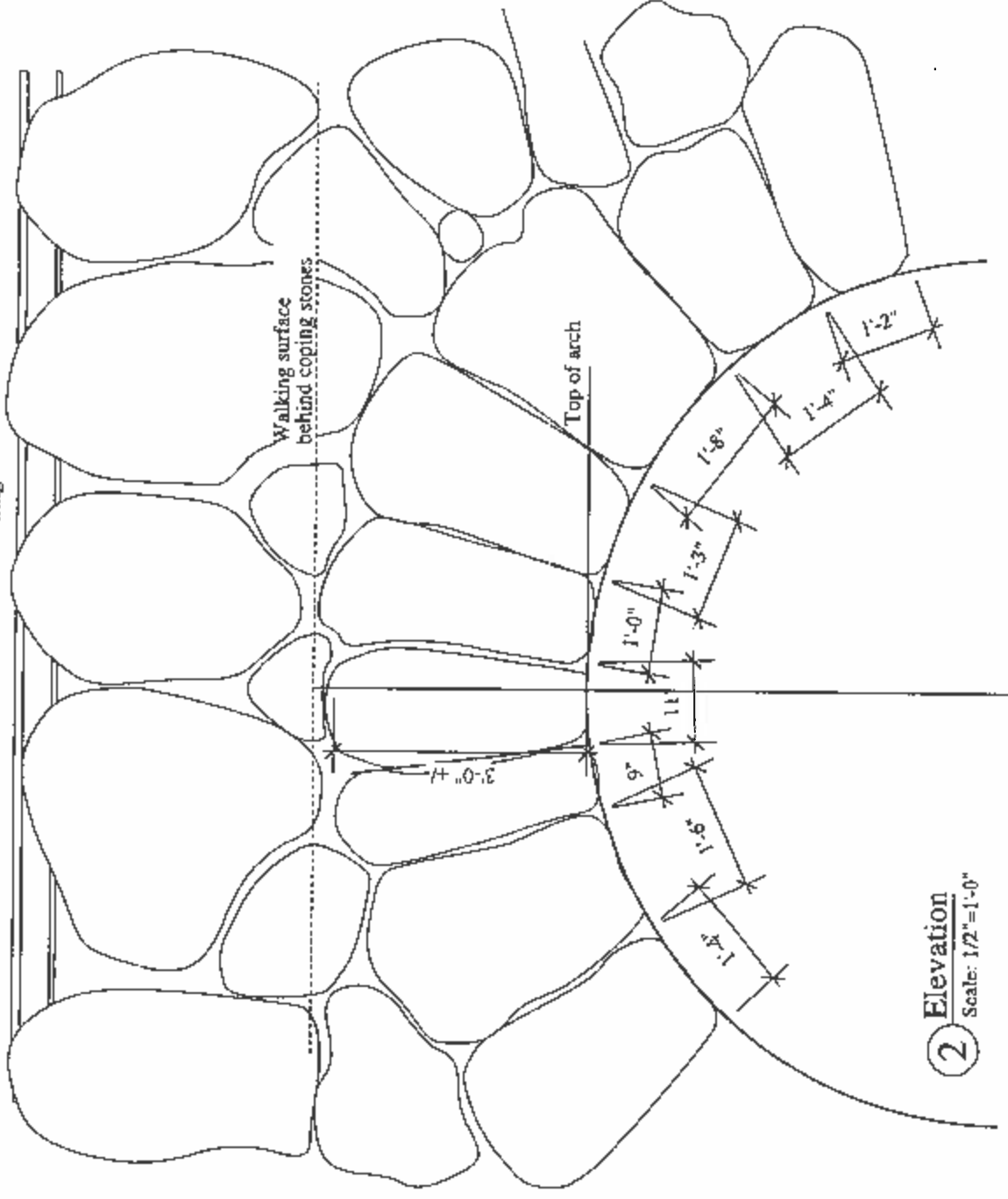


See S-1 For Reinforced Slope Detail

See S-1 For Reinforced Slope Detail

See S-1 For Reinforced Slope Detail

Railing



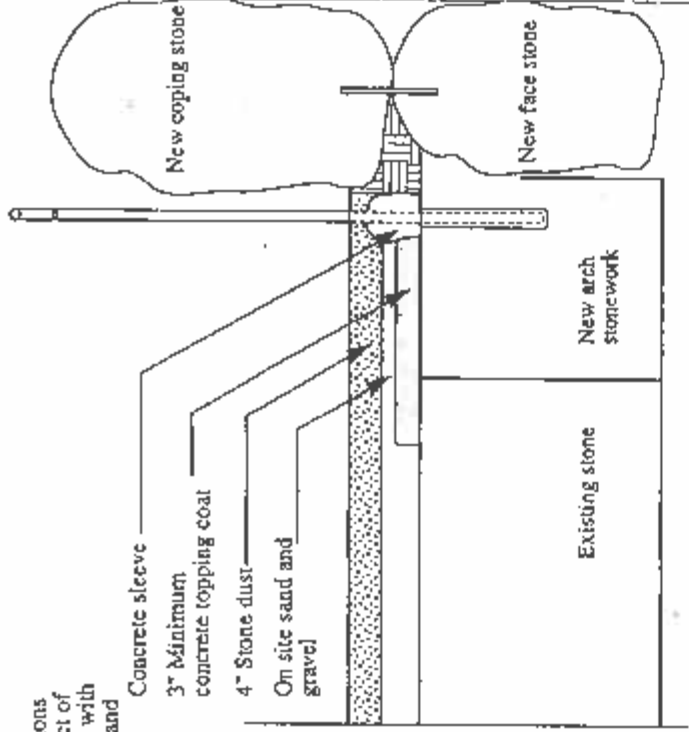
2 Elevation  
Scale: 1/2"=1'-0"



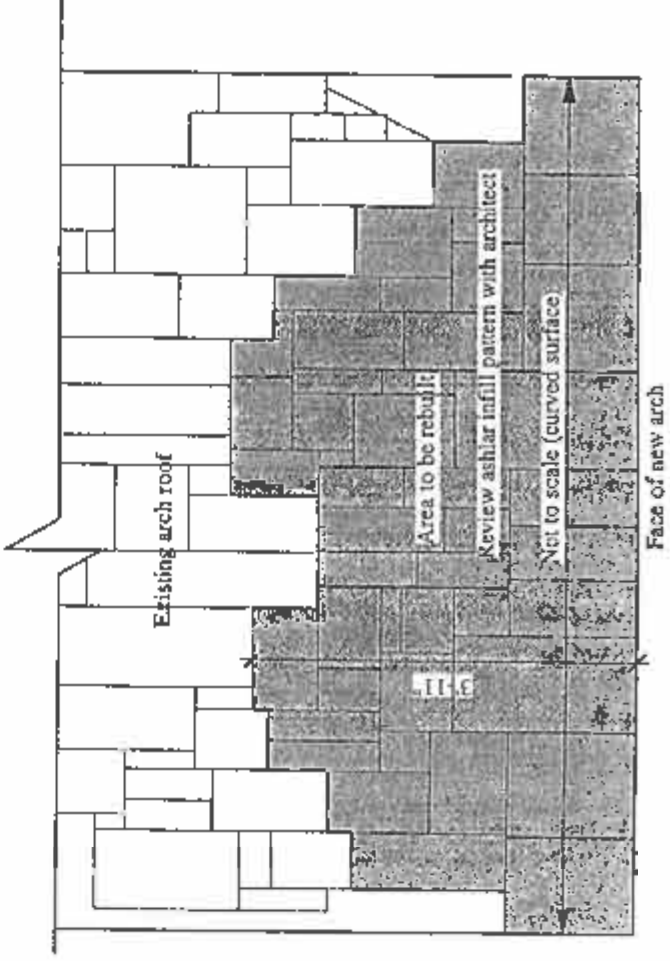
General Note: The missing section of the stone arch shall be replicated as shown in elevation. Replicate the color and texture of the granite stones using salvaged granite. No cut surfaces or edges shall be visible. Construct false work to continue barrel vault form. New masonry shall match existing masonry when viewed at a distance of 20' by the architect.

4 Historic photo  
Not to scale

NOTE: These drawings approximate the conditions, however, the Contractor must verify all dimensions and conditions at the site and notify the Architect of any discrepancies in writing prior to proceeding with the work. All work shall be to applicable codes and regulations.

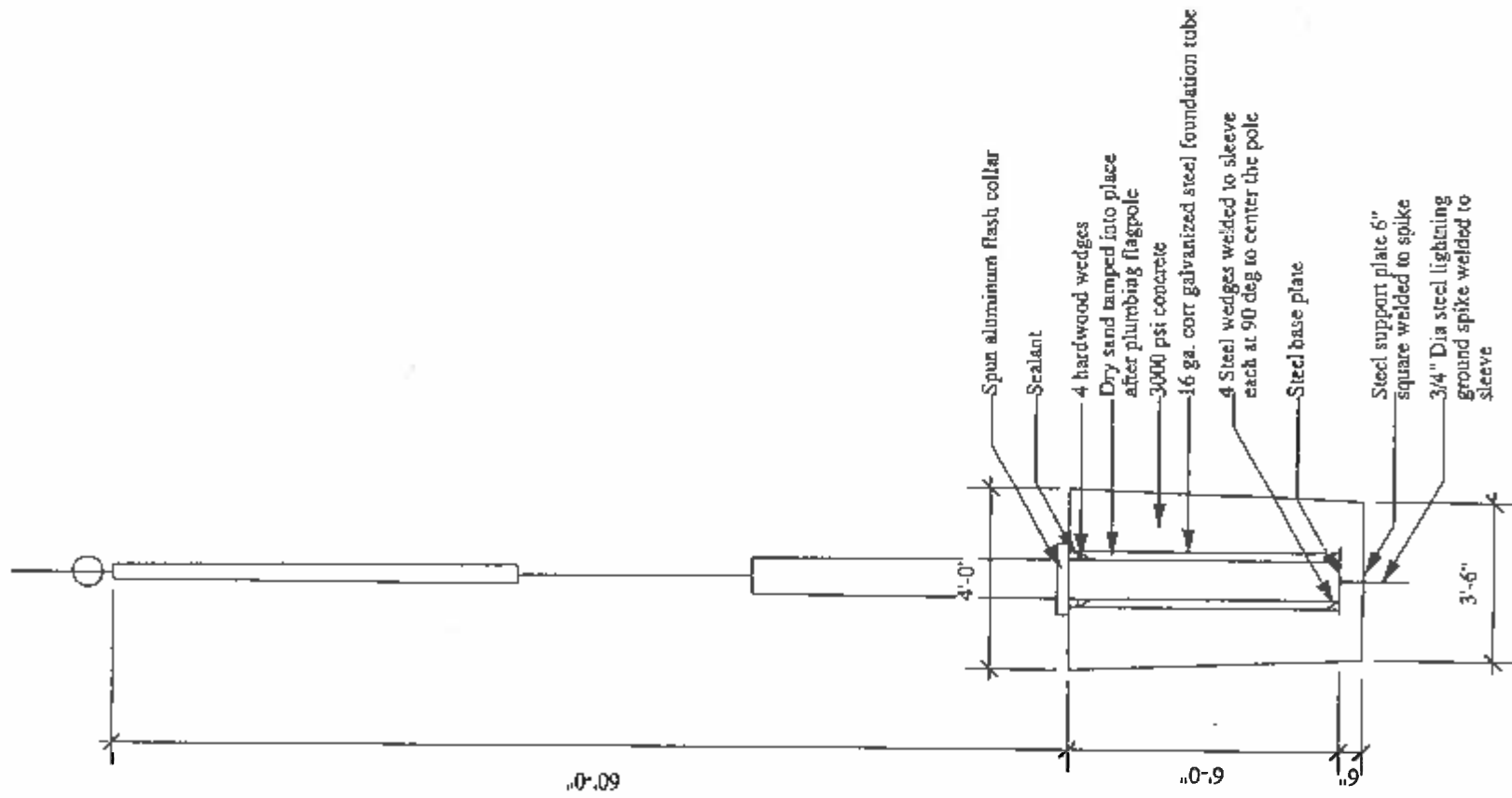


1 Section  
Scale: 1/2"=1'-0"

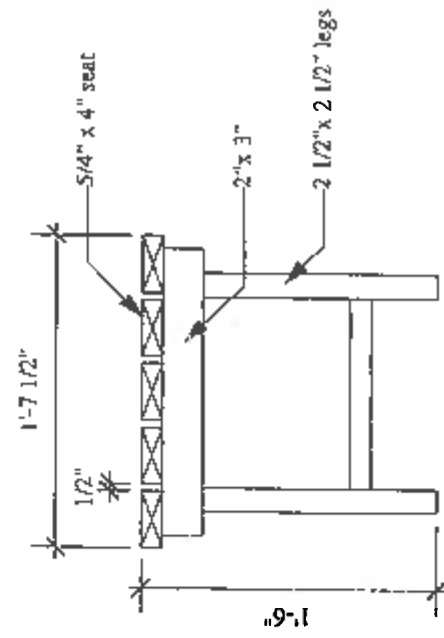


3 Reflected ceiling plan of arch  
Scale: 1/2"=1'-0"

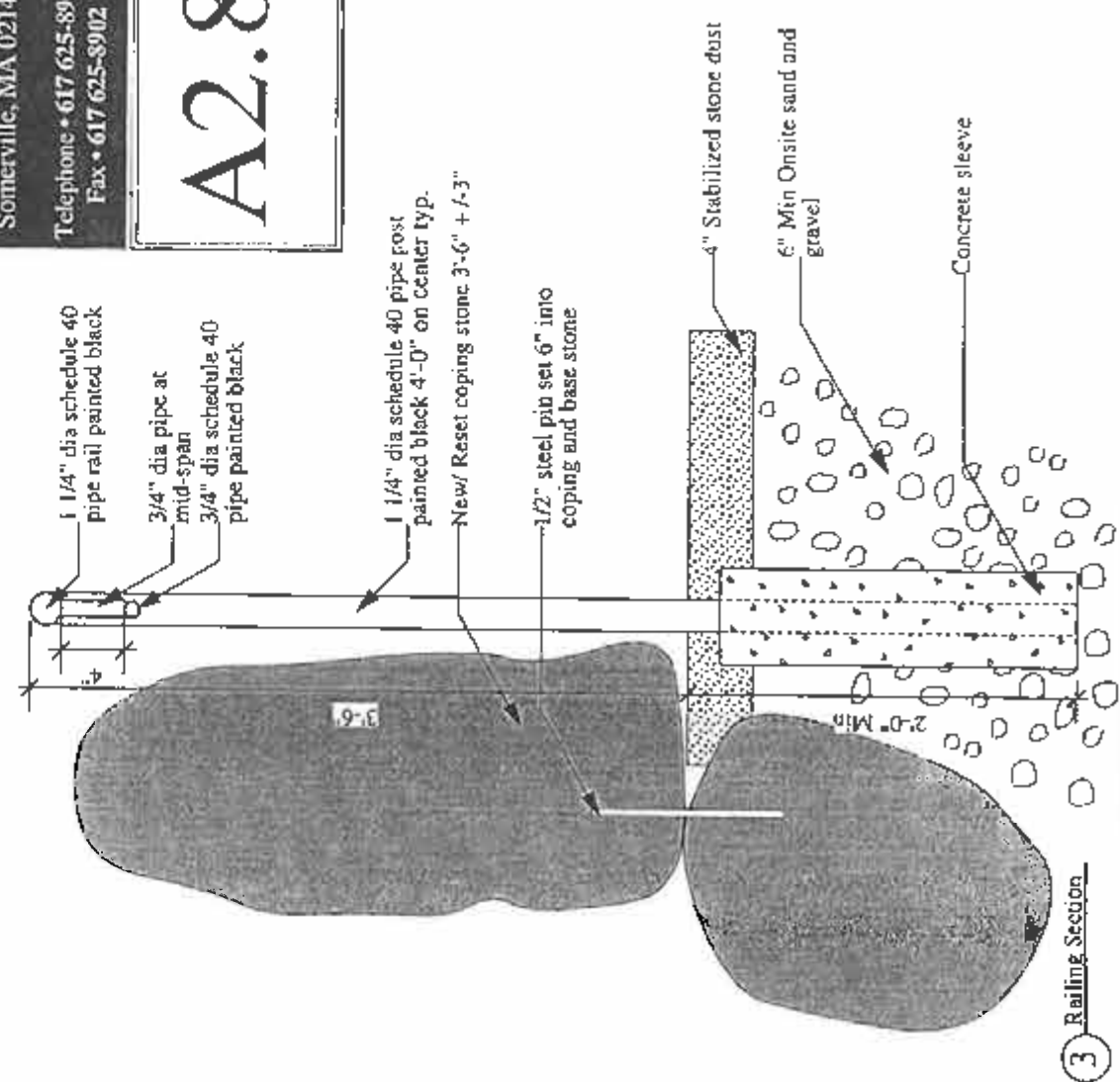
**NOTE:**  
 These drawings approximate the conditions, however, the Contractor must verify all dimensions and conditions at the site and notify the Architect of any discrepancies in writing prior to proceeding with work. All work shall be to applicable codes and regulations.



5 Flagpole Detail



4 Bench Section



3 Railing Section

Restoration of  
 F.L. Olmsted's  
 Memorial Cairn  
 Phase II

Town of Easton  
 Massachusetts

Details

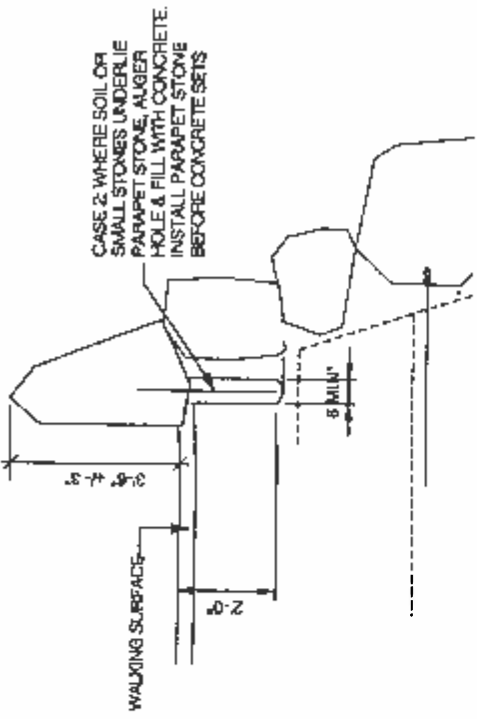
Scale: As Noted  
 Date: June 27, 2003  
 Drawn By: ENF  
 Checked by: PJM

McGinley Hart  
 &  
 Associates LLP

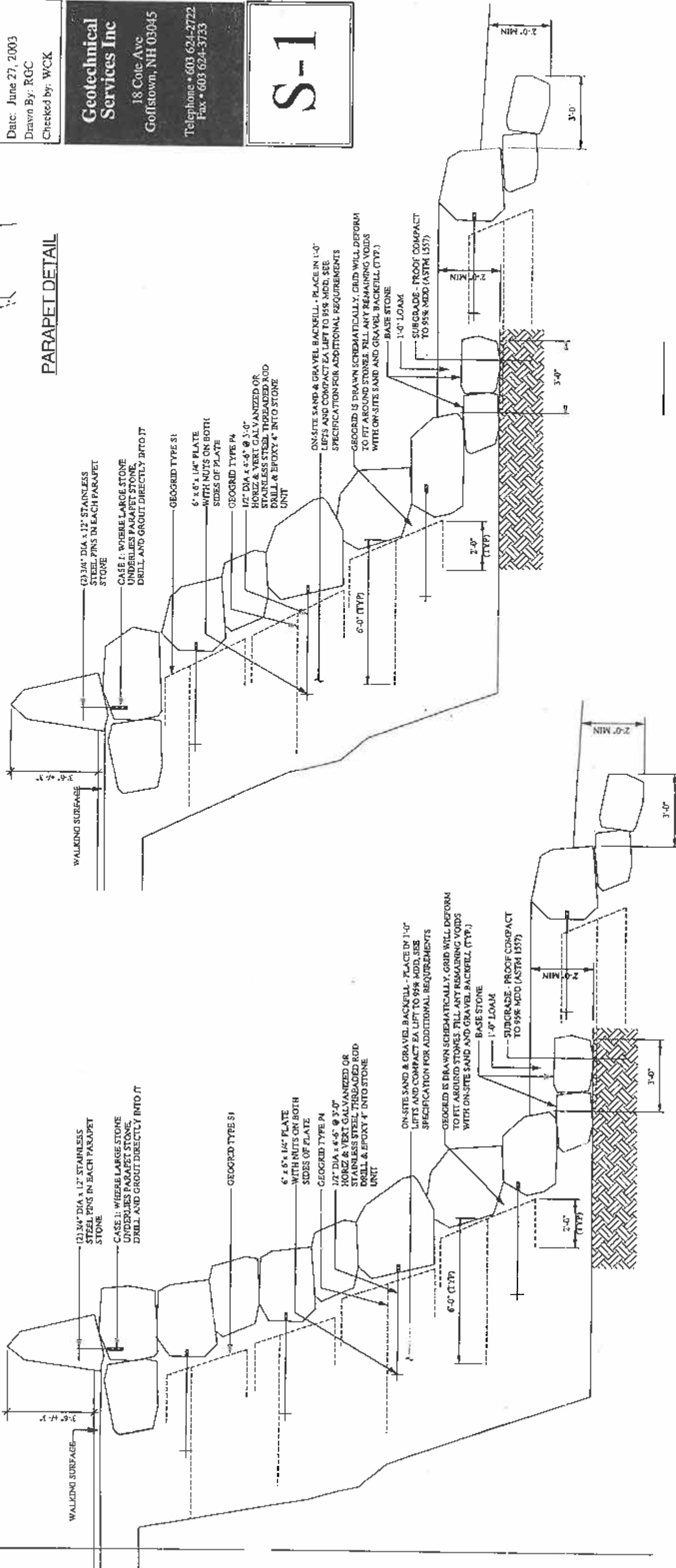
324 Broadway  
 Somerville, MA 02145  
 Telephone • 617 625-8901  
 Fax • 617 625-8902

A2.8

**NOTE:**  
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**PARAPET DETAIL**



**Restoration of  
 F.L. Olmsted's  
 Memorial Cairn  
 Phase II**

**Town of Easton  
 Massachusetts**

**Section**  
 Scale: 1/4" = 1'-0"  
 Date: June 27, 2003  
 Drawn By: RGC  
 Checked by: WCK

**Geotechnical  
 Services Inc**  
 18 Cote Ave  
 Goffstown, NH 03045  
 Telephone • 603 624-2722  
 Fax • 603 624-3733

**S-1**

**GEOGRID REINFORCED EARTH/STONE SLOPE**

**GEOGRID REINFORCED EARTH/STONE SLOPE**

**NOTE:**

These drawings approximate the conditions, however, the Contractor must verify all dimensions and conditions at the site and notify the Architect of any discrepancies in writing prior to proceeding with the work. All work shall be to applicable codes and regulations.

**SITE PREPARATION NOTES:**

- Existing perennials in wall pockets to remain. Locations to be determined in field by landscape architect.
- See architect's drawings for relocation of memorial.

Restoration of  
F.L. Olmsted's  
Memorial Cairn  
Phase II

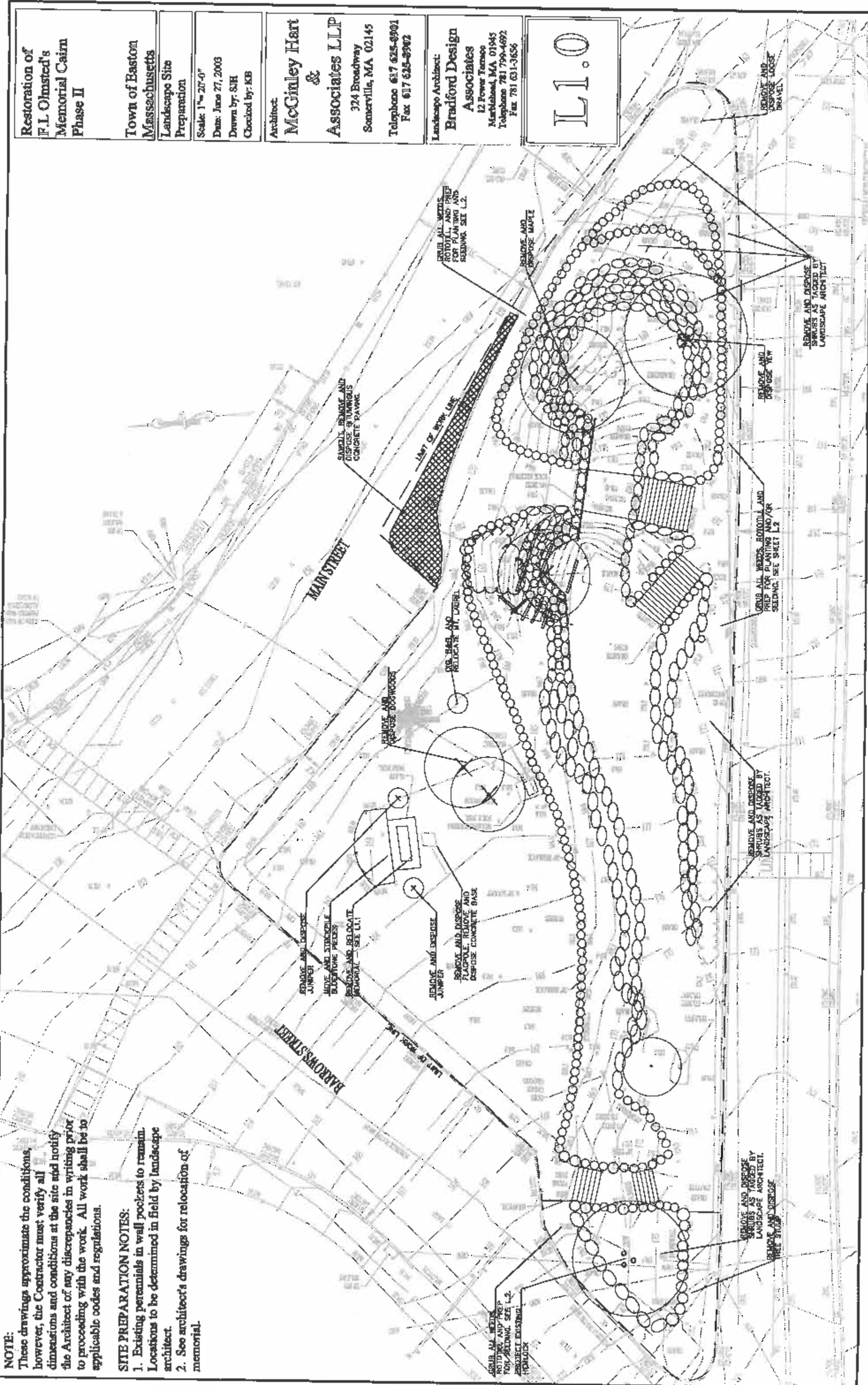
Town of Easton  
Massachusetts  
Landscape Site  
Preparation

Scale: 1" = 20'-0"  
Date: June 27, 2003  
Drawn by: SJH  
Checked by: KIB

Architect:  
**McGinley Hart  
&  
Associates LLP**  
324 Broadway  
Somerville, MA 02145  
Telephone 617 625-8901  
Fax 617 625-8902

Landscape Architect:  
**Bradford Design  
Associates**  
12 Power Terrace  
Marblehead, MA 01945  
Telephone 781 799-4692  
Fax 781 631-3656

**L1.0**



REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

REMOVE AND DISPOSE CONCRETE PAVING

REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

GRUB ALL WEEDS, ROTOTILL, AND PREP FOR PLANTING AND SEEDING. SEE L.2.

REMOVE AND DISPOSE MATS

REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

GRUB ALL WEEDS, ROTOTILL, AND PREP FOR PLANTING AND SEEDING. SEE SHEET L.2

REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

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REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

REMOVE AND DISPOSE MATS

REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

GRUB ALL WEEDS, ROTOTILL, AND PREP FOR PLANTING AND SEEDING. SEE SHEET L.2

REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

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REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT




REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

GRUB ALL WEEDS, ROTOTILL, AND PREP FOR PLANTING AND SEEDING. SEE L.2. PROJECT EXISTING. HEMLOCK

REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

REMOVE AND DISPOSE SHRUBS AS TAGGED BY LANDSCAPE ARCHITECT

**NOTE:**  
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PLANT LEGEND:	
	STABILIZED STONEDUST 1/1.6
	SEED LAINN SEE SPECS. 3/1.5
	LIMIT OF WORK LINE

**NOTE:**  
 REMOVE STONE DUST PAINS INSTALLED IN PHASE I. REPLACE WITH STABILIZED STONE DUST SURFACE.

Restoration of  
 F.L. Olmsted's  
 Memorial Cairn  
 Phase II

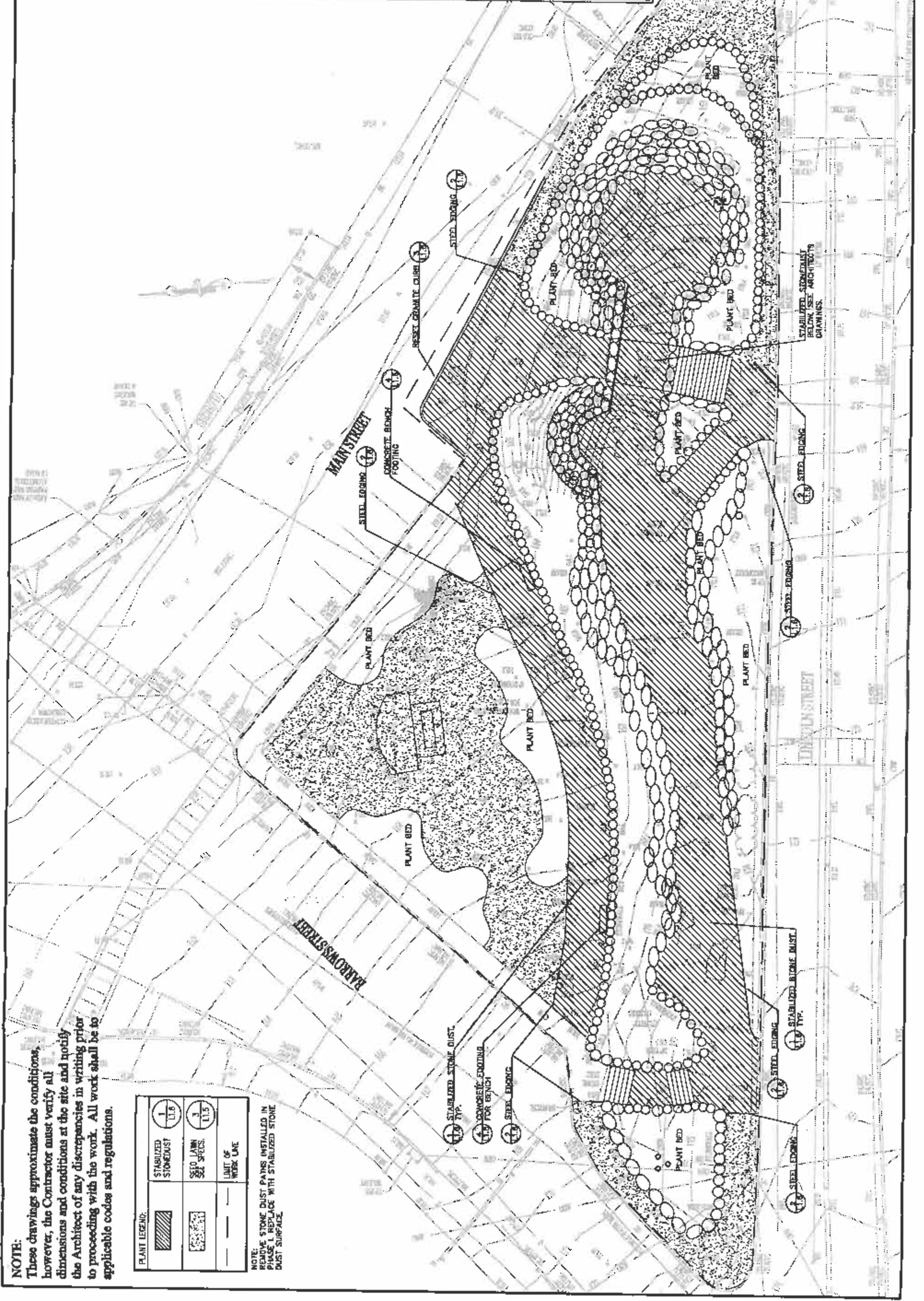
Town of Easton  
 Massachusetts  
 Landscape Materials  
 Plan

Scale: 1" = 20'-0"  
 Date: June 27, 2003  
 Drawn by: SJH  
 Checked by: KB

Architect  
**McGinley Hart & Associates LLP**  
 324 Broadway  
 Somerville, MA 02145  
 Telephone 617 625-8901  
 Fax 617 625-8902

Landscape Architect  
**Bradford Design Associates**  
 12 Power Terrace  
 Marshfield, MA 01945  
 Telephone 781 799-4692  
 Fax 781 631-3636

**L1.1**



**NOTE:**

These drawings approximate the conditions, however, the Contractor must verify all dimensions and conditions at the site and notify the Architect of any discrepancies in writing prior to proceeding with the work. All work shall be in accordance with applicable codes and regulations.

Restoration of  
F.L. Olmsted's  
Memorial Cairn  
Phase II

Town of Easton  
Massachusetts

Landscape Planning  
Areas

Scale: 1" = 20'-0"  
Date: June 27, 2003  
Drawn by: SJH  
Checked by: KB

Architect:

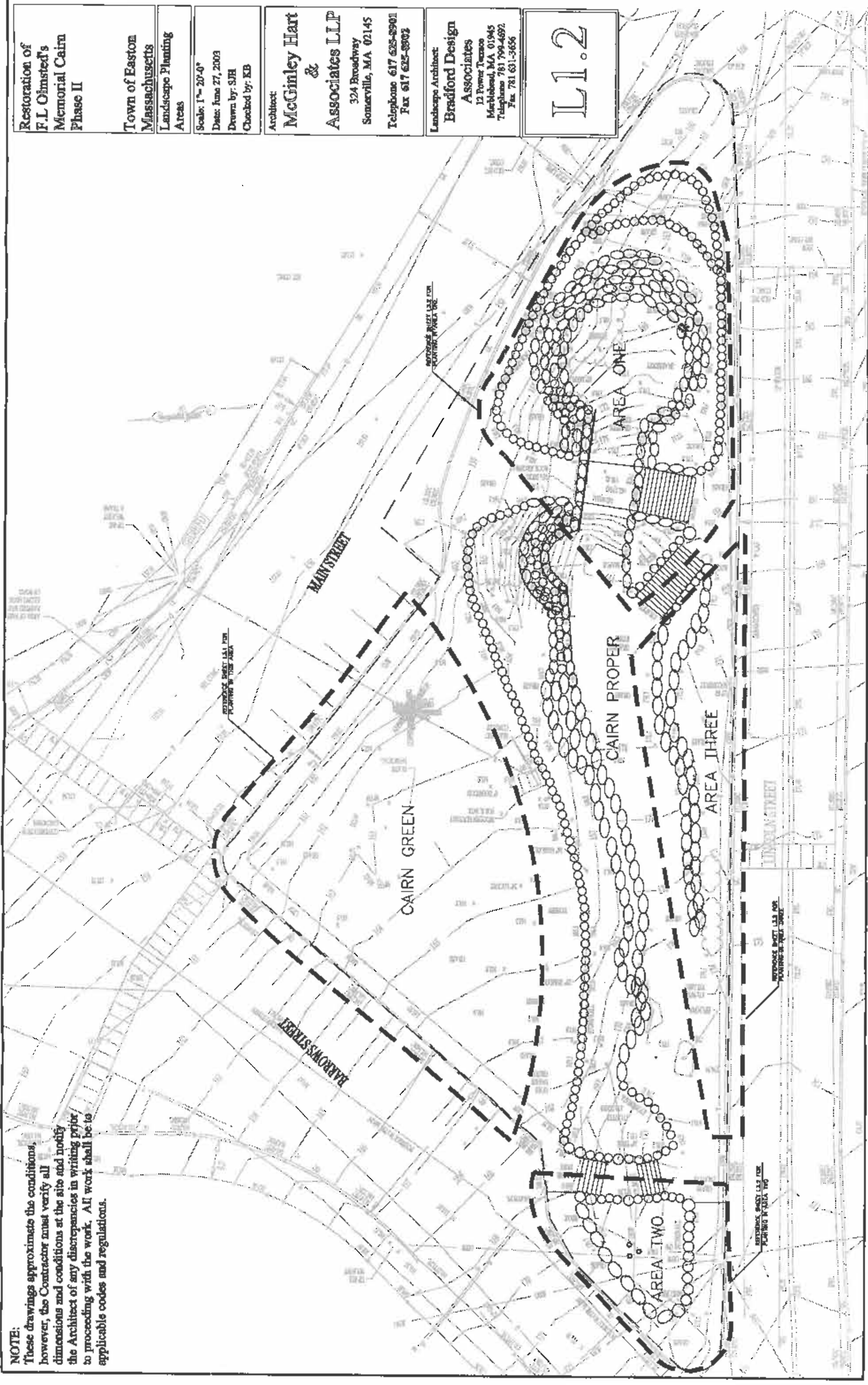
**McGinley Hart  
&**

**Associates LLP**  
324 Broadway  
Somerville, MA 02145  
Telephone 617 625-8901  
Fax 617 625-8902

Landscape Architect:

**Bradford Design  
Associates**  
12 Power Terrace  
Marblehead, MA 01945  
Telephone 781 799-4692  
Fax 781 631-3656

**L1.2**



Restoration of  
F.L. Olmsted's  
Memorial Cairn  
Phase II

Town of Easton  
Massachusetts

Landscape Planning  
Plan: Cairn Green

Scale: 1"=10'-0"  
Date: June 27, 2003  
Drawn by: SJH  
Checked by: KB

Architect:  
**McGinley Hart  
&  
Associates LLP**  
324 Broadway  
Somerville, MA 02145  
Telephone 617 625-8901  
Fax 617 625-8992

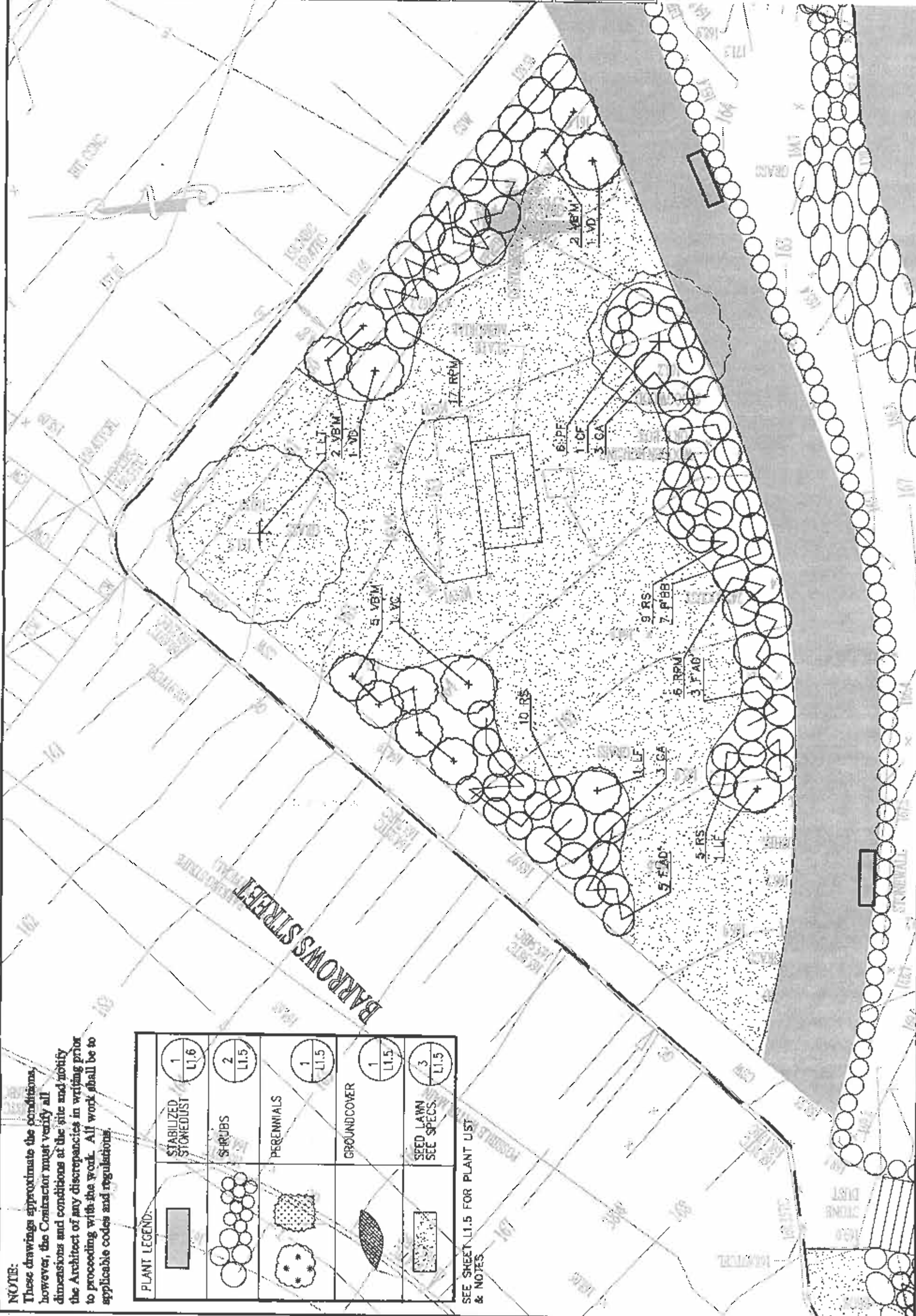
Landscape Architect:  
**Bradford Design  
Associates**  
12 Power Terrace  
Marblehead, MA 01945  
Telephone 781 799-4892  
Fax 781 631-3636

**L1.3**

**NOTE:**  
These drawings approximate the conditions,  
however, the Contractor must verify all  
dimensions and conditions at the site and notify  
the Architect of any discrepancies in writing prior  
to proceeding with the work. All work shall be to  
applicable codes and regulations.

	1 STABILIZED STONE DUST L1.6
	2 SHRUBS L1.5
	1 PERENNIALS L1.5
	1 GROUND COVER L1.5
	3 SEED LAWN SEE SPECS. L1.5

SEE SHEET L1.5 FOR PLANT LIST  
& NOTES



Restoration of  
F.L. Ohmsted's  
Memorial Cairn  
Phase II

Town of Easton  
Massachusetts

Landscape Planting  
Plan: Cairn Proper

Scale: 1" = 10'-0"

Date: June 27, 2003

Drawn by: SJH

Checked by: KB

Architect:  
**McGinley Hart  
&  
Associates LLP**  
324 Broadway  
Somerville, MA 02145  
Telephone 617 625-8901  
Fax 617 625-8902

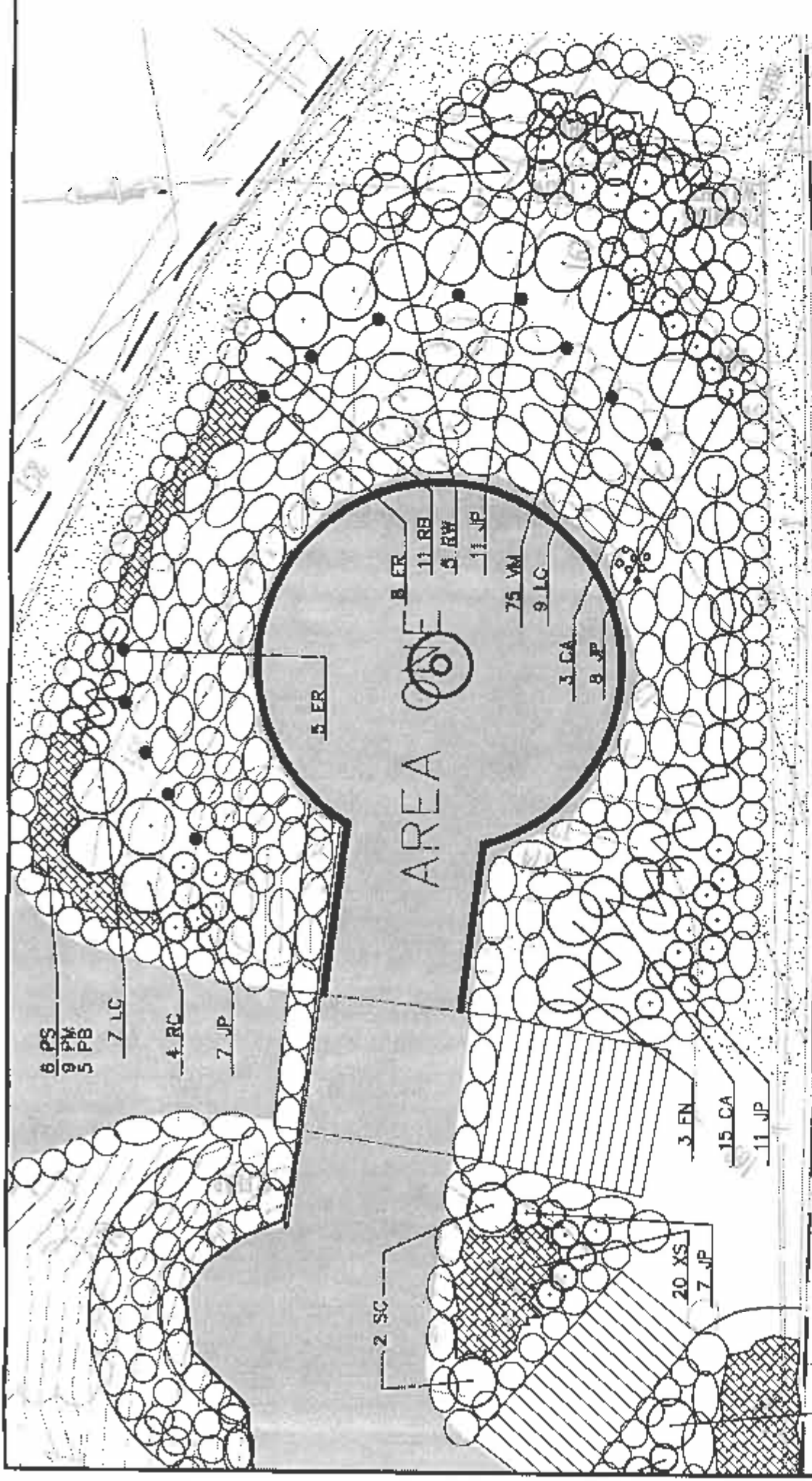
Landscape Architect:  
**Bradford Design  
Associates**  
12 Power Terrace  
Marblehead, MA 01945  
Telephone 781 799-4692  
Fax 781 631-3656

**L1.4**

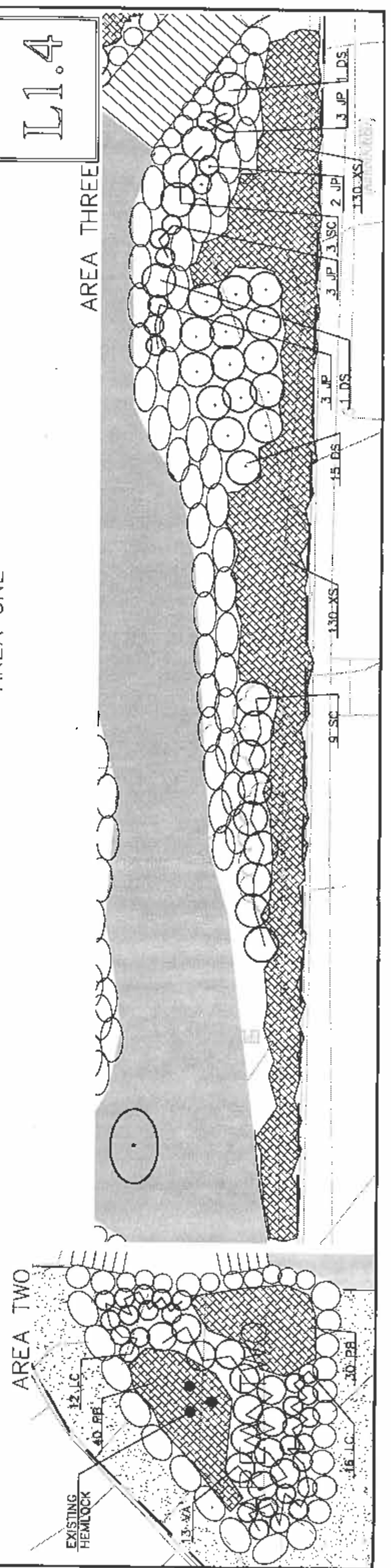
PLANT LEGEND:

	STABILIZED STONEDUST	1 L1.6
	SHRUBS	2 L1.5
	PERENNIALS	1 L1.5
	GROUNDCOVER	1 L1.5
	SEED LAWN SEE SPECS.	3 L1.5

SEE SHEET L1.5 FOR PLANT LIST  
& NOTES

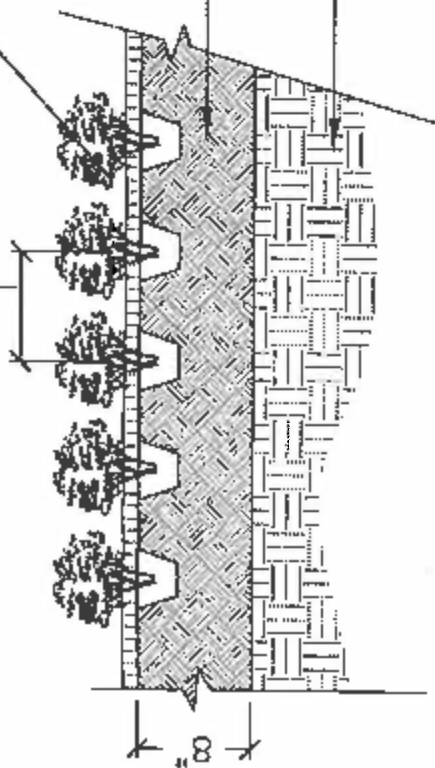


AREA ONE



NOTE: PLANTS TO BEAR SAME RELATIONSHIP TO FINISHED GRADE AS PREVIOUS GRADE

SEE PLANTING LIST FOR SPACING OF GROUND COVER 2" BARK MULCH



PLANTING SOIL MIX, SEE SPECS.

EXISTING SUBGRADE

**1 GROUND COVER/PERENNIAL PLANTING**

NOT TO SCALE

PLACE SHRUBS PERPENDICULAR TO GRADE

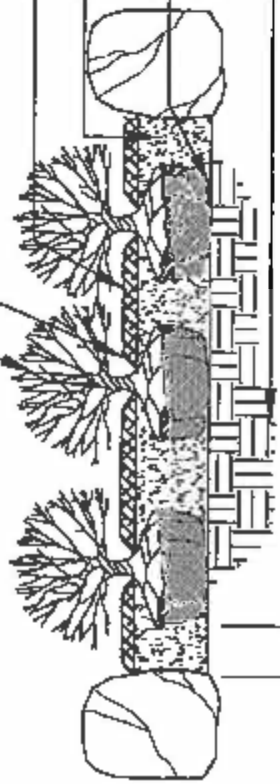
PULL BARK MULCH AWAY FROM BASE OF SHRUB

2" BARK MULCH

PLANTING SOIL MIX, SEE SPECS.

PLACE ROOTBALL ON UNDISTURBED OR COMPACTED SUBSOIL

UNDISTURBED OR COMPACTED SUBSOIL



6" MIN. OR 1/2 DIA. ROOTBALL, WHICHEVER IS GREATER.

**2 SHRUB PLANTING**

NOT TO SCALE

SEED, SEE SPECS. FOR SEED MIX

PLANTING SOIL MIX

SUBGRADE



**3 SEED LAWN**

NOT TO SCALE

**PLANT LIST: CAIRN GREEN, SHEET L1.3**

SYM.	QTY.	BOTANICAL NAME	COMMON NAME	MIN. SIZE & COMMENTS
<b>TREES</b>				
CF	1	Comus florida	Flowering Dogwood	4-4.5" cal., B&B.
LT	1	Liriodendron tulipifera	Tulip Poplar	3.5-4" cal., B&B, full head.
<b>SHRUBS</b>				
CA	6	Clethra alnifolia	summersweet	2'-2.5'; 3 GAL. Cont.
FAD	8	Forsythia 'Arnold Dwarf'	Arnold Dwarf Forsythia	18"-24"; 3 GAL. Cont.
LF	2	Lonicera fragrantissima	Fragrant Honeysuckle	2'-2.5'; 3 GAL. Cont.
PBB	7	Pieris 'Brouwers Beauty'	Brouwers Beauty Pieris	2'-2.5'; 3 GAL. Cont.
PF	6	Patentia fruticosa	Bush cinquefoil	18"-24"; 3 GAL. Cont.
RPM	23	Rosa 'Pink Meiland'	Pink Meiland Rose	15"-18"; 2 GAL. Cont.
RS	24	Rhodotypos scandens	Black Jetbead	15"-18"; 2 GAL. Cont.
VBM	9	Viburnum burkwoodii 'Mahawk'	Mahawk Viburnum	3'-3.5'; B&B.
VC	1	Viburnum cassinoides	Wither Rod Viburnum	3.5'-4'; B&B.
VO	2	Viburnum dentatum	Arrowwood Viburnum	3.5'-4'; B&B.

**PLANT LIST: CAIRN PROPER, SHEET L1.4**

SYM.	QTY.	BOTANICAL NAME	COMMON NAME	MIN. SIZE & COMMENTS
<b>SHRUBS</b>				
CA	18	Cataneaster opiculata	Cranberry Cataneaster	18"-24"; 3 GAL. Cont.
DS	17	Diervilla seaifolia	Southern Bush Honeysuckle	18"-24"; 3 GAL. Cont.
FN	3	Forsythia x 'Northern Gold'	Northern Gold Forsythia	15"-18"; 2 GAL. Cont.
JP	47	Juniperus sabina 'Buffalo'	Buffalo Juniper	15"-18"; 2 GAL. Cont.
LC	46	Leucathoe catesbaei	Drooping Leucothoe	15"-18"; 2 GAL. Cont.
LFO	28	Leucathoe fontanesiana	Fountain Leucathoe	18"-24"; 3 GAL. Cont.
RB	11	Rosa 'Bonica'	Bonica Meiland Rose	2'-2.5'; 3 GAL. Cont.
RC	4	Rhododendron catalbiansae 'Boursault'	Catawba Rhododendron	2'-2.5'; 3 GAL. Cont.
RW	5	Rosa 'White Meiland'	White Meiland Rose	18"-24"; 3 GAL. Cont.
SC	5	Symphoricarpos x chenaultii	Chenault Coralberry	18"-24"; 3 GAL. Cont.
VA	9	Viburnum acerifolium	Mapleleaf Viburnum	2'-2.5'; 3 GAL. Cont.
<b>GROUND COVER/PERENNIALS</b>				
ER	13	Euryonymus fortunei 'Colorata'	Purpleleaf Winterreeper	3" pot, 18" O.C. 3 runners min.
VM	125	Vinca minor	Periwinkle	1 qt. pot, 6" O.C.
XS	280	Xanthorrhiza simplicissima	Yellowroot	1 qt. pot, 24" O.C.
PB	75	Polystichum braunii	Braun Holly Fern	3" pots; in wall
PM	9	Polystichum munifolium	Western Sword Fern	3" pots; in wall
PS	6	Polypodium tsusimensense	Korean Rock Fern	1 qt. pot, 18" O.C.

**PLANTING NOTES**

1. ALL NEW PLANT MATERIAL SHALL CONFORM TO THE MINIMUM GUIDELINES ESTABLISHED FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMAN, INC. IN ADDITION, ALL NEW PLANT MATERIAL FOR THE PROJECT SHALL BE SPECIMEN QUALITY.
2. ALL NEW PLANTS SHALL BE CONTAINER-GROWN, UNLESS OTHERWISE NOTED ON PLANT LIST.
3. THE CONTRACTOR SHALL SUPPLY ALL NEW PLANT MATERIAL IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING SHOWN ON THE DRAWINGS.
4. ALL NEW PLANTS SHALL BE TAGGED AND APPROVED BY THE LANDSCAPE ARCHITECT AT THE NURSERY PRIOR TO DIGGING OR DELIVERY TO THE SITE.
5. THE CONTRACTOR SHALL LOCATE AND VERIFY ALL EXISTING UTILITY LINES PRIOR TO PLANTING AND SHALL REPORT ANY CONFLICTS TO THE OWNER.
6. LIMIT OF SEEDING FOR INFORMATIONAL PURPOSES ONLY. ACTUAL LIMIT MAY VARY. CONTRACTOR SHALL SEED ALL DISTURBED AREAS INSIDE AND OUTSIDE LIMIT OF SEEDING UNLESS DIRECTED OTHERWISE BY LANDSCAPE ARCHITECT.

Restoration of F.L. Olmsted's Memorial Cairn Phase II

Town of Easton Massachusetts

Plant List & Notes

Scale: Not to Scale  
Date: June 27, 2003  
Drawn by: SJE  
Checked by: KB

Architect:  
**McGinley Hart & Associates LLP**  
324 Broadway  
Somerville, MA 02145  
Telephone 617 625-8901  
Fax 617 625-8902

Landscape Architect:  
**Bradford Design Associates**  
12 Power Terrace  
Malden, MA 02148  
Telephone 781 799-4692  
Fax 781 631-3656

L1.5

Restoration of  
F.L. Olmsted's  
Memorial Cairn  
Phase II

Town of Easton  
Massachusetts

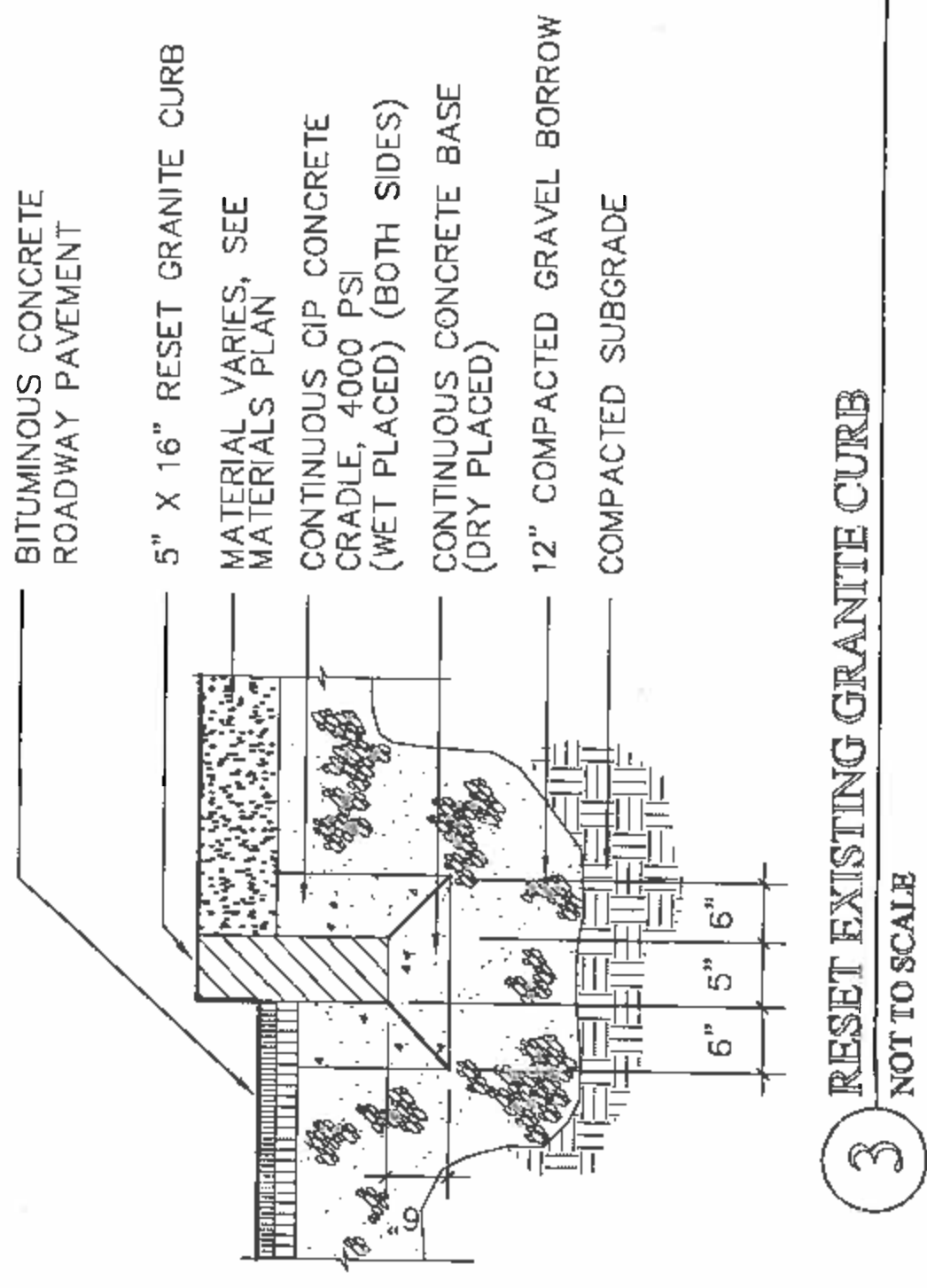
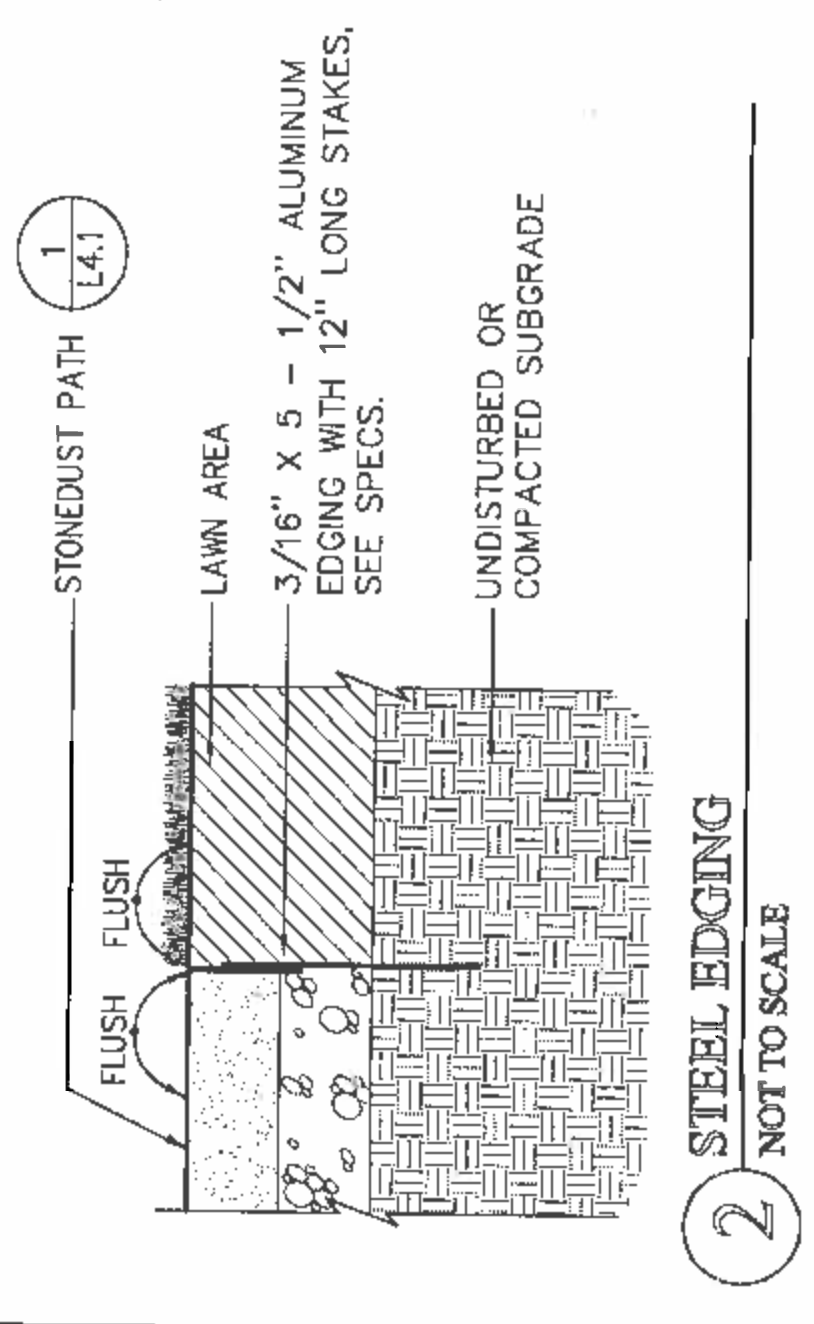
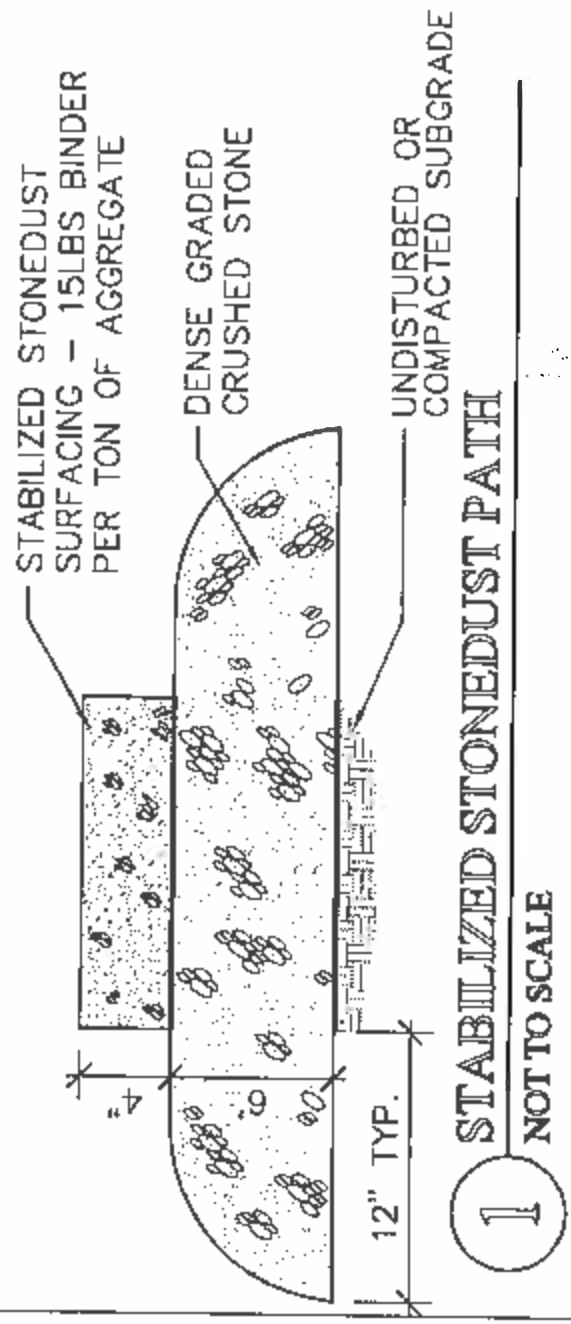
Landscape Details

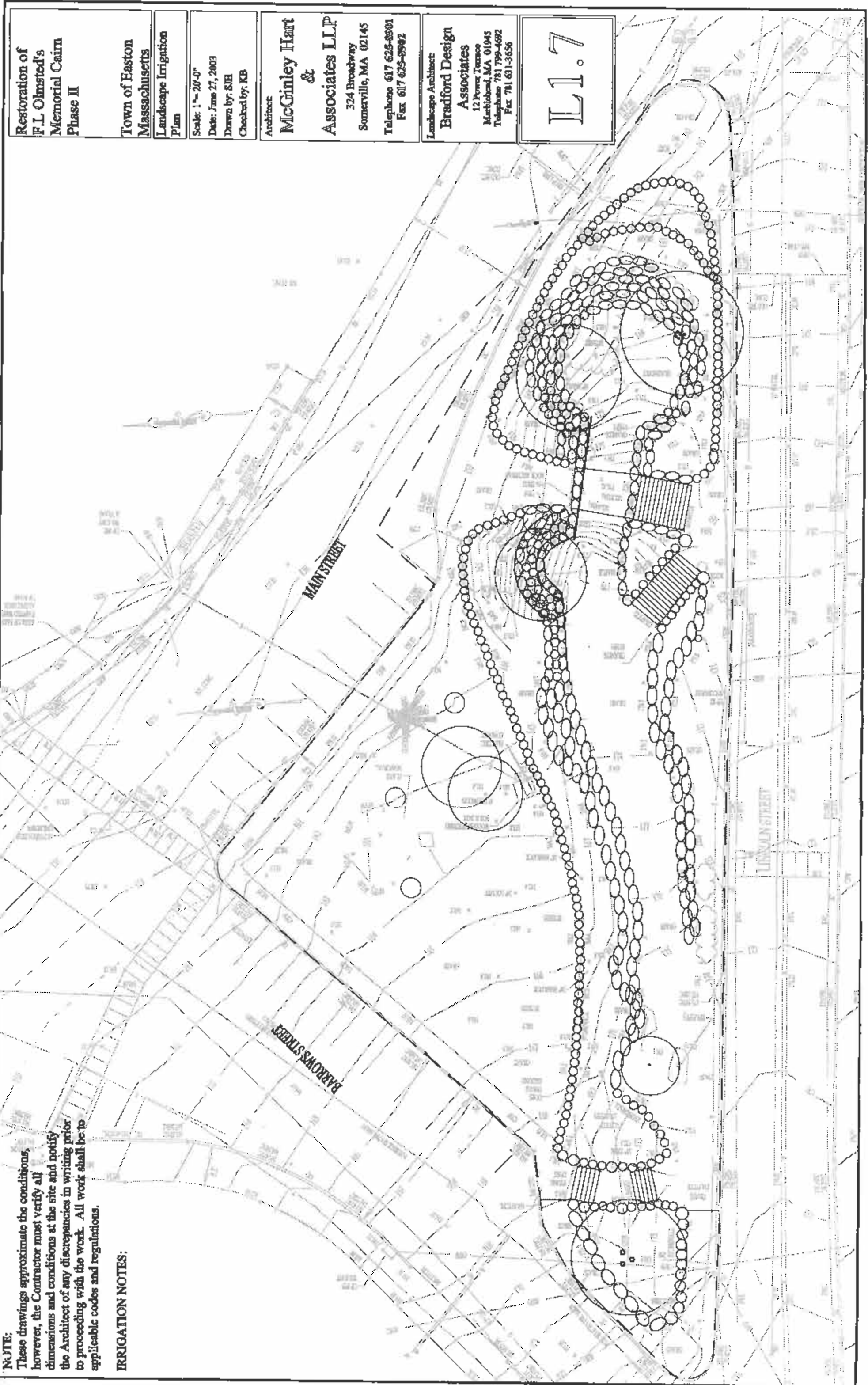
Scale: Not to Scale  
Date: June 27, 2003  
Drawn by: SJH  
Checked by: KB

Architect:  
**McGinley Hart  
&  
Associates LLP**  
324 Broadway  
Somerville, MA 02145  
Telephone: 617 625-8901  
Fax: 617 625-8992

Landscape Architect:  
**Bradford Design  
Associates**  
12 Power Terrace  
Methuen, MA 01945  
Telephone: 781 799-4692  
Fax: 781 631-9656

**L1.6**





Restoration of  
F.L. Olmsted's  
Memorial Cairn  
Phase II

Town of Easton  
Massachusetts  
Landscape Irrigation  
Plan

Scale: 1" = 20'-0"  
Date: June 27, 2003  
Drawn by: SJH  
Checked by: KB

Architect  
**McGrinley Hart  
&  
Associates LLP**  
324 Broadway  
Somerville, MA 02145  
Telephone 617 625-8901  
Fax 617 625-8902

Landscape Architect  
**Bradford Design  
Associates**  
12 Power Terrace  
Marblehead, MA 01945  
Telephone 781 799-4692  
Fax 781 631-3656

L1.7

**NOTE:**  
These drawings approximate the conditions, however, the Contractor must verify all dimensions and conditions at the site and notify the Architect of any discrepancies in writing prior to proceeding with the work. All work shall be to applicable codes and regulations.

**IRRIGATION NOTES:**





Town of Easton, MA  
Olmsted Rockery Area Design Charrette  
Steering Group Meeting #1 Notes

September 23, 2014

To: Gary Anderson, Planning Director

From: Kelly Carr, BETA Group, Inc.

Attendees: Gary Anderson (Town), Scott Ridder (BETA Group, Inc.), Hsiu Ann Tom (DVS), Stephanie Danielson (DPCD), Tim Hurley (Historic Commission), Kelly Carr (BETA), Greg Strange (PZB), Wayne Beitler (Town), Coleen Corona (Selectman), Connor Read (Town)

- Gary opened meeting with brief discussion of the project – use as possible public space, peace memorial designed by FLO.
- Grants (\$7,500 and \$10,000) and Planning Department are funding the Charrette
- Discussed process briefly; history, stakeholders, issues, charrette, concept plan
- Stakeholders, add Am. Legion, Economic Development, Disability Committee, Lions, Rotary, all abutters, State Representatives
- Meet with stakeholders in small groups – brief meetings scheduled on one or two days
- Charrette will be series of 3 meetings. First, at Oakes Ames Memorial Hall (OAMH) will discuss history (Olmsted thru today) and concerns or issues; what would people like to see and not see? Second meeting will be Open House at Queset House where public can view concepts. And the third meeting will present the preferred plan. The public will offer feedback at all three meetings.
- Project area– Lincoln, Barrows and Main streets; OAMH, Library, adjacent land owners and businesses and surrounding area
- 5-6 years ago there was a traffic study performed. One way access around Rockery was discussed and eliminated as an option. BETA requested a copy of this study.
- Currently there is little to connect the Rockery with the surrounding community.
- Parking will be a sticking point
- Will likely eventually seek Mass Works grant for actual construction work
- Friends of Easton Public Gardens currently maintain area
- Issues:
  - Design, history, programming
  - Memorial (Peace-Civil, WWII and Korea)
  - Traffic – Old Colony Planning report
  - Parking

BETA GROUP, INC.

315 Norwood Park South, 2nd Floor, Norwood, MA 02062

P: 781.255.1982 | F: 781.255.1974 | W: [www.BETA-Inc.com](http://www.BETA-Inc.com)

- Accessibility – veterans
- Open Space, could act as common
- Overhead utilities
- Lighting, Holiday, uplighting
- Environmental – cleaners
- Preservation restriction
- Final report – present to Selectman? Presence at Holiday Fair at Queset?
- Holiday Fair
  - Lions Club runs 3 day event – first weekend in December.
  - Close Barrows Street.
  - Breakfast, Fair, Parade, Tree lighting, Rockery lighting
- Charrette will build on/replace Phase II Rockery Plan (2003)
- Include possible site walk / tour of Rockery
- Public Outreach – Town Crier, Website, fliers





Town of Easton, MA  
Olmsted Rockery Area Design Charrette  
Stakeholders/Abutting Property Owners Meeting  
October 17, 2014

To: Gary Anderson, Planning Director

From: Kelly Carr, BETA Group, Inc.

Attendees: Scott Ridder, Kelly Carr-BETA Group, Gary Anderson-Easton, Jon Morgan-Lions Club, Paul Rohr-  
Abutting Residence, Doug King-Owner Abutting Property, Steven Karen and Marc Plante-BER/Abutting  
Property Owner, Dot Sundell and Bobby Sundell- Abutting Residence and Property Owners

Purpose: To get stakeholder views on the Rockery, green space and adjacent streets.

Jon Morgan-Lions Club Representative: Lions 135, VFW Hall. Also on the Board for Oakes Ames Memorial  
Hall (OAMH).

- Easton Festival of Lights-Held at Rockery area for 28 years. Lighting for festival @first full week in December. Lights remain for Holiday season. Crafts, rides, food.  
Used to be a large # trees in the green. Removed in 2002 with renovation.  
down. Little houses placed in front of OAMH.
- Design to teach history of rockery
- Make Rockery a destination
- Delineate parking, clarify traffic movement
- Improve sidewalk accessibility/can't use now
- Make green space bigger
- Views to and from Rockery important
- Allow guests at OAMH to spill into Rockery area
- Discussing plans to link OAMH to Library by building indoor ramp connection. Parking for library not adequate
- Borrows blind hill and Lincoln crossing at Barrows unsafe

Paul Rohr-Abutting residence: @ corner of Barrows and Lincoln

- Emphasize the Rockery as a monument currently hidden by vegetation and is ignorable
- Bring back path along rockery north side
- Reduce "sea of pavement" and add more grass
- Likes two way traffic flow on all sides, visibility important
- Make pedestrian friendly
- Teach visitors history
- Does not think Center Street works as one way
- Complete Rockery Phase II

**BETA GROUP, INC.**

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- Clarify parking, pedestrian and traffic movement-clear up confusion, more prominent pavement markings.
- OAMH needs more parking. Make pedestrian connection between library and OAMH

Doug King: Owner of Schoolhouse Apartments and many other Easton Properties.

- Made a park behind old school building he rehabbed. In memory of girl killed by rubber bullet at Fenway.
- Town Hall Post Office and Bank were all in BER building until 1980 when he bought and renovated. Sold to BER. Leased 5 parking spaces to BER. Sundell leased more.
- Parking biggest issue in area.
- Remove Rockery and level triangle area. Grades an issue- incorporate better with OAMH.
- Make Rockery more of a common green space. Create amphitheater and step down. Add wall at lower end.

Steven Karen and Marc Plante-BER/Abutting Property Owners 66 Main St.

- Richardson office (Shepley Bulfinch) designed building.
- BER has 35 employees, vendors and customers all need parking. Rents spaces from Sundell-not enough. Parking biggest issue.
- Verizon next door has no parking. They park their trucks on OAMH drop off and on street and sometimes in their space leased from Sundell.
- Too much pavement. Has seen 18 wheel truck turn around in front of building.
- Trucks deliver in front of building.
- Rockery space isn't well used. Tour busses and architectural students visit Rockery and Richardson buildings and take pictures.
- Like to see wires taken away.
- Need better pavement markings to clarify circulation.
- Reduce concrete sidewalk in front of building add grass.

Dot Sundell and Bobby Sundell- Abutting Residence and Property Owners:

- Keep as is, road and sidewalks in good shape. Road configuration "is working"
- Put a clock in nose at Center Street.
- Renting out property long term lease
- Will rent out Gas Station after clean up
- Parking issue- Verizon and BER
- Used to be a bump on main St above train underpass-unsafe. No longer. South Coast Rail said they will not put in.
- Improve Rockery for people, dogs, picnicking. No seating is currently available. Add seating.
- Make carriage turn at top of Rockery.
- Yoga students don't go thru arch – too dark. They walk on street from Rockery parking to yoga class (across Lincoln).
- Continue lights





Town of Easton, MA  
Olmsted Rockery Area Design Charrette  
Stakeholder Meeting  
October 22, 2014

To: Gary Anderson, Planning Director

From: Kelly Carr, BETA Group, Inc.

Attendees: Scott Ridder, Kelly Carr-BETA Group, Gary Anderson-Easton, Dan Murphy, Board of Selectmen Chair, Dave Field, Director of Public Works, Stan Borgeson, American Legion/VFW, Uma Hiremath, Ames Free Library Director; Ed Hands; Fred Ames, Oakes Ames Memorial Hall; Frank Menino, Easton Historical Society; Tim Hurley, Historical Commission Chair; Jonathan Chase, Conservation Commission Chair; Greg Strange, Planning Board Chair; Arthur and Barbara, Oxford Cleaners Owners

Dan Murphy, Board of Selectmen Chair:

- Lincoln @ Barrows crosswalk problem
- Traffic confusing so drivers cautious, few accidents
- Wires obscure views
- Would like to keep gas station there but look nicer
- Only time noticeably used is at Christmas
- Cleaners and property next door on the market. Tear down house for parking?
- Parking biggest problem
- Develop Sundell and Dry Cleaners?
- Wipe Rockery out?
- Add Clock
- Identify as Olmsted

Dave Field, Director of Public Works:

- Traffic Load OK now
- Drainage Set
- Will underground wires from Rockery to DER
- Would like to see Streetscape Phase II implemented
- No opinion on Rockery Phase II
- There is a provision for sewer at Sundell property
- Can T up Barrows and Center Street intersections
- OAMH used once a week on average.
- Shut Barrows off – make green space greener-add parking lot at Barrows.
- Use different pavements
- Narrow down pavement

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Stan Borgeson, American Legion/VFW

- Take out plaque and memorial at rockery green. Give plaque to Historical Society
- No veteran activities at Rockery now. All at Veterans Memorial Park 2004
- Also monument with names at Depot St.
- Speed is an issue on Lincoln

Uma Hiremath, Ames Free Library Director; Ed Hands; Fred Ames, Oakes Ames Memorial Hall; Frank Menino, Easton Historical Society; Tim Hurley, Historical Commission Chair

- 1903 Bandstand in Rockery Green, good acoustics with OAMH ledge and Rockery. 1903 Gene Autry sang at bandstand. Bring back?
- Winter Farmers Market at OAMH. OAMH needs parking
- Rockery needs to be welcoming
- Rockery declared structure during 2002 restoration added handicap railing to top.
- Always has been goal to finish phase II-Funding and utility wires an issue
- Hours of work done in planting at rockery
- Would like to see 2003 plan finished
- After WWII cars around
- All would like parking eliminated at Rockery
- During weekend events at OAMH-Parking is not an issue.
- Plans Linking OAMH to Library. If each has ADA parking does the link between the two (steep grade change) need to be ADA?
- In N. Easton Historic District
- Need viable activities like Saturday evening concerts.
- All Utilities underground would be good. What is clearance from wires to Rockery. What is Minimum?
- Add traffic signal and island at Center Street?
- Barrows used to be one way 20 years ago. Visibility important Main to Center Street.
- Festival of lights-White lights would be better. Uplight OAMH would be good.
- South Coast RR may effect parking
- Mitigate catenaries for train by moving utilities at rockery underground
- Important for Lincoln to remain two way
- Would like Easton Footprints walking tour with pamphlets. Tours walk around now.
- Would be good to try low cost reversible changes.
- Recognize Rockery as peace memorial
- Ring of cars is aesthetic loss
- Footprints connecting historical pieces
- One way traffic would be difficult



Jonathan Chase, Conservation Commission Chair

- Water flows from Queset Brook to Shovelshop Pond to Langwater Pond to Hockomock River
- Need to view as destination. Need reason to go.
- History of Buildings important
- Remove parking
- Expand green
- Add fountain
- Incorporate old school house
- Box lunch at Rockery - food attracts people – weekly event
- Connectivity in open space and trails
- Working on adding sharrrows to Lincoln
- Council on Aging on Barrows-one way
- Control Invasive plants
- Maintenance is an ongoing issue

Greg Strange, Planning Board Chair:

- Parking- need
- Traffic works now
- Verizon out in 5 years
- Lots of parks/open space in Town – why go there?

Arthur and Barbara, Oxford Cleaners Owners

- Flag pole with solar uplight at Center Street nose.
- Lights on Rockery steps
- Move statue on Depot St. to Rockery?
- Put granite benches on top to have lunch
- Put colorful flowers in between rocks
- Wires underground



Volunteer Sign-Up Sheet

Name	Phone	E-mail
DUNN-GHAM		DUNN-GHAM@BETA-INC.COM
Stephanie Dowie (son)		
Wayne Beitle		
DOUG MULLER		
Tim McCaul		Tim McCaul@yahoo.com
Ken Bowman		Ken bowd-98@yahoo.com
Christine Santoro		christine.santoro@gmail.com
Peter Buhl		bruno's mark @ Comcast.net
Paul Chenard	508-238-1833	Pchenard2@compa.com
TERESA POPEIKO - PAUL		
JEFF HANSON		TJPS500@COMCAST.NET
ELAINE HANSON		HUSKY3X@COMCAST.NET
Kevin G. McIntyre	508-238-0050	
David E. Underhill		
K. C. Cavanaugh	508-238-0001	508 238 0601 PHOTOS
GREG & KATHY STRANGE	508.641.2017	KCavanaugh@comcast.net
Ellen Dehn	508 944-4447	GREGGAS@COMCAST.NET
Roni Green	(508) 238-2238	eileen.dehn@gmail.com
Chris + Chris Rowe	508-238-0286	inukkooper@queenspade Inn.com
Sarah Selman	508 238 9758	Sgt Kaye@aol.com
Wayne Benson	781-775-2714	sselman@eldcolonyca.org
Don Scolaro	508-942-5401	wbenson.rkb@gmail.com
DAVID FIELD		dominic.scolaro@gmail.com
Paul Ames	(978) 902-0084	DAVID@EASTON,MA.US
Steven Karan	508 250 0260	Frederick Ames@verizon.net
		Gkaran@Del-engineering.com

Volunteer Sign-Up Sheet

Name	Phone	E-mail
Debi Muchner	228-2394	believe58@comcast.net
Tim Audley	942-2621	Aurely127@comcast.net
Marie Plante	230- <del>2000</del> 0260	mplante@ber-engineering.com
Paula Peterson	830-3789	Paula@childrensmuseumeston.org
Brian Hoffmann	238-4537	brian.hoffmann45@gmail.com
CAROL LUNDEEN		carol@carol.lundeen.com ✓

11/11/2014

SIGN IN: ROCKERY.

DAN SMITH.

STEVEN KIRAN

ARCHAN BEAL

LINDA BEAL

CHRIS + CHRIS KONE

DOUG MULLEN

GARY ANDERSON

RON & MUNICA LAWSON

CAROL NESTER

DOM DI BATTISTA

KATHY DI BATTISTA

ROBERT E. SUNDELL

CYNTHIA RUCHE

EDWARD RUCHE SR

NANCY + RICK HAUCK

AVERY LEE WILLIAMS

LORI MURATORE-PIRES

TIM HURLEY

KEVIN CABRAL Kevincabral@comcast.net

# ROCKERY CHARRETTE #2 SIGN IN

11/12

<u>NAME</u>	<u>EMAIL OR PHONE</u>
Bill Yashoviz	508-238-7255
Theresa Pedicchio-Peale	508-297-2014
Gus & Nancy Ann (Arns)	508-238-4712
Dan Smith	dsmith@easton.ma.us
Jon Modlewsky + Mrs Sundell	508 238 2900
Sarah Selman	sselman@oldcolonyymca.org
Fred Ames	
Amy Spencer	amywanat@gmail.com
Mary Beth Coleman	mbzip@comcast.net
Richard Coleman	
Christine Ambrose	
Mimsy Hasler	whasler@amesfreelibrary.org
Stanley Borgeson	508-238-7390
Ellen Dehn	ellendehn@gmail.com
CATYNY ADLER	CATNYMADLER@GMAIL.COM
Maureen Yachimski	moypos@aol.com
George Comeaux	scmseto@verizon.net
Tim McCaul	TimMcCaul@xlibed.com
Dave Winkelman & Paula Sciarbasi	
Liz Belanger, Day Street	liz_mikeba@verizon.net
Dom Scolaro	dominicscolaro@gmail.com
PAUL ROHL	

# ROCKERY MEETING 3. 11/19/2014

## Sign-In Sheet

Name	Phone	E-mail
Dave Muley		
MARIANNE POPE		
Dawn Pope		
Dee Muckher		
Dottie Fulginiti		
THERESA BOEING-BOLE		
MICHAEL & KATHY BOYLE		
Christ Chis Kone		
Steve Karan		
Carol Lundean		
Paula Cole		
Kevin Casper		
LARRY MORAY		

# ROCKERY MEETINGS 3.

11/19/2014

## Sign-In Sheet

Name	Phone	E-mail
LIZ & MIKE BELANGER	238 8099	liz-mike@verizon.net
Pitt + Ben Sundell	238 0401	
Peter Bui	238-3107	peterbui26@comcast.net
Bryan Hoffman		
Fred Amick	(578) 502-0084	

## Tonight's Presentation



- Introduction
- Historical Overview of the Rockery Area
- Recent Planning Efforts
- Breakout Sessions
  - Identity of Place
  - Design Components
  - Program Elements
- Reporting of Findings
- Next Steps



Olmsted Rockery Area, Easton, MA



## Charrette Schedule

### Part 1: Public Kick-off Meeting

Wednesday November 5, 2014 – Oakes Ames Memorial Hall

Come hear about the history of the area and offer your ideas on how it can be improved.

### Part 2: Project Open House

Tuesday November 11<sup>th</sup> from 1-4 p.m. and

Wednesday November 12<sup>th</sup> from 3-7 p.m.

Stop by the Queset House to see the work done to this point and comment on a few design options.

### Part 3: Final Public Meeting

Wednesday November 19, 2014 – Oakes Ames Memorial Hall

Come see the preferred design option(s) and hear about the next



Olmsted Rockery Area, Easton, MA



## Olmsted and Richardson



Olmsted Rockery Area, Easton, MA



## Historical Overview of the Rockery Area



- Oakes Ames Memorial Hall 1881
- F. L. Olmsted original Rockery design 1882
- Easton Free Library 1883
- Post Office built 1904-05

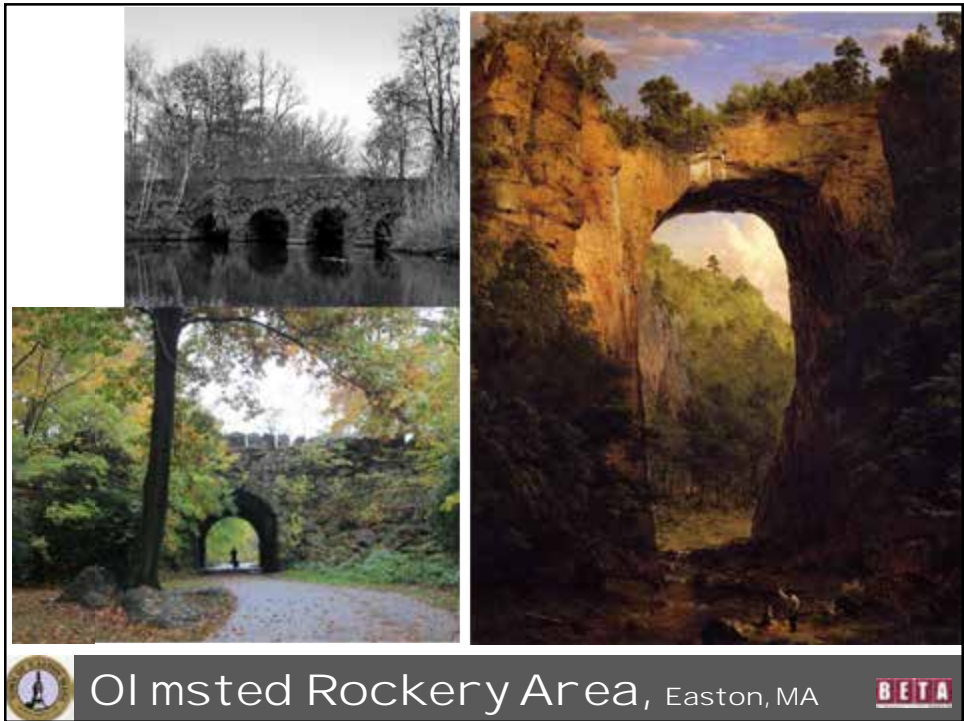
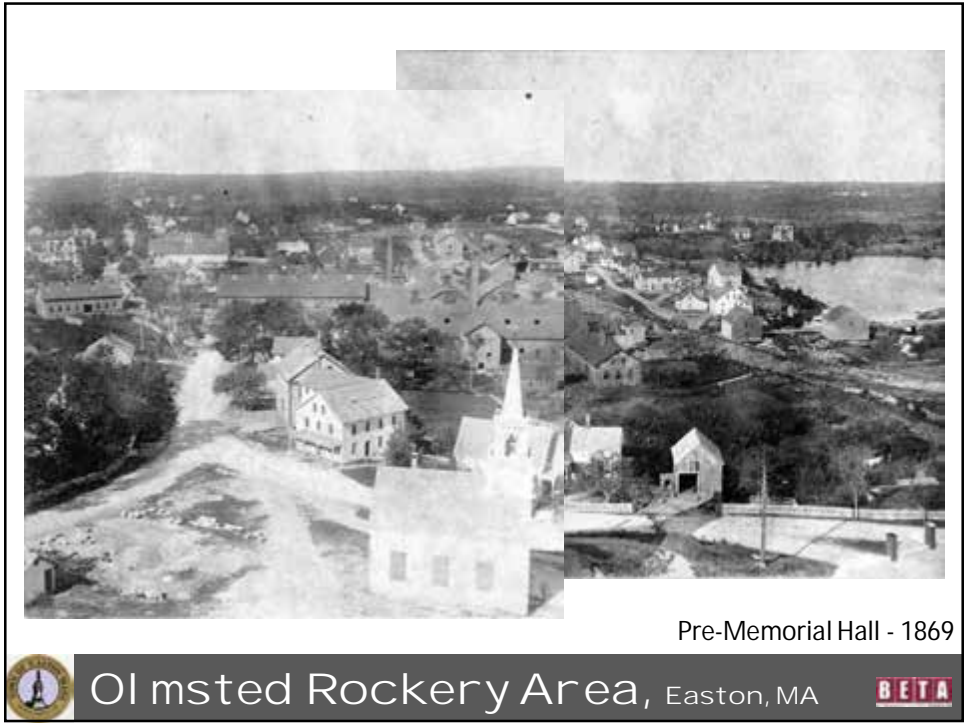


- J.C. Olmsted redesign 1902-1903
- Olmsted Brothers 1946-47
- Phase II Construction Plans 2003
- Preservation Restriction 2004
- Phase I Construction 2006-07



Olmsted Rockery Area, Easton, MA







1881



Olmsted Rockery Area, Easton, MA

BETA

### Letter Dated April 1882 F.L. Olmsted to Oakes A. Ames

...In very old times it was customary to commemorate important events by a form of monument in the raising of which all members of a community could have a direct part.

As the structure to be made at the East end of the proposed terrace-walk...would otherwise have much the character of a cairn, being of proper size, form, material and mode of construction...



Olmsted Rockery Area, Easton, MA

BETA

## What is a Cairn?



Olmsted Rockery Area, Easton, MA



## Letter Dated April 1882 F.L. Olmsted to Oakes A. Ames



...the monument be appropriately used to commemorate the anxious and heroic days of the great struggle through the results of which the American people are today a free and united Nation.

...the names of all honorably discharged soldiers and sailors going out from North Easton shall be deeply cut in the stones of the parapet and the names of those who fell shall be inscribed upon a suitable stone at the foot of the flag staff.



Olmsted Rockery Area, Easton, MA



## F.L. Olmsted to Oakes A. Ames

...a wall is to be built and on the terrace, which will thus be formed, a public walk is to be laid out with seats and shade trees.

The retaining wall is to be formed of rough field-stone laid up dry, with a considerable slope...consistent with the rocky elevation of the Memorial Hall grounds – numerous crannies, niches, and pockets opening to soil behind...the face to be decorated with foliage and flowers



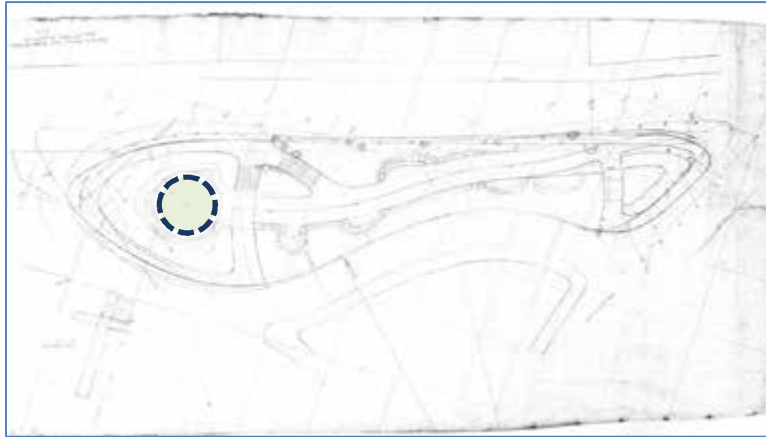
Olmsted Rockery Area, Easton, MA



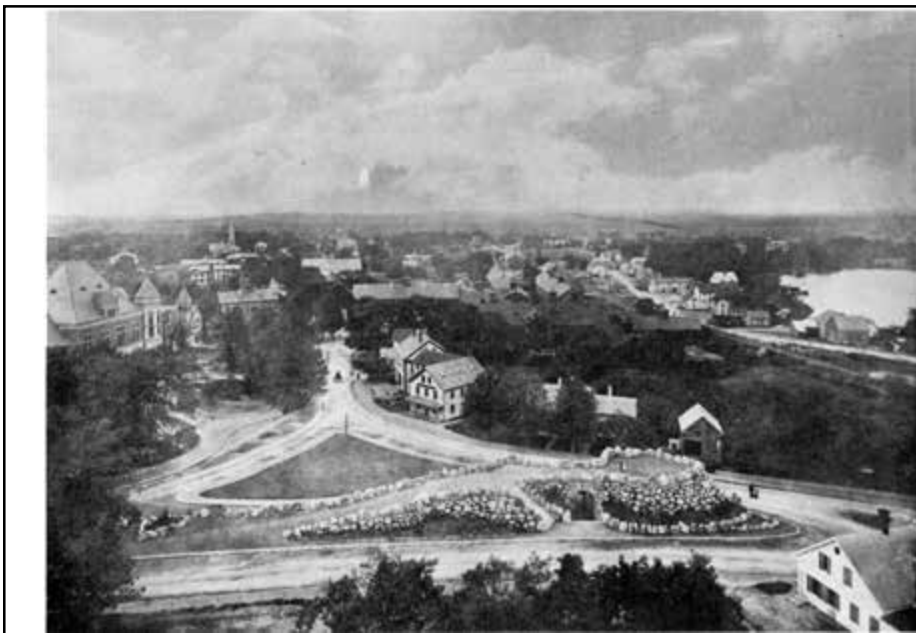
Olmsted Rockery Area, Easton, MA



The top of the parapet opposite the flag-staff shall be circular...it will appear like the base of a round tower or an old warlike bastion half obscured by drapery of peace in the form of evergreens, vines, shrubs and flowering plants.



Olmsted Rockery Area, Easton, MA

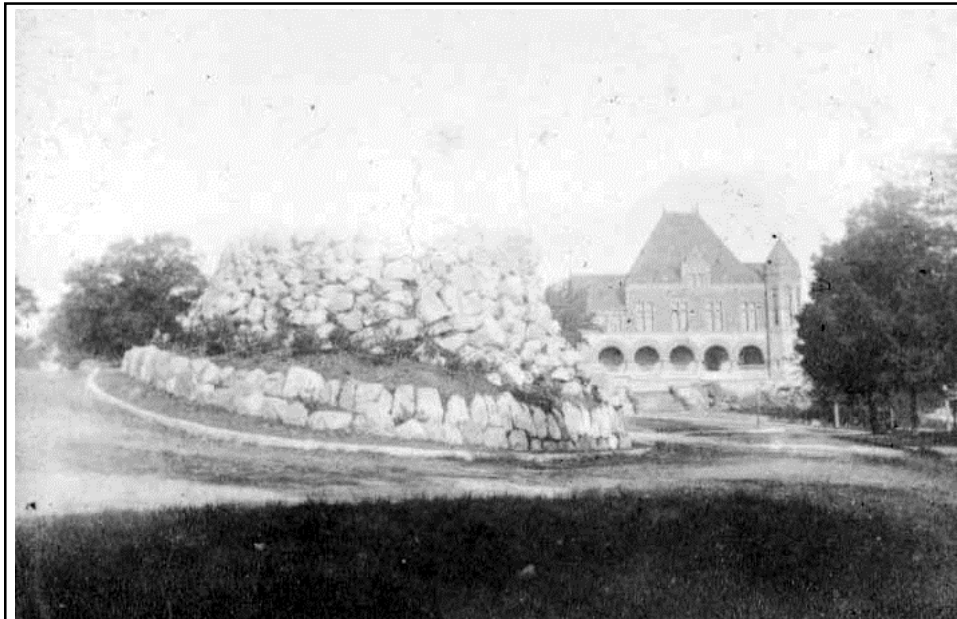


1883



Olmsted Rockery Area, Easton, MA





1883



Olmsted Rockery Area, Easton, MA



*North Easton, Mass. Spent by F. L. Olmsted July 1883*

1883



Olmsted Rockery Area, Easton, MA





1886



Olmsted Rockery Area, Easton, MA



Photo circa 1886



Olmsted Rockery Area, Easton, MA



## Letter Dated Brookline, 5<sup>th</sup> June 1887 F.L. Olmsted to Oakes A. Ames

Dear Mr. Ames,

There is a work at North Easton of which I am supposed to be the designer, which I have partially superintended and as to which you still encourage me to give you advice. I cannot if I would escape responsibility for it and it weighs on my conscience that I did not attempt to tell you the other day, when you took me to it, how far I am from taking your cheerful view of it.

The extremely rude and ungainly jumble of rocks first built is in itself an object of great ugliness and wholly unsuitable to the situation...

...it could be regarded only as a monstrosity and this view was expressed in the first name popularly given to it of "Jumbo".



Olmsted Rockery Area, Easton, MA

BETA



Photo circa 1890's



Olmsted Rockery Area, Easton, MA

BETA

## John Charles Olmsted's Recommendations



- Bare grass island...too violent a contrast
- Remove unused walkways
- It should be understood that weeding will always be necessary
- It was not the design intent to have the boulders completely smothered under vines
- Recommended underground utilities



Olmsted Rockery Area, Easton, MA



1903 Planting Plan prepared by Olmsted Brothers that visually ties properties together

Plan was never constructed



Olmsted Rockery Area, Easton, MA

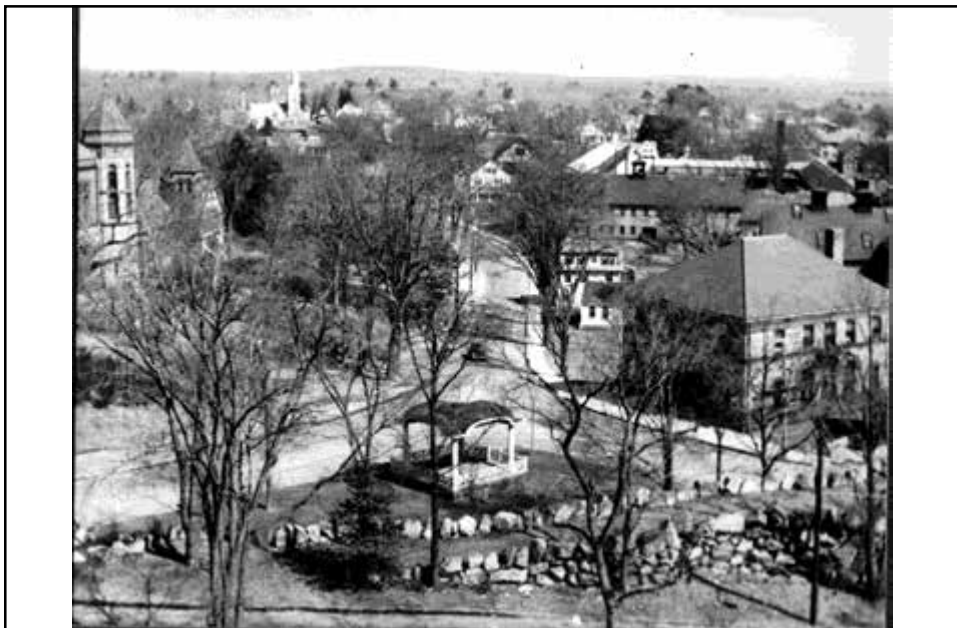




1897 - 1904



Olmsted Rockery Area, Easton, MA



1930's



Olmsted Rockery Area, Easton, MA



## A Cowboy Visits Easton

On November 11th, 1941, America's No. 1 cowboy hero and movie star / singer Gene Autry arrived at the Rockery.

He was a guest of the Ames family, and the event served as a fundraiser for the Easton Visiting Nurses Association.

A crowd of nearly 3000 children crowded Main Street and the old bandstand at the Rockery to get a glimpse of Mr. Autry.



Olmsted Rockery Area, Easton, MA



## Olmsted Brothers - 1946



Phone call from John S. Ames to Edward Whiting at the Olmsted Brothers office – July 1946



Olmsted Rockery Area, Easton, MA



## Olmsted Brothers - 1946



Edward had no institutional knowledge of this project. He did not understand the purpose of the structure.

"It must be rebuilt or modified or changed entirely".

"...Thing might be advisable to save as a museum piece."



Olmsted Rockery Area, Easton, MA

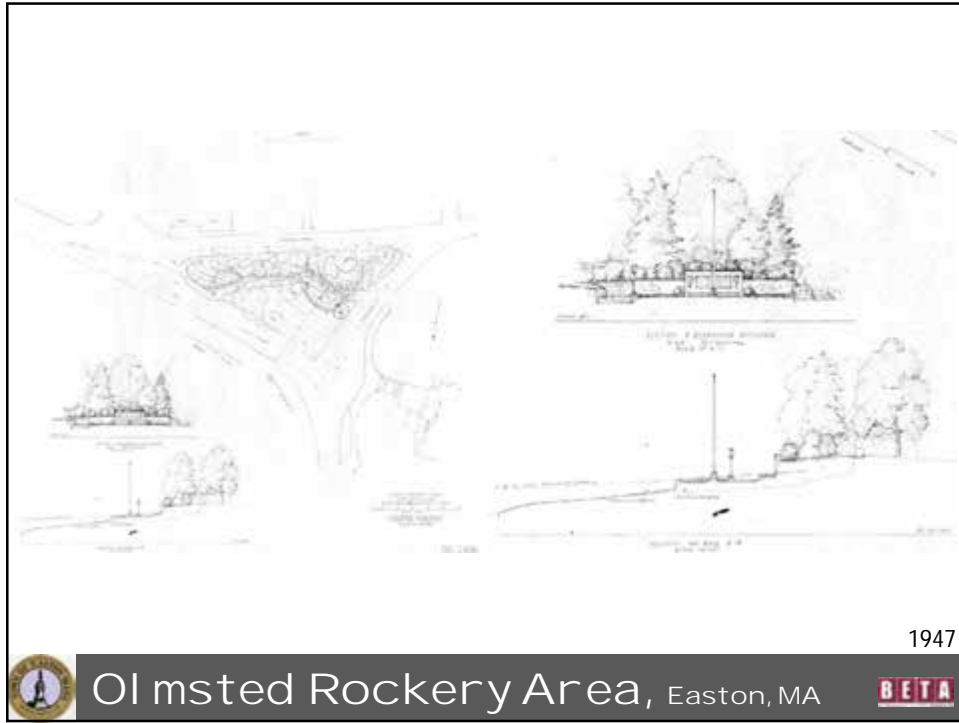


1946



Olmsted Rockery Area, Easton, MA





Olmsted Rockery Area, Easton, MA



### Post WWII Changes

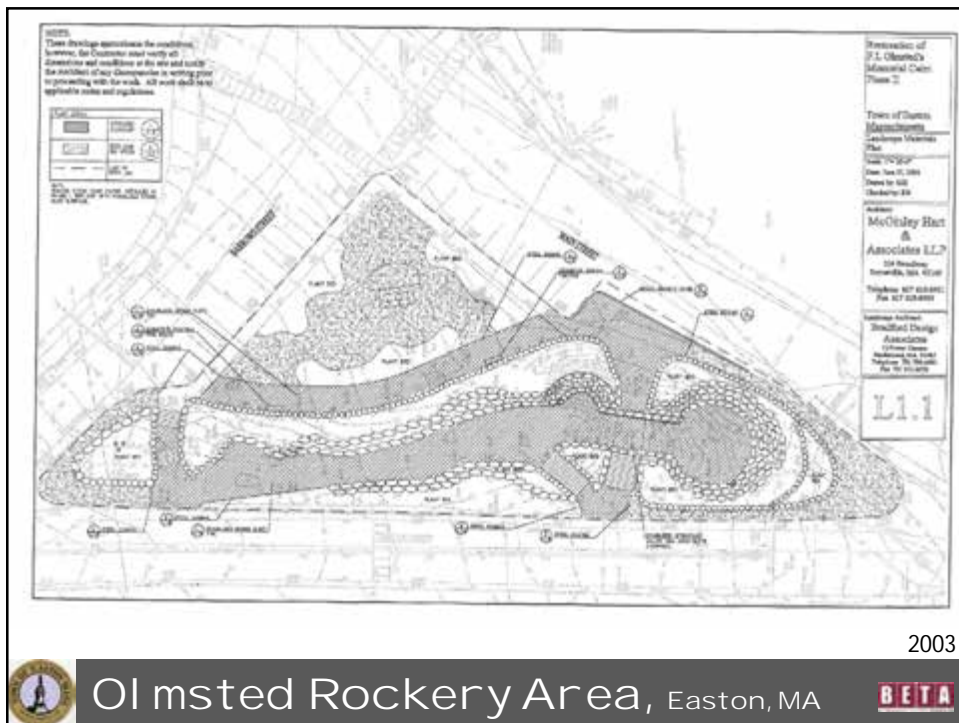
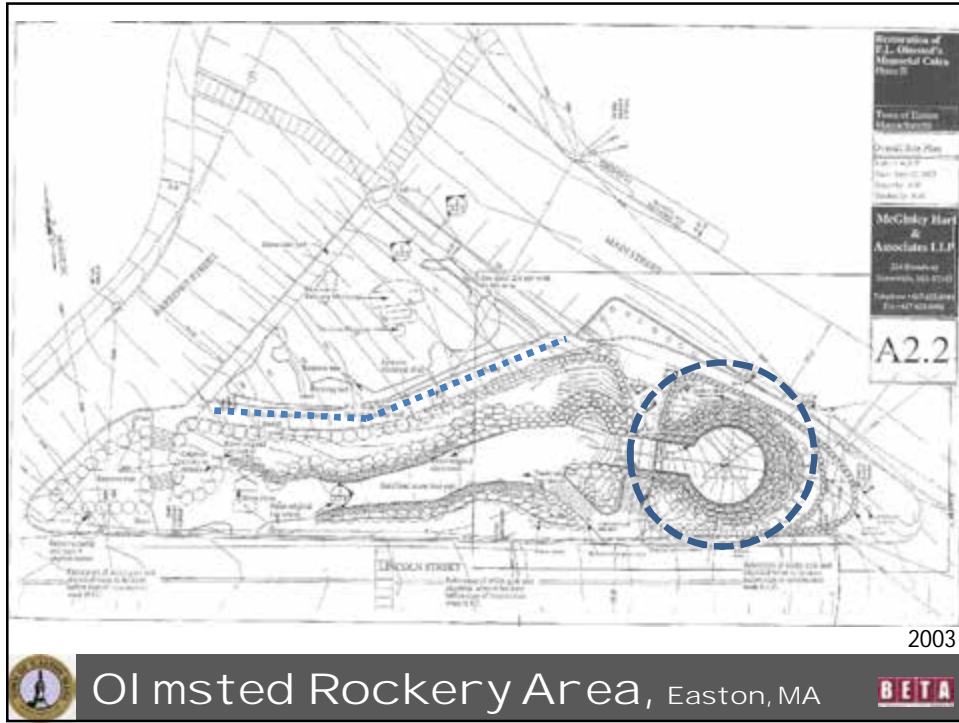


1947-48



Olmsted Rockery Area, Easton, MA





## Preservation Agreement

- Maintenance of Premises - Responsibility of the Town
- Inspection – May occur at any time by the Massachusetts Historical Commission
- Alterations
  - Need Commission Approval for Major Alterations such as altering or removing significant landscape features
  - Minor alterations such as routine maintenance do not need Commission approval
- Notice and Approval
  - Submit proposed changes 30 days in advance to Commission
  - Commission can grant or withhold it's approval or request additional information



Ol msted Rockery Area, Easton, MA



2006-07



Ol msted Rockery Area, Easton, MA

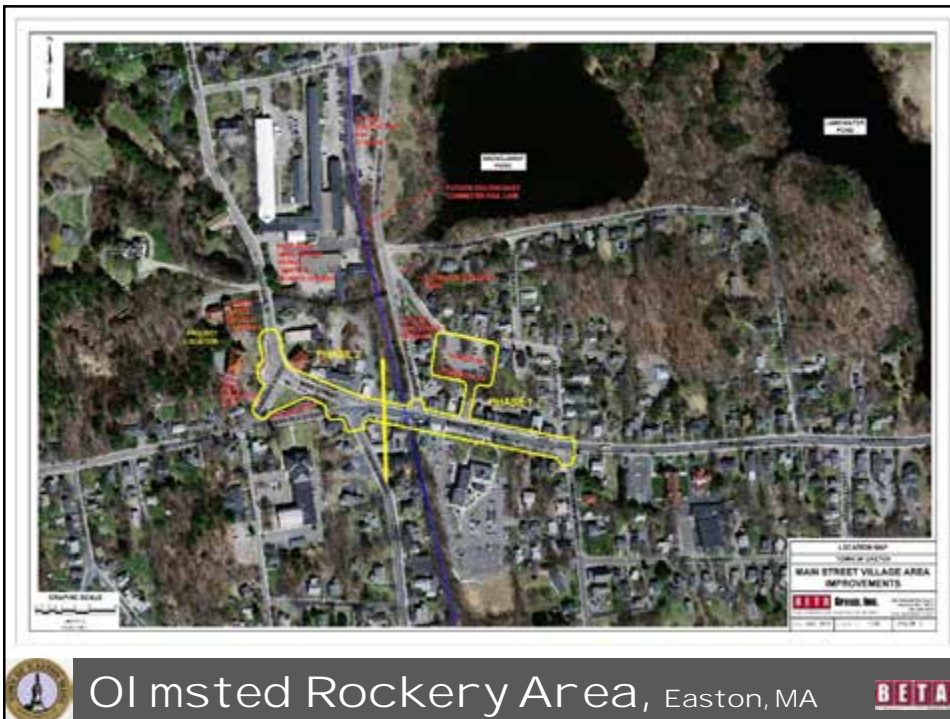


## Recent Planning Efforts

- Main Street Village Area Improvements – Phase I Constructed 2014 and Phase II (Design 2011)
- North Easton Village Station Area Planning Study 2011
- Envision Easton Community Master Plan-Draft 2014

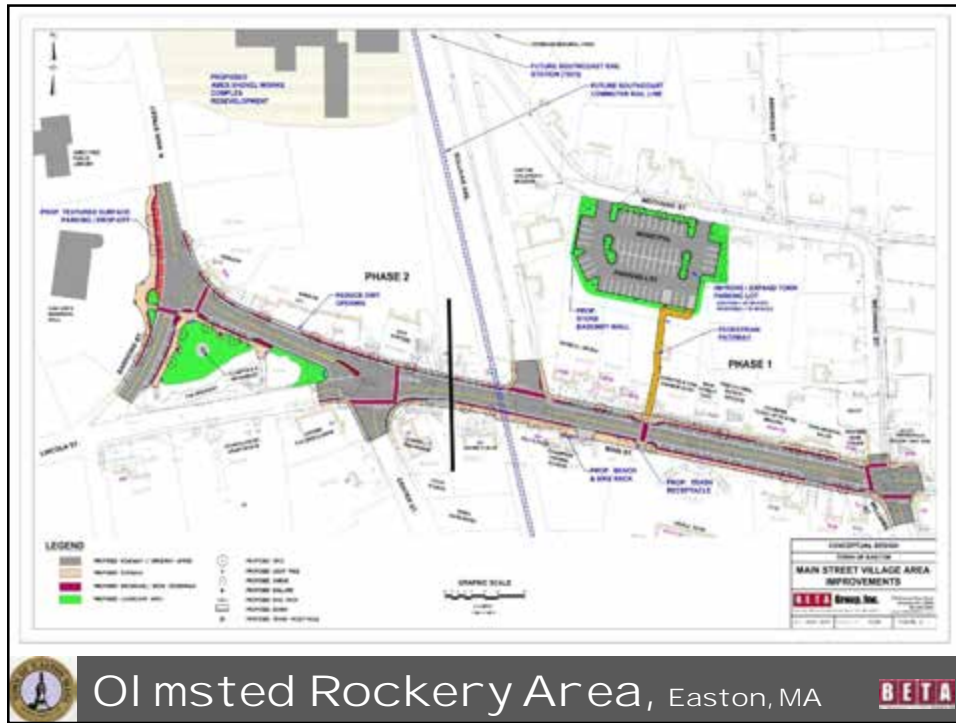


Olmsted Rockery Area, Easton, MA



Olmsted Rockery Area, Easton, MA





 Olmsted Rockery Area, Easton, MA 



 Olmsted Rockery Area, Easton, MA 



# North Easton Village Station Area Planning Study

NORTH EASTON VILLAGE STATION AREA PLANNING STUDY



Old Colony Planning Council - June 2011



Ol msted Rockery Area, Easton, MA



## Envision Easton Community Master Plan

Volume 1: The Baseline Report



The Easton Comprehensive Master Plan will clearly articulate the vision and goals of the community and provide the Town with a roadmap for accomplishing these items. The Comprehensive Master Plan will seek to balance the community's desire for appropriate growth management, protection of natural and cultural resources, community character, and sense of place within the context of property rights and sound fiscal management.

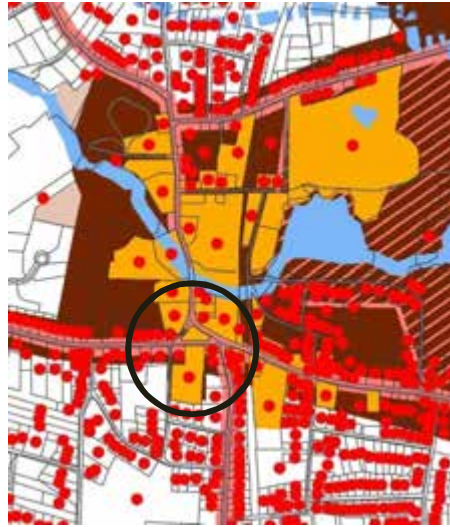
- Volume 1: The Baseline Report
- Volume 2: The Road Map
- Volume 3: The Action Plan



Ol msted Rockery Area, Easton, MA



### Cultural Resources-Historic Districts



The Rockery is in the and the Ames Local Historic District and the National Register Historic District



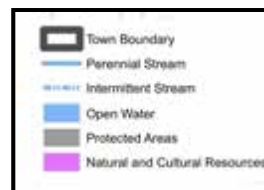
Olmsted Rockery Area, Easton, MA



### Natural and Cultural Resources



The Rockery can not be removed or moved because of it's historic and cultural significance



Olmsted Rockery Area, Easton, MA



Envision Easton Community Master Plan  
Goals and Recommendations applicable to  
the Rockery area

- Maintain and enhance existing cultural assets
- Continue to provide platforms to raise awareness of existing resources
- Identify opportunities to program parks and public spaces with appropriately scaled events
- Expand accessibility by providing adequate parking, ADA, shade, lighting, benches and other amenities
- Safe efficient transportation system
- Increase bike amenities where appropriate



Ol msted Rockery Area, Easton, MA



## Breakout Sessions

Breakout into 4 tables

Each table has a facilitator and note taker

Participation is encouraged - All ideas are welcome

60 minute session with 3 topics of discussion

Place

Priorities

Program

Report of Findings

Meeting Adjourned



Ol msted Rockery Area, Easton, MA



## What's Next

- We will collect and analyze the reported findings and drawings
- We will develop a few, very quick concept plans
- Charrette Part 2 will be at the Queset House where these concept plans can be viewed and commented on at your leisure. Times are:
  - Tuesday November 11<sup>th</sup> from 1-4 p.m. and
  - Wednesday November 12<sup>th</sup> from 3-7 p.m.



Olmsted Rockery Area, Easton, MA



## Meeting 3 – November 19, 2014



Ol msted Rockery Area, Easton, MA



## Charrette Schedule

### Part 1: Public Kick-off Meeting

Wednesday November 5, 2014 – Oakes Ames Memorial Hall

Come hear about the history of the area and offer your ideas on how it can be improved.

### Part 2: Project Open House

Tuesday November 11<sup>th</sup> from 1-4 p.m. and

Wednesday November 12<sup>th</sup> from 3-7 p.m.

Stop by the Queset House to see the work done to this point and comment on a few design options.

### Part 3: Final Public Meeting

Wednesday November 19, 2014 at 6:30, Oakes Ames Memorial Hall

Come see the preferred design option(s) and hear about the next steps.



Ol msted Rockery Area, Easton, MA



## Charrette Purpose

obtain the community's ideas  
on Improvements for the Rockery area.

Apply those ideas to conceptual options  
that will connect  
infrastructure and historic components  
and be used to generate funding.



Olmsted Rockery Area, Easton, MA

BETA



## Charrette Part 1 Review (30+ Participants)

- Presentation on History of the Rockery Area.
- Copy at sign in table
- Will be available tomorrow on Planning Department Web Site
- Designed by F.L. Olmsted - he did not like it once constructed.
- Designed to tie into Oakes Ames Memorial Hall
- Intended as Peace Memorial to those who fought in the Civil War
- The Rockery has changed over time.



Olmsted Rockery Area, Easton, MA

BETA

## Community Participants' Ideas

NOTES FROM EASTON ROCKERY CHARRETTE PART 1 - November 5, 2014

**IDENTITY**

- See this as a 'hub'
- Important (along with the other historical buildings) to the town's identity.
- It's also a memorial for Taylor's sons and conflicts. The reason area for it is to witness. Use interpretive methods to bring the past and present experiences together highlighting peace and hope.
- The location attracts tourists and visitors from nearby schools.
- Needs to be more visible as a walkable town.
- Maintenance is an issue especially when things get overgrown.
- Need to clearly define what type of space the rockery is since people know that it's something but not necessarily what.
- Due to the street space vehicles block vision that there is something to see there reducing its utility and how it's appreciated.
- The layout isn't very pedestrian-friendly.
- Planning is an issue whether removing or adding parking.
- How used. Priority for today's needs.
- Center point of historical district.
- It's a natural resource that is connected to other natural resources.
- Should start with getting the town back together along with heritage and heritage.
- Relating to the "Original Intensity" of a potential covered walkway or North Easton with the rockery tying them all together.
- Fabricate community through their own vision to complete the picture; part of Olmsted's intent.

**DESIGN COMPONENTS**

**Park**

- Not a park but a memorial - Peace - hope
- Preserve not a Playground
- Reduce surrounding amount of use

- More stone - can't hide the arches of wall
- Not really accessible. Improve circulation.
- Main use is the winter festival.
- Remove invasive plants that have become overgrown and contribute to erosion of the site.
- Maintenance currently done by Friends of Easton Public Gardens occasionally an official maintenance plan is needed.
- Paved concrete and curbs should either be removed or reworked for permeable lighting.
- Return to original design.
- Include shade trees.
- Make the building lights off of the Rockery and turn the green along with local events, or to another location.
- Make walkway.
- Light tower instead of flag pole.

**Parking**

- Parking gaps in the way of viewing & using.
- Parking not to have parking - parked on Main would be okay - removing parking could make it safer for both pedestrians and drivers.
- Is parking behind Olmsted a possibility?
- Area to parking behind Olmsted Property.
- Don't remove parking if there is not another place don't hurt businesses and drivers.
- If parking is removed it should be done in a way that it improves the aesthetics and appeal of the location.
- Future parking behind Olmsted could alleviate the need for parking at the rockery (with appropriate lighting).

**Traffic**

- Confusing traffic but generally safe.
- Barrows/Center St intersections are dangerous.
- More directional signs, speed signs and markings and other traffic calming devices.
- Make part of downtown walking plan.

- Open in possibilities of one way traffic. One way traffic on Lincoln St and connect it into a parking lot or green space.
- One way up Lincoln with parallel parking to ease off Lincoln street.
- Road construction crosswalks.
- Add green space (shortly but) at base of Main and Barrows.
- Intersection of Main and Lincoln might issue.
- Control speed limits by slowing down traffic and increase the opportunity for people to reduce the history one.
- Modify turning radius at Lincoln and Barrows.
- As for pedestrian circulation, create link for the hub, history, and downtown proximity to the Rockery. Provide elements to encourage walking rather than driving to the next destination.
- Current traffic patterns make using the area for private uncomfortable.

**PROGRAM ELEMENTS**

- Revitalize tower at western end - create in Olmsted or site modern materials.
- Flagpole.
- Barrows. In there an Olmsted bench? along the top of the Rockery.
- Flagpole, garden, or art on the open area below.
- Historical signage - interpretive signs that provide information on the history site and other historic locations. A series of interpretive signs throughout Easton to create a larger art network. These can be thematic. Multiple include panels about the history of the flag and the Rockery. Emphasizing history could raise the location's profile as a historical and cultural resource, as well as increase attractiveness and economic of North Easton's downtown.
- Show works interpretation.
- Provide trail interpretation.
- Path at base of Rockery (like old carriage trail).

- Connect to the Olmsted site as in the Olmsted original plan, using design interventions.
- Create a bridge to connect the Olmsted to the history instead of a crosswalk.
- Run of water.
- Continue period lighting.
- Install a water feature that can suffer traffic noise (waterfall).
- Provide courts interpretive.
- Bring back the landscape.
- Use for historic market when it is seasonally appropriate.
- Details should be what other for events.
- Elevated walkway over Main St/Barrows.
- Interpretive signage should be into other local attractions and the walking distance to these sites.
- Town clock in the location of the old clock tower.
- North Easton village history festival.
- Reinstated as a village office for events.
- Create a historic walking tour.
- Meet. formal and - formal maintenance plan, can't help only on volunteers.

### Olmsted Rockery Area, Easton, MA

## Community Participants' Ideas Summary

- Rockery important as historic/ cultural asset.
- Enhance Rockery as Peace Memorial, remove WWII/ Korean War monument .
- Bring back to original plans (as much as possible).
- Tie into Oakes Ames Hall.
- Education/Interpretation
- Park - Make it pedestrian friendly and welcoming.
- Provide places to sit.
- Extend the green space.
- Make more accessible.
- Parking visually and physically takes away from the green.
- Businesses need parking. If removed, provide nearby.
- Traffic is confusing but few accidents.
- Need to clarify with signage and markings.
- Slow down at Lincoln Street.
- Possibility of one way or closing street down at Lincoln St. between Barrows St. and Center St.
- Need shorter, safer crosswalks.

### Olmsted Rockery Area, Easton, MA



## Charrette Part 2 Review (48 Participants)

- Overview of 3 Conceptual Plan Options
- Open House Participants' Comments



Olmsted Rockery Area, Easton, MA



Olmsted Rockery Area, Easton, MA





## Elements that can be in Both Options

- Reconstruction of Memorial Tower
- Remove WWII and Korean Monument
- Flagpole at end of Rockery tower or in green space
- Benches along walkways
- Benches and small trees at top of Rockery per Olmsted vision letter
- Interpretive signage displaying Rockery history, peace memorial
- Rockery as center of larger historic interpretive trail system
- Continue ornamental street lights installed on Main Street
- Continue same crosswalk materials as Main Street
- Band Stand or other type structure/focal point in open area
- Town clock
- Wall, boulders or groundcover beds as edge treatment to grass areas



Olmsted Rockery Area, Easton, MA



## Tonight's Presentation- Charrette Part 3

Present Preferred Options and Discussion

- Review of Preferred Options
- Community Participant Discussion
- The Next Steps



Olmsted Rockery Area, Easton, MA



### Option A



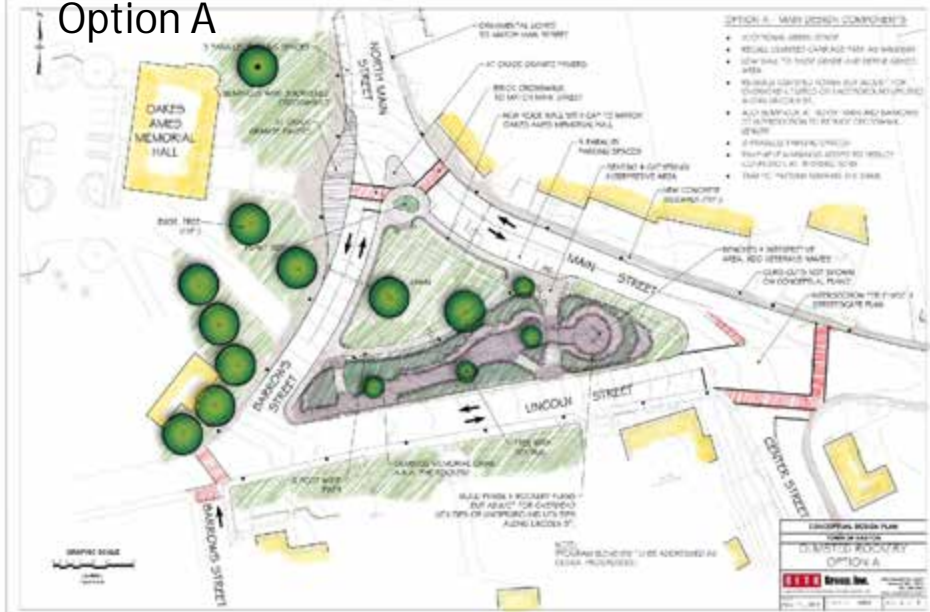
- Increase Green Space
- Recall Olmsted carriage path as walkway
- Walkway at perimeter of grass area
- Low wall to raise grade and define grass area
- Add bump out to reduce crosswalk length
- Parking- 8 spaces
- Keep 2-way traffic configuration
- Complete Phase II Rockery Restoration Plans if utilities can be raised or go underground
- Modify Phase II Rockery Plans if utility poles must remain



Olmsted Rockery Area, Easton, MA



### Option A



Olmsted Rockery Area, Easton, MA



### Option B



- Increase Green Space
- Recall Olmsted plant beds and carriage path as walkway
- Crosswalk length reduced by aligning with carriage path
- Increase accessibility and ADA compliance around Rockery
- Parking- 12 spaces
- One-way traffic on Lincoln.
- Complete Phase II Rockery Restoration Plans.
- Shift utility poles to bump-outs or bury underground



Olmsted Rockery Area, Easton, MA



### Option B



Olmsted Rockery Area, Easton, MA



### One Way Concept



Olmsted Rockery Area, Easton, MA



### Roundabout Concept



Olmsted Rockery Area, Easton, MA



## Issues to be Resolved

- Other possibilities for nearby parking
- Options for utility pole treatment
- Traffic study on lights, signage, intersection level of service and impacts on local streets
- Historical Commission Reviews



Ol msted Rockery Area, Easton, MA



## What's Next?

For the Charrette

- Take comments tonight
- Report - Will be available on the Planning Department Web Site

After That?

- Identify preferred plan
- Proceed to identifying and applying for funding



Ol msted Rockery Area, Easton, MA



**From:** Heather Melendy hkoleno@gmail.com  
**Subject:** Street  
**Date:** November 19, 2014 at 7:17 AM  
**To:** Liz Belanger liz\_mikeb@verizon.net

---

Dear Town Planning Board,

Thank you hearing our concerns and for meeting with some of my fellow neighbors.

My husband and I are against the proposed option 3, which makes portion of Lincoln a one way street. Day Street already has issues:

- cars racing down and using our street as a cut-through:
- two blind driving spots (due to street curves)
- a park entrance that is not clearly defined that pedestrian cross here & is located on one of the blind spots
- excess traffic due to activities at the YMCA Gym & Senior Center.

Our street is filled with children, people walking their dogs, people exercising and people enjoying the park, the proposed plan in my opinion would make this less safe and would take away from the quaintness of our street.

Thanks again for meeting and hearing our concerns.

David & Heather Melendy  
31 Barrows Street (on the corner of Day)  
774-218-5116  
Hkoleno@gmail.com

The impact to day street and the

C

Sent from my iPhone

**From:** Janice Bowers Janice.Bowers@freemanco.com  
**Subject:** Option 3  
**Date:** November 19, 2014 at 9:03 AM  
**To:** Liz Belanger liz\_mikeb@verizon.net

---

Hi.

Janice and Phil Bowers of  
19 Barrows Street, Easton, Ma are against option 3 making a portion of Lincoln  
street one way. Traffic will turn into the neighborhood streets and am afraid no one  
is looking at a huge safety concern that will occur.

Please do not choose this option.

Janice Bowers Sent from my iPhone

**From:** Patricia Deloughre jackdelsr@verizon.net  
**Subject:** No Subject  
**Date:** November 18, 2014 at 4:04 PM  
**To:** lizbelanger@verizon.net

---

Hi Liz, The whole plan is very confusing to me! I am definitely opposed to Option 3, probably to all of the options. The cars already drive too fast on the street. We could use a stop sign on Sheridan St.

Thanks for keeping me informed.

Pat DeLoughrey

45 Day Street

*Sent from my Verizon Wireless 4G LTE DROID*

**From:** Beth Galer beth\_galer@brown.edu  
**Subject:** Rockery  
**Date:** November 19, 2014 at 9:26 AM  
**To:** lizbelanger@verizon.net

---

Hi, Liz -

Thanks for the note you delivered yesterday. I can't attend the meeting tonight but I am willing to be on a list of people who are concerned. Since I haven't been involved up until now and don't know what the other options look like, I can't say that I'm strongly opposed or anything like that, but I think the concerns you bring up about traffic are legitimate. So feel free to add me to the list of people who are worried about this potential change.

- Beth Galer (9 Day Street)

Kelly Carr

---

From: Anderson, Gary <GAnderson@easton.ma.us>  
Sent: Monday, November 24, 2014 8:18 AM  
To: Kelly Carr  
Subject: FW: Rockery Meeting Reminder- Wednesday, November 19, 6:30 PM

From: Amy Spencer [<mailto:amywanat@gmail.com>]  
Sent: Monday, November 24, 2014 7:13 AM  
To: Anderson, Gary  
Subject: Re: Rockery Meeting Reminder- Wednesday, November 19, 6:30 PM

Hi Gary,

Sorry I didn't make it in time for the Rockery meeting last week. Didn't get out of parent-teacher conference until 7:20...wish I had known they were running so late. Just wanted to make sure you've added my comments (see last email) to the mix. Thanks a bunch! Hope you have a wonderful Thanksgiving!

Amy

On Wed, Nov 19, 2014 at 3:55 PM, Amy Spencer <[amywanat@gmail.com](mailto:amywanat@gmail.com)> wrote:  
Thanks! I'll hopefully be there not too late.

Here are a few thoughts that I figured I should send your way anyways, as I'm not sure about meeting structure and if my timing will allow for me to give the comments then.

- Be careful not to rush design process - this is a hugely important and delicate site/project, one designed by the father of LAR - above all, we must strive to do the right thing...the best thing. This will require a long, thoughtful design process.
- BLA/MLA student thesis? They'd work with our community and Town staff during the process.
- Professional Landscape Architect design competition?
- Just one concept: Retain it as a ruin; design space around it...some of this could echo original design...some could be a new design that brings it all together. (I gave input at open house about liking the idea of aiming to bring the design back to how Olmsted originally intended, though I do know he wasn't happy with the outcome.)

Thanks so much!

Amy

Sent from my iPhone

On Nov 19, 2014, at 3:36 PM, "Anderson, Gary" <[GAnderson@easton.ma.us](mailto:GAnderson@easton.ma.us)> wrote:

Hi Amy, I'm hoping between 1 and 1.5 hours.

Gary

Kelly Carr

---

From: Anderson, Gary <GAnderson@easton.ma.us>  
Sent: Thursday, November 20, 2014 4:05 PM  
To: Kelly Carr  
Cc: Danielson, Stephanie  
Subject: FW: Rockery option 3

FYI

---

From: greg\_mcmahon [[mailto:greg\\_mcmahon@verizon.net](mailto:greg_mcmahon@verizon.net)]  
Sent: Thursday, November 20, 2014 2:16 PM  
To: Anderson, Gary  
Cc: [lizbelanger@verizon.net](mailto:lizbelanger@verizon.net)  
Subject: Rockery option 3

Hello Gary,  
My name is Greg McMahon and I am a resident of Day Street. I was not able to attend last night's meeting regarding the proposed updates to the Rockery, but wanted to express my opposition to Option 3 which would make part of Lincoln street one-way.

I agree with the concerns of our neighbor Liz Belanger that option #3 would result in an increased use of Day Street as a cut through to Center St. With the influx of young families and children to the neighborhood, along with the entrance to Frothingham Park, any increase in cut through traffic would pose a serious safety issue.

Regards,  
Greg McMahon  
36 Day Street  
781-929-1989

Sent from my Verizon Wireless 4G LTE smartphone

**Attention: Planning - Civil War Charette**

*I am suggesting that the following referenced excerpt be engraved on a (Bronze) Plaque, mounted on top of a Stone podium to present the material and placed in or around the Rockery along with a bench for rest, contemplation and discussion of the Civil War and Easton, Ma.*

**The Effect of the Civil War**

"... Easton nobly responded with money and with men to the supreme needs of the hour; and she has no reason to be ashamed of the record her sons made on the many bloody battle-fields where they met the foe. Many of them left us never to return, and their ashes rest to-day in quiet forest glades of the South, or on the hills and plains or beside the murmuring streams where they poured out their blood in defence[sic] of the flag they loved, — their graves undecorated save by the wild, flowers dropped by Nature's kindly hand, and uncelebrated by any requiem save that sung by sighing winds and rustling leaves, and by the sweet songsters of the sunny land.

But the honor and gratitude we owe to the dead should not blind us to the equal debt due to the living, who were spared to return. They blistered under the fierce Southern sun or shivered in the winter's cold. They trod wearily in dust or mire through toilsome marches, often fainting beside the way. They faced the ranks of glittering bayonets or lines of murderous fire. They lay bleeding on the field, or languishing in the hospital, or starving in Rebel prisons hopeless of safe return. And many of them, by wounds and sickness that have enfeebled them for life, are living martyrs still for the cause of Union and Liberty, and are deserving the ceaseless gratitude of those for whom they have made this costly sacrifice."

[www.ebooksread.com/...easton-massachusetts.../page-51-history-of-the-t](http://www.ebooksread.com/...easton-massachusetts.../page-51-history-of-the-t)

**William L. (William Ladd) Chaffin** [History of the town of Easton, Massachusetts \(Volume 3\) online](#)

Submitted by Theresa Podeiko-Poole 508-297-2014 ([tpjp5502@comcast.net](mailto:tpjp5502@comcast.net)) November 1, 2014  
Member American Legion Post 7; Us Army and National Guard Veteran; and Easton Resident and Citizen.