

that the National Park Service preserve the farm stand when the Albano farmhouse was slated for demolition several years ago due to severe deterioration; the stand contributes meaning to this historic byway. A thank you letter was sent to Superintendent Nancy Nelson for the Minute Man National Historic Park, who reports that they plan to make use of the stand for The Park's apprentice farming program.

Projects Requiring Historical Commission Review

Annual site visits to historic properties for which the Town holds preservation restrictions is one of the Commission's responsibilities. This summer the Commission asked Lara Kritzer of the Town's Planning Division to administer the Town's preservation restrictions, and she organized Commission visits to the Thoreau Birth House, Barrett Farm, The New Church in West Concord, and The West Concord Depot.

The Historical Commission discussed possible funding options for the repairs underway at the Emerson Annex, an affordable housing property for which the homeowners must maintain and preserve one of the Town's historic resources. As a privately-owned structure it was not eligible for the CPA funding Warrant Article brought to the 2011 Town Meeting.

The Trail's Committee for Concord's Natural Resources Department invited the Historical Commission to participate in the opening of the Thoreau-Emerson Amble. The Historical Commission liaison is currently working with the Committee, and the Commission looks forward to participating in an opening celebration!

The Commission continues its Section 106 reviews of cell tower proposals in regard to their impact on historic areas and views, such as one to be located at the Keyes Road Mill Dam Condominiums, which we agreed to support contingent upon the Historic District Commission's support. The Commission has requested additional information on the height and volume of a proposed modification to an existing cell tower at Emerson Hospital.

The Commission provided guidance on the proposed street name for the housing development on Bedford Street and to a request for documentary evidence for restoration of the former firehouse at the end of Independence Court in Concord Center. The Commission

continues to respond to requests for historical house markers in Concord and West Concord, and has heard from another community seeking information about our successful Marker Program. The Commission was notified by the Concord Art Association of a correction in date on the marker for the John Ball House at 37 Lexington Road enabling proper attention to effect such a change and reviewed the progress of renovations to Peter Bulkeley Terrace --very pleased with the attention paid to the original framing of the windows.

New Members

The Historical Commission welcomed potential new members to observe at monthly meetings this past year, and three new members joined the Commission in December. We are fortunate to have the commitment of those willing to contribute time voluntarily to work as part of a team to review and make recommendations that safeguard the Town's significant historic resources.

BRUCE FREEMAN RAIL TRAIL ADVISORY COMMITTEE



Seated from left: Harry Beyer, Judith LaRocca, Chair; Alan Whitney; Standing: James E. Coutre, Barbara Pike, Kenneth C. Miller, Gerard Boyle; not pictured James B. Terry

The Bruce Freeman Rail Trail Advisory Committee (BFRTAC) focused on the 100% design of Phase 2C of the Bruce Freeman Rail Trail and the 25% design of Phase 2B, the Route 2 crossing that connects Phase 2A in Acton with Phase 2C in Concord.

In the final months of 2010, the towns of Acton, Westford, Carlisle and Concord awarded the 100% design contract to the design firm of Greenman, Pedersen, Inc. (GPI). Finalizing the contract required several months of contract negotiation, followed by State and Federal

review of contract hours and costs, culminating with the final contract signed in late August. During this time, the BFRTAC reviewed the 25% design plans for Phase 2C. The Committee generated a list of questions and comments to submit to GPI to facilitate the start of the 100% design. In addition, four site walks were held at various locations along the trail to collect citizen input.

Regarding West Concord center, GPI is working with the baseline design that utilizes the railroad spur and gated vehicular crossing at Commonwealth Ave. Representatives from the Town of Concord met with representatives from the MBTA regarding a possible trail crossing at the pedestrian crossing of the commuter rail line located near the West Concord Depot. Though the BFRTAC has been told repeatedly by the MBTA that the trail is not allowed to cross at this location, we continue to try to persuade officials at the MBTA to change their mind. A design firm, Louis Berger, has been retained to produce some sketch plans to show how this existing crossing could be gated to improve safety. The sketch plans will be presented to the MBTA for one final attempt to gain approval for using this crossing. Louis Berger has significant rail design experience and interaction with the MBTA. In the chance that approval is obtained from the MBTA, crossing at the West Concord Depot location would be added to the rail trail design.

The highway division of the Massachusetts Department of Transportation (MassDOT) continued the 25% design of Phase 2B. The design team of AECOM/FST is evaluating two possible options for a bridge crossing over Route 2. One option follows the exact alignment of the railroad right-of-way and crosses Route 2 at an angle with the highway. The second option has a bridge crossing that is perpendicular to the highway. The first option is more expensive due to the longer bridge length, however the second option has more environmental impact as it requires longer, curved approach ramps within wetland buffer zones and would require a permanent easement across Department of Corrections land. Representatives from the Town of Concord have attended meetings with AECOM/FST and MassDOT to provide input and to monitor the progress of this design.

The BFRTAC continues to participate in the Boston Metropolitan Planning Organization (MPO) process

for allocating federal transportation dollars. This past year, the Long Range Transportation Plan was updated by the MPO and the BFRT continues to remain in the plan for construction in the time band of FY 2021-2025. When the 100% design is complete, the Town will approach the MPO with the hopes of constructing the trail in an earlier funding year.

This year, the Selectmen extended the term of the BFRTAC for an additional three years with phased Committee appointments. In 2012, the BFRT design work will be ongoing. In addition, the BFRTAC will continue outreach and communication with other Town committees, citizens and businesses along the trail.

WHITE POND ADVISORY COMMITTEE

Chris Leary, Chair
Arra Avakian
David Caruso
Jerry Frenkil
Jim Lyons

The White Pond Advisory Committee (WPAC) was established in 1973 as an advisory and liaison committee to review and analyze the concerns of the White Pond watershed and play a leadership role in stewardship of the pond and its environs. White Pond was described by Thoreau as the “Gem of the Woods”; today, it remains a prime Town resource for passive recreation and fishing.

White Pond Reservation

Efforts have evolved over the years from the Committee’s concern about the Town-owned property known as White Pond Reservation, located on the southwest shore of the Pond and extending back over forty acres to the Sudbury border. There is currently no management plan in place for this spectacular property since its acquisition by the Town in 1992. WPAC continues its working relationship with the Division of Natural Resources (DNR) to encourage the proper use of this area, along with Town officials promoting this valuable resource to Town residents.

Comprehensive Pond Management Plan

In 2011, a Community Preservation Act (CPA) application for a comprehensive White Pond Watershed management plan was approved by the Town. In 2012, the WPAC looks forward to the selection of a consultant