

PUBLIC WORKS COMMISSION

MEETING MINUTES

The Public Works Commission met at 7:15 p.m. on Wednesday, September 14, 2011, in the conference room at 141 Keyes Road, Concord, Massachusetts. Pursuant to Chapter 303 of the Acts of 1975, notice of the above meeting was duly filed with the Town Clerk, Town House, Monument Square, Concord, Massachusetts.

PRESENT:

Commissioners:

Philip Swain, Chair
Arthur Fulman
Nick Pappas
James A. Smith
Cynthia Wood

Staff:

Richard K. Reine, Public Works Director
Alan Cathcart, Water/Sewer Superintendent
Bill Renault, Town Engineer
Melissa Simoncini, Environmental and Regulatory Coordinator
Anna R. Trout, Sr. Administrative Assistant

Others:

Marilyn Anderson, 93 Wright Road
Rick Anderson, 93 Wright Road
Bobbie Brennan, 90 Pine Street
Nancy M. Crowley, 29 Edgewood Road
Sue Felshin, 19 Sunnyside Lane
Peter A. Flynn, 149 Central Street
Meg Gaudet, 62 Maple Street
Darlene Grove, 31 MacArthur Road
Jim Grove, 31 MacArthur Road
Claire Greene, 38 Sorrel Road
Richard Greene, 38 Sorrel Road
Susan Hegarty, 161 Prairie Street
Carol Jamison, 1370 Main Street
Dorrie Kehoe, 51 MacArthur Road
Bill Kehoe, 51 MacArthur Road
David Kramer, Finance Committee Observer
Barbara Pike, 118 Border Road
Leslie Sederlund, 76 Crest Street
Jimi Two Feathers, 303 Commonwealth Avenue

A: ACTION ITEMS

A-1 through A-4 - The meeting was convened at 7:15 p.m. by Commissioner Swain.

Commissioner Arthur Fulman was enthusiastically welcomed as the newest member of the Public Works Commission.

The May 11, 2011 minutes were approved. The next two PWC meetings were scheduled for Wednesday, October 12, 2011 at 7:15 P.M. and Wednesday, November 9, 2011 at 7:15 P.M. at 141 Keyes Road.

D: DISCUSSION/ACTION ITEMS

D-1: Public Works Commission Election of Vice-Chair

Commissioner Smith **MOVED** and Commissioner Pappas **SECONDED**, and it was **UNANIMOUSLY VOTED** to elect Commissioner Fulman as Vice-Chair of the Public Works Commission.

D-2: Review PWC Calendar Draft

The Public Works Commission Meeting calendar was reviewed.

Commissioner Smith asked about the "Construction and Demolition Disposal" item shown to occur in October on the calendar. Director Reine explained that there may be an opportunity to increase construction and demolition recycling here in Concord. Rod Robison, CPW's Environmental Services Program Administrator has been doing a lot of research, looking at how other towns within Massachusetts and throughout the country handle this issue as well as quantifying the practices related to C&D recycling in Concord. The goal is to try to increase the recycling of materials such as wood, roofing and gypsum. There are waste bans in Massachusetts that help significantly to keep a large share of the construction and demolition debris out of the landfills, but there are products such as roofing shingles that are not part of the waste ban. Those are the materials that will be targeted. The Public Works Commission will be used as a sounding board for feedback which, depending on the outcome of the research taking place, may potentially lead to an article proposed for town meeting which would be aimed at increasing construction and demolition recycling.

Town Meeting coordination is scheduled for discussion in March. In the October/November timeframe there will be a discussion about Capital Projects.

D-3: Junction Park Public Meeting

Director Reine explained that a memo to the Commissioners providing background regarding how this project came about was included in the packet of materials for this meeting. The current design and improvement has been in the planning stages for several years. The first phase occurred about two years ago. The stairs leading to the nearby parking lot and businesses were demolished and replaced with the existing stairs that are currently in place. A significant gift contribution was made by Bob Moran of Acton

Toyota to pay for a large portion of that construction. It was clear at that time that the complete park rehabilitation would be a two phase project, over several years.

Permitting implications are still being worked with the Executive Office of Transportation (EOT) and MassDOT, because a large portion of the property is owned by them. The Town has a lease to utilize and maintain the park which will need to be renewed.

The Town has worked very closely with the West Concord "Green Thumbs" group, to come up with the design being presented at this time. Several individuals including Betsy Stokey the Vice Chair of the West Concord Task Force at the time, have also been included in this process. A PowerPoint presentation will be provided to highlight many details of the plan. A main theme of the design was to incorporate low impact design practices within the design of the park as well as sustainable design. This park is in alignment with the 2011 Annual Town Meeting article around awareness and implementation of sustainable practices and sustainable design. When completed this park will likely be one of the most sustainable downtown parks designed and constructed in the Town of Concord.

Improvements to the "user experience" are also a focus, because feedback from several groups was that the vast amount of paved impervious area and the lack of shading were a problem.

Town Engineer, Bill Renault was introduced. Bill has been working on this project for several years, both in the design and permitting as well as obtaining substantial grant funding for construction.

Mr. Renault explained the existing layout of the park, pointing out the large expanse of brick. Forty percent of the park is currently covered with impervious brick. The condition of the brick is uneven, with consistent tripping hazards throughout the park. There is a minimal amount of landscaping and shade. The existing trees are pushed back so they don't actually shade the park itself. This causes the park to become very hot. There is a small landscaping area consisting of yews, shade trees and some small lilies.

The proposed layout, which is at the 75% design phase, includes a porous paver "path", which allows water to drain through to recharge the aquifer. The walkway will be thirteen feet wide; to accommodate the future Bruce Freeman Rail Trail extension if that should come through this area. There are two eleven foot walkways to get to the adjacent parking facilities. Additional seating will be provided on walls that will be outside of the circular area that will contain the embedded train tracks. A bio retention area will be included. This is a low depression area filled with plantings, which the adjacent parking facility will drain into. Storm water from this parking area will be infiltrated as part of the park project, providing a benefit with water quality as well as reduction of overall storm runoff. New landscaping areas and new park amenities such as seating areas will also be installed.

The porous pavers are set up so that there are small gaps between the pavers to allow water to infiltrate through. Underneath the pavers there will be a stone reservoir. There will be enough void space for any rain event that might occur. The rain will run between the porous pavers and infiltrate into the ground. Grant money that was originally slated for use at the Church Street parking facility is being re-directed to this porous paver design.

The bio retention area retrofit will have one course of stone to create a one foot depression. The water will fill up to a certain point and then overflow into the existing drainage system. This was sized to infiltrate all the water that would get to it. The bio retention areas themselves are designed with plants that are drought tolerant but can also handle being in stagnant water. The soil mix composed of sand and compost is designed specifically to allow water absorption.

A privet hedge or species will provide screening and granite posts will be installed on the bottom of the landscaping area below the circular area containing the train tracks to act as a visual barrier. Lower plantings will be installed closer to the tracks. Six to eight new trees will be planted that will provide more shade. The planting plan was designed by the Engineering Division in conjunction with the Park and Tree Division.

New park amenities will include two new concrete chess tables and benches, which were requested at a public outreach meeting. They will be located near the Club Car Café so they can also be used as dining tables. Considerable seating areas will also be installed, including tandem benches (so people can have conversations), single benches, and seating on some stone walls. Some yard hydrants will also be included for ease in watering. The plantings are intended to be a Xeriscape design, so the watering is more for establishment of the plantings. A new water bubbler will be installed that includes a “filling station”. Additional bike racks and the solar powered “big belly” trash compactor will be installed.

Director Reine added that what is presented here is not the 100% design. It is the 75% design. There will be additional tweaks, as some other suggestions will be included.

Commissioner Smith asked about the public outreach. Director Reine explained that he would be glad to explain and to also ask Dorrie Kehoe, from the West Concord Green Thumbs to add her comments. Concord Public Works worked very closely with the Green Thumbs. Over two years ago the potential design guidelines from the West Concord Task Force were reviewed. Dorrie had a conversation with the Vice-Chair of the West Concord Task Force at the time, Betsy Stokey. A great deal of outreach was done through the Green Thumbs. There were multiple meetings which at times included landscape architects as well as their subcommittee for the Junction Park redesign. There also was some outreach with individual residents who expressed an interest in providing some input and reviewing the plan set.

Dorrie Kehoe of 51 MacArthur Road explained that she is President of the West Concord Green thumbs, an all-volunteer group that started about three years ago. The purpose of the group is to plant and beautify West Concord. The hanging baskets, Mandrioli Park,

the entrance of the Fowler Library and the weeding at Crest Street are some of the projects taken on by the group. Funding usually comes from private donations. Director Reine reached out to this group even before the West Concord Task Force was formed. After the Task Force was formed he asked Dorrie Kehoe to talk to Betsy Stokey, Vice-Chair of the West Concord Task Force, to determine if there was any problem with the Green Thumbs providing input towards this project. Betsy Stokey went back to speak to the Chair of the Task Force and to Ted Brovitz from Stantec. The response was that there were a few things they were concerned about, including making sure screening was provided around the perimeter of the park, particularly so that you are not looking at the parking area at the Club Car Café. They wanted to make sure there were more trees and that the brick was removed. They also wanted to make sure that the trail was wide enough in the event the bike trail were to go through this particular area. When asked if the "Green Thumbs" should check back with the West Concord Task Force, Ms. Stokey replied that it was not necessary – it was not their job to micro-manage.

Ms. Stokey did go on to say that if a master plan was developed, which in fact did happen, the design guidelines working with the West Concord Task Force and the Planning Board, which have since been adopted, were an integral part of the whole process.

Ms. Kehoe went on to say how fortunate we are to have a Public Works Department that is not just engineers worrying about roads, but they also care about the aesthetics. The Green Thumbs, now comprised of 42 members, have done a lot of work towards improving West Concord and they know this will be a vast improvement. This large public space will be used much more, and much more happily. Thanks were expressed to Director Reine and Mr. Renault for involving the Green Thumbs in this project. The Green Thumbs, in turn have reached out to their friends in the community and they have voted unanimously to support the plan presented, with the caveat that the 75% plan does not show all the screening that will ultimately be included. The Green Thumbs have great confidence in this project and really hope that the Public Works Commission will provide its approval.

Commissioner Pappas asked what type of lighting would be included. Mr. Renault explained that this is currently being evaluated with the Concord Municipal Light Plant. Some conduit will be installed. Some light poles will need to be relocated as part of the design. Commissioner Pappas also asked if there were any comments from the Police Dept. relative to the screening. Director Reine responded that this is a good idea, and that this plan will be shared with the Police Department for their feedback.

Commissioner Wood asked about the Church Street Parking Lot project. Director Reine explained that it is no longer a viable project. Originally the \$68,000 grant was applied for from OAR/Intel to install a porous pavement parking lot. As the process progressed, there was a conversation with the DEP, with the understanding that it was an environmentally impaired property. The DEP strongly encouraged Concord Public Works not to move forward with the porous pavement which would introduce additional storm water through ground water recharge. They had some concerns about potentially

exacerbating the condition of the contamination plume. If the plume did by chance move in a different direction or enlarge, the Town could have been held liable and their downgradient innocent party status could have been jeopardized. It was felt it was better to hold off on that project and work with OAR/Intel to redirect the grant. Director Reine and Mr. Renault came up with a better utilization of that funding.

Commissioner Fulman asked if there was any public information for postings currently and if there was any intent to have one. Director Reine responded that this was another suggestion that was made at the outreach meeting, that a kiosk or small area be installed that might explain the historical significance of the area. There are some restrictions since this property is leased from the EOT/MassDOT. There may be language contained in the lease that either precludes this or has some restrictions on what can be done. That will be investigated. A new lease is also being worked on with the EOT/MassDOT.

Commissioner Fulman also asked who will maintain the park. He asked if this is a joint effort with the Green Thumbs and the Town, and how will it be paid for? Director Reine responded that this will be a joint effort. A significant amount of maintenance is currently being performed by Public Works. The low maintenance drought resistant design will minimize maintenance requirements. There is also a commitment from the Green Thumbs that they will be helping Concord Public Works maintain some of these planting areas.

Commissioner Swain asked about the bio retention area and whether this might be an attraction for mosquitoes. Mr. Renault responded that it is designed to drain, so the soil being a compost/sand mixture promotes infiltration. There are a lot of bio retention areas used throughout the Town that are bone dry. Director Reine added that there is an increase in the quantity of recharge and also the quality of the water. It is treated through the plants and the substrate it goes through.

Meg Gaudet, 62 Maple Street, asked about the location of the monument on the plan. She stated that eleven years ago that monument was meant to define the whole area. She asked if this could continue to be made a highlight of the park.

Leslie Sederlund, 76 Crest Street, stated that one of the suggestions in the Master Plan was that the junction tracks be repositioned, and that one of the thoughts was that they might become a vertical feature, which means that all of that space could be used for more public access and use. Part of the Master Plan also stated that perhaps this park could be used for performance space, civic gatherings or small band concerts. She asked if there were any way to have the tracks raised as a symbol of West Concord's history, along with the information kiosk. She also added that if the path is too wide it would become a boulevard for bikes. She suggested that the path be bifurcated so if there were some kind of public event in the park, bikers could use an upper path and the rest of the park could be given over to public space.

Sue Felshin, 19 Sunnyside Lane, explained that she is a member of the West Concord Task Force. She said she was sorry to come to this so late but it was only during the last

few months that she learned that the changes to the park involve actually repaving it, rather than taking away some of the existing pavement and putting in new plantings. She went on to say she was very thrilled to see a low impact design such as what was presented. The improved shade and the improvements in the plantings were all goals in the West Concord Master Plan that were carried out rather nicely. The West Concord Master Plan primarily talks about how this should be a vibrant social space. She's happy to see the increased seating. There are currently four benches. Six benches, stone walls and two chess tables will be included in this plan.

She expressed that there are better opportunities for turning this into a place where people can really get together in a small size group. Along with some other people, she did some brainstorming on some possible ideas on how this could be arranged. (Ms. Felshin provided a set of designs to Commissioner Swain, who shared them with the other Commissioners). She stated that even though the design is at 75%, perhaps just the pavement could be put in place now and furnishings could be added later as funding is available. There are ideas that could be carried forth that still would allow for the Rail Trail, that bring in the historicity of the junction and make it a major feature at the middle of the trail, or off to the side incorporated into a performance space or incorporated into a train-like thing.

Commissioner Pappas asked if these ideas were offered earlier in the process. Ms. Felshin responded that she offered these ideas as soon as she found out about this. She was not aware that this was a rebuild as opposed to a tweak until sometime in June.

Commissioner Swain asked if there were any other comments or questions. Commissioner Smith asked what the next steps would be in terms of timing and who is doing what. Director Reine responded that the design will be brought to 100% design over the next several weeks. A final lease will be negotiated with EOT/MassDOT, concurrently with the time that this will be put out to bid. Once the lease is signed the contract should be awarded for construction. This is a two construction season project. Some work is planned for completion this year, weather permitting and based on the ability to have a renewed lease in place. The work will continue in the spring with completion by late spring, early summer.

Nancy M. Crowley, 29 Edgewood Road, explained that she is a member of the Green Thumbs. She explained that they have been working on this project for well over two years and everything was pretty open. She said she was sorry if some people felt they were not included. Working with the Town on the steps she saw what was happening with the disarray of the brick. Because this area received a lot of foot traffic from residents of Concord Park and others in Town, this became a critical issue that could not wait. Working in West Concord, doing so many things, it appeared that this would be a great project to help with. Everyone has been working at this for a while. The Task Force was notified and consideration was also taken if the Rail Trail came through this area in the future.

Using the funding from OAR, before it's lost was also considered important. This is a wonderful gateway to West Concord. She was chairman of the Marker Committee that was put up for the Industrial Revolution. She was born and brought up in West Concord, as well as many others here, and feels that this is something you see as soon as you come into the great West Concord. She stated that she hopes that this project goes forward. There may be a little tweaking here and there, and some ideas have already been incorporated, from outreach. There are so many things that have been put together that truly need to stay in order to keep the consistency of it together. She would hate to see the process start all over again.

David Kramer, Finance Committee Observer, asked if this project is fully funded or would a request be made at Town Meeting for funds. Director Reine responded that the project is fully funded, between the OAR grant, and other funding received. Jill Appell notified Concord Public Works recently that a \$2,500 gift is being provided by the group of individuals who coordinated the sale of the 375th Birthday water bottles for the water bubbler.

The project will be bid with several bid alternates, which might include certain amenities depending on the bids and available budget that may be awarded. Plantings may be incorporated in the construction award or the plantings may be done by Park and Tree staff, which would extend the timeframe for completion but possibly save funds.

Peter A. Flynn, 149 Central Street, asked if the porous pavement that is proposed is sanctioned by the State board that puts in the rail trails. He asked if this was a decent enough surface. Director Reine explained that these are porous pavers, not pavement. Individual pavers will be installed. It is ADA compliant, so no issues are anticipated. Mr. Flynn further stated that he grew up in West Concord and that this area used to be railroad tracks, dirt and weeds. He feels this will be a big improvement.

Commissioner Smith stated that he has lived in West Concord for the last thirty years. Because he works in Boston he doesn't really have a sense during the week of what kind of use the current park gets, and what kind of use is anticipated. Director Reine responded that it is used frequently. There is a lot of traffic from Concord Park that walks through the MBTA parking lot to the park. They shied away from using this park when the stairs were in such bad condition. Since the stairs have been improved there has been a lot more traffic here. The garbage fills up pretty frequently at the Solar Compactor, indicating heavy use. In the summer people probably do not frequent the park because of the heat, as it is a very hot area with no shade.

Richard Greene, 38 Sorrel Road, expressed that the Green Thumbs committee has done a wonderful job in maintaining Mandrioli's Park. It is a nice shady area, and since a few benches were donated it has really improved the whole concept of West Concord as a friendly place. People will get their coffee from Concord Teacakes and sit in the park to read. Mandrioli Park is really a microcosm of what Junction Park could be.

Sue Felshin, 19 Sunnyside Lane, wanted to clarify that she's not saying the project should be stopped, she is thrilled to see it going forward. She recognizes that once the pavement goes in, it will be there for many years to come. This is our opportunity to really create, not just a beautiful space, but a space where people can really get together and gather. In all the possible designs that she submitted she stated that she kept the bio retention area very much in mind, the rail trail, the slope, handicapped ramp, steps and other features that cannot be moved.

Claire Greene, 38 Sorrel Road, stated that the Green Thumbs had done some watering in this area last summer, because some plants had been transplanted from the library, while it was under construction. Even on hot days there were some people there, sitting on benches. She expressed that she likes the plan but she's a little concerned about doing too much with a small area aesthetically. There are a lot of yews that will be moved back to add some space. This is not a large area and if we try to do too much it just might not be pleasing. In some ways, less is more. Regarding the bike trail, she and her husband bike but it seems that this type of area is an "off your bike", "walk your bike" area. There is not much space in this area.

Jimi Two Feathers, 303 Commonwealth Avenue, stated that he is a member of the West Concord Task Force and that he is a bicyclist. If he were going down Commonwealth Ave. once – he would cut across the parking lot. He expressed that he thinks that people will race through the area with their bicycle and someone could get hurt. He asked what could be done to slow the bicycles down. Commissioner Smith responded that this may be worth looking at when the public safety people review the plan.

Peter A. Flynn, 149 Central Street, mentioned that he is not a member of the Rail Trail Committee but he follows their meetings. They have gone in front of the MBTA numerous times to discuss crossing issues.

Barbara Pike, 118 Border Road, member of the Bruce Freeman Rail Trail Advisory Committee stated that a consulting firm was hired to look at upgrading the crossing, because it is part of the upgrade of the Fitchburg line, and could possibly improve the safety of the crossing when the rail trail goes through there. She spoke of some observations from some past West Concord Junction Functions. There were fences on either side of the tracks and everyone would go back and forth. It was quite dangerous, because once in a while a train would come through.

Darlene Grove, 31 MacArthur Road, stated she is a member of the West Concord Green Thumbs. Having sat in on many committees, from the Green Thumbs perspective she expressed that both Mr. Renault and Director Reine have gone far and beyond dotting their I's and crossing their T's as far as notifying people about what was going on and what was happening at the park and the plans to pull it all together. The bottom line is that this one small park cannot be all things to all people and if enough things can be incorporated, which she thinks are already there, to satisfy most of the people in West Concord, she thinks that goal will have been achieved.

Commissioner Swain thanked everyone for their feedback, and for their compliments made to Concord Public Works.

D-3: Water/Wastewater Planning

- **Declaration of State of Water Supply Conservation**

Commissioner Swain explained that on July 22, 2011 he declared a State of Water Supply Conservation, after consultations with Director Reine.

Commissioner Swain **MOVED** and Commissioner Wood **SECONDED**, and it was **UNANIMOUSLY VOTED** as follows:

To approve the Declaration of State of Water Supply Conservation retroactive to July 22, 2011, and to terminate that declaration on this day (September 14, 2011) based on the determination that a water supply shortage no longer exists.

Director Reine explained that the fact that the declaration has been terminated will be advertised on the web site. Commissioner Swain indicated that the declaration had an effect, with the advertisement and door hangers that were distributed and notification to people with irrigation systems. Some rain the week after the declaration also helped.

- **Appointment to Wastewater Planning Task Force**

Commissioner Smith **MOVED** and Commissioner Wood **SECONDED**, and it was **UNANIMOUSLY VOTED** as follows:

To appoint Paul Mahoney as the representative for the Public Works Commission on the Wastewater Planning Task Force.

Water/Wastewater Strategic Planning Discussion:

Director Reine called the Commissioners attention to a section of the meeting packet which was included to provide a general discussion on long-range strategic planning interests. Director Reine noted that the list of issues provided represented more significant projects and initiatives which are likely to have significant implications on long-term operations, policies and costs. Director Reine noted Alan Cathcart, Water/Sewer Superintendent (Supt.) and Melissa Simoncini, Environmental and Regulatory Coordinator were available to assist in this general discussion.

Water Supply:

Supt. Cathcart informed the Commission that water service is provided to over 95% of the Town of Concord and a portion of Acton along Rte. 2A. After a brief overview of the system was provided, he highlighted the fact that Nagog Pond supply and an associated filtration “waiver” represented one of the more imminent and daunting challenges to future operations.



Junction Park Rehabilitation Project Design Goals



View from Main Street

- Increase Shading in Park and Decrease Hardscape
- Develop a “Path” Feel
- Incorporate West Concord Task Force Design Guidelines
- Include Vegetative Screening
- Develop Increased Sitting Areas (socializing areas)
- Accommodate possible Bruce Freeman Rail Trail extension.
- Utilize Low Impact Development Techniques (LID) to obtain funding.



Town of Concord, Massachusetts
22 Monument Square, Concord, MA 01742

Bruce Freeman Rail Trail Advisory Committee Minutes 11-03-11

8:10 am, Selectmen's Room, Town House

Members present: Harry Beyer, Gerry Boyle, Judy LaRocca (chair), Ken Miller, Barbara Pike, and Jim Terry

Member absent: Jim Coutre, Alan Whitney

Also present: Marcia Rasmussen, Sue Felshin

Recorder: Barbara Pike (clerk)

Approval of the minutes from October 20 was deferred until the next meeting.

Phase 2C update:

Roland Bartl, Acton's Planning Department Director, has requested Right of Entry from the state. Followup will occur when he returns later in November.

GPI will use Concord Public Work's drawings of the spur as the basis for the 25% design submittal to the state. Details will be finalized during the next design phase.

The design plans for Junction Park were reviewed and the location of the potential trail right of way determined. Once the BFRT design is finalized, we would comment on the street crossing at Main Street, evaluate the surface of the area where the trail would go, and re-examine the area near the rail crossing.

Phase 2B update:

The Town is waiting to hear back from David Shedd, MassDOT, about his coming to a meeting with the Natural Resources Commission to discuss the alternatives for crossing Route 2.

Selectman Carmin Reiss will call the Department of Corrections to arrange a meeting with the prison superintendent to discuss a DOC easement for the bridge crossing.

The contract with Louis Berger to design an upgrade for the safety of the railroad pedestrian crossing at the West Concord station is expected to be signed shortly. The work is expected to take 60 to 90 days to complete.

The proposal to extend the trail approximately 1/2 mile into Sudbury will be discussed at the November 17 meeting.

Citizen comment: Sue Felshin commented on the Junction Park redesign.

Next meetings: November 17 at 8 am and December 1 at 8 am.

Meeting adjourned at 8:55 am.

PUBLIC WORKS COMMISSION

MEETING MINUTES

The Public Works Commission met at 7:15 p.m. on Wednesday, November 9, 2011, in the conference room at 141 Keyes Road, Concord, Massachusetts. Pursuant to Chapter 303 of the Acts of 1975, notice of the above meeting was duly filed with the Town Clerk, Town House, Monument Square, Concord, Massachusetts.

PRESENT:

Commissioners:

Philip Swain, Chair
Arthur Fulman, Vice Chair
James A. Smith
Cynthia Wood

Absent:

Nick Pappas

Staff:

Richard K. Reine, Public Works Director
William Renault, Town Engineer
Anna R. Trout, Sr. Administrative Assistant

Others:

Marilyn Anderson, 93 Wright Rd.
Rick Anderson, 93 Wright Rd.
Bobbie Brennan, 90 Pine St.
Gary Clayton, 22 Center Village Drive
Helene Clayton, 22 Center Village Drive
Nancy Crowley, 29 Edgewood Rd.
David Dennen, 234 Central St.
Judy Dennen, 234 Central St.
Sue Felshin, 19 Sunnyside Lane
Claire Greene, 38 Sorrel Rd.
R.F. Greene, 38 Sorrel Rd.
Ray Hanselman, 132 Deacon Haynes Road
Susan Hegarty, 161 Prairie St.
Lou Hills, 360 Harrington Ave.
Carol Jamison, 1370 Main St.
Richard Jamison, 1370 Main St.
Bill Kehoe, 51 MacArthur Rd.
Dorrie Kehoe, 51 MacArthur Rd.
David Kramer, Finance Committee Observer
Caroline McCloy, 137 Central St.
Jim McCloy, 137 Central St.
Dorcas Miller, 75 White Ave.
Barbara Pike, 118 Border Rd.
Sallie Satterthwaite, 297 Laws Brook Rd.
Leslie Sederlund, 76 Crest St.
Mari Weinberg, 26 Hillside Ave.

A: ACTION ITEMS

A-1 through A-4 - The meeting was convened at 7:15 p.m. by Commissioner Swain.

The October 12, 2011 minutes were approved as amended. The next two PWC meetings were scheduled for Wednesday, December 14, 2011 and Wednesday, January 11, 2012, both at 7:15 P.M. at 141 Keyes Road.

D: DISCUSSION/ACTION ITEMS

D-1: Review PWC Calendar Draft

The Public Works Commission Meeting calendar was reviewed.

Director Reine explained that there would be a capital briefing and a debt authorization proposal for Town Meeting at the December Public Works Commission meeting.

D-2: Junction Park Rehabilitation Public Information Meeting

Director Reine explained that there was a briefing at the Public Works Commission meeting in September on this same topic. Following that briefing Public Works received a petition from residents Mari Weinberg and Leslie Sederlund along with 5-6 other residents who were interested in “opening the design process regarding Junction Park for public comment and public input”.

A memorandum from Town Engineer William Renault which was enclosed in the agenda package dated Nov. 1, 2011 was referred to which lays out the process that was followed for public input and outreach. A “Project Overview Table” also identified some of the key steps that were taken throughout the process, as well as some of the key stakeholders that were involved in each step.

Director Reine stated that Concord Public Works is very familiar with the importance of public inclusion in the design process and goes to considerable effort to make sure that outreach meetings are held and updates are provided to gain public support. Project stakeholders are informed to ensure that the project is successful and that the outcome is what everyone anticipates.

In September of 2009 there was a significant issue with the stairs from the depot into the parking lot where the 7-Eleven now exists. Concord Public Works worked with Bob Moran of Acton Toyota, who provided a generous donation to rehabilitate those stairs. During the two year period leading up to today the public involvement and outreach have continued. Early in the process the West Concord Master Plan consultant, Ted Brovitz from Stantec was contacted to ascertain from his and the West Concord Task Force’s perspective, what important issues should be considered during the design of this park. At that time, The “Green Thumbs” were also included and they have been partners along

the way for the entire process to insure that the tenets of the plan were captured and considered as the project moved forward.

The “Green Thumbs” are a group that is made up of about fifty individuals who work in West Concord as volunteers. Concord Public Works has been working with them informally over many years to deal with beautification of parks and green space, including plantings and hanging plants. This group works on the “pocket parks” in West Concord as well as the Concord Garden Club working with CPW in the downtown Concord area.

From 2009 until today this partnership with the “Green Thumbs” along with discussions with others has occurred to try to determine which items were important to them.

The project design goals were developed with input from the planner from Stantec who was working with the West Concord Master Plan. These guidelines included low impact design and implementation of sustainable practices as the park is reconstructed. Improvement of the overall park user experience was also stressed. Due to the large expanse of brick and lack of shade the park becomes quite hot in the warmer months, which is not conducive to socialization. Another main goal of the park design was to develop a design that would promote socialization of park users.

Director Reine stated that he and Town Engineer Bill Renault were once again prepared to brief the commission and the audience on the project beginning with the conceptual design of the park, bringing it through the current design, highlighting the recent changes and suggestions that have been incorporated. Additional feedback will also be considered for incorporation into the 100% phase and commencement of bidding.

Mr. Renault explained Concord Public Works was contacted by the “Green Thumbs” about developing concepts for revisions to Junction Park with the goal of creating more of a “path” feel and reducing the overall hardscape within the park. He showed an illustration of the existing brick areas that were targeted for removal, to create more green space and to shift the entrance to the park from Commonwealth Ave. to align with the existing crosswalk and curb ramps. This was consistent with the West Concord Task Force Master Plan.

In March of 2010 the plan was advanced to a 25% conceptual layout. The Green Thumbs contacted landscape architect Mary Crain Penniman to assist with the design process. A new gathering area was established relocating the existing railroad track feature. The addition of a seating wall towards the back of the gathering area was also recommended. In September of 2010 the plan incorporated perennial beds and new shade trees.

Between April and June of 2011 the proposed layout went to 35-65%. Widths were revised to accommodate the Bruce Freeman Rail Trail. Funding mechanisms for the park were also explored including an existing grant that Public Works had received for a porous pavement parking lot at Church Street, within the Assabet River area. The Organization for the Assabet River was administering an Intel Grant that CPW received for about \$68,000. These funds were not able to be used for the Church Street project as

the result of an environmental issue with the site. Junction Park was identified as a possible alternative use for those funds. Low impact development options were then investigated including bio retention areas and porous pavers. The porous paver design is a low impact development technique that infiltrates stormwater, reducing runoff and is also consistent with the West Concord Task Force Master Plan and OAR/Intel project goals. The bio retention area is designed to treat stormwater from parking areas or rooftops. It is a small depression containing special plants that can exist in ponding water.

The 75% design was then completed and presented at the September, 2011 Public Works Commission meeting. This design included input from the West Concord Task Force who had requested some additional seating to be provided as gathering areas with clusters of benches to promote conversation. Two chess tables were added along with a bike rack and a water fill station. A water spigot, screening plantings and additional trees were added at the request of the "Green Thumbs".

Director Reine added that this project is the redevelopment of an existing park, which is significantly limited through funding. The \$68,000 from the Intel/OAR grant is specifically for the hardscape, stormwater and groundwater recharge. This does not fund all the other amenities, such as benches, chess tables, bubbler, spigot, etc. that would come out of a limited fund that has been created over several years of encumbering money each year for the redevelopment of this park. This property is owned by the Massachusetts Bay Transportation Authority (MBTA) managed by the Mass. Department of Transportation Rail Division. The Town leases this property and is responsible for certain maintenance requirements and is subject to limitations regarding signage, structures, etc. The Town is in the process of discussing that lease and renegotiating with the MBTA to accommodate this new park design. There are several significant mature trees on this property that limit what can be done with the redesign. The stairway area is owned by the Town, but the majority of the park is leased.

Sue Felshin, 19 Sunnyside Lane stated that although some members of the West Concord Task Force have provided comments to Public Works, the West Concord Task Force as a committee has not had any input at all.

Lou Hills, 360 Harrington Ave., stated that there is a possibility that the MBTA might lease this same land to Mass Highway and this would become a bike path park. In this case it would be subject to a considerable amount of traffic. A similar park in Chelmsford had over one thousand people per day. Bedford's similar park is also registering well over one thousand people on a summer day. He stated that the rail trail is out for 75% - 100% design with an architect, being coordinated in Acton for West Concord's design. He asked if the design firm has been contacted, and have they reviewed this plan as being appropriate as adjacent to the rail trail.

Director Reine responded that the lease as it exists today has a requirement for future accommodation of a future rail trail to come through Junction Park. The Mass. D.O.T. Rail Division would probably want to keep that language in the lease. The design of the Bruce Freeman Rail Trail is being worked on by GPI, with Concord and Acton through

Mass. D.O.T. This area itself at this point is not part of that design. MBTA has indicated that they would like to see an alternate path for the trail which would take bikers, skaters and walkers down the spur to Commonwealth Ave., where bicyclists would dismount their bicycle and come up and cross at the intersection. Public sentiment has indicated that a crossing would be desired at the MBTA at-grade crossing. Concord Public Works has been working with the Planning Department to come up with a solution that the MBTA could support.

Mr. Hills stated that the park is adjacent to the rail trail and should accommodate a lot of the traffic from the rail trail. This is a focal point where people will stop and probably use the restrooms in the train station. They will be walking right through this park. Amenities that are in Bedford or Chelmsford don't seem to be incorporated in this design. Kiosks, bike fix stations, or accommodations for a high traffic count don't seem to be included.

Director Reine stated that CPW did work with GPI on this design. Rebecca Williamson is the consultant involved, who has been working with CPW. She attended the meeting in Boston with the MBTA to have this discussion. A park is being designed at this location – not a rail trail at this time. If the Town is successful in receiving approval from MassDOT rail division to allow a crossing of the rail trail at the existing at grade crossing, accommodations have been made for this within the park design and there would be certain upgrades of the crossing to ensure safe operation. The Town is working with a rail consultant at this time to develop this conceptual plan for proposal to the MBTA and Federal Railroad Administration (FRA).

Mr. Renault explained that a kiosk might be included in the design pending approval from the MBTA but funding has not been identified for this feature. He stated that a bike repair station could be evaluated to see if it makes sense.

Bobbie Brennan, 90 Pine St. asked if a landscape architect or designer was consulted, or if this type of input was supplied by Concord Public Works or the "Green Thumbs" and if they were instrumental in this process.

Director Reine responded that Peter Flynn of the Park and Tree Division, the "Green Thumbs", along with landscape architect Mary Crain Penniman provided input towards the plan.

Helene Clayton, 22 Center Village Drive, complimented the team on all the work that has been done so far to rejuvenate an existing space that has not been very welcoming with respect to landscape design.

Dorrie Kehoe, 51 MacArthur Rd., explained that she is a member of the West Concord Green Thumbs. She asked that all members present stand up to show how many workers are out there in the public spaces, gardening and digging. Nancy Crowley had attended earlier, but had to leave. Mary Crain Penniman is a bona fide landscape designer who has worked on many parks in public and private spaces in the area. She provided her time as a volunteer. The Green Thumbs also contributed \$500 of public money towards

the steps that Bob Moran provided funding for. One of the comments that Nancy Crowley wanted to make, regarding the process, was that this has not been done in secret. The Rail Trail people's input has been incorporated into the design. Betsy Stokey, the Vice-Chair of the West Concord Task Force, provided the agenda for their February 4, 2010 meeting. The last item on the agenda for that day was Junction Park and Green Thumbs. The minutes did not reflect any discussion. The fact that it was on the public agenda for a meeting of the Task Force and was not discussed is not the responsibility of anyone other than the Task Force. When the initial contact was made with Betsy Stokey, she said there were three things that should be done to fit into the West Concord Master Plan. Those items were more trees, less brick and delineation of the edges. Ms. Kehoe clarified in an email to Betsy Stokey that contact was made with the West Concord Task Force and that approval was not necessary from the task force, and if there was no response, this would be assumed to be the case. No response was made. When the 75% design was completed the first thing Rich Reine said was that the group must be sure to contact all the people outside of the Green Thumbs that might be interested in this project including several of the people present at this meeting as well as a member of the Task Force. This was done and they were invited to participate.

The process has been that when a project is underway, there is general notice and discussion of it, which certainly was given in this case. If people want to make comments they are more than welcome to do so at any point. This is the case that was followed in the design of the original West Concord Junction Park. Kate Reid, who was the chair of that committee, said this was the process that was followed. This same process was followed with the design of Ride Out Field and the plantings on Main Street.

The park has been in terrible shape for a number of years. It is a tripping hazard. Funding is in place, but it won't stay in place. She expressed her thanks to Public Works and stated that the Green Thumbs wish to show their support for the project and for Public Works.

Mari Weinberg, 26 Hillside Ave., stated that she was on the same committee as Kate Reid working on the initial design of Junction Park. She stated that the design was bad from the start and provided her recollection of the process and interaction with a former Town Manager.

Sue Felshin, 19 Sunnyside Lane, said she and the other members of the West Concord Task Force were not concerned with the park design because they did not know it was going to be a complete redesign. She praised how accommodating and helpful Concord Public Works has been with working with enhancing the existing design.

Leslie Sederlund, 76 Crest St., expressed the importance of opening up for public input and public comment the design process for Junction Park. She stated that this was private deals with special interest groups. This is a public park that everyone has an interest in. The West Concord Green Thumbs have done wonderful work in West Concord. The ball was dropped in the West Concord Task Force. There was no sitting session. This is the only park in West Concord Village. It is an integral component of the historic depot complex and the railroad history of West Concord. None of that is part of the current

plan. This is the first West Concord Village project after the West Concord Task Force that is publically owned that all residents have a stake in. As a public park the public should be involved in the design process from the outset. The West Concord Green Thumbs brought this to the chair of the West Concord Task Force. These were individuals - there was no sitting session. This is a wonderful opportunity to reaffirm the importance of public input for public space.

Mari Weinberg, 26 Hillside Ave. said she wanted to point out the master plan. Years were spent to develop the plan. She expressed that we should start from the beginning and build right and include everything. She stated that she is an interior designer. The goal is to open the design process for public input and comment. Three plans should be created, just like what was done for the Concord Rotary, like everybody does. Thanks to the Green Thumbs for turning West Concord from an eyesore.

Caroline McCloy, 137 Central St., said she is a West Concord citizen who filled out all the surveys and went to all the meetings. She is also a member of the Green Thumbs. When they worked to make this plan all this input was taken into consideration. There was no personal agenda. It has been considered a historic entity. The train tracks have been put in a place where they will be better preserved. This is a good design and she expressed that she does not see what the problem is.

Leslie Sederlund, 76 Crest St., responded that the issue is the process, that this is a public park. No public office appointed the West Concord Green Thumbs to be the designers of this park. The process needs to be open.

Ray Hanselman, 132 Deacon Haynes Road, stated that the West Concord Task Force is still technically alive. He asked if anyone has gone to the grantor of the funding to see if the time could be extended for further consideration.

Director Reine responded that the original purpose of the funding was for the Church Street parking lot. This was a 21E site and the DEP advised the Town that the Town's down gradient innocent party status could be lost if a porous pavement parking lot was installed there. At that point, about one and one half years ago, OAR was approached again and significant drainage and groundwater recharge calculations were provided and many discussions took place which were intended to demonstrate that the Junction Park investment would be a better fit for the grant funding. Approval was received to move forward as long as significant changes were not made from the approved plan. The money is in the Town's account right now, but they are anxious to see the Town get moving on this or they could potentially re-program these funds to another recipient of the grant. The Town potentially could be asked to return the funds with interest.

Claire Greene, 38 Sorrel Rd., asked what substantial changes would people like to see in this plan. She expressed thanks to Director Reine and Mr. Renault for the many hours of work they have put into this proposal. Last year she and Nancey Crowley wrote a letter to the Journal thanking them for their support to the Green Thumbs. She is happy to again thank them in person for all the work they've done on this project. The main guidelines from the West Concord Task Force were incorporated. There has not been

any input about what changes are requested. To go back to square one on this proposal is unnecessary at this point and jeopardizes the plan.

Susan Hegarty, 161 Prairie St. stated that this matter was on the West Concord Task Force agenda 22 months ago, but it's been stated that all these decisions have been made in private. She asked if someone from the West Concord Task Force could respond to this. It was on their agenda on February 4, 2010.

Lou Hills, 360 Harrington Ave., said the way the current design exists will kill somebody. Bikers will be coming into this area. The park allows them to come into the park and across the tracks. This is the safety hazard that was incorporated in the 25% design of the bike trail. Now the park is being put in between the rail crossing and the bike trail. If you go straight on the bike trail you go straight through this park and you go straight across an unprotected rail. This is a formula for great danger. You must work with the design of the bike trail to design it in such a way that people of West Concord cannot go across that crossing.

Director Reine commented that the intent is that if the rail trail crossing is at the existing "at grade" crossing and the MBTA allows that to occur for the Bruce Freeman Rail Trail there will be significant improvements in the way of gates, lighting and warning signs to insure that what was just characterized will not happen. There is an existing contract with GPI that does not have the crossing taking place at the MBTA. There is an effort by the Town by hiring rail engineering consultant Louis Berger Group to come up with a conceptual design that includes the amenities just mentioned, that would allow for safety to be significantly increased to the point that the issue raised by Mr. Hills if that crossing took place at that location is sufficiently addressed. The current design is worse because there are no improvements planned for this crossing that is being used daily by walkers, bikers, etc. The lease of the park property to the Town does not even extend to the point of the at grade crossing that Mr. Hills describes.

Mr. Renault showed where the depot building is on the plan. He indicated that nothing is changing in the track area. There are existing granite bollards that delineate the track area and the platform. That is not being changed. All the work is being done within the park. The existing crossing is at the existing gate at Commonwealth Ave.

Commissioner Smith explained that there needs to be a place for commuters to access the train. Right now there is free access to come across this area. He stated that he's not sure that we have any right to change that free access.

Bobbie Brennan, 90 Pine St. said she looked at all the plans and she felt the real gem is the Depot Building. It is a treasure in West Concord. She asked if any attempt was made to enhance or draw the eye in visually towards that building.

Director Reine responded that the landscape architect looked at this very holistically. They looked at the whole setting. A design at 75% is when public comment is usually received. The public is welcome to provide more input.

Leslie Sederlund, 76 Crest St., said a public process where people could say what they want to see, including having the junction tracks raised as an art form to celebrate the fun, funky nature of West Concord is what's needed.

Commissioner Smith expressed that one of the aspects of all large organizations, however they're constructed, Town's, businesses, or other, is there has to be a way to come to decisions to move forward. You have to decide whether "the decision" has been appropriately reached given the circumstances that were available to the people for all the time energy and effort because if you say there was a mistake made in the very beginning of this process and therefore we have to start it again, then there are no decisions. We end up in this particular case with this park going on and on and lots of other things in Town that don't get done right. In this particular case the process was actually exactly what it was supposed to be. The process may have broken down at the West Concord Task Force, but a lot of people did all the things they thought they should do, working for two years to come up with a very nice design. This is a process that needs to come to an end, with a design that can go forward. It's too hard to get citizens and other people to spend this kind of time if at the end everyone is going to say they don't like the design so we need to start again.

In this case if you look at the people that were part of the process, they had a vision and a view that they were doing everything that they ought to have done and if the West Concord Task Force, for whatever reason, may have dropped the ball, this is a small park with a nice design, funding is available, it will be a big improvement, it really is time to move on. At 75% design if there are any questions, comments or concerns there still is room for potential input.

Sallie Satterthwaite, 297 Laws Brook Rd., expressed that it seems that it wouldn't cost very much to have a public comment period and let it calibrate. Maybe the suggestions might be easy to incorporate into the design.

Mari Weinberg, 26 Hillside Ave., said the Concord Journal has not covered this at all. A few people knew about it. She expressed that she knew about it because she called Rich about the bridge near Dino's. This was the only way she found out about this last June. She didn't see the plans until August. She thought it was a very nice plan but it does not work here. She did not want to talk about the plan because that was not on her agenda. Good design does not take a lot of money.

Commissioner Swain stated he felt Ms. Weinberg and Ms. Sederlund were being very vague. He understands there are complaints about the process. The suggestion has been made to open up the process for public comment. There has not been any feedback about what is lacking in the design. He asked if there was something specific that could be explained as a suggestion.

Ms. Sederlund stated that she would continue to make her point about the process, not about the design. She would not comment about the design.

Commissioner Fulman stated that he was under the impression that this additional meeting that the Commission agreed to have upon the petition of six people was to consider substantive issues and not the process. This is what Director Reine had conveyed. There was a debate at the last meeting about whether this should be included again as an agenda item. It was decided to do so in the hope that if there were comments that were substantive, they could be received and a determination could be made as to whether there are things to be listened to that have not yet been heard. Mr. Hills made an observation and raised a substantive issue to be thought about. Just talking about the inadequacy of the process does not get us anywhere. Funding is available to spend and a lot of time and effort has been put into this project. This is a very small area that requires a lot of thoughtful attention. Having a farmer's market and numerous activities that are mentioned is not likely for this space. We have to move on.

Gary Clayton, 22 Center Village Drive, expressed his thanks to the Public Works Commission for their time and effort. He acknowledges that we have been engaged in a process. He asked what the next steps would be in this process.

Director Reine explained that no construction will begin this fall. The design needs to be finalized so it may be presented to the MBTA and revisions can be made to the lease. This would happen in the next thirty to sixty days. At the same time the design will be advanced to 100% and specifications will be developed for that. The plan would be to put this out to bid sometime over the winter to be able to commence spring construction. Suggestions for specific changes can still be made. The lease specifically limits signage in the park. A kiosk could be a point of negotiation with the MBTA, however there is no funding programmed for this feature at this time.

Mari Weinberg, 26 Hillside Ave. reiterated that the design does not work and that it could be much better. She felt that this topic should be brought before a board of designers for the Town. She thanked the board for including this on the agenda.

Commissioner Fulman suggested that if individuals have specific ideas that they'd like to relay to the staff they should do so. We are at the 75% stage and are trying to move to 100%. Coordinating the work that is being done by the Rail Trail will be included in this design.

Ms. Sederlund asked if the commission could publish a notice in the Concord Journal, showing what the current design is at 75% indicating that comments are welcome. Director Reine explained that a full design was published in the Concord Journal as part of the Town Manager's Report along with several other mentions of the park rehabilitation process over the last several years.

Commissioner Swain repeated that if anyone has comments they should make those comments and suggestions to Mr. Renault or Director Reine.

Marilyn Anderson, 93 Wright Rd., said she felt the process has been followed. There was an open meeting. Now there is a second meeting, at which she thought people would provide their ideas about what they wanted to see on the final plan. She expressed her

thanks to Public Works. She expressed that everything has been done that could be and she'd like to see this project move forward.

Ray Hanselman, 132 Deacon Haynes Road, stated that the Commission is probably a victim of things that go on outside the realm of this problem. He stated that a Selectman at the special Town Meeting made a comment that citizen petitions were inappropriate. Commissioner Wood responded that this is not what was said. Commissioner Wood continued that the Selectman stated that citizens should go to the committee that deals with the topic they are concerned with and attempt to work something out with that committee. Going to Town Meeting bypassing all the boards and committees is not the way to do things. Mr. Hanselman added that citizens are no longer allowed to speak on every topic. People are also concerned about what happened at 641 Main Street, with the demolition of a building. These types of things affect citizens' views of the Town.

Commissioner Swain stated that this part of the meeting was brought to a close.

D-3: 9 Independence Court – Sewer Waiver Request

Director Reine explained that this is an appeal for a denial for additional sewer discharge capacity to accommodate flows generated from a proposed new restaurant at 9 Independence Court. This is required based on a policy that the Public Works Commission implemented in March of 2008 which required that any exceedance over 1,000 gallons per day of Title 5 Flow must come back to the Public Works Commission for review. In this case the exceedance is 200 gallons above the 1,000 gallon allowance.

Five criteria, as developed by the PWC, are typically reviewed in these types of appeals. These are listed in the letter dated November 2, 2011 from Paul Denisevich to the Public Works Commission. Criteria one and two are straightforward and have been satisfied. Criteria number three addresses the relief valve or offset for that 200 gallons which is necessary based on the development of the "capacity allowance model" which provides the potential for flow increases above 1,000 gallons of Title 5 flow per day if a "relief valve" is identified which can be used in the event the Town's wastewater discharge permit is in risk of being exceeded. Criteria number five addresses the project meets the requirement of being in the best interest of the Town. Paul Denisevich and Kimberly Parke, the applicants and co-owners of the future business came to discuss their appeal and provide detail around these criteria.

Commissioner Smith mentioned that even though this is an appeal, this is set up as an automated denial, after which these cases must be decided by the Public Works Commission.

Ms. Parke stated that the project is in the best interest of the Town. The Comprehensive Long Range Plan and The Village Overlay Report are referred to as a good way to identify the future goals of the Town. A restaurant keeps the business areas viable, in particular, Main Street where this business is, and relevant. This also balances the needs of residents and tourists that come to the Town. The building will undergo a complete renovation, including the surrounding area to support this change of use. It was occupied



Junction Park Rehabilitation Project Design Goals



View from Main Street

- Increase Shading in Park and Decrease Hardscape
- Develop a “Path” Feel
- Incorporate West Concord Task Force Design Guidelines
- Include Vegetative Screening
- Develop Increased Sitting Areas (socializing areas)
- Accommodate possible Bruce Freeman Rail Trail extension.
- Utilize Low Impact Development Techniques (LID) to obtain funding.

Slide # 14 from November 2011 PWC presentation



Junction Park Rehabilitation Outstanding Comments

OUTSTANDING ITEMS FOR 90% DESIGN

NO.	DISCUSSION ITEM	PROPONENT	PROPOSED POSSIBLE REVISION
1	Concern that the privet hedge is deciduous and that it will lose screening ability during winter months.	WCTF, Green Thms.	Change privet hedge species to Japanese Holly or a coniferous screening plant.
2	Concern of light pollution leaving the park during the night.	PWC, WCTF	Install "dark sky" fixtures
3	Security within the park if screening is too robust.	PWC	Keeping screening low enough (3-4' to maintain some ability to see into the park.
4	Information center/board and OAR/Intel funding display.	PWC & OAR	Kiosk if allowed by MBTA, OAR grant display is a requirement and must be incorporated.
5	Screening from shopping plaza	CPW, Green Thms.	Earthen berm to elevate low growing shrubs.
6	Maintenance agreement/cost	CPW, PWC, Green Thms.	Final maintenance agreement to be drafted and agreed too between CPW and Green Thms.
7	The new location of the existing stone monument/ a new monument with more historical representation of the park	Audience Member	The current stone monument is to be located near the tracks, a new monument is not currently planned.
8	Exact location/orientation of the Railroad Tracks Junction	Audience Member	The location is not likely to change from the previous design. Vertical projection of the tracks does not appear to be a feasible alternative.
9	Re-design of the site layout and funding	Audience Member	There are countless variations proposed, however the current design was carefully designed to balance the interests of CPW, BFRT, WCTF, WCGT, and fiscal constraints.
10	Agreements with MBTA- Lease renewal, placing a Kiosk on the property, and relocation of the light poles.	CPW & MBTA	CPW is currently working out the logistics with contacts at the MBTA.

**CONCORD PUBLIC WORKS
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DATE : November 1, 2011

MEMORANDUM

TO: Public Works Commission
VIA: Richard Reine – Concord Public Works Director
FROM: William Renault, P.E. – Town Engineer
CC: Christopher Olbrot, P.E. – Public Works Engineer
SUBJECT: Junction Park Public Outreach

Within the month of October, CPW received a petition from West Concord residents requesting further discussion on CPW's public outreach process for the Junction Park Rehabilitation project. The petition outlines concerns over CPW's presentation of a 75% design at the September PWC meeting and contends that the West Concord Task Force and others were not provided proper opportunity for input on the project.

As outlined within the September PWC meeting and within the previous supporting memo from CPW, multiple opportunities for public input were provided throughout the design development process, which began well over two years ago with the Phase 1 stairway repairs. While CPW has worked closely with the West Concord Green Thumbs group relative to the development of the Phase 2 park improvements, careful consideration was given to align the park improvements with the West Concord Task Force (WCTF) Master Plan tenets to maximum extent feasible. This was accomplished through multiple discussions with the WCTF vice chair and WCTF project planner, Ted Brovitz of Stantec.

The following is a descriptive project timeline explaining the various stages of project advancement and the parties involved. Additionally, a project overview outlining the individual plan edits, with corresponding numeration, has also been attached to this memo for your review.

1. (Phase I Renovation) September -2009:
The hazardous conditions of the steps leading from Junction Park to the adjacent shopping plaza were refurbished. CPW forces completed the survey, design and renovations. The project was largely funded by Bob Moran of Toyota of Acton, with supplemental donations from West Concord residents and businesses.
2. (Planning Phase) August-2009:
"West Concord Green Thumbs" (WCGT) identified Junction Park as a main improvements project after completing previous improvements since their inception in 2008. A committee within the WCGT contacted Ted Brovitz of Stantec, who was the consultant developing the "Master Plan" for West Concord, for comment. The feedback received at that time was to add trees, remove the unsafe brick and replace some of the "overpowering" brick landscape with additional green scape.
3. (Planning Phase) January-2010:
WCGT contacts the Vice-Chair of the West Concord Task Force (WCTF) for design input and discussion on the renovations of Junction Park. The WCTF at that time indicated that specific recommendations for Junction Park were not completed but that they take no exception with park improvements and agreed that changes to the park were desirable.

4. (Concept Phase) Feb/March-2010:

Junction Park rehabilitation in West Concord was identified as an improvements project within the Town. In March 2010, CPW staff created a concept plan, which was given to the WCGT for comment and to receive input from the group.

5. (25% Design) March to Sept-2010:

Mary Crain Penniman revised the original concept plans provided by CPW. By this time the WCTF and Stantec had developed the "Master Plan". The recommendations from Section 4.4 of the plan were used as the basis for M.C. Penniman's design revisions. Those features included the following: a revised "path" feel to increase green area, relocation of the train tracks to make it a more prominent feature in the park, proposed stone wall sitting areas, and designed a preliminary landscape plan that significantly added plantings, trees, and green space.

6. (35% Design) April-2011:

While developing funding mechanisms for the Junction Park improvements project, CPW identified the possibility of shifting a previously approved grant to this project. The grant was apportioned through the Organization for the Assabet River (OAR). Focusing on sustainable stormwater mitigation or low impact design, CPW completed 35% design plans which built on the previous concept plan by integrating a bio-retention area, pervious pavers with subsurface stone reservoir, and a significant increase in "greenspace". CPW designed the plans with the intent of meeting with OAR representatives to discuss shifting the grant to this project. Furthermore, design criteria were incorporated into the plan to accommodate the Bruce Freeman Rail Trail (BFRT).

7. (55% Design) May-2011:

CPW staff met with OAR to discuss the project and the possibility of transferring previously appropriated funds to the JP project. Due to the environmental concerns, the previous project was not completed. Additionally, the Junction Park project was designed in a way to maximize the benefits OAR was seeking. Junction Park was also identified as a much more visible project location to bring awareness to OAR and the importance of sustainable design practices. 55% Design Plans were brought to the meeting for comment. OAR was most concerned with being provided supporting documentation and design calculations to show how the JP project compared to the Church St. project with respect to infiltration, recharge, and increasing water quality.

8. (65% Design) June-2011:

CPW completed a full drainage analysis of the site and provided all the supplementary information requested at the meeting with OAR. These supplementary calculations included average recharge of stormwater, (Total Suspended Solids) TSS or "pollutant" removal for improved water quality, and stormwater runoff attenuation. The bio-retention area and stone reservoir system were carefully designed to exceed MA-DEP stormwater standards. Supplementary information was provided in a formal full submittal package. The package included: Project Overview, Scope of Work, Work Plan (schedule), Project Budget, and Infiltration Design Calculations. CPW received approval to utilize at least \$68,000 towards the Junction Park project, with the possibility of increased funding, based upon actual bid prices to complete the work.

At this time, design criteria were incorporated into the 65% design set to accommodate for the Bruce Freeman Rail Trail (BFRT). Portions of the site layout were revised to ensure that the revised park layout could accommodate clear widths void of objects and vertical grade changes. Sitting areas were

revised to have "leg clearance areas". Also, visual cues (different color bricks) were integrated into the plan to delineate the edges of the "path".

9. (75% Design) August-2011:

CPW staff worked to bring the plan set to its current 75% design stage. This entailed working internally with various CPW staff, WCGT, WCTF and resident feedback.

CPW staff designed detailed landscape plans that included planting schedules outlining plant types, the amount needed, and their specific locations. In addition to the landscape plans, CPW staff worked with the WCTF to revise the plans to include revisions based on their "Master Plan" guidelines and recommendations. Many of the guidelines were already incorporated into the design, because of initiatives common to all the parties involved. These main initiatives focus on "greenspace" and sustainable design, improved landscaping, and creating revitalization in community and socialization.

However, some of the specific recommendations came directly from Section 4.4 of the Master Plan and were reiterated by resident feedback. The features added to the plan were: a water bubbler/filling station, hedge to screen the surrounding parking lots and buildings, additional shade trees, and adding benches & chess/checker tables to encourage socialization. Some of the bench areas were revised to face each other. Lastly, a bike rack area was added to the plan to accommodate the anticipated increase in cyclist activity within the park. A kiosk was also suggested, and is being carefully considered, the logistics of which needs to be worked out with the property owner, the MBTA.

Additional revisions to the plans were made to address further recommendations from the WCGT. The main revisions were: additional landscape edits such as adding a decorative tree to the bio-retention area, revised planting areas, protection of existing trees, and the addition of two water spigots. The 75% Design plans were designed in anticipation of the PWC meeting on September 14th, 2011 for public input and comment.

10. (75% Design) September-2011:

CPW brings the 75% Design plans before the PWC for review and comment and additional public outreach. Prior to making revisions to the plan set based on the PWC meeting in September; On October 5th, there was a formal request to CPW, to have another open forum for public comment. At that time, in the interest of gathering additional public comment, further revisions were suspended until after the PWC meeting scheduled for November 9th.

The CPW Engineering Division is currently in discussion with MassDOT– Rail Division regarding an update to the subject parcel's land lease agreement. In addition to completing the agreement with MassDOT, CPW plans to finalize the park improvement design plans and bidding specification documents incorporating the comments received at the September 2011 PWC meeting. The outstanding comments have been tabulated and included within the package for review. It is expected that the revision can be completed for a winter bid. The current timeline anticipates the project to begin construction in the spring of 2012 with substantial completion expected to extend into the fall of 2012.

Attachments:

- A. Junction Park Current Condition Plan
- B. Mary Crain Penniman Design – March 2010
- C. CPW Sketch Plan – June 2010
- D. Mary Crain Penniman Design – September 2010
- E. Junction Park Proposed Condition Plan (75% Design) – September 2011
- F. Junction Park Project Overview – Comprehensive Plan Edit List
- G. Outstanding Plan Edits



Town of Concord

Office of the Town Clerk
22 Monument Square
P.O. Box 535
Concord, Massachusetts 01742-0535

ANNUAL TOWN MEETING APRIL 23, 24, 25 and 26, 2012

LAND ACQUISITION - BRUCE FREEMAN RAIL TRAIL RIGHT-OF-WAY

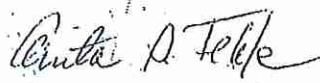
ARTICLE 39. On a **MOTION** made by Judith LaRocca and duly seconded, the following was **VOTED BY A TWO-THIRDS MAJORITY VOTE** and so declared by the Moderator:

To authorize the Board of Selectmen, for purposes of establishing, constructing, operating and maintaining a multi-use rail trail (with related facilities and improvements) for non-motorized transportation, open space and recreation purposes and for all other purposes for which rail trails are now or hereafter may be used in the Commonwealth, on such terms and conditions as the Selectmen may determine to acquire for the sum of \$100 by purchase, gift, eminent domain or otherwise fee, easement, leasehold, license and/or other real property interests in, (a) all or any portion of the land, premises, easements, rights-of-way and other rights in Concord comprising the former Lowell Secondary Track railroad right-of-way acquired by the Commonwealth of Massachusetts (acting through its former Executive Office of Transportation and Construction) by deeds dated April 28 and November 29, 1982, and recorded in the Middlesex South District Registry of Deeds at Book 14609, Pages 302-317 and Book 14836, Pages 507-512, and (b) abutting and underlying properties as necessary or desirable, in the discretion of the Selectmen for acquiring title to said railroad right-of-way, laying out an improved multi-use rail trail and related facilities and improvements, and providing access to the rail trail area for construction, maintenance and repair purposes, and further to see if the Town will accept gifts for these purposes.

Town Clerk Note: It is the Town's intent to take the \$100 from an existing gift account, which does not require Town Meeting authorization or appropriation.

Passed by Declared Two-Thirds Majority Vote
April 26, 2012

A True Copy Attest:


Anita S. Tekle
Town Clerk



August 7, 2012

Pursuant to notice duly filed with the Town Clerk, a meeting of the Board of Selectmen was held at 7 p.m. in the Selectmen's Room on August 6, 2012. Present were Carmin Reiss, Chair; Jeffrey Wieand, Clerk; Stanly Black, Steven Ng, and Elise Woodward. Also present was Christopher Whelan, Town Manager.

Upon a Motion duly made and seconded, the Board **UNANIMOUSLY**

VOTED to authorize the Town Manager to sign a lease agreement between the Town and MA Department of Transportation regarding the Lowell Secondary Track for use of certain portions of the line as a public park and walkway.

Respectfully submitted,

Ruth C. Lauer

Ruth C. Lauer
Administrative Assistant to the Board of Selectmen

A True Copy Attest:

Anita S. Tekle

Anita S. Tekle, Town Clerk

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

LICENSE AGREEMENT

RAILROAD PROPERTIES

Concord, Massachusetts

Lowell Secondary Track

THIS LICENSE AGREEMENT is entered into this 24th day of August, 2012, by and between the Massachusetts Department of Transportation, pursuant to Chapter 6A, Section 19 and Chapter 161C, Section 6(c)-(d) of the Massachusetts General Laws, as amended, (hereinafter referred to as "MassDOT" or "Licensor") and having its office at Ten Park Plaza, Room 4160, Boston, Massachusetts, 02116-3969, and the Town of Concord, a Massachusetts municipal corporation with a principal place of business at 22 Monument Square, Concord, MA 01742 (hereinafter referred to as "Licensee").

WHEREAS, Licensor, on behalf of the Commonwealth of Massachusetts, is the owner of the real property, right-of-way and track known as the Lowell Secondary Track, (USRA Line Code 4130), a portion of which is located in Concord, Massachusetts (the "Line"); and

WHEREAS, Licensee has applied to Licensor for a license to use certain portions of the Line for a public park and walkway and has submitted plans, drawings and/or specifications for the installation, construction, operation and/or maintenance of certain equipment, utilities and/or facilities, as described below; and

WHEREAS, Licensor has agreed to grant to Licensee permission and license to use certain portions of the Line, solely for the uses and subject to the terms, covenants and agreements set forth below;

NOW, THEREFORE, Licensor and Licensee in consideration of the mutual promises contained in this License and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, agree as follows:

Section 1: Reference to Key Terms

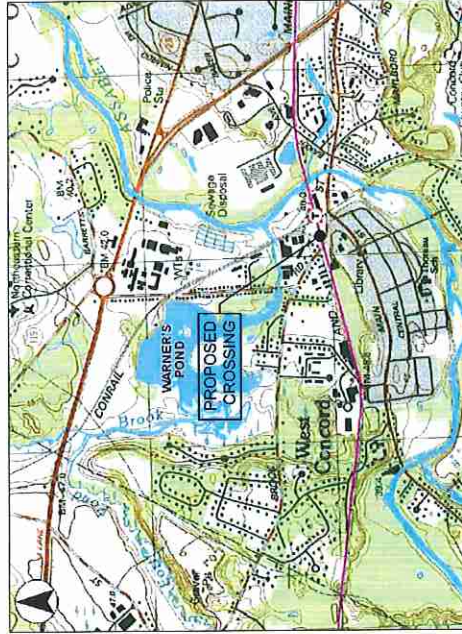
Each reference in this License to any of the following subjects shall be construed to incorporate the data stated for that subject in this Section 1.

Effective Date: August 24, 2012
Premises: As set forth in Section 2.1 hereof.

TOWN OF CONCORD, MASSACHUSETTS PROPOSED IMPROVEMENTS BRUCE FREEMAN RAIL TRAIL PEDESTRIAN CROSSING WEST CONCORD STATION

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3-4	TYPICAL SECTION PLANS
5-6	PROFILES
7-8	CROSSING DETAILS
9-10	CRITICAL SECTIONS



LOCUS PLAN
 SCALE: 1" = 1000'



CONCORD PUBLIC WORKS
 ENGINEERING DIVISION
 133 KEYES ROAD
 CONCORD, MASSACHUSETTS

APRIL 2013

CONCEPTUAL

THE Louis Berger Group, Inc.
 117 KENDRICK STREET, SUITE 400
 WILMINGTON, MA 01897



Deval L. Patrick, Governor
Richard A. Davey, MassDOT Secretary & CEO
Beverly A. Scott, Ph.D., General Manager
and Rail & Transit Administrator



April 1, 2014

Mr. Christopher Whelan
Town Manager
Town of Concord
Town Manager's Office
22 Monument Square - PO Box 535
Concord, MA 01742

**RE: Intersection of the West Concord Commuter Rail Station and the Bruce Freeman
Rail Trail - Phase 2C**

Dear Town Manager Whelan:

Thank you for your patience with our review of your proposed solution to the crossing of the commuter rail track at the West Concord Station. The proposed crossing provides a greatly improved crossing than that which was first discussed. Relocating the crossing to a point immediately west of the station platform provides an alignment that can be completely blocked when a train is approaching. The somewhat more circuitous route greatly enhances the awareness of Rail Trail users to the fact that they are approaching an active rail line and that additional attention must be paid to the safe passage over the tracks.

The four (4) items raised in your letter are all able to be addressed by the joint MassDOT/MBTA Real Estate department. Mark Boyle, AGM for Real Estate & Asset Development for the MBTA, accompanied us on the site visit last year and is well aware of the concerns and is able to cure the various property use issues raised.

MassDOT/MBTA approves of your plan as the best of the plans that were discussed and supports your efforts to move the planning and design efforts to the 75% level and finally into construction. While the design is being furthered the MBTA commuter rail division can provide comments and direction as to how best develop the construction plans and specification needed to furnish and install the warning system needed at the rail crossing location. The safety of all of the users is paramount and the time taken to get to this point shows that.

Please let us know if you have any questions.

Sincerely,

John D. Ray
Deputy Administrator Rail

Sincerely,

Bradley M. Kesler
Senior Director of Rail and Water Transportation

Cc: M.E. Boyle
R. Reine

**THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC INFORMATIONAL MEETING
Project File No. 605189**

A Design Public Informational Meeting will be held by MassDOT to discuss Phase 2C of the proposed Bruce Freeman Rail Trail (BFRT) project in the Town of Concord, MA.

**WHERE: Harvey Wheeler Community Center
1276 Main Street
Concord, MA**

WHEN: Tuesday, November 17, 2015 @ 7:00 PM

PURPOSE: The purpose of this meeting is to provide the public with the opportunity to become fully acquainted with Phase 2C of the BFRT project. All views and comments made at the meeting will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed rail trail begins at the Sudbury/Concord town line and runs north through West Concord center, ultimately ending at a point northwest of Commonwealth Avenue for a distance of approximately 3.0 miles. The work will include construction of a paved eight (8) to ten (10) foot wide multi-use recreational trail with stone dust shoulders, replacement of the existing metal culvert under Powder Mill Road, construction of a new structure over the Assabet River and rehabilitation of the existing structure over Nashoba Brook. This multi-use trail will be constructed in accordance with applicable design guides.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The towns are responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this meeting.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the meeting shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one hour before the meeting begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Informational Meeting regarding the proposed undertaking are to be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Roadway Project Management, Project File No. 605189. Such submissions will also be accepted at the meeting. Mailed statements and exhibits intended for inclusion in the public informational meeting transcript must be postmarked within ten (10) business days of this Public Informational Meeting. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) or by email (MassDOT.CivilRights@dot.state.ma.us). Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten (10) business days before the meeting.

In case of inclement weather, meeting cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

THOMAS J TINLIN
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER



Town of Concord
Office of the Town Clerk
22 Monument Square
P.O. Box 535
Concord, Massachusetts 01742-0535

**ANNUAL TOWN MEETING
APRIL 4, 5 and 6, 2016**

**LAND ACQUISITION
BRUCE FREEMAN RAIL TRAIL RIGHT-OF-WAY**

ARTICLE 58. On a MOTION made by Christopher Whelan and duly seconded, the following was VOTED:

To authorize the Select Board, for purposes of establishing, constructing, operating and maintaining an improved multi-use rail trail for non-motorized-transportation, open space and recreation purposes and for all other purposes for which rail trails are now or hereafter may be used in the Commonwealth, to acquire by purchase, gift, eminent domain or otherwise all or fee, easement, leasehold, license or other real property interests in, or, over, across, under and along (a) all or any portion of the land, premises, easements, rights-of-way and other rights in Concord comprising the former Lowell Secondary Track railroad right-of-way acquired by the Commonwealth of Massachusetts (acting through its former Executive Office of Transportation and Construction) by deeds dated April 28 and November 29, 1982, and recorded in the Middlesex South District Registry of Deeds at Book 14609, Pages 302-317 and Book 14836, Pages 507-512, and (b) abutting and underlying properties as necessary for clearing title to said railroad right-of-way, laying out an improved multi-use rail trail in that right-of-way and within associated easement, and providing access to the rail trail area for construction, maintenance and repair purposes, on such terms and conditions as the Select Board may determine, and further that funds needed for this purpose shall be expendable from appropriations made from the Community Preservation Act appropriation under Article 20, Item J, of the 2016 Annual Town Meeting Warrant, if any, or from any prior year unencumbered Community Preservation Act appropriation made for the Rail Trail purposes by vote under Article 30, Item H of the 2015 Annual Town Meeting or Article 36, Item F of the 2014 Annual Town Meeting.

Passed by a Declared Near Unanimous Vote
April 6, 2016

A True Copy Attest:

Anita S. Tekle
Town Clerk