

PLANNERS GROUP VISITS BEDFORD'S CENTERS

On Friday, October 23rd, a group of a dozen planners visited Bedford as part of a tour organized by the Central Massachusetts Regional Planning Commission (CMRPC). They were interested in looking at village centers that are being revitalized with new development. Bedford's Blake Block and Depot area fitted the bill.

Assistant Planner Catherine Perry prepared background materials and showed the group around, focusing on the mixed use developments approved by the Planning Board at the Blake Block on Great Road, The Crossing at Bedford (54 Loomis Street) and in the old lumber warehouse at 111 South Road (bike shop building). Planning Board Chair Amy Lloyd and Planning Director Glenn Garber also attended and offered comments. At Depot Park, the visitors were greeted by Joe Piantedosi, Chair of the Depot Park Advisory Committee, who invited them to see inside the preserved diesel rail car and the freight house visitor center. Joe outlined the volunteer and town efforts that enabled the unique historic assets of the area to be retained, restored and interpreted.

The remainder of the day's tour covered the centers of West Concord and Westborough, where changes are also underway.

The tour itinerary and the materials handed out for the Bedford portion are attached below.



**CMRPC's Village District Bylaw Project:
Village Center Tour**

Friday, October 23, 2015

(Rain date, Friday, October 30, 2015)

9:30am: Leave CMRPC, Union Station, Worcester, MA (Alternatively those not interested in carpooling can plan to meet directly at parking lot at the rear of the new Blake Block in ~~the~~ ^{Bedford} Town Center; we will congregate there and view the project, then visit the nearby Depot Square, re-emerging as a traditional village.)

10:30am: Arrive Blake Block, rear parking lot, Town Center (corner Great Road--Routes 4/225-- and Fletcher Road, Bedford, MA; Use **72 Great Rd.** to get to location, parking in the rear)

10:30am-11:15am: Tour of Town Center/Blake Block and Depot Square

11:15am: Leave for West Concord Village, Concord, MA

11:35am: Arrive West Concord Village – park in the public portion of the commuter parking lot off of Commonwealth Ave. (6B Commonwealth Ave. - along the platform) or in the Church St. parking lot (2A Church St. next to Village Cleaners). Gather at the West Concord Depot (**20 Commonwealth Ave.**) and Junction Park.

11:35-12:20pm: Tour of West Concord Village (Woods Hill Table, A New Leaf Consignment, Concord Outfitters,) and West Concord Industrial areas - the Bradford Mills and Brookside Square

12:20-12:50pm: Lunch at Nashoba Brook Bakery's Café, **152 Commonwealth Ave**, West Concord, MA

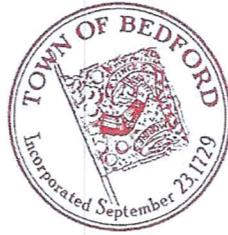
12:50pm: Leave for Downtown Westborough, MA

1:30pm: Arrive Downtown Westborough; park behind the Forbes Municipal Building at **45 West Main Street**; we will meet in front of the Building along Main Street and begin the Tour from there.

1:30-2:15pm: Tour of Downtown Westborough

2:15pm: Leave Downtown Westborough (Tour ends those not carpooling to CMRPC can leave directly to their destination from Downtown Westborough)

3pm: Arrive CMRPC, Union Station, Worcester, MA



MIXED USE DEVELOPMENT IN BEDFORD'S TRADITIONAL CENTERS:

TOWN CENTER (BLAKE BLOCK)

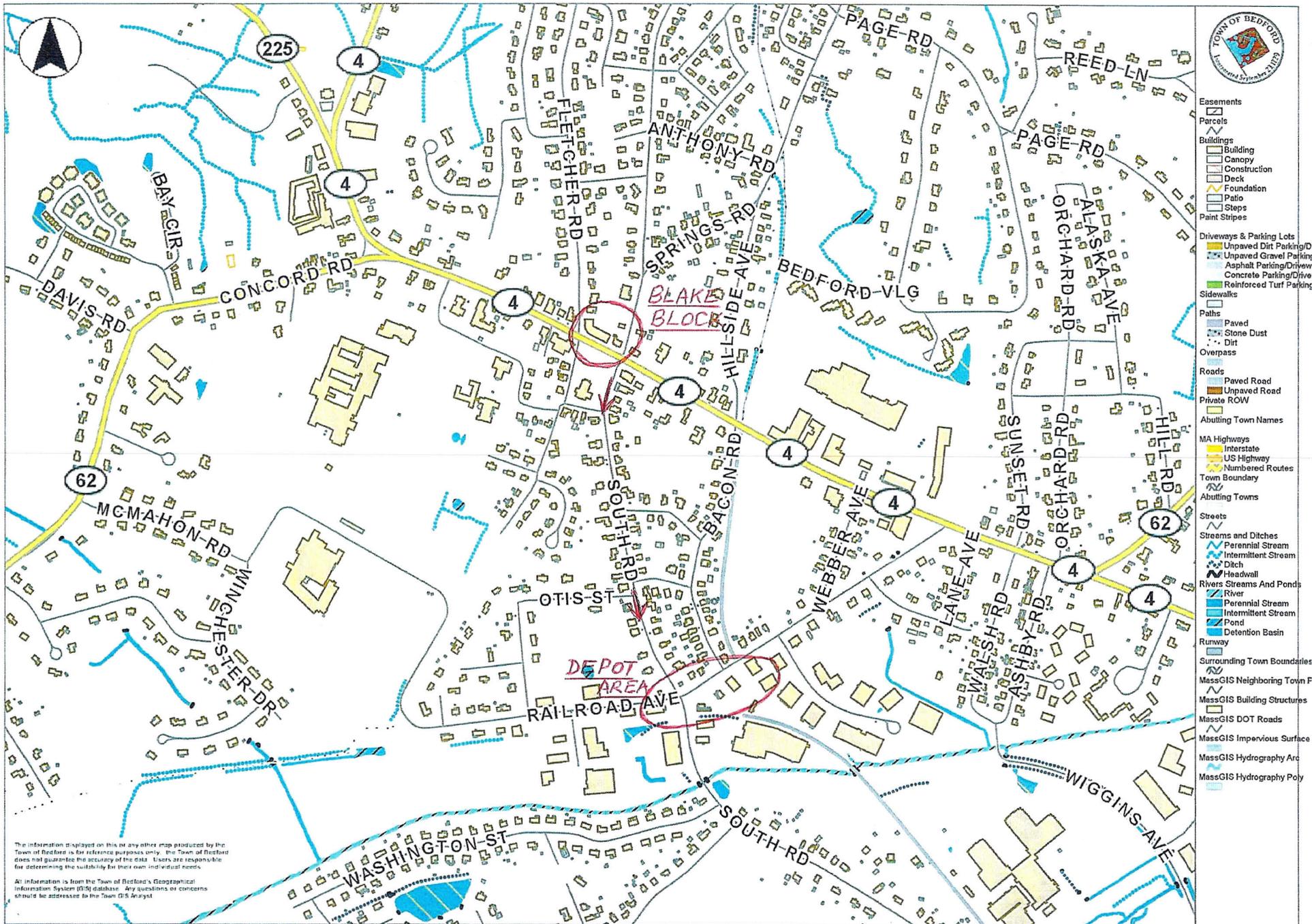


and DEPOT SQUARE



CMRPC Tour
October 23, 2015

Bedford Planning Department
Town Hall, 10 Mudge Way
Bedford, MA 01730
www.bedfordma.gov/planning



- Easements**
- Parcels**
- Buildings**
 - Building
 - Canopy
 - Construction
 - Deck
 - Foundation
 - Steps
 - Paint Stripes
- Driveways & Parking Lots**
 - Unpaved Dirt Parking/D
 - Unpaved Gravel Parking
 - Asphalt Parking/Drivew
 - Concrete Parking/Drive
 - Reinforced Turf Parking
- Sidewalks**
- Paths**
 - Paved
 - Stone Dust
 - Dirt
 - Overpass
- Roads**
 - Paved Road
 - Unpaved Road
 - Private ROW
 - Abutting Town Names
- MA Highways**
 - Interstate
 - US Highway
 - Numbered Routes
- Town Boundary**
- Abutting Towns**
- Streets**
- Streams and Ditches**
 - Perennial Stream
 - Intermittent Stream
 - Ditch
 - Headwall
- Rivers Streams And Ponds**
 - River
 - Perennial Stream
 - Intermittent Stream
 - Pond
 - Detention Basin
- Runway**
- Surrounding Town Boundaries**
- MassGIS Neighboring Town F**
- MassGIS Building Structures**
- MassGIS DOT Roads**
- MassGIS Impervious Surface**
- MassGIS Hydrography Arc**
- MassGIS Hydrography Poly**

The information displayed on this or any other map produced by the Town of Bedford is for reference purposes only. The Town of Bedford does not guarantee the accuracy of the data. Users are responsible for determining the suitability for their own individual needs.

All information is from the Town of Bedford's Geospatial Information System (GIS) database. Any questions or concerns should be addressed to the Town GIS Analyst.



Printed on 10/16/2015 at 02:39 PM

MapsOnline by PeopleGIS

Village-style Mixed Use Developments in Bedford

A new style of development is emerging in some of Bedford's central areas. This is small scale commercial development with traditional architectural elements and a friendly face to pedestrians on the sidewalks. As well as small retail and other businesses, residential units may be mixed in. In some ways it's a return to older-style village centers before the motor car dominated layouts with seas of parking, large businesses displaced small ones and zoning separated uses.

This new type of development recognizes that many people would like to be able to walk or bike to shops and cafes without crossing large parking lots, or to linger and browse in a central place where there is a variety of activity. Interesting buildings and pleasant outdoor spaces can contribute to the attractiveness of such places and Bedford's historic assets are a great starting point.

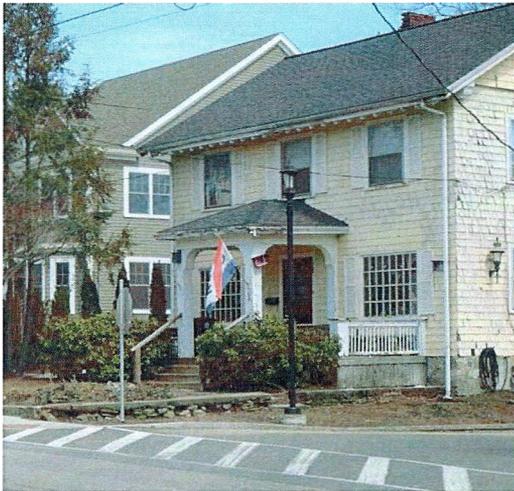
Blake Block



This development at 62-68 Great Road replaced an old single-story commercial block, together with two adjacent parcels to the rear. The new architecture was varied to give each business unit some individuality but with a similar scale, like a historic street built over a period of time. The styles employed are generally reflective of New England traditions, with Federal and neo-classical elements used in the end units making a strong connection with Bedford's surrounding Historic District. The first floor of the main building (shown above) is occupied by a number of retail and restaurant businesses while the second floor has seven residential apartments.



Features along the street include landscaping, public benches and bicycle racks, and outdoor restaurant seating has been added, which is popular in summer. The location benefits from being across the street from the Town Common and beautiful First Parish Church, and conveniently near to the municipal and schools campus. Sidewalks and crosswalks have been coordinated with the development.



An attractive historic building at 15 Fletcher Road was retained in the plans for the property, and its renovation has recently been approved, to support either an office or an apartment on the second floor above a retail use on the first floor. There is a shared parking lot to the rear, with landscaping incorporating improved stormwater retention features, and a small detached building that combines an art studio with a garage.

A zoning change paved the way for this redevelopment. In 2007 the Town Center Mixed Use Overlay District was created as Section 19 of the Zoning Bylaw, allowing a mixture of uses and more flexible requirements for setbacks and parking, but with high design expectations and a discretionary special

permit process for project approval. The development was permitted by the Planning Board in 2008 and substantially completed in 2013.

Depot Area



The Depot Area is named for the former railroad station to the south of the town center, which brought industrial and warehousing/distribution activity to that area and supported house building nearby in the late nineteenth century. The combination of historic assets and some obsolete industrial properties created an opportunity for revitalization with new uses.



The Town and volunteer organizations took steps to preserve the old passenger depot and freight house and to create a public park at what is now the end of a shared use rail trail, the Minuteman Bikeway.



In 2006 the Depot Area Mixed Use Overlay District was added to the zoning bylaw. The first construction project to get underway, in 2015, is Bedford Crossing at 54 Loomis Street. It consists of two buildings, designed with village-scale architecture that reflects some features of the railroad buildings, such as color, gable roofs and canopies.

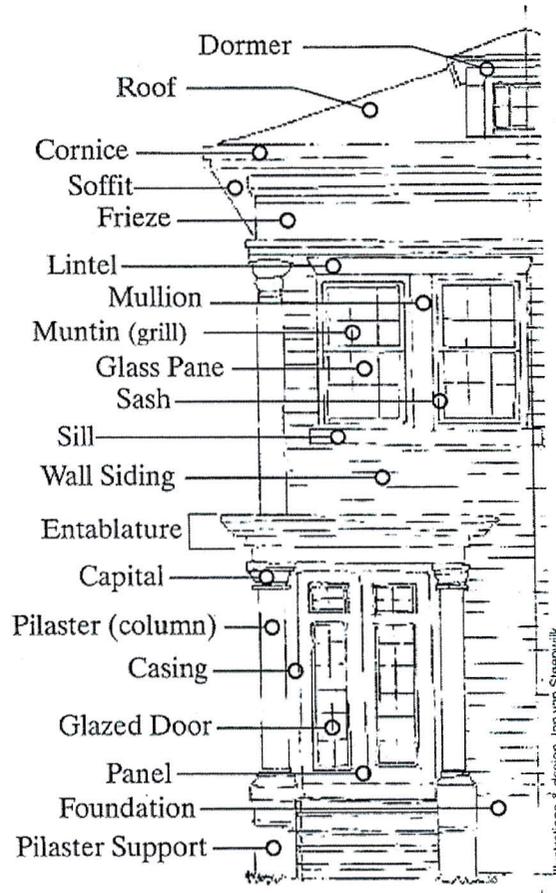


Nineteen residential condominium units are included (a mix of townhouses and apartments, with one and two bedrooms), and the front building has 2,800 square feet of first floor retail space facing the street and the parking area. Businesses are expected to include café or restaurant uses. The site will be completed with pedestrian paths and landscaping, and bicyclists will be allowed to walk their bikes through, between the Minuteman Bikeway at the rear and Loomis Street where the Narrow Gauge Trail heads to the north.



To the west across South Road is another preserved historic building, a former railroad goods warehouse which currently houses a bike shop at one end. The mixed use zoning has enabled a permit to be issued by the Planning Board for a café or retail unit at the other end of the building, next to a shared public parking lot. It is currently expected to be a photography shop. An extension of the bikeway is planned to run alongside the building, on Railroad Avenue, to reconnect with the old Reformatory Branch railroad line further along.

Common Architectural Terms



Illustrations & design Jan van Steerwijk



The Seal of Bedford includes the oldest existing flag in the US. The Bedford Flag dates back to approx. 1704, making it 300 years old in 2004. It is believed to be the only colonial flag carried during the battle at the Concord Bridge, April 19, 1775.

HC
The Bedford Historic District Commission
Town Hall, Mudge Way
Bedford, MA 01730

bedford

- historic
- district
- commission



massachusetts

Welcome

Welcome to Bedford's Historic District, which was created by a legislative act in 1964 and recorded in the National Register of Historic Places. The Historic District (see map) extends along The Great Road from Hillside Avenue, around the Town Common, past the intersection of Concord and North Roads, to the intersection of Carlisle Road and North Road. Buildings within the Historic District date from the early 1700s through the late 1900s. The Historic District has many fine examples of Colonial, Federal, Greek Revival, and Victorian architecture as well as newer harmonious structures.

Purpose

The Historic District Commission (HDC) was established by Bedford Town Meeting and the Massachusetts Legislature in the Acts of 1964, Chapter 118, copies of which are available from the HDC Secretary, in the Code Enforcement Department at the Town Hall. The purpose of the Commission is "to promote the educational, cultural and general welfare of the public through the preservation and protection of buildings, places and districts of architectural and historic significance."

Requirements

In accordance with the Acts and Town By Laws, the Commission requires that property owners in the Historic District submit applications for review and approval of any contemplated exterior changes, including color (except white), structural alterations, new construction, siding, roofing, removal and planting of trees, landscaping, lighting, signs, fences, and demolition. Routine maintenance does not require review. If in doubt, a

Commission member should be consulted. The HDC Secretary can provide the names of current members for advice and guidance.

Application Process

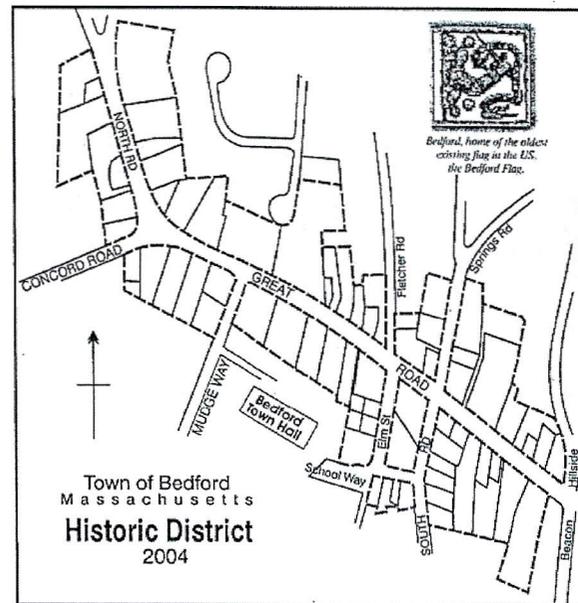
Application forms may be obtained from the Code Enforcement Department. Forms should be completed and submitted together with all required signatures, application fee, and specified materials to the HDC Secretary, who will record the date of receipt. The HDC will contact the applicant and arrange for a public hearing. Hearings are normally held the first Thursday of the month.

Public Hearings

Public hearings require that legal notice be published in a local newspaper, posted at the Town Hall, and sent individually to all abutters at least seven days prior to the hearing. Therefore, applications must be received at least three weeks before a scheduled hearing. Filing an application for contemplated changes to property ensures your right, and that of your neighbors and other citizens of Bedford, to comment at a public hearing. The HDC encourages citizens to attend HDC meetings.

Notice of Determination

The HDC generally meets once a month and is required to render a verbal decision within 45 days after receipt of an application. This decision is subsequently sent to the applicant in written form as a "Notice of Determination." If the application is made in conjunction with a request for a building permit, the Building Inspector may not issue a permit until he receives a copy of this official notice of the HDC's decision.



This map approximates the Bedford Historic District. For a more detailed map, please inquire at the Code Enforcement Department in the Town Hall.

The Commission welcomes the public at its monthly meetings and encourages contact with members if there are questions or concern.

"Bedford residents, working together, take pride in preserving the town's historic heritage."

Bedford Historic District Commission
TOWN HALL
Bedford, Massachusetts 01730
781-275-7446

Bedford's Historic District – a remarkable collection of beautifully preserved old houses and churches

Please note: Except for the Job Lane House, all houses listed in this Guide are privately owned and are not open to the public.

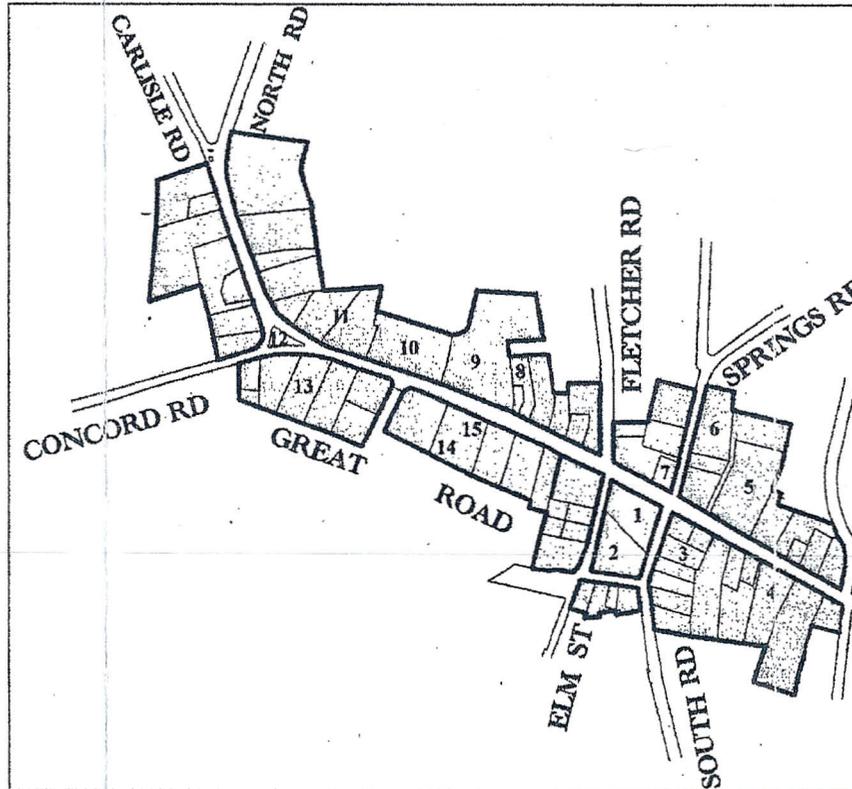
1. Town Common, The Great Road

Early residents of the newly-created town donated the land for the Common. At various times the Town Common (originally much larger than today) was the site of the first meeting house, which stood in the northwest corner; a schoolhouse; carriage houses; a free-standing bell tower; the town pound; a militia training ground; and a liberty pole. In colonial times it was criss-crossed by unpaved, muddy tracks and dotted with puddles. It did not acquire the trim, neatly-fenced appearance that we now associate with Old New England until the mid-1800s.

2. Second Meeting House, 75 The Great Road, 1818, Federal

Typical of colonial New England towns, Bedford was founded as both a town and a parish, with little separation between the two institutions. The founders of the town were required by the Great and General Court, as a condition of the town's incorporation, to build a house for worship, settle a minister, and establish a school, all within three years. The original meeting house built on the Town Common was badly damaged in a windstorm in 1815 and replaced with the current structure. Both buildings were financed by the sale of pews; churchgoers without pews sat on benches. There was no heating system until the mid-

The Historic District



1800s. The unusual steeple structure is thought to be based on designs by architect Asher Benjamin, who published books for the instruction of country builders.

3. Old Town Hall, 16 South Road, 1856, Italianate. Listed in the National Register of Historic Places.

This is the town's only Italianate municipal building. At various times Old Town Hall served as a town office, school, jail, library, Town Meeting hall, and social hall. Renovations are expected to be complete in 2004.

4. Jonathan Bacon Homestead, 133 The Great Road, 1836, Greek Revival

This ostentatious structure, with its two-story Ionic columns, could stand as a symbol of the industrial success of Bedford and of its builder, Jonathan Bacon. Bacon was an entrepreneur in the handmade-shoe trade, the most important industry in Bedford in 1830-1870. He also invented and manufactured large quantities of Bacon's Blind Fasteners. His prosperity enabled him to move his family here from a modest house at 65 South Road.

5. Domine Manse (Nicholas Bowes Homestead), 110 The Great Road, 1730, Colonial

The oldest building in the center of town after the Fitch Tavern, it was built for the town's first minister, Rev. Nicholas Bowes (hence the name Domine Manse, meaning the minister's home). Not long out of Harvard and still in his middle twenties, upon his appointment he immediately became the town's most important citizen. Though a professional man, he also farmed his land as did all the other townsmen of the time. Later, this was also the

home of the town's first schoolmaster. Under the ownership of John Reed, Committees of Correspondence and Safety met here during the Revolution. In the early 20th century the house was a restaurant.

6. Old Burying Ground, Springs Road, ca. 1729

The town's first cemetery, with grave sites dating from 1731. An estimated 1,400 people were buried in this tiny lot, though only about 400 are in marked graves. The northeast corner, called the African

The Historic District (continued)

Reservation, was set aside for African-Americans. The slate gravestones in this cemetery feature winged skulls, wreathed urns, and other characteristic funerary symbols. The few limestone monuments were considered innovative in their time.

7. Hartwell Homestead, 90 The Great Road, 1843, Greek Revival

Ionic columns, quarter-round windows under the gable, and a full-length porch with long windows add architectural interest to this attractive structure. It was inhabited by members of the extensive Hartwell family, whose name is commemorated by both Hartwell Avenue in Lexington and Hartwell Road in Bedford.

8. Simonds House, 36-38 The Great Road, ca. 1830

A 3-1/2 story duplex, the only house of this type in Bedford. In the heyday of Bedford's shoe industry, shops for the manufacture of handmade shoes were located behind this and neighboring houses.

9. Penniman-Stearns Homestead, 26 The Great Road (across from the Congregational church), ca. 1788, Georgian

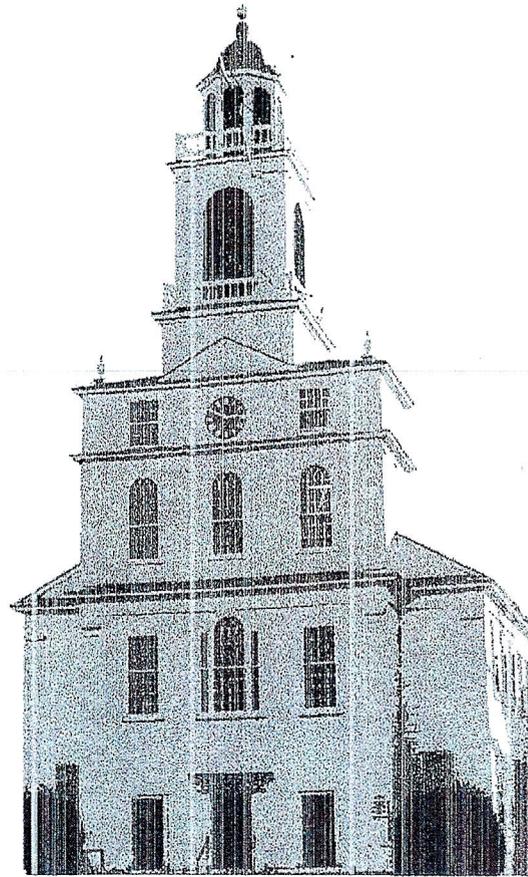
Designed and built by Reuben Duren for Joseph Penniman, the town's third minister; later the home of Samuel Stearns, the fourth minister. The architectural features of this elegant house include a symmetrical façade; a hipped roof (slanted on all four sides); paired chimneys; dentil cornices (toothed trim below the roofline), and corner quoins (wood carved to resemble stone blocks).

10. Kidder-Fitch Homestead (Fitch Tavern), 12 The Great Road, ca. 1710, Colonial

The oldest building in the town center. On April 19, 1775, the town's Militia and Minuteman companies (these were two separate military units) breakfasted here before marching to the Battle of Concord. The house once held a school for young ladies. There is a ballroom upstairs.

11. Elijah Stearns, Esq. Homestead, 4 The Great Road, 1810, Federal

One of the two "brick-ender" houses in town. The ornate doorway was imported from England. In the side yard formerly stood a building that held the town's first post office and general store as well as the town library; it has since been moved to 22-24 Loomis Street. Squire Stearns, the first owner, served as the town's first postmaster.



Second Meeting House

12. Wilson Park (traffic island at the junction of Concord Road and North Road), 1884

On this site, Bedford's military men gathered the morning of April 19, 1775, before marching to the "Concord Fight." An annual Pole Capping ceremony held each spring still honors Revolutionary resistance to tyranny. Note the red hat at the top of the pole.

13. David Rice Homestead, 1 The Great Road (large sycamore tree in front yard), ca. 1810

David Rice, the village blacksmith, lived here. He made the charcoal for his own forge at a site near Carlisle bridge.

14. First Church of Christ, Congregational, 25 The Great Road, 1833

In 1832, religious dissent among the town's Congregationalists, spiritual descendants of the Puritans, led to the formation of a more liberal, breakaway Unitarian society. The Unitarians, being in the majority, retained possession of the church the Common. The rump Congregational society then built this church for their own use.

Note the unusual ornamental millwork above the front entrance.

15. Lewis P. Gleason Homestead, 27 The Great Road (adjacent to the Congregational Church), ca. 1830

Now the parsonage for the Congregational Church, this house was originally a duplex constructed by Joshua Page, a prolific builder. Although the duplex house may seem to be a modern innovation, Page is thought to have introduced the two-family house to Bedford in the early 1800s. A number of other 19th-century double houses still stand in the central part of town.

Now that you've explored the Historic District, take a tour beyond the center. There's so much more to see!

PROJECT: ^{CROSSING} BEDFORD PLACE APARTMENTS
 54 LOOMIS STREET
 BEDFORD, MASSACHUSETTS

PROPERTY OWNER: DAVID CERUNDOLO TRUSTEE
 6 POWERS COURT
 LEXINGTON, MASSACHUSETTS

DEVELOPER: TAMBONE INVESTMENT GROUP
 200 WHEELER ROAD
 BURLINGTON, MASSACHUSETTS

CIVIL ENGINEER: EUGENE T. SULLIVAN, INC.
 230 LOWELL STREET- SUITE 2A
 WILMINGTON, MASSACHUSETTS

LANDSCAPE ARCHITECT: HART HOWERTON
 1280 MASSACHUSETTS AVENUE
 CAMBRIDGE, MASSACHUSETTS

ARCHITECT: db2/ARCHitecture
 5 LOWELL AVENUE
 WINCHESTER, MASSACHUSETTS

GENERAL CONTRACTOR: A.J. MARTINI, INC.
 5 LOWELL AVENUE
 WINCHESTER, MASSACHUSETTS



PROJECT SITE

LOCUS PLAN

DRAWING INDEX:

SHEET NO.	DESCRIPTION
C.1	EXISTING CONDITIONS PLAN
C.2	SITE LAYOUT PLAN
C.3	UTILITIES PLAN
C.4	SITE DETAILS
L.1	LANDSCAPE PLAN
A-1	BUILDING "A" ELEVATIONS AND FLOOR PLANS
A-2	BUILDING "B" ELEVATIONS AND FLOOR PLANS
A-3	UNIT PLANS

FEBRUARY 7, 2013

DATE	REVISION



About the Bedford Depot Park Project

(FROM WEBSITE OF FRIENDS OF DEPOT PARK - PAGE UPDATED: APRIL 24, 2015)



The **Depot Park complex** enhances the Bedford terminus of the popular [Minuteman Bikeway](#) with facilities for [pedestrians and cyclists](#) in a surrounding that recalls the railroad history of the corridor. Improved [landscaping](#), [period-style benches](#), [lighting](#), [bicycle racks](#), picnic tables, and increased [public parking](#) were added at the trail's terminus. In addition, the 1870s-vintage [Railroad Station](#) and [Freight House](#) buildings were purchased for preservation and subsequently restored.

A vintage Boston & Maine Railroad [passenger car](#) was acquired from the MBTA for Depot Park. Rail Diesel Car #6211 formerly operated on the old [commuter rail line](#) between Bedford and Boston. It is now on [static display](#) alongside the Freight House. At Bedford's 2003 Special Town Meeting, \$125,000 was appropriated for cosmetic restoration of the car.

Reconstruction of the nearby Railroad Avenue/Loomis Street/South Road [intersection](#) was a separate but complementary project. It included relocation of overhead utility wires to underground conduit, new granite-curbed sidewalks, and signal-controlled crosswalks. The Bedford DPW completed this work in late fall 2005.

The Massachusetts Highway Department and [Town of Bedford](#) implemented the Depot Park project with \$1.35 million in funding from the Federal and state governments' [Transportation Enhancement Program](#). Planning and design services were provided by the engineering firm [Vanasse Hangen Brustlin, Inc.](#) Site construction was by [D'Allessandro Corporation](#). The project has been aided by the Friends of Bedford Depot Park, a non-profit organization.

Depot Park is a model of a comprehensive and creative transportation enhancement project. It adds and enhances scenic, historical and community value to the Minuteman Bikeway and improves the quality of experience for users of America's 500th rail-trail.

Operation of the Depot Park complex is funded by Freight House food sales proceeds, revenues from rental of Bedford Depot office units, and [rentals of the Budd Rail Diesel Car](#). In 10 years of operating the Freight House welcome center, the Friends organization has raised over \$46,000 for Depot Park.

Three rail-trails converge at Bedford Depot Park:

[The Minuteman Bikeway](#)
to West Cambridge, 10 miles

[The Narrow-Gauge Rail-Trail](#)
to Billerica town line, 3 miles

[The Reformatory Branch Trail](#)

to Concord Center, 4 miles



[The Minuteman Bikeway: Bedford, Lexington, Arlington](#)

The country's 500th rail-trail continues to grow in popularity. The 10-mile Minuteman Commuter Bikeway is one of the most heavily used trails in the United States, according to the national [Rails-to-Trails Conservancy](#).

The Minuteman Bikeway was built in 1992 over the "rail-banked" [Lexington Branch](#) railroad corridor between Bedford and West Cambridge, Massachusetts, which passes through suburban Lexington and Arlington long the way. The trail received its name from the fact that it closely follows the path of the colonial Minutemen during the Battle of 1775.

The Minuteman Bikeway is paved with asphalt and is 12 feet wide. Permitted uses include walking, cycling and inline skating. During winter months, the corridor is often traversed by cross-country skiers.