



The Village at Sudbury Station

Sudbury, Massachusetts

Historic Property Effects Assessment

June 16, 2016

PAL No. 3203

Submitted to:

Town of Sudbury

278 Old Sudbury Road

Sudbury, MA 01776

Introduction

This report presents the findings of a historic property effects assessment conducted by The Public Archaeology Laboratory, Inc. (PAL) for the proposed Village at Sudbury Station housing development (“Project”) in Sudbury, Massachusetts (Figure 1). The Project will require funding, permits, or other approvals from state agencies and will, therefore, be subject to review under the Massachusetts Environmental Policy Act (MEPA, 301 CMR 11) and Massachusetts General Laws (MGL) Chapter 9, Sections 26-27C, which provide for the review of state-funded or permitted projects by the Massachusetts Historical Commission (MHC). The regulations that guide MHC review of state-funded, licensed or permitted projects are published in 950 CMR 71. Additionally, the Project is subject to review by the Sudbury Historic District Commission under guidelines covering new construction with designated local historic districts. This report covers the potential effects of the Project on historic architectural, or aboveground, properties. It is anticipated that an intensive (locational) archaeological survey to identify potentially significant archaeological resources will be conducted before the construction of the Project commences.

Project Description

Sudbury Station LLC is proposing to construct The Village at Sudbury Station, a 250-unit, mixed-income apartment complex located in a wooded area adjacent to Sudbury’s historic town center (Figure 2). Based on information contained in Sudbury Station LLC’s application for a Comprehensive Permit under MGL Chapter 40B, Sections 20-23, the Project will consist of the construction of 13 buildings, including 3 four-story, 2 three-story, and 5 two-story apartment buildings; a clubhouse; a trash/maintenance building; and a wastewater treatment building. Other elements of the Project include a pool, parking areas, walking paths, landscaping, and access drives connecting the development to Hudson and Concord roads. The access drive of Hudson Road will require the acquisition of an existing house at 30 Hudson Road. A modern garage on the property will be removed to make way for the drive.

Methodology

The purpose of this investigation was to assess the Project’s potential to cause adverse effects on historic properties. The initial step consisted of a review of the MHC’s Inventory of the Historic and Archaeological Assets of the Commonwealth (MHC Inventory) to identify historic properties in the vicinity of the Project. The fieldwork for the assessment was conducted on May 19, 2016. It consisted of walkover of the area surrounding the Project site to inspect properties that contribute to the

Sudbury Center Historic District (District) and assess whether or not they would have potential views of the Project. Using topographic and aerial maps showing the location of the Project, a PAL senior architectural historian looked at all developed properties along publicly accessible roads within the District. Notes regarding the setting and physical appearance of the properties were recorded and each property was photographed. Representative viewshed photographs toward the Project area were taken and notes concerning potential views of the Project were recorded.

The standard approach to assessing the potential of a project to cause adverse effects on historic properties is derived from the regulations promulgated by the Advisory Council on Historic Preservation for the implementation of Section 106 of the National Historic Preservation Act, as amended (36 CFR 800). An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register of Historic Places (National Register) in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, and association (36 CFR 800.5[a][1]). While the Section 106 regulations extend only to federal undertakings, the MHC uses similar criteria when assessing the effects of projects undertaken by state agencies that are reviewed under 950 CMR 71. A historic property is defined in the regulations as one that is listed in the State Register of Historic Places.

Sudbury Center Historic District¹

The Sudbury Center Historic District is a National Register-listed and locally designated historic district encompassing Sudbury's historic civic center and residential areas along Concord, Hudson, Old Sudbury, Candy Hill, Goodman Hill, and Rice roads (Figure 3). The area was the location of the first Sudbury settlement by 1640. The District contains many of Sudbury's most significant historic resources, including Sudbury Common, where local Minutemen mustered on the morning of April 19, 1775, before marching off to fight in the Battle of Lexington and Concord; the Revolutionary Cemetery (1735); Loring Parsonage (circa 1700); First Parish Church (1797); Presbyterian Church (1836/1896); Grange Hall (1846); Town Hall (1932); and numerous houses dating from the eighteenth to the early twentieth centuries (Schuler 1995).

Due to its historical significance within the Town of Sudbury, the District has been the subject of a number of survey, registration, and preservation efforts. It received its first official designation in 1963, when the Massachusetts Legislature passed an act that established it as a local historic district, created the Sudbury Historic District Commission, and gave the Commission power to review new construction and alterations to properties within its limits (General Court of Massachusetts 1963). A number of the buildings in the District were surveyed by the Sudbury Historical Society and included in the MHC Inventory in the late 1960s and early 1970s. In 1976, the Sudbury Center Historic District (MHC Area SUD.A) was listed in the National and State Registers of Historic Places (National/State Register). In 1995, the Sudbury Historical Commission resurveyed the District (MHC Area SUD.J) in order to formalize the local historic district boundaries and provide more current information about its contributing resources (Shuler 1995).

¹ The District is referred to by various names in the documentation prepared for it since it was initially created in 1963. To avoid confusion, it will be referred to in this report as the "Sudbury Center Historic District" or the "District."

Effects Assessment

The effects assessment took into account the potential of the Project to cause direct and indirect effects on the District and its contributing resources. Topographically, the tracts of land on which the Project will be constructed comprises the northwest slope of Pine Hill, which crests at 260 feet in the Mount Pleasant Cemetery and slopes down to 190 feet near the bed of the former Farmington & Lowell Railroad (Figure 4). The Project site is heavily treed and contains a number of stone walls that are likely remnants of past use for farming activities in the area (Figure 5). The western boundary of the Project abuts the railroad bed, which the Town plans to convert to a bike path. North of the Project is an undeveloped expanse of woods. To the east, the Project tract is bordered by the Mt. Pleasant Cemetery and Old and New Town cemeteries and to the south by residential development along the north side of Hudson Road. The Project extends into the District boundary at the two locations where the access driveway into the development intersects with Concord and Hudson roads.

Sudbury Common Area

The Sudbury Common Area, including the properties surrounding the Common and those along Concord Road west of Candy Hill Road and Hudson Road east of Peakham Road, is the most likely to be affected due to the proximity of the Project (see Figure 5). Table 1 shows a list of the properties within that area that were considered during the effects assessment (Photos 1-16). There will not be any views to or from the Project of the Common, First Parrish Church, Presbyterian Church, Grange Hall, Town Hall, Hosmer House, Loring Parsonage, Revolutionary Cemetery, and the Revolutionary War Monument due to intervening tree cover and Pine Hill, which rises steeply up to the north of Concord and Hudson roads toward the Mt. Pleasant Cemetery (Photos 17–19). The same is true for the Moore House at 10 Hudson Road, Stearns House at 18 Hudson Road, Hanow House at 24 Hudson Road, and the former Framington & Lowell Railroad Train Station at 40 Hudson Road (Photo 20).

In addition to a lack of views of the Project, this area has already suffered some impacts to its historic appearance, including the construction in the 1970s of the Peter Noyes Elementary School, immediately southeast of the Common, and a grouping of three modern Colonial Revival-style commercial and office buildings at 27 Hudson Road between the Common and Peakham Road (Photo 21). The removal at some time after 2010 of a Cape Cod-type stone house at 15 Hudson Road has also altered the appearance of the area.

Table 1. Contributing Properties in the Sudbury Center Historic District in the Vicinity of the Proposed Village at Sudbury Station Project Site.

Map ID	Name	Address	MHC No.	Photo No.
1	Sudbury Common	Concord and Old Sudbury Rds	SUD.912	1
2	Loring Parsonage	Old Sudbury Rd	SUD.67	2
3	Sudbury Town Hall	Old Sudbury Rd	SUD.103	3
4	Grange Hall	324 Concord Rd	SUD.104	4
5	Methodist (Presbyterian) Church	330 Concord Rd	SUD.105	5
6	Revolutionary Cemetery	South side of Concord Rd	SUD.805	6
7	Revolutionary War Monument	North side of Concord Rd	SUD.903	7

Table 1. Contributing Properties (cont'd).

Map ID	Name	Address	MHC No.	Photo No.
8	Mt. Pleasant Cemetery	North of Concord Rd	SUD.802	8
9	Old Town Cemetery	North of Concord Rd	none	9
10	New Town Cemetery	North of Concord Rd	SUD.804	10
11	First Parish Church	327 Concord Rd	SUD.101	11
12	Hosmer House	299 Old Sudbury Rd	SUD.66	12
13	Moore House	10 Hudson Rd	SUD.65	13
14	Stearns House	18 Hudson Rd	SUD.64	14
15	Hanow House	24 Hudson Rd	SUD.176	none
16	Schulte House	30 Hudson Rd	SUD.174	15
17	Former Framingham & Lowell Railroad Depot	40 Hudson Rd	SUD.63	16

Mt. Pleasant Cemetery and Old and New Town Cemeteries

The Mt. Pleasant and Old and New Town cemeteries are located on top of a hill that rises steeply up from the Sudbury Common and the surrounding civic, religious, and residential buildings that constitute the most significant resources in the District. The cemeteries are generally laid out in a grid pattern with graves lining straight, gravel and dirt paths (see Figure 5). Mt. Pleasant Cemetery is oriented with its paths running east–west and most of its burials are clustered along the crest of the hill (Photo 22). The paths of the Old and New Town cemeteries run north down the hill from a main east–west path along the hill crest. Burials are clustered near the top of the hill and get less dense as the ground slopes down to the north (Photo 23). A northern portion of all of the cemeteries has few burials or has not yet been opened (Photo 24). As currently designed, the proposed apartment buildings closest to the northern end of the cemeteries will be visible due to their height and tree clearing in the area (Photo 25). Stakes showing the location of the buildings were identified during the field survey and show that the most direct views will be caused by tree clearing for the two 2-story apartment buildings closest to the northern border of the cemeteries (Photo 26).

Depending on the extent, the clearing and new construction will introduce a new element into the setting of the historic cemeteries. The location of the cemeteries near, but visually separated from, the Town center by their location on the hill and surrounding tree line, was likely an intention of their design to promote seclusion and contemplation for visitors. The setting is, therefore, an element of the significance of the cemeteries and extensive tree clearing that creates substantial views of the Project will have an effect on their integrity. The effect could be avoided or minimized by moving the buildings slightly to the north and maintaining a sufficient buffer of the mature trees that exist along the northern and western edges of the cemeteries.

Schulte House, 30 Hudson Road (MHC No. 174)

To create the southern entrance off Hudson Road, the Schulte House at 30 Hudson Road has been or will be purchased by Sudbury Station LLC. The Schulte House was constructed about 1925 and is a two-and-one-half-story, Colonial Revival-style building with a side gable roof and wood clapboard siding (see Photo 15). The main entrance on the facade (south) elevation is offset under a hip roof entrance porch with square columns supports. The fenestration on the facade and sides of the house consists of regularly spaced, single, replacement windows. The house has been altered by a one-story hip roof addition with oriel bay windows and a concrete block foundation. A modern, detached, two-car garage with a side gable roof is located to the west of the house.

The Project plans call for the Hudson Road entrance to be constructed where the existing driveway to the house is located and would require the removal of the modern garage on the property (see Figure 2). The construction of the entrance drive would have an effect on the property because it would require a reduction of the property's size and alter its historic appearance by having a heavily traveled roadway constructed immediately adjacent to the house.

Conclusions and Recommendations

The overall impact of the Village at Sudbury Station Project on the Sudbury Center Historic District will be minimal because the most significant contributing properties will be unaffected by its construction. The effects that the Project, as currently designed, will cause are limited to an indirect effect on the Mount Pleasant Cemetery and the New and Old Town cemeteries and a direct effect on the Schulte House at 30 Hudson Road. It is recommended that the indirect effects of the Project on the cemeteries could be avoided or minimized by the retention of a portion of the existing mature tree line that would shield the Project from view. The direct effect on the Schulte House appears to be unavoidable, but could be mitigated by moving the driveway to the western edge of the property.

References

General Court of Massachusetts

1963 An Act establishing a Historic District Commission for the Town of Sudbury and Defining its Powers and Duties, establishing a Historic District therein, and providing for Historic District Zoning. Chapter 40, Acts and Resolves Passed by the General Court of the Commonwealth of Massachusetts, Boston, MA.

Shuler, Gretchen

1995 Old Sudbury Historic District (Area SUD.J). Massachusetts Historical Commission Inventory Form A - Area prepared for the Sudbury Historical Commission, Sudbury, MA.

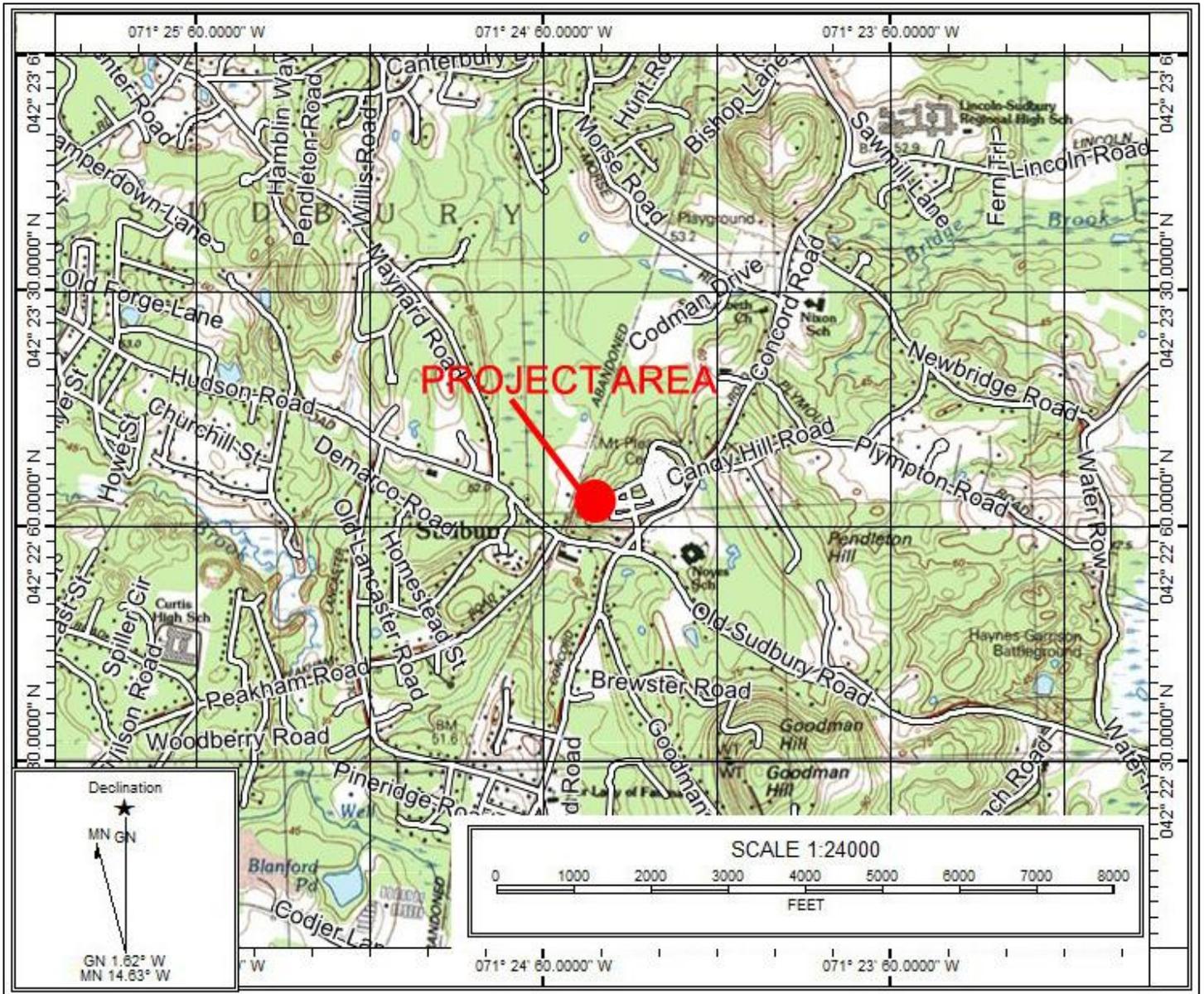


Figure 1. Location of the proposed Village at Sudbury Station Project on the Maynard topographic quadrangle, 7.5 series.

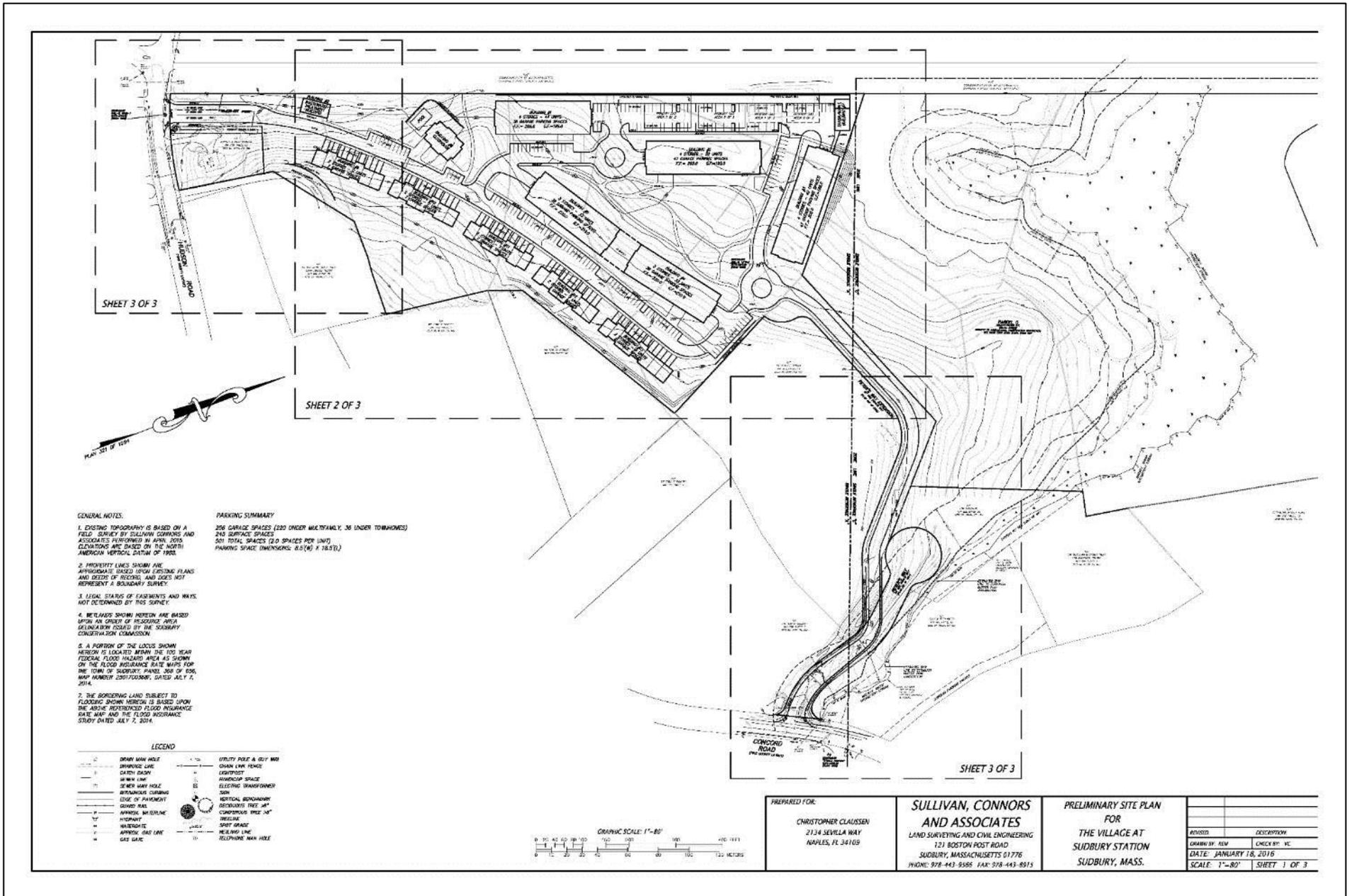


Figure 2. Proposed Village at Sudbury Station Site Plan.

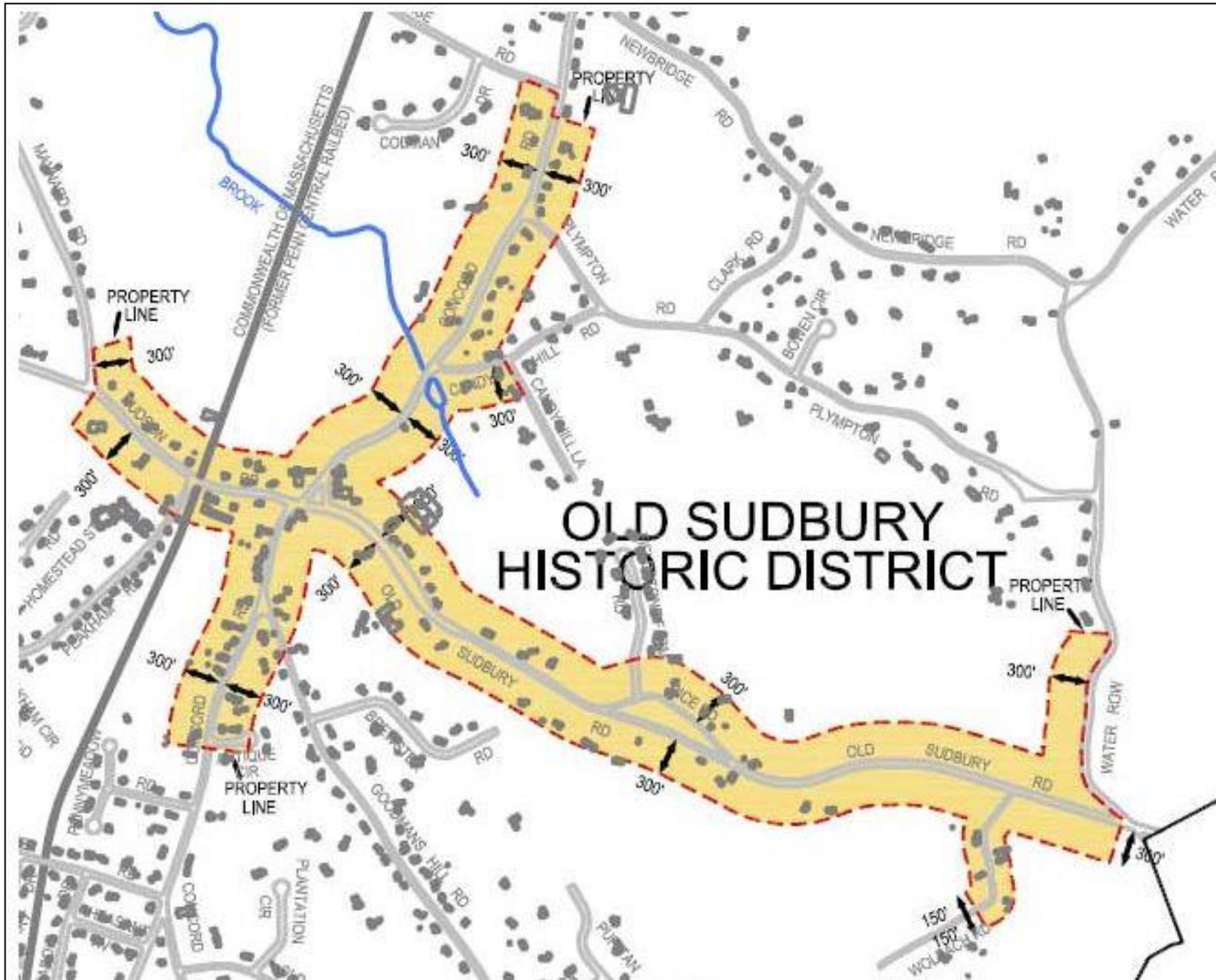


Figure 3. Old Sudbury (Sudbury Center) Historic District.

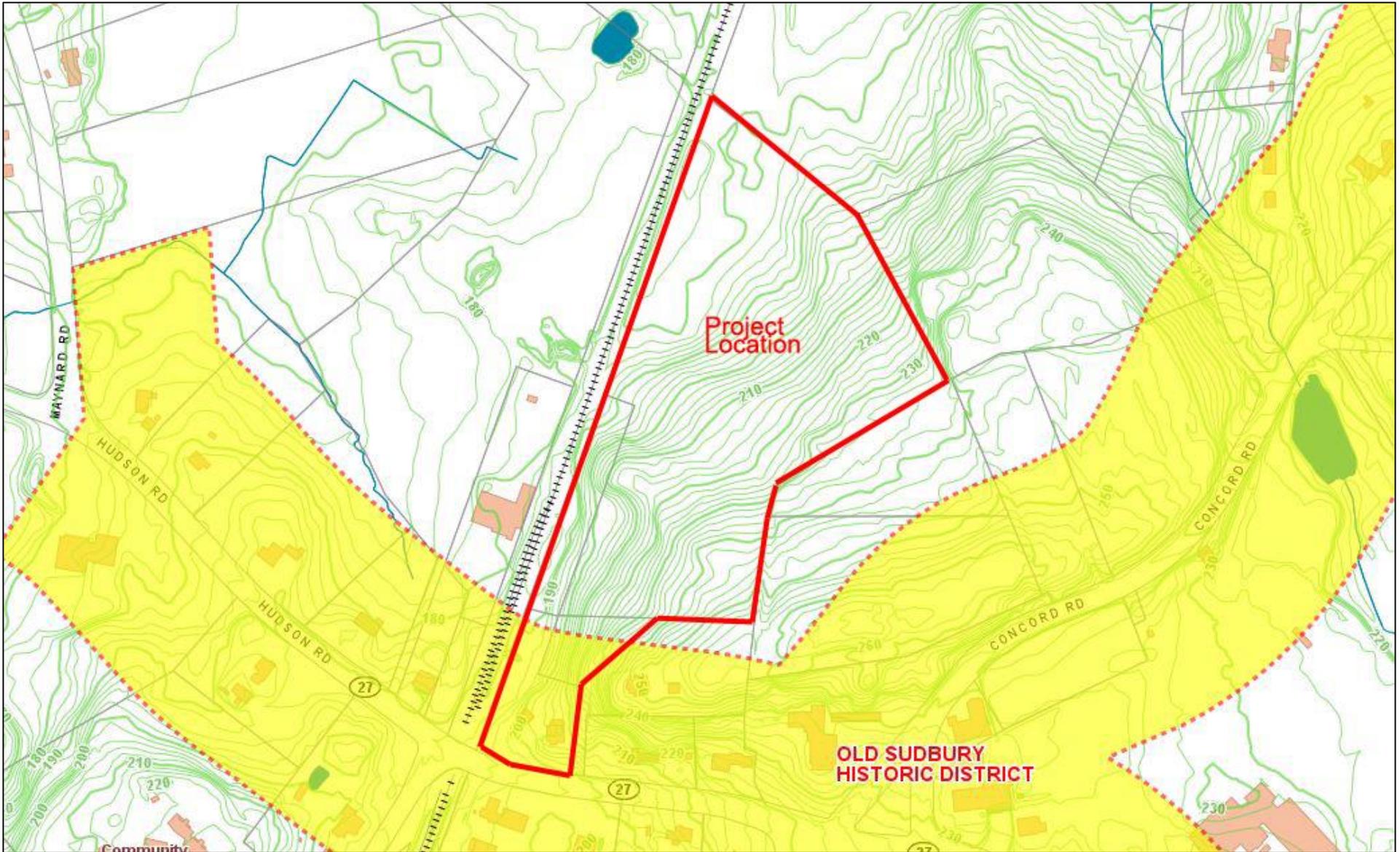


Figure 4. Topographic map showing the location of the Village at Sudbury Station Project area relative to the Old Sudbury (Sudbury Center) Historic District.

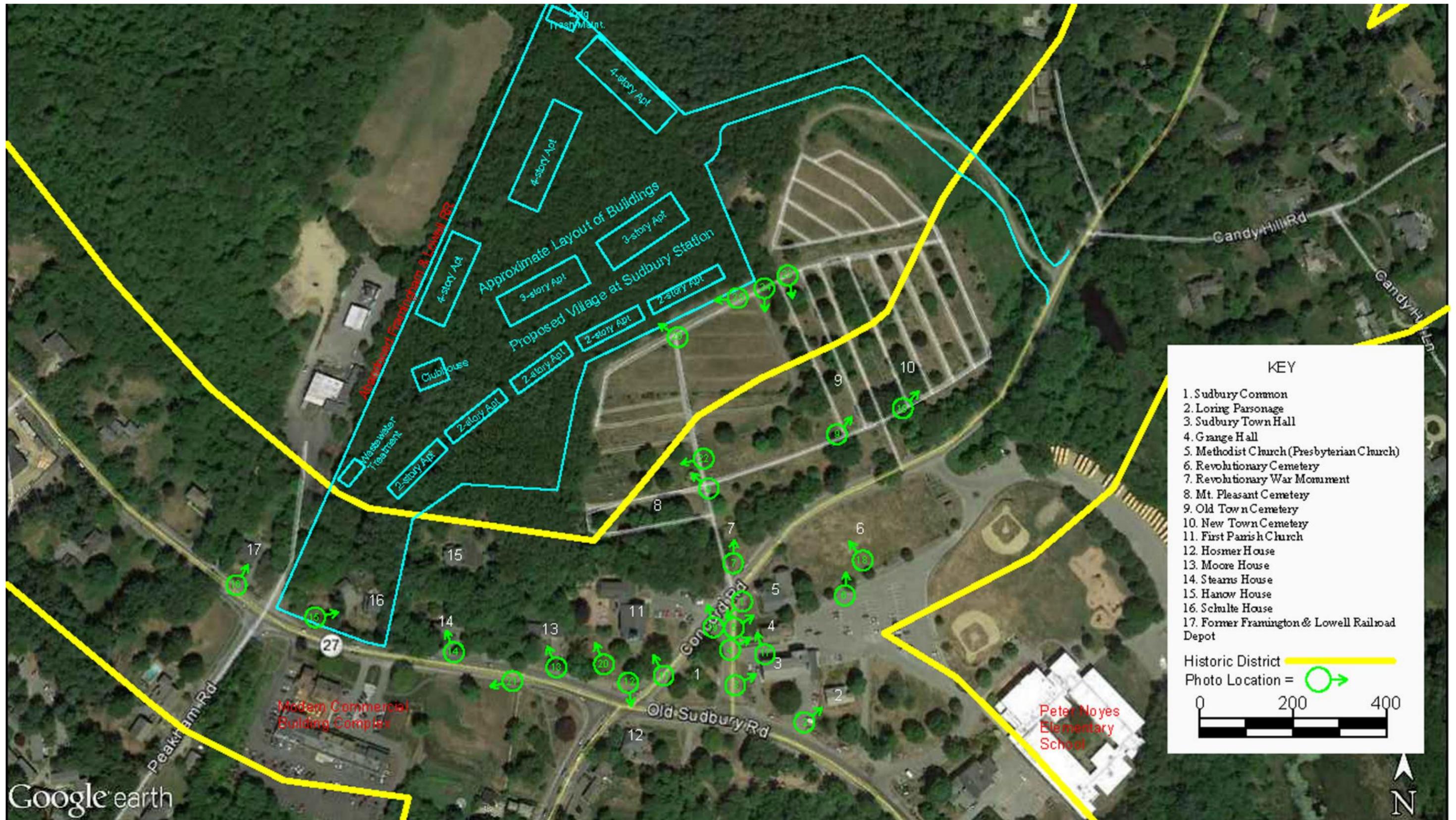


Figure 5. Location of Historic Resources within the Sudbury Center Historic District in the vicinity of the Village at Sudbury Station Project area.



Photo 1. Sudbury Common at Concord and Old Sudbury Rds (MHC No. SUD.912).



Photo 2. Loring Parsonage, Old Sudbury Rd (MHC No. SUD.67).



Photo 3. Sudbury Town Hall, Old Sudbury Rd (MHC No. SUD.103).



Photo 4. Grange Hall, 324 Concord Rd (MHC No. SUD.104).



Photo 5. Methodist (Presbyterian) Church, 330 Concord Rd (MHC No. SUD.105).

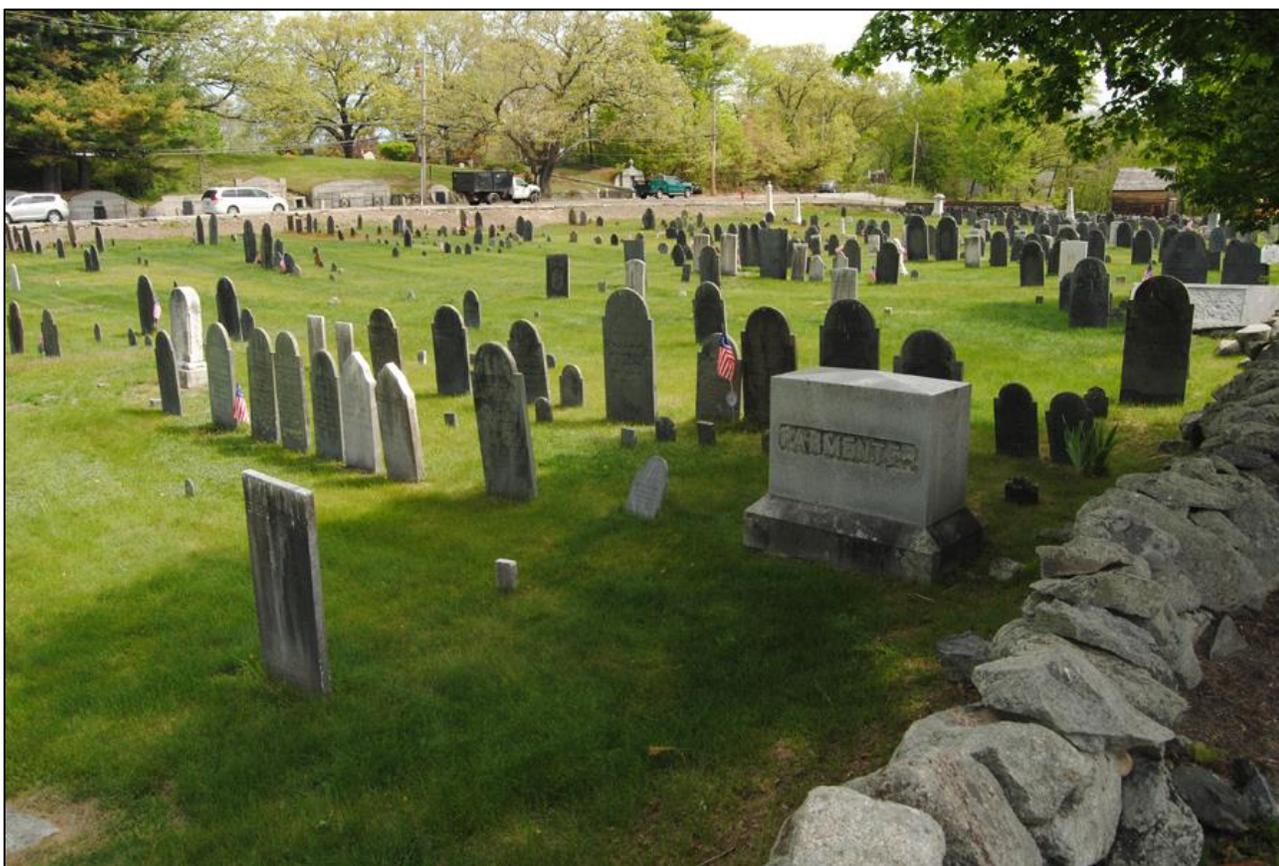


Photo 6. Revolutionary Cemetery, south side of Concord Road (MHC No. SUD.805).



Photo 7. Revolutionary War Monument, north side of Concord Rd (MHC No. SUD.903).



Photo 8. Mt. Pleasant Cemetery, north of Concord Rd (MHC No. SUD.802).

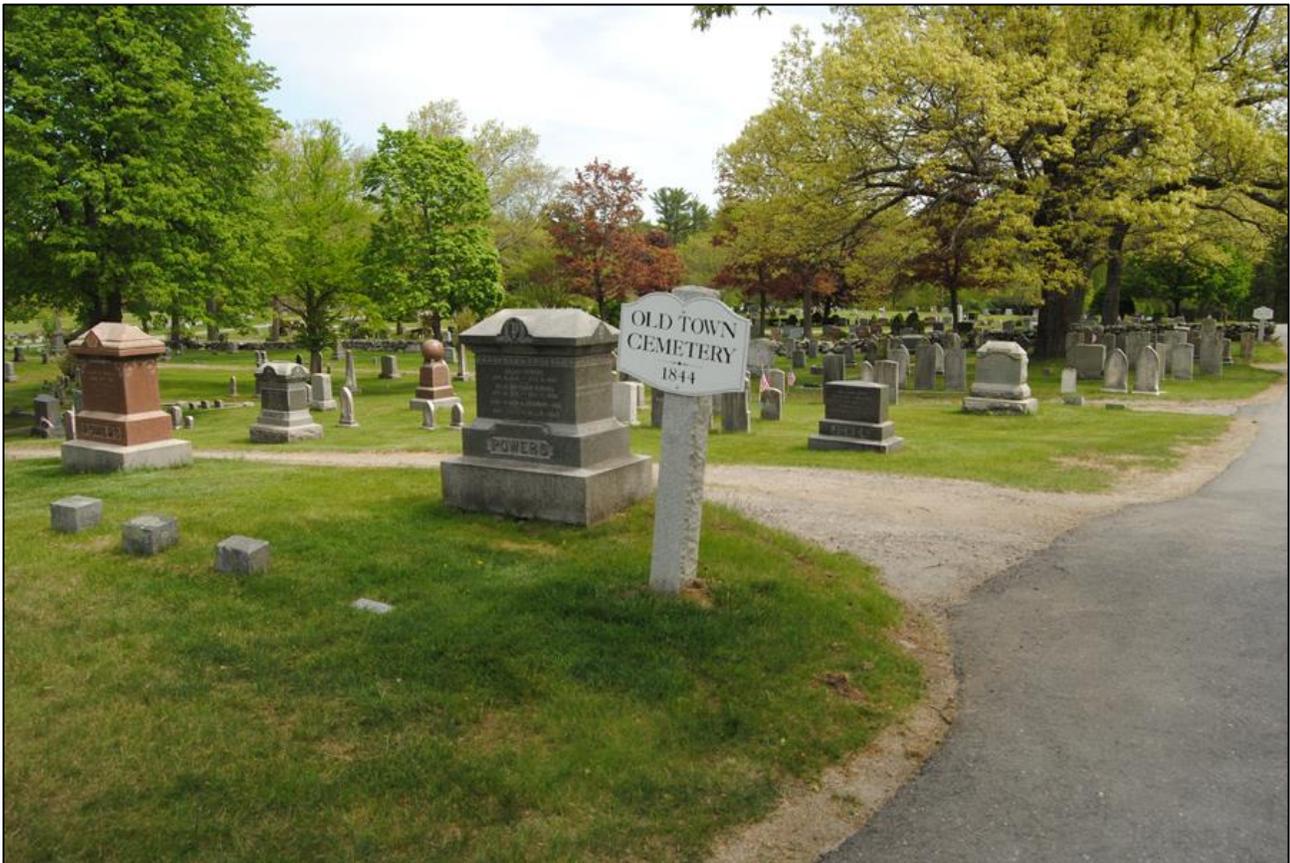


Photo 9. Old Town Cemetery, north of Concord Rd (no MHC No.).



Photo 10. New Town Cemetery, north of Concord Rd (MHC No. SUD.804).



Photo 11. First Parish Church, 327 Concord Rd (MHC No. SUD.101).



Photo 12. Hosmer House, 299 Old Sudbury Rd (MHC No. SUD.66).



Photo 13. Moore House, 10 Hudson Rd (MHC No. SUD.65).



Photo 14. Stearns House, 18 Hudson Rd (MHC No. SUD.64).



Photo 15. Schulte House, 30 Hudson Rd (MHC No. SUD.174).



Photo 16. Former Framingham & Lowell Railroad Depot, 40 Hudson Rd (MHC No. SUD.63).



Photo 17. View from Sudbury Town Hall, Grange Hall, and Methodist (Presbyterian) Church toward the Project site.



Photo 18. View from Revolutionary Cemetery toward the Project site.

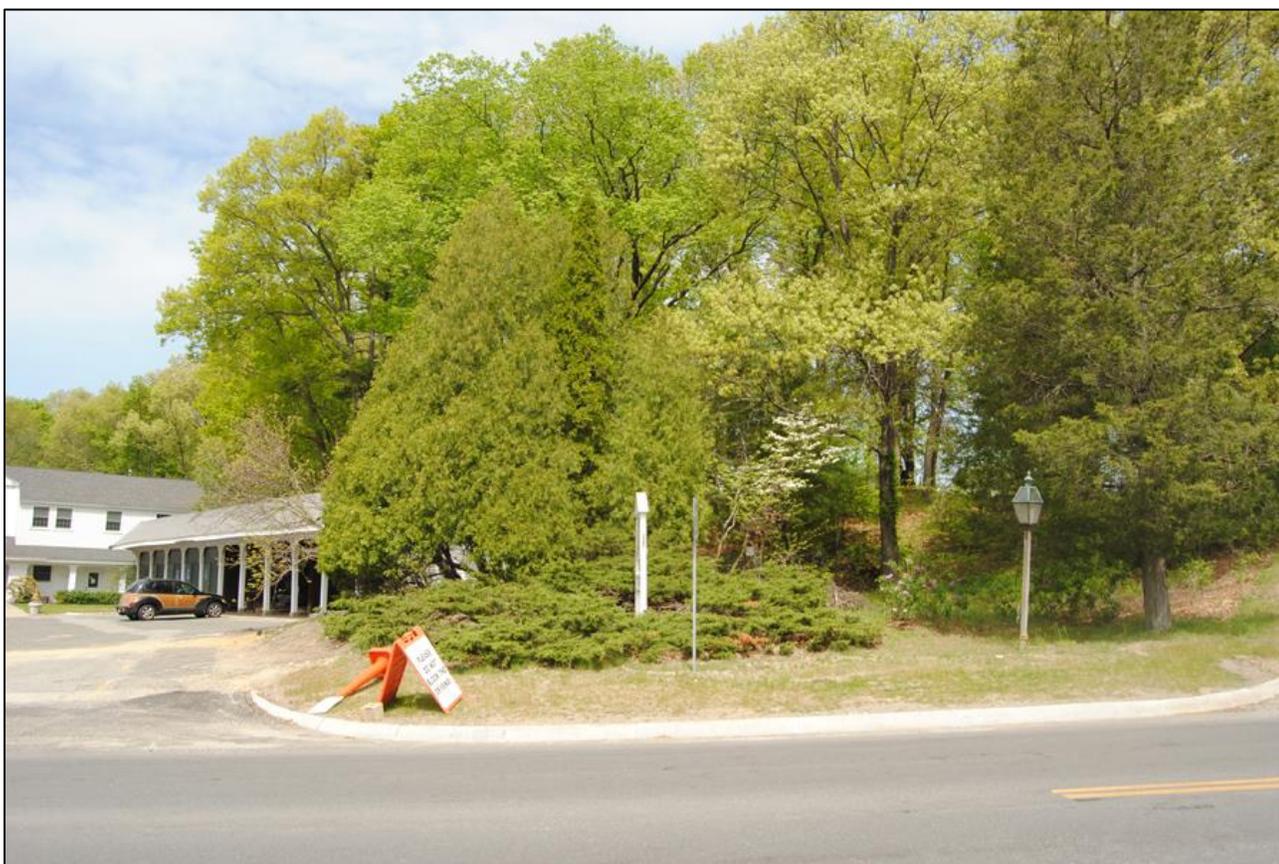


Photo 19. View from Sudbury Common toward the Project site.



Photo 20. View from Moore House, 10 Hudson Rd toward the Project site.



Photo 21. Modern commercial and office complex at 27 Hudson Rd.

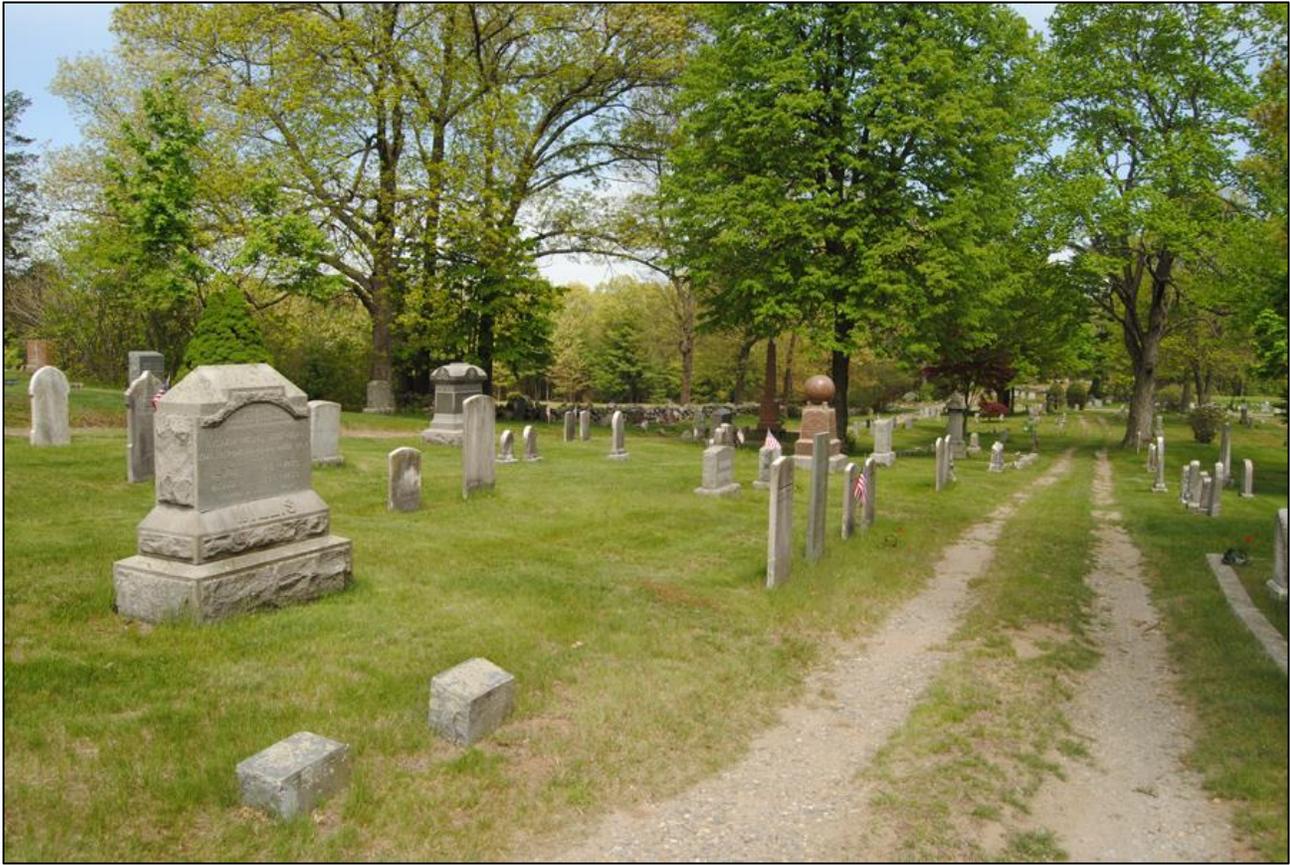


Photo 22. East-west oriented path in Mt. Pleasant Cemetery.

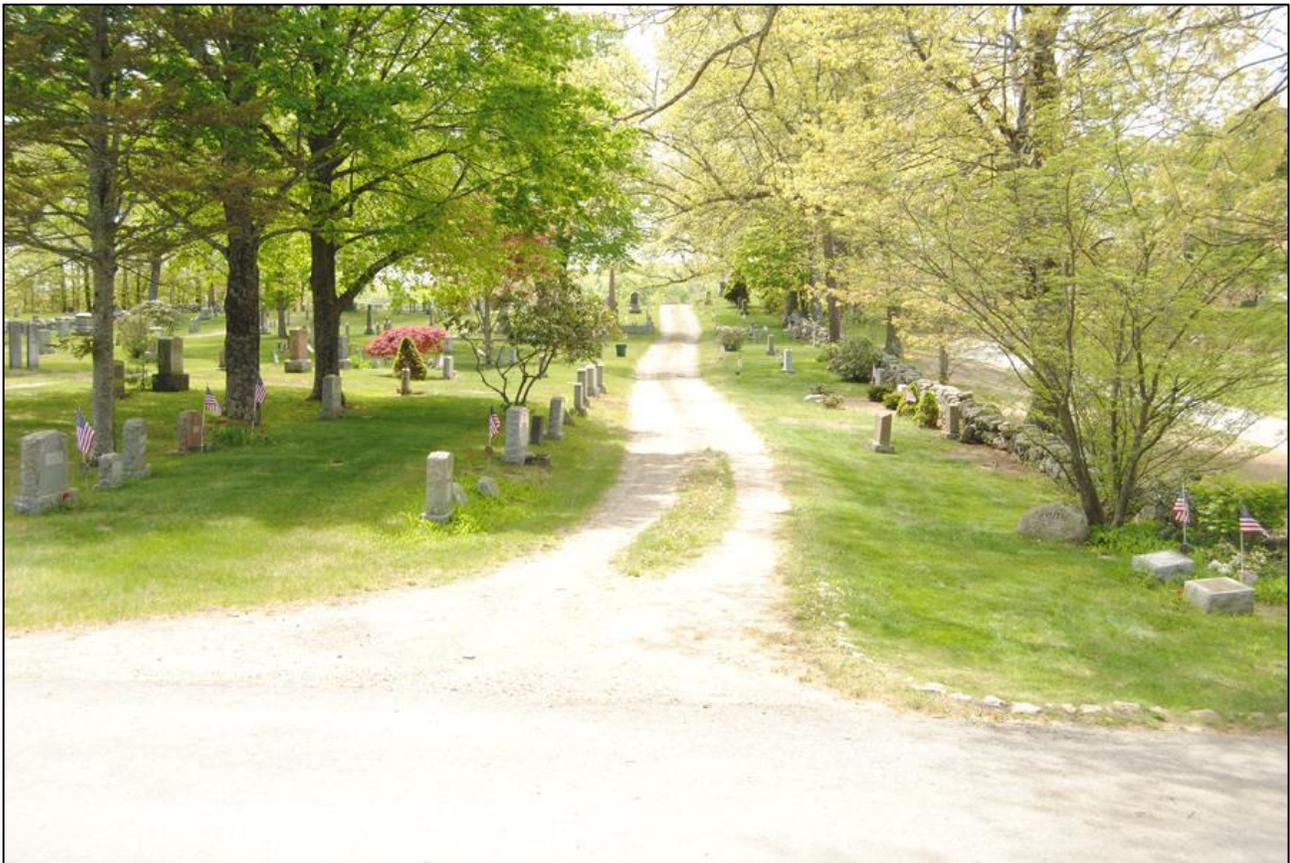


Photo 23. North-south oriented path in Old Town Cemetery.



Photo 24. Northern unopened portion of Mt. Pleasant Cemetery.



Photo 25. Boundary between Mt. Pleasant Cemetery and the Project site.



Photo 26. Stake (left-center) showing location of one of the proposed two-story apartment buildings near the boundary of Mt. Pleasant Cemetery.