

SPECIAL STUDY

HISTORIC MOTOR TRAILS

AND

DISPOSITION OF STRUCTURES

IN

MINUTE MAN NATIONAL HISTORICAL PARK

Prepared by

Office of Resource Planning
Philadelphia Planning and Service Center
Philadelphia, Pennsylvania

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BACKGROUND

By memorandum dated November 22, 1967, the Northeast Region was asked to study and make recommendations as to possible historic motor trails, to identify historic structures and propose methods for retaining them, and to identify nonhistoric structures which should be removed.

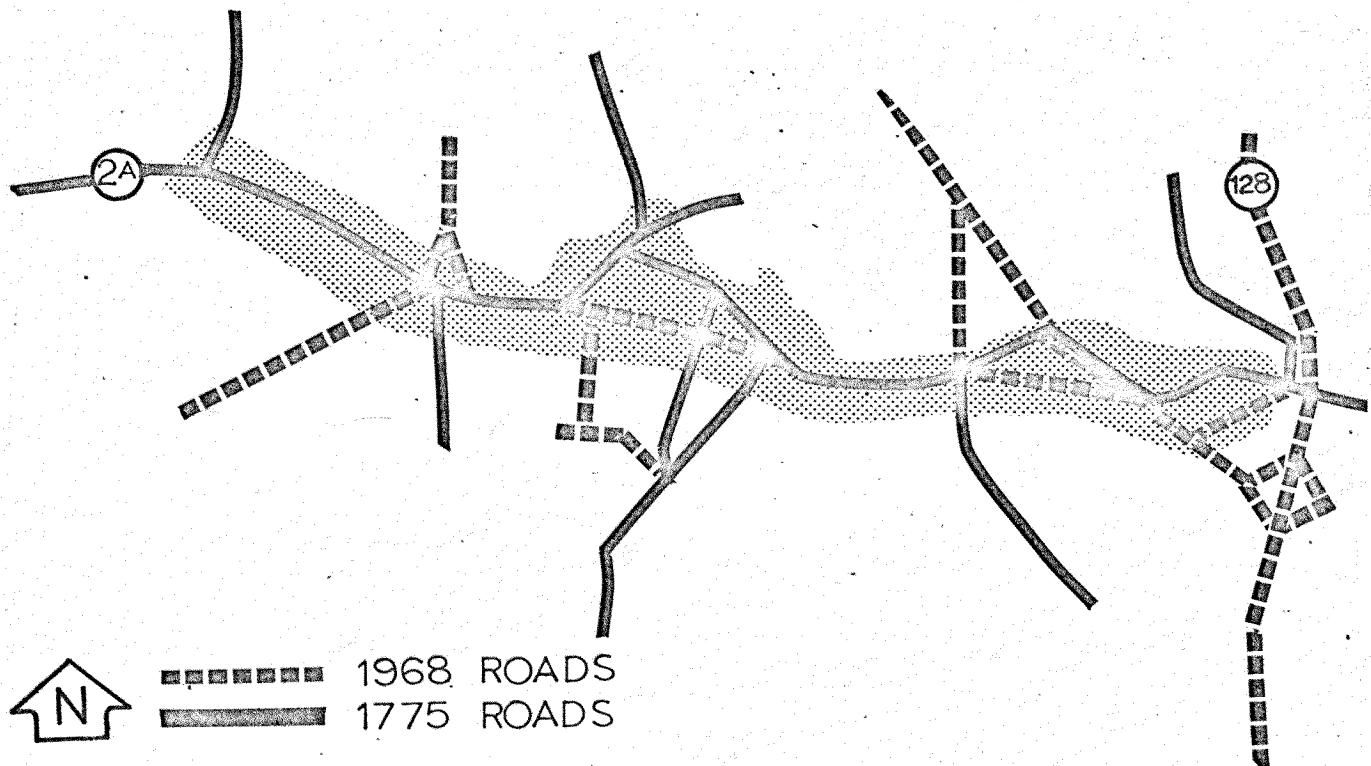
A team composed of members of the Office of Resource Planning and Office of Design and Construction staffs visited the area on January 24-27, and prepared this report.

The subjects studied--potential historic motor trails and building use and treatment--are, to a degree, interrelated. Requirements for restoration of historic structures and removal of nonhistoric structures may well differ for properties adjacent to a historic motor trail as opposed to properties not so located.

This report, however, treats roads and structures as distinct topics, allocating each a section complete with the appropriate maps and drawings. The interrelationship should be kept in mind, and the Tour Road Plan compared with the Structures Plan, but otherwise the two lend themselves to separate treatment.

HISTORIC MOTOR TRAILS

The existing road system, which must be the basis for any system of historic motor trails, is relatively simple. It consists of an east-west spine, Massachusetts Route 2A, intersected by or serving as the starting point of several north-south roads and lanes. Some of these north-south roads existed in 1775, others are modern. Route 2A is, in essence, the historic battle road followed by the British in their advance to and retreat from Concord, although at three points within the Battle Road Unit it diverges from the 1775 road.



The north-south roads do not lend themselves to use as historic motor trails. The park is narrow, and only at most 1,600 feet of any of these roads is within park boundaries. In some instances, a longer loop motor trail could be developed following historic road alignments by using roads well outside the park, but such historic motor trails would pass through modern developments which have altered the character and lessened the charm and historic atmosphere of the landscape. The little open land remaining along historic roads outside the boundaries will almost certainly go into modern development in the future. Moreover, such loops would lead the motorist away from the far more significant battle road.

This leaves Route 2A and the short sections of battle road which diverge from it as possible historic motor trails. The battle road was central to the events of April 19, 1775. Over it, the British marched out to Concord; over it, they retreated to Boston. On it, at Meriam's Corner, the retreating column was attacked, and the retreat became a fight for survival. Its development as an interpretive device for communicating the park story and making historic features accessible to the visitor is essential.

The Tour Road Plan following this page proposes development of Route 2A as a two-way historic motor trail providing pedestrian access to two deviant stretches of the battle road and motor vehicle access to the third.

ROUTE L2 - APPROXIMATE RELOCATION CORRIDOR

MERRIAM'S CORNER SECTION

SEE SCHEMATIC 1
QUAKING BOG
MERRIAM'S CORNER DEVELOPMENT

CONCORD
NO. BRIDGE
ROUTE 62 RELOC.
ROUTE 62 RELOC.

DIVERGENCE OF BATTLE
ROAD FROM TOUR ROAD.
RESTORE BATTLE ROAD.

PROPOSED ROUTE 2 RELOCATION

OLD VIRGINIA ROAD SECTION

SEE SCHEMATIC 2

BATTLE ROAD • RESTORE TO ORIGINAL GRADE,
LOCATION, & SURFACE • PEDESTRIAN WAY
ONLY.



EXISTING RTE. 2A
WALKING TOUR
TAKE-OFF POINT

AIR FORCE
BASES

PEDESTRIAN WAY ONLY

LEGEND

000000 HISTORIC BATTLE ROAD

==== TOUR ROAD

===== BATTLE ROAD & TOUR ROAD IN CONJUNCTION

||||| OTHER ROADS

NARRETT-NELSON ROAD • FISKE HILL SECTION

SEE SCHEMATIC 3

BATTLE ROAD & TOUR ROAD IN CONJUNCTION.
ONE-WAY WEST • RESTORE TO ORIGINAL GRADE,
LOCATION, & SURFACE • PART OF HISTORICAL
MOTOR TRAIL.

BATTLE ROAD • RESTORE TO
ORIGINAL GRADE, LOCATION, &
SURFACE • PEDESTRIAN WAY ONLY.

NELSON RD
NARRETT ONE-WAY ST.

ONE-WAY

PROPOSED
ROUTE 2A RELOCATION

EXISTING ROUTE 2A LOCATION • ONE-WAY
EAST • PART OF HISTORICAL MOTOR TRAIL.
SURFACE IN CHARACTER

ROUTE
128

INTERCHANGE 45

North

MINUTE MAN N.H.P.

TOUR ROAD PLAN

ABRAHAM TAYLOR HOUSE SITE

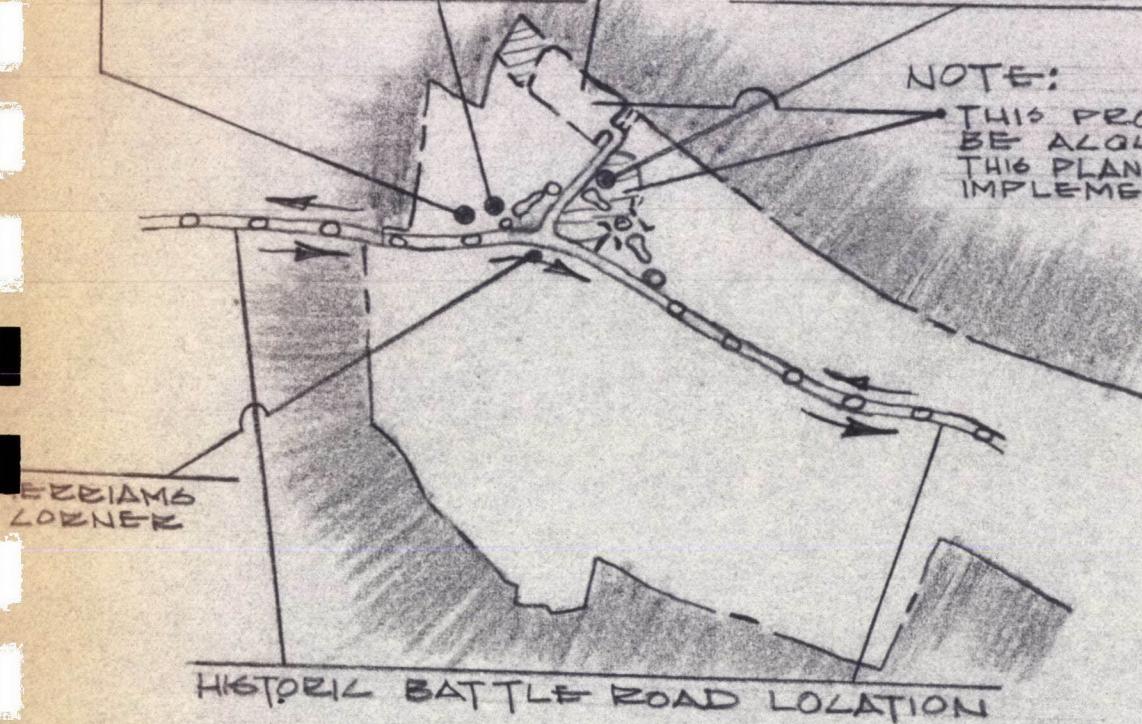
PROPOSED PARKING

DANIEL TAYLOR HOUSE

MERRIAM HOUSE

NOTE:

THIS PROPERTY MUST
BE ACQUIRED BEFORE
THIS PLAN CAN BE
IMPLEMENTED.



LEGEND

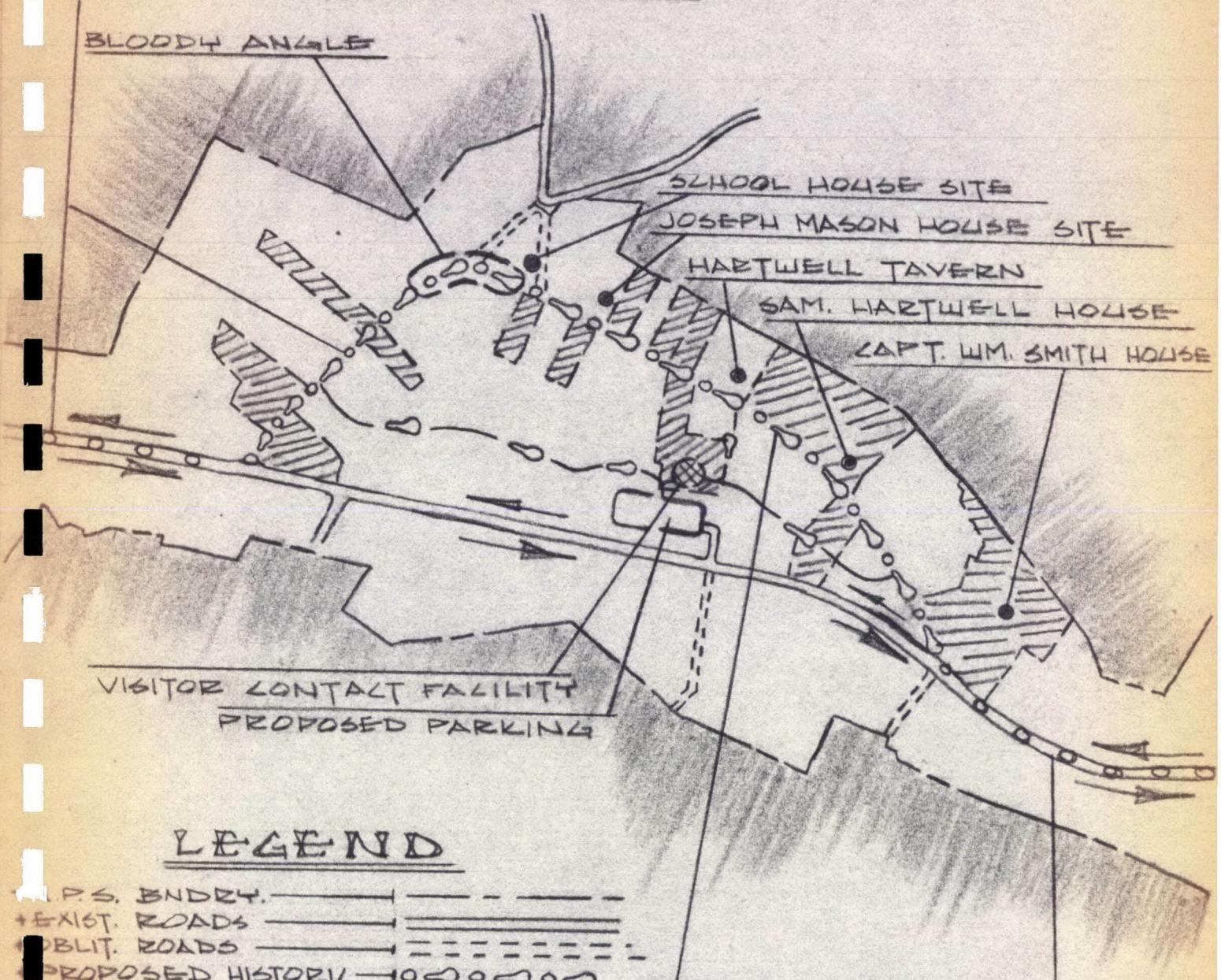
- N.P.S. BNDRY. ——————
- EXIST. ROADS ——————
- + OBLIT. ROADS ——————
- PROPOSED HISTORIC ——————
- FOOT TRAIL ——————

APPROX. SCALE: 1" = 800'

SCHHEMATIC "1"



HISTORIC BATTLE ROAD LOCATION



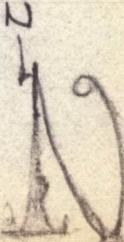
LEGEND

- P.S. BNDRY. ——————
- EXIST. ROADS ————
- PROBLIT. ROADS - - - - -
- PROPOSED HISTORIC FOOT TRAIL O O O O O
- HISTORIC BATTLE ROAD O O O O
- PROPOSED FOOT TRAIL — — — —
- PROPERTY MUST BE ACQUIRED BEFORE PLAN CAN BE IMPLEMENTED □

HISTORIC BATTLE ROAD LOCATION

APPROX. SCALE: 1" = 800'

N

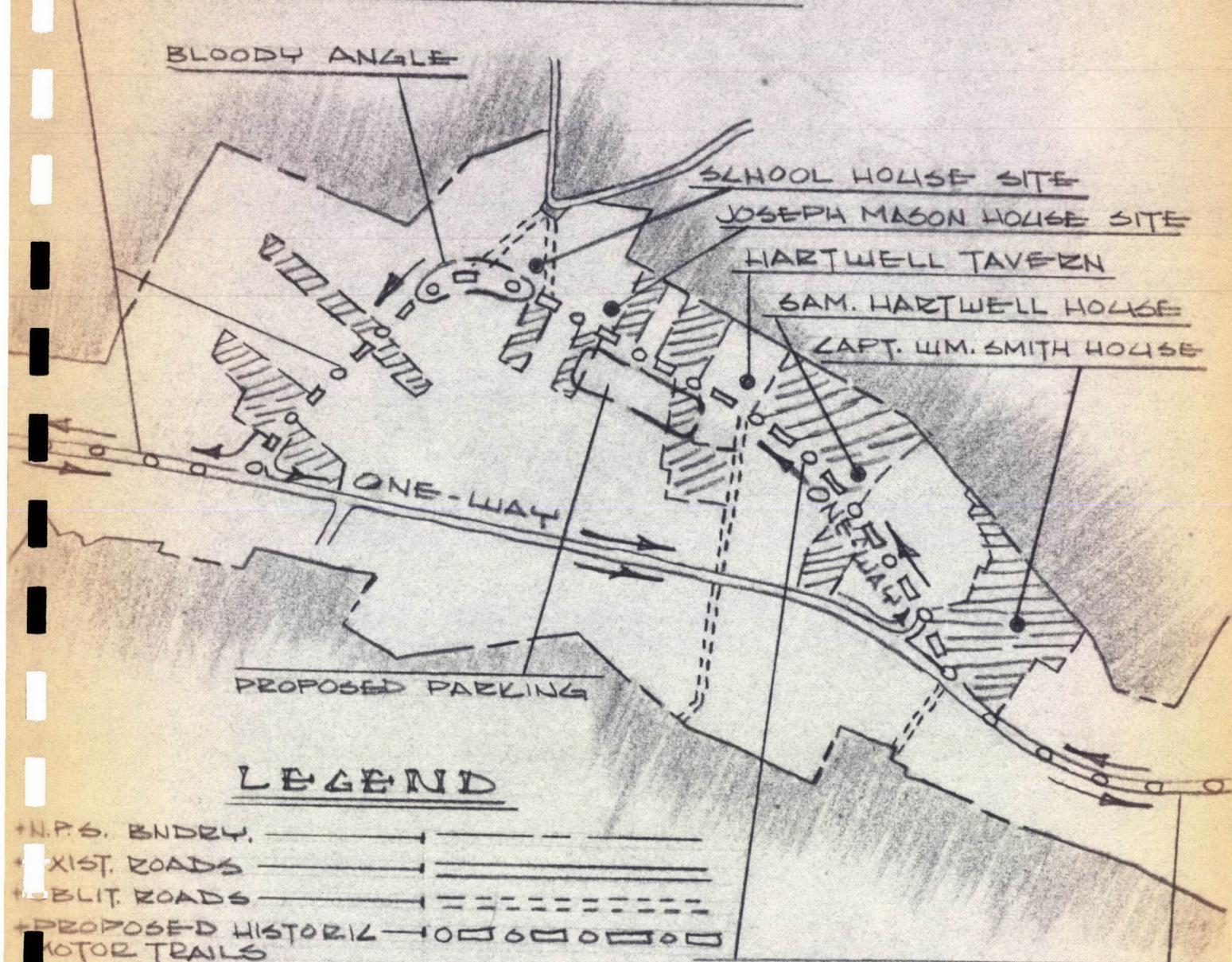


Schematic "2A"

WALKING TRAIL

NORTH

HISTORIC BATTLE ROAD LOCATION



APPROX. SCALE: 1"=800'

N

Schematic "2B" NORTH
MOTOR TRAIL

EXISTING WANSLOM AIR FORCE BASE ACCESS

NOTE:

TO BE OBLITERATED UPON COMPLETION
OF NEW BASE ACCESS RD. SEE TOUR ROAD
PLAN FOR NEW BASE ACCESS ROAD LOCATION.

VACANT HOUSE SITE

CORDWAINER'S SHOOP SITE

MINUTE MAN BOULDER

JOSIAH NELSON HOUSE SITE

THOMAS NELSON HOUSE SITE

TABITHA NELSON HOUSE SITE

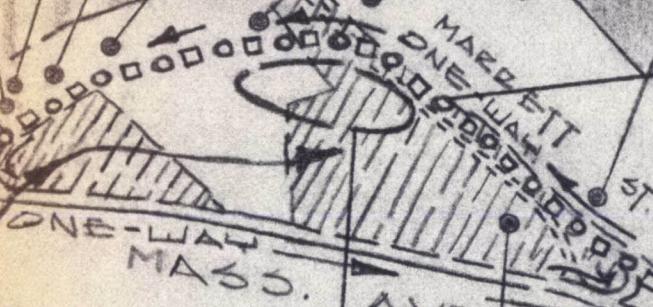
WHITTEMORE HOUSE

FISKE HOMESTD. SITE

FISKE HILL

HISTORIC BATTLE
ROAD LOCATION

BLUFF



PROPOSED PARKING

BULL TAVERN SITE

NOTE:
THIS LAND MUST BE ACQUIRED BEFORE
THIS PROPOSAL CAN BE IMPLEMENTED

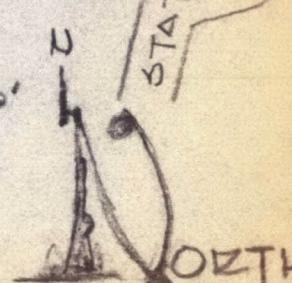
PROPOSED VISITOR CENTER

LEGEND

- P. S. BNDEY.
- EXIST. ROADS
- BLIT ROADS
- PROPOSED HISTORIC
- FOOT TRAIL
- PROPOSED HISTORIC
- OTOR TRAIL
- POT TRAIL

APPROX. SCALE 1"=800'

SCHHEMATI C "3"



DEVELOPMENT ANALYSIS

1. Deviant Sections

The road followed by the British on their advance to and retreat from Concord deviates from modern Route 2A at three places within the park's Battle Road Unit. All three deviations take the form of triangles with modern 2A as their base. The first is just inside the east boundary at Fiske Hill. The second, just to the west of the first, occurs where the battle road swings away from 2A on Marrett Road and returns to it via Nelson Road. The third is near the middle of the Battle Road Unit, where Virginia and Old Bedford Roads form the legs of the triangle. A fourth, minor deviation occurs at Meriam's Corner, where the battle road ran just north of present 2A for a few hundred yards.

While structures and sites associated with the battle occur along Route 2A, such structures and sites are more numerous, and tend to be more significant and interesting, along the deviant routes. Moreover, the deviant sections, though blacktopped, retain more of the aura of the past--the narrow right-of-way, the closely paralleling stone walls, the bordering lines of trees--and less of modern development than does 2A.

The 1965 Master Plan for Minute Man National Historical Park recommended that these deviations be restored to their 1775 appearance, insofar as possible, and opened to pedestrian traffic only. This study concurs in that recommendation, except for the Marrett Road-Nelson Road triangle (see Schematic). Development of two deviant sections for pedestrian access will keep both moving and parked cars out of the sight of visitors to these sections, and place the visitor in the 1775 scene with no evidence of modernity to break his tie to the past. Development of the Marrett Road-Nelson Road segment as an auto trail will give motorists access to several significant and interesting sites. Since the sites in this section are north of the road, necessary parking can be placed south of the road and screened (see Schematic 3).

2. Two-Way Traffic

From the standpoint of visitor enjoyment of a drive through the park, as well as his safety, convenience, and ease of access to park features, which occur on both sides of the road, a one-way motor trail is desirable. Since the British both advanced and retreated over the road, either a two-way road or a one-way east-bound one can be used to present the park story effectively.

Traffic patterns suggest a two-way motor trail. Visitors, whether they drive out from Boston specifically to visit the park or visit the park as part of a longer trip, arrive both at the east end of the park heading west or at the west end heading east. Statistics as to which direction predominates, or whether either predominates over visitors who come only to see the North Bridge Unit or arrive at the North Bridge Unit heading east, are not available. Development of Route 2-A as a one-way motor trail would require visitors traveling in the opposite direction to go to the other end of the park, turn back over the motor trail, then turn back again to resume their trip.

The Marrett Road-Nelson Road deviation should be one way. The road bed in this section is too narrow to carry two way traffic safely, and cannot be widened without disturbing the aura of the past which gives it its charm. This section should carry westbound traffic, with the base of the triangle, 2A, retained for eastbound cars. Eastbound motorists can use the section by turning left into it, traversing it, then turning left onto 2A again with a minimum of inconvenience and without turning across oncoming traffic. This recommendation cannot be implemented as long as through and local non-park traffic continue to use 2A.

While this study recommends that the other two deviations be restricted to pedestrian traffic, they could be developed as motor trails. In this case, they should be one way roads, and the Virginia Road-Old Bedford Road section should be one way westbound. To obviate need for an additional entrance station and to encourage initial orientation at the Fiske Hill interpretive facility, the Fiske Hill section should be one way east, though this would require traffic controls to permit cars using it to turn left across oncoming traffic safely.

3. Roadway and Roadside Treatment

For most of its length, Route 2-A overlays the battle road, and should be developed into a pleasant, effective historic motor road which will help those driving over it to recapture the aura of the past.

The landscape beside 2-A has been altered to a greater extent than that bordering the tree deviant sections, and 2-A now possesses less of the aura of the past than do the deviant sections. However, the landscape has not been so altered as to preclude recapturing such an aura, and the actions needed to do so can be accomplished over a period of time.

The first step, as control of roadside properties is acquired, should be to remove modern structures along the road and screen from view modern structures outside park boundaries. Historic structures should be spruced up, and sites identified. To the extent possible within available funds and staff, the roadsides should be restored to their 1775 character, and adjacent lands managed to suggest the historic pattern of meadow, pasture and woodland.

When control of the roadbed is obtained, it should be treated to reduce its "state highway" character. Its width should be reduced to safe two-way tour standards, which would be little wider than many sections of the 1775 road probably were. Its blacktop surface should be treated to give it more of the color and texture of a dirt road, and, where possible, fills should be removed and the road returned to natural grade. These actions can be programmed over a period of years and as re-surfacing or repair become necessary.

4. Tour Road Use

At present, the National Park Service has no control over access to 2-A or the other public roads within the park. Even when such control is obtained, the proposed historic motor trail should be unrestricted save for payment of a land and water conservation fund entrance fee. Use should be on a self-guide basis, since visitor use will be too great for auto caravans or other forms of conducted tours to function effectively. School groups, of course, can be given guided tours.

5. Interim Use

As long as Route 2-A and other roads within the park continue to carry heavy local and commuter traffic, historic motor trail use is severely limited. However, some motor tour use can be made of them.

Deviant stretches of the 1775 battleroad are so identified. Those sections of 2-A within park boundaries which overlay the battle road should be identified. Visitor use of the battle road should be encouraged in all facets of the park interpretive program, and by marking and interpreting structures and sites on lands already acquired.

6. Ultimate Use

As visitor use increases, the proposed tour road may become inadequate to handle summer traffic. If this should happen, it may be necessary to close the road to cars and institute some form of shuttle public transportation between Meriam's Corner and Fiske Hill. Such a service would require parking facilities at either end of the Battle Road Unit, and future planning should recognize this possibility and reserve space for parking.

PROPOSED PLAN FOR TREATMENT OF ACQUIRED
OR TO BE ACQUIRED STRUCTURES

The following list is separated into four sections. Item one includes historic structures owned by the National Park Service. Item two includes historic structures within park boundaries not yet acquired. Item three covers non-historic buildings already acquired. Item four includes non-historic buildings to be acquired. Recommendations for use or disposition of each structure are included; the number assigned each building in the text is keyed to the accompanying map.

Where historic buildings are proposed for lease-back or sell-back to private owners, it is recommended that the Service restore only the exteriors of the buildings to their 1775 appearance. Work contemplated by the lessee or sell-back owner for the interior of the structure should be approved by the Branch of Historic Restoration.

With the exception of those historic structures proposed as exhibit buildings, an archeologically correct restoration of exterior details may not be necessary to maintain or enhance the historic scene. Certainly, any modern alterations readily discernible by a knowledgeable visitor should be undone, but the precise degree of exterior restoration necessary to retain or enhance the historic character of the park should be determined by Historic Structure Reports.

I. Historic Houses-Owned by the National Park Service

Number

1. Jacob Whittemore: Parcel Q, Lexington. Proposed in Master Plan for quarters. On historic Battle Road which is proposed one-way motor trail. Suggest a lease-back since NPS would need control of road and access to property.
2. Ephraim Hartwell Tavern: Parcel 4-C, Lincoln. Proposed in Master Plan for Historic House Museum. We reiterate this proposed use as building will serve as primary interpretive point for the mid-park area. Could be restored and demonstrated as a colonial tavern.
3. Samuel Brooks House: Parcel 8-A, Concord. Proposed in Master Plan for use as quarters. This colonial house looks in bad condition from the outside, but inside, other than an archaic kitchen and bath, it is in reasonably good shape. It should be repaired and exterior renovated before sell-back or lease-back is undertaken.
4. Samuel Whitney House: (The Wayside), Concord. Proposed for opening as historic house museum in the Master Plan. This should be done; probably the most important historic structure in the area. Work is underway at present.
5. Wayside Barn: Concord. Should be left as contact station and waiting room for house visitors.
6. Major John Butterick House: Concord. Proposed for quarters in Master Plan. This house should remain in federal ownership as the land and space will be needed for development and/or preservation of park values. It could be converted to office space or even visitor use at a later date. It could be leased back to a private individual but should not be sold back.
- *7. Joshua Brooks, Jr., House: Lincoln (Parcel 7-E). Proposed for quarters in Master Plan. This house could be leased back or sold back with restrictions.

* Structure built after 1775.

Number

8. Elisha Jones House: Concord. This house is used as quarters. For public relations purposes this house makes a good residence for the Superintendent. Its shed, which contains the historic bullet hole, should be kept as an exterior exhibit.
9. Daniel Taylor House: Parcel 9-K, Concord. Proposed for quarters and contact station in Master Plan. This house should be kept in Government ownership for use as ranger station and ranger quarters at west end of Battle Road Unit.
10. Job Brooks House: Parcel 3-U, Concord. Proposed for museum on historic building methods in Master Plan. We now question this use. Sections of the building have been removed in preparation for exterior restoration; when restoration was stopped, the structure was mothballed. Exterior restoration will involve considerable work. The future of this house should be determined by consultation among all interested offices.

II. Historic Houses in Park Area Still in Private Ownership

Number

- *11. John Nelson House: Parcel G, Lincoln. Early 19th Century house. Purchase entire parcel and lease or sell back house plus small amount of land.
- 12. Capt. William Smith House: Parcel WW, Lincoln. Colonial house with connections to the Battle story. Purchase and lease or sell back.
- *13. Brooks Tavern: Parcel 7-I, Lincoln. Early 19th Century house. Proposed as Park Headquarters in Master Plan. Acquire for Park Headquarters.
- 14. Widow Olive Stow House: Parcel 8-N, Concord. Recommend scenic easement or purchase and sell or lease back.
- *15. Farwell Jones House: Parcel 8-O, Concord. Possible late 18th or early 19th Century house. Has been altered a great deal. Scenic easement or purchase and lease or sell back.
- 16. Meriam House: Parcel 9-I, Concord. Seventeenth Century House proposed as historic house museum. Purchase for use and restoration as historic house museum.
- 17. Reuben Hunt House and Barn: Parcel RR, Concord. Purchase and lease or sell back.
- 18. Old Manse: Parcel L, Concord. Owned and operated by Trustees of Reservations. To remain in non-Federal public ownership unless requested by Trustees of Reservations to purchase.
- *19. House in Abraham Taylor's Lot: Parcel 9-L, Concord. Exclude from park boundary.
- *20. Minott House: Parcel 9-C, Concord. Purchase and sell or lease back with restrictions.

*Structure built after 1775.

III. Non-Historic Structures - Owned by the National Park Service

Number

21. Robert Breslin House: 2883 Massachusetts Avenue, Lexington.. Put up for sale and removal or demolition.
22. Monroe House: Parcel FF, Lexington. Utilized as ranger quarters. Property is located near main entrance of park.
23. Ayer House: Parcel HH, Lexington. Put up for sale and removal or demolition.
24. Neville House: Parcel D, Lincoln. Put up for sale and removal or demolition.
25. Neville Barn: Parcel I, Lincoln. Retain as part of historic scene.
26. Domenichella: Parcel U, Lincoln. Remove or demolish following period of use and occupancy by former owner.
27. David Butterick Ice Cream Stand: Parcel GG, Lincoln. Remove or demolish.
28. Geophysics Building: Parcel Y, Lincoln. Retain as temporary park headquarters building until permanent headquarters have been established in the Brooks Tavern.
29. Giurleo: Parcel BB, Lincoln. Modern residence and garage should be removed following period of use and occupancy by former owner.
30. Newman House and Shed: Parcel TT, Lincoln. Remove or demolish following period of occupancy by former owner.
31. Hunt: Parcel 3-J, Lincoln. This substandard residence should be removed and demolished.

- | <u>Number</u> | |
|---------------|---|
| 32. | <u>Korhonen</u> : Parcel 3-M, Lincoln. Modern residence.
Should be sold and removed or demolished. |
| 33. | <u>Maxner</u> : Parcel 3-W, Lincoln. Modern residence.
Should be sold and removed or demolished. |
| 34. | <u>Kuhns</u> : Parcel 3-N, Lincoln. Modern residence.
Should be sold and removed or demolished. |
| 35. | <u>Drew</u> : Parcel 3-Q, Lincoln. Modern residence.
Should be sold and removed or demolished. |
| 36. | <u>Algeo</u> : Parcel 3-S, Lincoln. Modern residence and garage.
Should be sold and removed or demolished. |
| 37. | <u>Spaeth</u> : Parcel 4-U, Lincoln. Modern residence.
Should be sold and removed or demolished. |
| 38. | <u>Hollingsworth</u> : Parcel 6-P, Lincoln. Modern residence.
Should be sold and removed or demolished. |
| 39.. | <u>Parcels 6-I, 6-H, 6-E, and 6-D</u> : Lincoln. It is recommended that these four modern residences be utilized as a long-range quarters area for employees. |
| 40. | <u>Parcel 6-T</u> : Lincoln. This modern residence should be sold and removed or demolished. |
| 41. | <u>Parcel 6-W</u> : Lincoln. Modern residence and garage.
Should be sold and removed or demolished. |
| 42. | <u>Parcel 4-L</u> : Lincoln. This non-historic building should be sold and removed or demolished. |
| 43. | <u>Parcel 5-A</u> : Lincoln. Modern residence. Should be sold and removed or demolished. |
| 44. | <u>Parcel 4-Y</u> : Lincoln. Modern residence. Should be sold and removed or demolished. |
| 45. | <u>Parcel 4-H</u> : Lincoln. Modern residence. Should be sold and removed or demolished. |

Numbers

46. Parcel 4-V: Lincoln, Modern residence. Should be sold and removed or demolished.
47. Parcel 8-A: Concord. Non-historic barns and chicken coops. Should be demolished.
48. Parcels 7-N, 7-K, and 7-L: Lincoln. Buildings on these parcels consist of two rundown residences, one garage building, a farm stand, and four assorted outbuildings. These should be demolished.
49. Parcel 8-B: Concord. Modern residence. Should be sold and removed or demolished.
50. Parcel 8-C: Concord. Former owner will remove buildings after period of use and occupancy.
51. Parcel 8-E: Concord. Modern residence and garage. Should be removed from the park or demolished.
52. Parcel 8-I: Concord. Modern residence. Should be sold and removed or demolished.
53. Parcel 8-J: Concord. Modern residence. Should be sold and removed or demolished.
54. Parcel 8-M: Concord. Non-historic residence and garage. Should be removed or demolished.
55. Parcel 9-G: Concord. Non-historic residence. Should be sold and removed or demolished.
56. Parcel 8-X: Concord. Two non-historic barns. Should be demolished.
57. Parcel 9-J: Concord. Non-historic equipment shed. Should be removed or demolished.
58. Parcel X-1: Concord. Buttrick Greenhouse: Sould be demolished and site restored.

Number

59. Parcel X-1: Concord Buttrick Mansion: To be kept as a Visitor Center until entire area is restored to historic scene.
60. Buttrick Garage and Storage Shed: To be utilized as a maintenance facility until entire area is restored.
61. Buttrick Caretaker's House: This building should be kept and utilized as park quarters.
62. Parcel LL: Concord. Caretaker's Cottage, John Buttrick Estate: This house should be kept and utilized as park quarters.

IV. Non-Historic Houses in Park Area still in Private Ownership

Number

63. Parcel CC, Lexington, Hargrove: Modern house and shed should be acquired, removed, or demolished.
64. Parcel BB, Lexington, Hargrove: Non-historic house and outbuildings should be acquired and demolished.
65. Parcel Z, Lexington and Parcel J, Lincoln, Benton: Consists of modern residence and veterinarian hospital buildings. These should be acquired, removed from the park or demolished.
66. Parcel G, Lincoln, Nelson, W.: This non-historic dairy barn adjacent to the historic Nelson House detracts from the historic scene. It should be demolished and removed.
67. Parcel EE, Lincoln, Hagenian: This modern house should be acquired, removed or demolished.
68. Parcel LL, Lincoln, Swanson: This is an automotive dealership garage which should be demolished and removed from the park following acquisition.
69. Parcel NN, Lincoln, Dorian: Modern residence and garage. Should be acquired and removed or demolished.
70. Parcel SS, Lincoln, H. Cook: Property includes residence, farm stand, and several outbuildings. These should be acquired and removed or demolished.
71. Parcel VV, Lincoln, Silva, W.: This modern residence should be acquired and removed or demolished.
72. Parcel WW, Lincoln, Silva, M.: Garage and service building for garbage removal plant should be acquired and demolished.
73. Parcel 3-X, Lincoln, Silva, M.: Non-historic residence. Should be acquired and demolished.

Number

74. Parcel 3-Y, Lincoln, Shurling: Residence and out-building. Should be acquired and removed or demolished.
75. Parcel 3-V, Lincoln, Clark: Modern residence. Should be acquired and removed or demolished.
76. Parcel 3-O, Lincoln, Russell: Modern residence. Should be acquired and removed or demolished.
77. Parcel 4-B, Lincoln, Bonacetto: Modern residence. Should be acquired and removed or demolished.
78. Parcel 5-X, Lincoln, Rego: Residence and garage. Should be acquired and removed or demolished.
79. Parcel 5-Z, Lincoln, Kinsler: Modern residence and garage. Should be acquired and removed or demolished.
80. Parcel 4-O, Lincoln, Downing: Modern residence. Should be acquired and removed or demolished.
81. Parcel 4-N, Lincoln, Gajewski: Modern residence. Should be acquired and removed or demolished.
82. Parcel 4-T, Lincoln, East: Modern residence. Should be acquired and removed or demolished.
83. Parcel 4-D, Lincoln, Wood: Modern residence. Should be acquired and removed or demolished.
84. Parcel 4-E, Lincoln, Nelson, E.: Modern residence. Should be acquired and removed or demolished.
85. Parcel 6-Q, Lincoln, Rooney: Modern residence and garage. Should be acquired and removed or demolished.
86. Parcel 5-G, Lincoln, Smith: Modern residence. Should be acquired and removed or demolished.
87. Parcel 6-N, Lincoln, Swartz: Modern residence. Should be acquired and removed or demolished.
88. Parcel 6-M, Lincoln, Barker: Modern residence. Should be acquired and removed or demolished.

Number

89. Parcel 5-L, Lincoln, Risch: Modern residence. Should be acquired and removed or demolished.
90. Parcel 5-M, Lincoln, Robichaud: Modern residence. Should be acquired and removed or demolished.
91. Parcels 6-K and 6-J, Lincoln, Moody: Modern residence and garage. Should be acquired and utilized as either park quarters or to be sold back or leased back to private individual. Property is screened well from the road and is adjacent to four residences already owned by the National Park Service which are recommended for a quarters area.
92. Parcel 4-G, Lincoln, Ziegler: Modern residence. Should be acquired and removed or demolished.
93. Parcel 8-D, Concord, Frazier: Non-historic building and garage. Should be acquired and removed or demolished.
94. Parcel 8-F, Concord, Shaw: Modern residence and garage. Should be acquired and removed or demolished.
95. Parcel 8-H, Concord, Inferrera: Residence, farm stand, greenhouse and other outbuildings should be acquired and removed or demolished.
96. Parcel 8-L, Concord, Temme: Modern residence. Should be acquired and removed or demolished.
97. Parcel 8-N, Concord, Hovagimian: Non-historic outbuildings behind historic Widow Olive Stow House should be demolished.
98. Parcel 8-O, Concord, Nowalk: Non-historic farm stand, barn, and other outbuildings should be acquired and removed or demolished.
99. Parcel 8-Q, Concord, Albano: Non-historic residence, chicken barn and four outbuildings. Should be acquired and removed or demolished.

Number

100. Parcel 8-V, Concord, Denisevich: Restaurant building and two service buildings. Should be acquired and demolished.
101. Parcel 9-C, Concord, Perry: Non-historic outbuildings on this property should be acquired and demolished.
102. Parcel 9-E, Concord, Sowkow: Non-historic restaurant building. Should be acquired and demolished.
103. Parcel OO, Concord, Keyes, H.: Property should be acquired and open land used as part of the park with possible sell-back or lease-back of residence and garage.
104. Parcel PP, Concord, Keyes, A.: Property should be purchased with residence and outbuildings sell-back or lease-back.
105. Parcel H, Concord, Washburn: Non-historic residence can be either excluded from the park or acquired and sold back or leased back.
106. Parcel F, Concord, Rest-room Building on Town Parking Lot: Should be demolished when better facilities have been provided.