

Historic District Commission Meeting
January 17, 2013

Present: Gretchen Schuler (presiding), Margery Baston, Chris Hagger, Desmond McAuley, Kathie Steinberg, Meaghan Winokur

Others: Phil Schneider (Rail Trail), Bob Mainer (Historical Society), Jan Dunn (Historical Society), Bill and Arlene Petri (Rail Trail), Larry Kiernan (Rail Trail), Lynne Spencer (architect for First Parish), Bill Morrison (First Parish Construction Committee), Susan Keyes (First Parish Construction Committee), Richard Turner

Public Comment – there was none.

The minutes for November 1, 2012 were accepted. (4-0-0)

Minutes Distribution Policy Draft minutes will be placed online on the HDC pages of town website. Once the draft minutes have been approved, then the draft will be replaced with approved minutes. Chris Hagger moved that this Minutes Distribution Policy be accepted and Kathie seconded. The vote was favorable and unanimous (5-0-0)

Application Policy – a copy of HDC application will be available in Selectmen’s Office should anyone wish to review such materials before the HDC hearing. Once the application has been reviewed, the public copy will be removed when the decision has been filed in the Town Clerk’s Office.

Intersection Reconstruction Update. Gretchen explained that there had been a lot of back and forth e-mailing about this. Then, about 2 weeks ago, Rick Granara, other construction people, Mike Lowery, Frank Dougherty, Margery & Woody Baston, and Gretchen met to review and visit the items of concern. Gretchen has been assured that all items will be addressed. The green traffic light at the 126/27 intersection currently has louvers – and red and yellow do not have louvers. Another solution on the “light spillage” is needed. The approved plans did not list flat lenses even though flat lenses were required on the MOA. There were assurances that the water problems at the end of the driveway at 2 Old Sudbury Road will be addressed in the spring. Stones coming out of stonewall (near Kirkside) will not be addressed until the paving is done. Excess poles should be down by March. Asphalt could start after April 15. Unnecessary signs (“construction ahead” and “stop sign ahead”) along Bow Road came down recently. Lights at back of Stop & Shop continue to be a problem for 10 Old Sudbury Road. Gretchen will follow up on this issue.

Public Hearing –Rail-Trail Signs. Installation on side of Route 27/126 showing

location of rail trail. Phil Schneider showed the sign with the rail trail logo. (The rail trail will run a long distance, 104 miles.) “Wayland” appears as last line on the sign. The signs will be on the road as motorists are approaching the rail trail. It is to let people know of the trail as they travel through Wayland, Sudbury, and the various other towns. The town DPW will be putting these signs up using traditional posts. There was a question about the possibility of a black or dark colored post. The MBTA has yet to approve the Department of Conservation and Recreation (DCR) plan. In many spots the area is 80 feet wide, but the actual trail is only 20 feet wide. DCR will seek to have contractors remove railroad rails and ties. In fall of 2013 there is hope that the Town Center will be at 50% construction so that \$250,000 will be available for the rail trail from library to Russell’s. There will be a connecting path between the rail trail and the new Town Center probably by the cell tower where there was once a well-worn path. Question about the RR interpretive sight arose; and it was pointed out that the HDC has jurisdiction over a section. Kathie made a motion to accept the rail trail sign as presented. The location of the two signs in the HD will be determined by two members of the HDC and Rail Trail committee. The posts would be preferably black. The motion was seconded by Meaghan. This motion received a favorable, unanimous vote. (5-0-0)

Public Hearing – Grout-Heard House – 12 Cochituate. Bob Mainer and Jan Dunn had an application for a hand rail. Bob said the plan went through many iterations. It will not be attached to the house itself (but will be a distance of about 4 inches from the house exterior wall). The hand rail will be made of metal – a galvanized wrought iron with a polymer coating that will be baked on. The hand rail should not show signs of rust for 25+ years. Desmond asked about even spacing of the posts for the hand rail. Desmond pointed out that the need for railing is when there is a change of grade. Desmond thought a shorter rail would meet this need and allow for more even spacing of the posts. Kathie made the motion to approve the railing as discussed with the adjustment to the final distance between the 4th support to be the same as between the second and third. Desmond seconded. The motion received a unanimous, favorable vote. (6-0-0)

Award for Freight House – Gretchen asked about applying for an award for the work done on the Freight House. The application would be due by February 15 and would be under a Mass. Historic Rehab Category. There was a motion to apply for this award, which received a unanimous, favorable vote. (6-0-0)

First Parish Church – 225 Boston Post Road – There was an informal discussion of an addition to connect the church and parish house. This was a continuing conversation about an addition between First Parish Church and the Parish House. The church was built in 1814-1815. Alterations have been done to the inside but little change has been made on the outside. In 1981 another building added for

education, cultural programs, etc. In 1991 a small addition was added to the rear of the church to provide elevator access. The parish house is not handicap accessible; also there is a need for more space. The idea of connecting the two buildings has to do with making more space, and making the space handicap accessible. One option was for a much more glassed addition. When the church building committee was shown the glassed version, their response was that they preferred a more traditional look. People enter the Meeting House at grade, but the parish house at a slight slope. The second floor on the proposed connective addition is not entirely floored over (and will provide a balcony view). What is being proposed is a traditional sloped roof; painted wood clapboards with an exposure of 4.5 inches for the main part of the addition and an exposure increase to 8 inches on the stair-tower end of the addition next to the parish house. The roof to the proposed addition would be a coated aluminum. The windows would be divided wood windows. The parish house has an asphalt shingle roof whereas the church has a slate roof. There would be French doors on the west side with a transom light above. The east elevation has a significantly different form (than on the west). The proposed addition has been kept as low as possible but where connecting to the parish house it has to be higher. There are skylights in the roof. The idea of a “slot” (for light) was suggested by HDC at the last informal meeting, but that was more expensive. The height of the parish house is 26 feet. The ridge line of proposed addition is 22 feet. Desmond mentioned that a roof plan would be helpful to see. Desmond and Gretchen preferred the use of glass in the proposed addition. Gretchen pointed out that the use of glass at the Trinitarian church shows the original building. Desmond in response to the proposed addition said that there is a danger in “too many things”: metal roof, different type of window typology; a lot of moving parts; and view of carriage shed gone. Regarding the stair tower the proportions don’t seem quite right to Desmond’s eye. Desmond loved the windows in the Meeting House. Instead of the use of small windows on the east side of proposed addition – using a larger window as a nod to the size of the original church windows. Chris asked about a sketch from a Route 20 perspective. Lynne said that the engineer is working in RIVET (a computer program showing real space) which could be helpful. Chris mentioned the Isabel Stewart Museum and changes made there. Gretchen said that there are only 3 places in Mass where the church still had the carriage sheds. Desmond thought the proposed addition shouldn’t try to “match” anything, but rather best for the church to stand alone. Desmond asked about a framed window version in the proposed addition on the west side – so that you could get a glimpse of carriage sheds. This could work if the doors were centered and the grouping of windows on either side of the door were more prominent. Desmond commented that the west elevation works well proportionally. However, the stair tower on east side is still not pleasing proportionally. Desmond admitted that he was reacting to the proportions. Lynne said that the church building committee would like to submit an application in a short time. They would like to see construction start in May.

(There is a preschool schedule that they are trying to accommodate as much as possible.) The actual application will be submitted toward the end of this month. Regarding lighting on the east side of the proposed addition, light will be focused on the building rather than spilling out away from the building into the neighborhood.

Lynne also spoke of Massachusetts Architectural Access Board variance requests; and she was looking for HDC support for such requests. At the front of the First Parish Church she is requesting a variance to not have to build a 30 foot ramp across the front of the church façade along the front steps. The east side of the proposed addition would become the primary entrance. She also spoke of variance requests relating to the inside of the church, but members of the HDC thought we should confine comments only to what could be seen from the public way. Lynn asked that an HDC letter be addressed to the Architectural Access Board.

Letter to Architectural Access Board – the HDC did not want to see a ramp across the front of the First Parish Church. Margery made a motion that such a letter be written by the HDC in support of the requested variance, and Chris seconded this motion. This motion received a unanimous, favorable vote. (6-0-0) Gretchen will write the letter from the HDC; and the letter should go out at end of month.

Election of HDC officers. The HDC chose to keep the current officers: Gretchen Schuler as chair, Chris Hagger as vice-chair, and Margery Baston as secretary. There was a unanimous, favorable vote to this effect. (6-0-0)Signage in HD. This will be the next policy position – and it may be ready in March.

The next HDC meeting is February 21.

The meeting adjourned at 10 pm.

Respectfully submitted,
Margery Baston