

Wayland Historic District Commission Meeting  
September 17, 2015

Members present: Gretchen Schuler (presiding), Margery Baston, Alice Boelter, Marji Ford, Sheryl Simon, Kathie Steinberg

Others: Amanda Ciaccio, Larry Kiernan, Rick Conard, Mike Lowery, Tonya Largy, Woody Baston, Richard Turner, Neil and Donna Olmstead (34 Bow Road), Sarki Sarkisian (Town Planner), Dan Hill (Planning Board member)

Gretchen distributed *A Guidebook for Historic District Commissions* (published by MHC) to new members of the HDC along with a CD on *Local Historic Districts in Mass.* Gretchen announced that our newest (alternate) member, Kate Finlayson would not be at the meeting; and that Desmond could be arriving late.

Alice asked about progress on a demolition delay bylaw. Rick Conard was asked if the Historical Commission was working on this. He reported that Elisa Scola attended a workshop and came up with a draft demolition delay bylaw. Rick thought this could possibly come before spring town meeting.

The Annual Report draft was unanimously accepted. (6-0-0)

Public Comment. There was none.

Minutes of June 18, 2015 were approved as amended.

7:45 pm Public Hearing. Rail-Trail through Depot Parking Lot. Options of getting the trail through the Depot parking lot. Sarki was present to review the project and more. He explained that the rail-trail will extend from the Weston line to the New Wayland Town Center. (This will not include the bridge over the Sudbury River, just beyond Russell's; and it does not include the trail through the Depot property.) There is still nothing in writing from Eversource. Licenses are required; and all agencies want to be covered for liability. Larry Kiernan spoke of some of the challenges with

bringing the trail through the Depot property. Two abutters with houses very close to the Depot, have individual concerns; the parking lot is often full -- so the need for parking is a concern. It was pointed out that DCR really owns the lease along the track; and Wayland only owns a piece of it.

Sarki reviewed several options for a trail through the Depot property, that have been offered in the past:

Option 1 avoids everything including the platform.

Option 2 would have the trail to the north of Depot, covering the platform.

Option 3 would construct the trail around property line to the west and south. Lots of trees would need to come down and there is wetlands at the rear of the parking lot. This option would also eliminate some parking spaces.

Sarki then described a new option:

Option 4 would move the tracks to the north of the Depot by about 10 feet.

This would allow space for the trail to the north of the Depot, next to the raised tracks. Sarki stated that the tracks would not be in their original location, but would be more visible and better preserved. Sarki also stressed the need for compromise in order to find a solution through the Depot parking lot. In the Planning Board report that accompanied the HDC application, Kevin Dandrade, a traffic consultant, made another proposal that would be an alternative to Option 1. Gretchen agreed with the need for compromise -- but she also pointed out that the Depot area was a very prominent place in the Old Town Center.

Larry Kiernan suggested that the plan for a trail would work best if the railroad interpretive site were to be established first. He suggested that a stone-dust trail be considered at least temporarily to the north of the Depot until there is a design for the RR interpretive site. Gretchen pointed out that at one time it was thought the \$250,000 gift would include the interpretive site, However, she cautioned that there probably will not be excess from the \$250,000.

Rick Conard asked about the “stabilized aggregate” that was mentioned in the Planning Board “Description of Work” that accompanied the HDC application and the options for the rail-trail through the Depot parking lot. Sarki responded that this “stabilized aggregate,” which was recommended by DCR, was used successfully in Newton along the Charles River -- (it is supposed to be permeable) but it is as expensive as asphalt.

Gretchen said she thought the final decision on the options of the rail-trail through the Depot property should be made by a more collective (and representative) group. Gretchen suggested a Saturday meeting and posting everyone (HC, ConCom, PB, rail trail people, Depot board members, neighbors, etc.). Sarki and Dan Hill appeared to agree that such a meeting should take place, and soon.

34 Bow Road - consideration of paint change. Donna and Neil Olmstead were present to speak to this issue. They are having work done on their house, and they are considering a slight color change. Currently the house is painted white, and they are thinking of painting it a different shade of white, either a Sherwin Williams Eider White, or an Ibis White, The shutters are currently a black forest green; and they are thinking of changing the color slightly to a Black Fox which is more gray. Gretchen explained that If something is a “diminimus” change the HDC can take a vote to waive a public hearing. Abutters are then notified of this diminimus change, and they have 10 days to oppose. There was a motion to take such a vote; and the vote was unanimously in favor of waiving the public hearing and declaring this a “diminimus” change. (6-0-0)

47 Old Sudbury Road. Gretchen recently received a phone call from the architect employed by those at this address. There is a desire for a paint change. They would like to change the trim to a Navajo white, and the shutters to dark, dark green. The home owners will need to meet with the HDC next month. This led to a discussion among the HD commissioners as to whether paint color should be an HDC consideration. Margery asked what percentage of Historic Districts consider color, and Gretchen responded that most of the older districts do -- but none of the new HDs

consider color. Kathie wondered if we could allow people to choose from a palette of historical colors; It was pointed out that paint companies each have their own “historic colors” and they are different from each other.

Design Review Guidelines - Review of guidelines on dormers and skylights. fences, gutters and downspouts. Regarding the guidelines on fences, Margery felt the guidelines should discourage the use of high board fences in the HD when it blocks the view of the historic architecture (allowing it only in rare cases).

The meeting adjourned at 9:15 p.m.

Respectfully submitted,  
Margery Baston