

Sudbury Station  
Susan Iuliano

On September 20, 2016, the Zoning Board of Appeals issued a Comprehensive Permit (under Chapter 40B) to Applicant Sudbury Station, LLC, the developer seeking to build 250 units of rental housing (Village at Sudbury Station) on land adjacent to cemeteries in Sudbury's historic Town Center. The Comprehensive Permit Decision approved the project with a number of conditions, including limiting the development to 30 units and eliminating Peter's Way as a proposed access from Concord Road.

The developer appealed the Comprehensive Permit Decision to the state Housing Appeals Committee. The ZBA filed a response in defense of the ZBA Decision and the Town moved to intervene to enforce the Town's rights as an abutter. Over the last few months, the parties have filed numerous pre-hearing pleadings, which include the Applicant's Motion for a Summary Decision and the Town's Motion to Dismiss the appeal. These and other motions are currently pending review by the Housing Appeals Committee.

In addition, the Selectmen have initiated a separate legal action in Land Court, to enforce restrictions on the parcel of land that the developer seeks to use as the Peter's Way access. When the Town conveyed this Town-owned land in 2012, it was as part of a land swap that would give the Town additional cemetery land in exchange for enabling the land owners to access a previously landlocked parcel for purposes of building one house. The transfer was unanimously approved at the 2011 Town Meeting based on the stated understanding that the Town-owned parcel would be used as access to one house lot. The Planning Board subsequently approved a subdivision plan consistent with this understanding. The current proposed use of the parcel is not consistent with these prior Town actions. The Land Court judge held a Case Management Conference; various preliminary pleadings have been filed or are anticipated. The Town is also closely following a related Land Court suit filed by adjacent land owners against the ZBA and the owners of the parcel proposed for development, seeking to annul the ZBA Decision and arguing the developers do not have the legal right of access over Peter's Way needed for the proposed project. The Selectmen and the Town Manager are working closely with both Town Counsel and special legal counsel to aggressively pursue the Town's best interests in these litigation matters. Resolution of these actions may take many months. We will continue to update the Town concerning critical actions and decisions that may affect the status of the proposed development.

Additional information is available on the Town Website: [Sudbury Station](#)

Fairbank Community Center  
Pat Brown

Sudbury has been evaluating the possibilities for a significant redesign of the existing Fairbank Community Center since 2012. The Fairbank Task Force developed an article for 2016 Annual Town Meeting requesting funds for design for a new Fairbank Community Center. However amid uncertainty concerning the specific design proposed and the net operating costs of the proposed facility, the article was Indefinitely Postponed.

Following 2016 Town Meeting, the Fairbank Task Force reorganized with largely new membership, including a new Director of Park & Recreation, and a new mission statement. The reconstituted

Fairbank Task Force (“Fairbank 2.0”) has been meeting since August to develop a proposal for the Fairbank Center.

The Task Force is assembling numbers on the following options:

1. Maintain only. We can continue to use the facility as is. The building is sound, with significant shortcomings (the roof leaks), but it requires major capital maintenance. The current five year capital plan includes repair of the flat roof in FY19 for \$1.3 million, window replacement in FY21 for \$750,000, and sprinkler (fire suppression) work in FY22 for \$350,000. BH+A estimates costs as \$1 million to \$3 million over the next ten years. Our Facilities Director believes it may cost more. This does not address any currently unmet programming needs, and does not consider transition costs—keeping our programs running while construction is in progress.
2. Rebuild existing. We can substantially rehabilitate the existing space to bring it up to current building code without expanding it. Given the shortcomings of the Fairbank School wing, it would be cheaper to demolish that wing and rebuild than to rehabilitate it. Other areas may require only renovation. Aside from minor reconfigurations this would replicate the existing space (about 40,000 square feet) at an estimated cost of \$12 million including “soft costs”. Questions remain about potentially phasing construction, unmet programming needs and transition costs.
3. New facility. Request design funds for a substantially new facility, one the Task Force and the community can support to meet our future programming needs and to operate in a prudent and sustainable manner. The Task Force has been wrestling to propose a single design that meets this goal. Costs—both capital and operating—are highly dependent on the design proposed. In light of the growing needs of the community and the opportunity to create a more usable community space, the Task Force is attempting to develop consensus on a single sustainable design for a new facility.

Recognizing that the Fairbank project will not be complete in time to address the urgent needs of the Sudbury Public Schools Administration currently housed at Fairbank under the leaking roof, the Selectmen are moving ahead with a separate plan for the administration. The Fairbank Task Force continues to work on a plan to have all three alternatives above completed and to present a plan for moving forward to Sudbury Annual Town Meeting in the spring of 2018.

## Bruce Freeman Rail Trail

Len Simon

The pace of work and accomplishments in moving the Bruce Freeman Rail Trail forward picked up in the past year.

VHB, the design engineering firm, is nearing completion of the 25% design which it expects to submit to MassDOT by March 2017. This will trigger a 3-6 month review by MassDOT during which time its comments and modifications will be incorporated into the design. As part of their evaluation and review MassDOT will hold a public meeting in Sudbury, possibly in August, to hear from residents.

Additional work, outside the scope of the RFP, included a detailed traffic study for certain road crossings and further engineering work on a damaged bridge abutment at the Pantry Brook crossing.

VHB held two public meetings last fall to familiarize the town with the design process, gather input from residents, and update the town on design progress to date. One of the meetings featured a PowerPoint presentation which provided an overview of what has been accomplished to date and a timeline of future tasks. These can be found at the Bruce Freeman page on the town web site:

<https://sudbury.ma.us/pcd/2014/11/25/bruce-freeman-rail-trail-update-info/>

VHB submitted an ANRAD (Abbreviated Notice of Resource Area Delineation) to the Conservation Commission in July. The Commission, with the assistance of an outside consultant, approved an ORAD (Order of Resource Area Delineation), with conditions, on November 7, 2016. This was a major step forward.

In November, following a presentation by VHB and the town's Environmental Planner, the Board of Selectmen voted to approve a request for \$330,000 for additional design funds for the Bruce Freeman Rail Trail to the Community Preservation Committee. This includes funding for the 75% design.

The town's Environmental Planner, Beth Suedmeyer, is preparing documents to be submitted to the Metropolitan Planning Organization (MPO) to get the BFRT onto the TIP (Transportation Improvement Program), a critical step in obtaining federal and state funding for construction.

The Bruce Freeman Rail Trail Design Task Force, a Board of Selectmen appointed committee composed of representatives from town boards, the Friends of the BFRT, and at-large citizens, has begun its work. It met for the first time on January 17, 2017. The Board of Selectmen is looking to this Task Force to gather information and community feedback to help guide the Board and Town staff in making thoughtful design decisions.

If the requested \$330,000 of funding is approved at the May 2017 town meeting, the 75% design work can begin this Spring. Construction of the rail trail, which will cost over \$6,000,000 and be paid with federal and state dollars, is still a few years away. But much has been accomplished over the past year and Sudbury is definitely on the right track to make the dream of a great rail trail in our community a reality.

Town Hall  
Bob Haarde



Since 1639, the Town of Sudbury's seat of government has been one of the longest standing government meetinghouses in all of America. Sudbury's original "Town Hall" burned down on February 5th 1930. Above is a picture of our original Town Hall - the building in the middle. Both the First Parish Church and Meetinghouse and the two Sudbury Town Halls have shared the purpose of seating Sudbury's Town Government since 1723.

The original Town Hall was built in 1846 across Concord Road from its current location and next to the First Parish Church. The third building to the right is the current Presbyterian Church and the site where the current Town Hall now stands was one of the Haynes Family barns. The old Town Hall built in 1846 replaced the original First Parish Meeting House, which was built in 1723, as the seat of government. The original Town Hall lasted until 1930, 84 years, until it burned to the ground.

Parmenter and Garfield's General Store is the building that currently sits in Marlboro in the Stephen Anthony's plaza and is often thought to be Sudbury's original Town Hall because it bears a resemblance. This building was originally erected in Sudbury Center in 1790 near the intersection of Hudson and Concord Roads and was moved by Henry Ford in 1928 to its current location in Marlboro. The Parmenter and Garfield General Store served the Town of Sudbury as the General Store, Post Office and school for advance students. Proprietor John Garfield had a distant cousin from Ohio, James Garfield, who was attending Williams College in Massachusetts and was asked by John to be the schoolmaster

during his spare time at his general store in Sudbury. James Garfield taught the children in Sudbury for several years before going on, later in life, to become 20th President of the United States of America.

The current Town Hall was built in 1932. The lead architect was famous Sudbury resident Charles Way who built many of the timeless brownstones still standing in Boston's Back Bay. Other famous Sudbury residents were also involved in the construction of our town hall including Joseph Everett Chandler, who restored the Paul Revere House and the old State House in Boston, and Ralph Adams Cram, the architect of Princeton College, West Point and the Cathedral of St. John the Divine in Manhattan, New York City.

The Sudbury Town Hall Blue Ribbon Committee has spent several years studying various options for our Town Hall, including demolition and replace, restoration and expansion. Ironically, our current 1932 Town Hall is 84 years old, the same age as the original 1846 Town Hall when it burnt down. The current Town Hall is in a constant state of disrepair with aged plumbing, electrical and structural systems.

The Board of Selectmen are currently considering a \$600,000 Annual Town Meeting article to fund architectural and design services for a restoration of Town Hall. This restoration will result in lower energy costs, protect the building from fire, flooding and other disaster while also creating increased capacity and increased uses of the building. The building will also become ADA compliant and the upstairs and downstairs areas of Town Hall which have been largely dormant for decades will become usable spaces for our community to enjoy for social, cultural, civic and education meetings and functions.