

TOWN OF SCITUATE

SELECT BOARD



600 Chief Justice Cushing Hwy.
Scituate, Massachusetts 02066
Telephone (781) 545-8740
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May 1, 2021

Mr. Michael Busby
Relationship Manager
MassHousing
One Beacon Street
Boston, Massachusetts 02108

Re: Proposed 40B-Bartlett Fields, Scituate MA

Dear Mr. Busby:

The Scituate Select Board would like to thank you for the opportunity to comment on the Project Eligibility/Site Approval Application for a proposed 268 unit rental unit project located adjacent to the Scituate Town Forest on Chief Justice Cushing Highway (State Route 3A) in Scituate. The Town's comments include reviews done by relevant Town Departments, as well as comments from an adjacent development, Merritt Woods, which was submitted to the Select Board. In addition, representatives of the Town have had the opportunity to meet with the prospective developer and walk the site with representatives of MassHousing and the project development team.

Should this application be approved, the Board hopes to continue working with the applicant to address the Town's concerns and improve the concept for the site so that the developer's need for a feasible project and the Town's desire to provide affordable housing for its residents can be met to the satisfaction of both parties.

Background

Scituate's Annual Town Meeting of April 13, 2015 voted to file a Home Rule Petition with the General Court of the Commonwealth approving a transfer of 1.8 acres of Town owned land to the developer of Bartlett Fields, LLC in return for which the developer conveyed approximately 26 acres of land in the general vicinity of the site to the Town of Scituate. The swap was approved by the Legislature and signed by the Governor becoming Chapter 26 of the Acts of 2016 (see attached #1). You can see that the Town has supported the concept of locating Affordable Housing on the site in question. Transferring the land in question gave Bartlett Fields better access and site line to Route 3A, while eliminating the need to locate the entrance/exit on a nearby residential street after crossing a wetland.

Since the approval of this land swap, the Town has worked hard to increase the supply of affordable housing in Scituate. Stockbridge Landing, a 40B project originally approved in 2003 is now under construction. This project consists of 68 condominium units of which 17 will be affordable. Approximately 3.5 miles south on Route 3A. Herring Brook Meadow, a 60 unit rental 40B project is also under construction. Both of these are expected to be completed late 2021 or early in 2022. The Town has also permitted and completed the Lawson Green Apartments 40B project that was undertaken in conjunction with the Town of Scituate Housing Authority. 30 age restricted apartments were completed and occupied in February of 2021. The Town has also permitted a project submitted by the Drew Company for a project to be constructed on the MBTA Commuter Rail Lot in the Greenbush section of Scituate. This project will consist of 78 apartments, with 12 being deemed affordable under the Town's Mixed-Use Special Permit Zoning By-law and they will be Local Action units. Finally, although not an affordable project, Toll Brothers is in the process of constructing 152 age restricted condos on what is known as the Proving Grounds site off Hatherly Road, known as Seaside at Scituate. Again,

although not an affordable housing development, it is the Town's considered opinion that older residents of Scituate will be attracted to this new development, thereby opening their current housing units to new home owners and families.

So although the Town voted to approve the land swap to make this project possible, a large increase in development and the plans as presented has raised serious concerns among the Board and residents on the details of this project.

Utilities

The primary concern surrounding this project is the Town's ability to provide sufficient clean, safe drinking water to this project and the current residents of Scituate. The Town of Scituate regularly institutes water use restrictions starting in May each year. These restrictions are even more restrictive during the summer months when our water supply dwindles and outdoor restrictions become outright bans. As it currently stands, in periods of relatively dry weather, the Town of Scituate *"is currently struggling to meet peak demands in the summer months."* (Sean Anderson, Scituate Water Department Superintendent. Attached #2). The Town has also recently completed an analysis of the Town water system. The study found that with two of our wells currently off-line as we build treatment facilities, *"at current production rates with Wells 17A and 18B offline, restricted capacity from OOB WTP due to existing treatment processes and redundancy, and reduced production rates from other wells due to seasonal (drought) impacts, the Town's supply sources cannot meet maximum day demands."* (See attached #3) At the same time, we are also preparing to meet the state mandate to test for PFAS, the so-called "forever chemical" in our water supply. Although treating for PFAS is a relatively simple process, we would need to take any wells that evidence PFAS issues off line in order to bring them into compliance, further straining our already taxed water system.

In addition to supply issues, the water system in the location of the proposed project already suffers from problems related to low pressure in the system. The proponent will need to make a detailed study of their water use and pressure needs and, potentially, make repairs to the system in order to meet their projected demand. Steps need to be taken to ensure sufficient water pressure in the buildings for both water consumption and fire protection and also ensure no impacts to area neighborhoods.

There is no access to the Scituate Municipal sewer system at this site, so the proposed project will not have a direct impact on the Town's sanitary waste disposal system. However, increased water production will lead to an increase in waste water being discharged into our sewerage system, further straining an already overburdened system. An on-site wastewater treatment facility contemplating an evaporator system is planned to be located on the back corner of the site, away from the Merritt Woods condominium complex, but closer to the homes on Clapp Road. This would be the first proposed use of this technology in the Town of Scituate and there is little known about how the system works, its environmental impacts including how water is discharged back into the aquifer, and energy needs. With the frequent drought conditions faced by the Town, the waste water system should be configured that the maximum amount of treated effluent discharged should be required to facilitate and aid in the recharge of the water resources. Also, it is the Town's understanding that a system of this type produces a large amount of steam which may or may not be released into the atmosphere. The impact of this steam release on the Town Forest, wildlife and nearby residents will need to be studied closely prior to permitting. In addition, the system will need to be reviewed and permitted by the Scituate Board of Health, the Department of Environmental Protection, and will need to meet all applicable local, state and federal guidelines.

Zoning/Planning

Mass Housing must find that the conceptual design is appropriate for the site. The application shows approximately 23.5 acres of the 27-acre site is buildable with the remainder of the site of approximately 3.5 acres being wetland. The existing wooded buildable area will be clear cut for the development with most of the development out of or immediately adjacent to the 50-foot wetlands buffer. It is not known at this time the volume of fill material that will be needed to be brought in for the development as the site has a high groundwater elevation and this will impact storm water management design.

The Town was told at a meeting with the Applicant on 3/9/21 prior to filing of the PEA that there would be a buffer around the property and adjacent to the existing residential development to the north. The Site Layout Plan C-301 shows a retaining wall with parking and access right up to the wall at the property line which is not consistent with the statements to the town. There is another retaining wall with a similar parking situation adjacent to the Town forest. A sufficiently dense, mature buffer around the project where it abuts adjacent residential development and site boundaries is essential to reduce sound, noise, light and density impacts from the development. 461 parking spaces are provided for a ratio of 1.72 spaces per unit. This is higher than other multi-family parking numbers in the zoning bylaw where a 1-bedroom unit requires 1 space, a 2-bedroom unit requires 1.5 spaces and a 3-bedroom unit requires 2 spaces. This suggests that there is too much parking shown for the development and some reduction should be made to accommodate buffers and sensitive grading.

Town Meeting did approve a land swap resulting in access being able to be obtained from Route 3A for the project. It is a stretch; however, to say that the town endorsed the project with the town meeting vote and that the town is in partnership with the Applicant as the PEA suggests. This is not an accurate characterization of the town's position.

The PEA indicates that the proposed development is located in a municipally approved growth center citing the 2014 Economic Development Study indicating "to grow and prosper economically" Scituate must offer housing to meet market demands. The study indicates new development, including multi-family, should be in the existing village center and north of the existing center in North Scituate within walking distance of the MBTA if sewer can be provided. While Scituate does have an identified rental housing need as described in the 2020 Housing Production Plan (HPP) and previous versions of the plan, the plan also indicates that careful planning for the extension of infrastructure in areas that are appropriate for higher densities must occur together with or before development is proposed. This property is also not in an approved growth area. The HPP only mentions the development was on the town's radar.

The proposed development is a high-density development with multi-family being a new use to the development area. The PEA indicates the development is pedestrian and bicycle friendly internally and will connect to the existing town trail networks. The site plan does not show any internal pedestrian network or any connections to existing town trails. In fact, the site is not walkable to public transportation, downtown or village areas, schools, the library or retail areas and will not reduce future dependence on automobiles.

The 2004 Master Plan calls for the overall goal for Open Space and Recreation to maintain Scituate's distinct rural beauty and vital biological diversity through permanent protection of open land in Scituate with the objectives of preserving Scituate's West End Greenbelt, adjacent open spaces and scenic vistas and to preserve Scituate's Route 3A Greenway. The proposed development will access through a large clearing swath off of Route 3A visually impacting the greenway despite the development area being setback over 100 feet from the road. The 2018 Open Space Plan Update indicates the Route 3A Greenway is "one of the most impressive features of Scituate and often the first to be noticed by a visitor. ...It is a gateway to the community and has many valued open space parcels and environmental resources within the corridor. This magnificent stretch of woodland is broken only occasionally by homes, small businesses or public buildings, and gives the traveler a feeling of remoteness and depth unique in this part of New England." The West End Greenbelt contains approximately 200 acres of Town owned conservation land which is significant for habitat and groundwater protection. The 2009 Open Space Plan identified the Route 3A Greenway and West End Greenbelt as priority open space areas for protection based on scenic vistas and other ecological benefits. It has been indicated that there will be a boulevard entry into the site as currently only one access point is planned. The boulevard should be wide enough and long enough to provide for two entries and extensive landscaping is needed adjacent to the access so that there is some vision of a greenbelt maintained.

Access to the site and traffic are concerns as this new boulevard driveway is to be located between two accident prone intersections of Booth Hill Road and Mann Lot Road. Residents from Merritt Woods already complain that they have trouble exiting their development which is northwest of this site. Sight lines must meet acceptable standards. Emergency access must be sufficient for the health, safety and welfare of the future occupants and town.

The application indicates that not all features and amenities available to market residents will not be available to affordable unit residents with no explanation. The 2020 HPP indicates that “affordable housing should not be identifiable by location, style, size or quality of materials”. It is hoped that the exterior appearance of the affordable units and material interior features are indistinguishable from the market rate units.

The PEA indicates that the DEP storm water standards will be met and thus there is a presumption that the project is protecting public and private water supply, groundwater supply, flood control and storm damage protection. There are likely issue with groundwater separation and also treatment of discharges. The stormwater management structures also use the words detention and infiltration interchangeably which is not consistent with regulations. The Town of Scituate Stormwater bylaw and its regulations require both rate and volume of runoff not to exceed pre-development conditions. This should be respected as it does not make a project uneconomical. Surface and subsurface storm water features are proposed with no Low Impact Development features indicated. Groundwater is high at this site and there is concern that large amounts of fill will be necessary to provide for storm water management with potential changes to the existing storm water hydrology which could impact adjacent properties with raising the water table, adding more runoff and potentially impacting adjacent septic systems as the development will be cleared of trees.

The PEA states there will be no on-site well. If there are any on-site irrigation systems, they are not allowed to use town water. This needs to be considered in planning landscaped and lawn areas.

Conservation

An Area of Resource Area Delineation (ANRAD), DEP #68-2877, for the referenced property (the “Site”) was reviewed and approved as an Order of Resource Area Delineation (ONRAD) by Scituate Conservation Commission (SCC) on January 20, 2021 for applicant identified as Bartlett Fields Realty Trust and Bartlett Fields LLC of Cohasset, Massachusetts. The ORAD approved the “Plan to Accompany ANRAD Application, 0 Booth Hill Road, Scituate, MA” dated December 30, 2020. The site was confirmed to contain Bordering Vegetated Wetlands and possibly additional unconfirmed resource areas including two intermittent streams identified with A & B series flagging within the boundaries of the site.

The proposed apartment complex development will require submittal of a Notice of Intent (NOI) and review of the NOI by all applicable state and local agencies under the Massachusetts Wetlands Protection Act (WPA) due to the proposed disturbance within 100’ of buffer to Bordering Vegetated Wetland (BVW) and also proposed discharges to wetlands.

The review of the NOI by the Massachusetts Department of Protection (MA DEP) and SCC will evaluate whether or not the proposed project meets the interests of the WPA, and may result in approval of the project by an Order of Conditions (OOC) or denied if the project does not meet the WPA and 310 CMR 10.00. The review will include evaluation of the proposed development with respect to the eight interests of the WPA including protection of public and private water supply, protection of groundwater, flood control, storm damage prevention, pollution, and wildlife habitat.

The review of the NOI by SCC will also include a Stormwater Management Standards review per 310 CMR 10.00. The project is required to meet the requirements of the most current DEP Stormwater Handbook in effect at time of submittal of the NOI, and if at all possible, Scituate’s Stormwater Bylaw. Most stringent rainfall data should be utilized in design of storm water infiltration systems. A peer review of the NOI and proposed storm water design will be performed on behalf of the SCC by a qualified engineering consultant.

The Town of Scituate Wetlands Protection Bylaw and Stormwater Bylaw are more stringent than the WPA. Based on initial representations by the developer, it appears some consideration to local Wetland Bylaws with a no touch buffer of 50’ are proposed and the interests of the WPA and Stormwater Management will be met.

Public Safety

The proposed development will have an impact on the operations of the fire department during the construction process and will continue to create an increased response challenge for fire and EMS services after its construction. The Seaside at Scituate development has an estimated increased volume for fire and EMS emergency calls of 30 per year so it would not be a stretch to estimate an increase in emergency responses of 30-50 per year with the construction of Bartlett Fields.

A preliminary review of the site plan would indicate acceptable access to the residential buildings, however some of the turns look like they may be too tight for Scituate Ladder 1 which is our longest apparatus. A swept path analysis should be done using the specs from Ladder 1 and adjustments should be made accordingly.

It appears on the plan there is an allowance for a future entrance off Booth Hill Rd., however no access road is shown on the plan. There would be potentially serious restrictions to access for public safety if the only entrance to the property was from CJC Highway. An impediment on this access road would essentially cut the development off from emergency access in or out. Also, another exit/entrance from Rt. 3A would increase the likelihood of high-speed impact motor vehicle accidents.

A system of fire hydrants on a looped water main would need to be discussed with the fire department. From prior hydrant flow testing we know that water pressure is a concern in this part of town. This would most likely require the need for fire pumps when designing the building sprinkler systems and might have implications for the domestic water supply also.

This entrance to the proposed project is located on Route 3A between the intersections of Route 3A with Mann Lot Road and Booth Hill Road. Both of these intersections have a history of serious motor vehicle accidents occurring with alarming frequency. Adjacent to the site is the entry to the Merritt Woods Condominium development. Finally, since this project was first conceived, the Town has constructed a new Public Safety Facility in very close proximity to the proposed entrance. In addition, speed is a factor on the entire length of 3A in both directions. The confluence of all these factors are concerning and lead the town to believe that the proposed entry may be problematic from a public safety stand point. Careful study will need to be undertaken to ensure that residents and public safety vehicles can safely and easily access and egress from the site.

Abutters Concerns

Please see attachment #4 with comments from the neighboring Condominium Association. The Town has raised many of these concerns in our comments above and share the concerns as expressed by the Association.

Thank you again for the opportunity to comment on this project. If you have any questions or need additional information, please do not hesitate to contact Town Administrator James Boudreau at jboudreau@scituatema.gov.

Very truly yours,



Karen Canfield, Chair
Scituate Select Board

Attachment #1

Acts (2016)

Chapter 26

AN ACT AUTHORIZING THE TOWN OF SCITUATE TO CONVEY CERTAIN LAND

*Be it enacted by the Senate and House of Representatives in
General Court assembled, and by the authority of the same as follows:*

SECTION 1. (a) Notwithstanding any general or special law to the contrary but subject to paragraphs (a), (b) and (g) of section 16 of chapter 30B of the General Laws, the town of Scituate, acting by or through its board of selectmen, may sell or transfer an approximately 1.8-acre portion of a parcel of land located on the west side of Chief Justice Cushing highway, currently used for conservation and recreation purposes, to Bartlett Fields, LLC or such other grantee identified in and pursuant to the terms and conditions of a purchase and sale agreement between the board of selectmen and Bartlett Fields, LLC. The parcel is identified by the town of Scituate assessor's office as map/block/parcel 19-1-15F, and by deed recorded at the Plymouth registry of deeds in book 3528, page 768, and is reflected in the plan of land prepared by McKenzie Engineering Group, Inc., dated February 26, 2015, on file at the office of the town clerk.

(b) As consideration for the conveyance in section 1, the town of Scituate shall acquire pursuant to the terms and conditions of the

purchase and sale agreement referred to in said section 1: (i) an approximately 16-acre parcel of land owned by Raymond J. Livingstone, II, trustee, of Bartlett Fields Realty Trust, identified by the town of Scituate assessor's office as map/block/parcel 23-1-6, and by deed recorded at the Plymouth registry of deeds in book 32695, page 66; (ii) an approximately 3.56 acre parcel of land owned by Whitcomb Pines, LLC, identified by the town of Scituate assessor's office as a portion of map/block/parcel 25-5-18A, which was previously identified as map/block/parcel 23-1-6A, and by deed recorded at the Plymouth registry of deeds in book 32695, page 77; and (iii) an approximately 6.9 acre parcel of land owned by Whitcomb Pines, LLC, identified by the town of Scituate assessor's office as a portion of map/block/parcel 25-5-18A, which was previously identified as map/block/parcel 25-5-3B, and by deed recorded at the Plymouth registry of deeds in book 32695, page 77. The parcels of land conveyed to the town by Whitcomb Pines, LLC in clauses (ii) and (iii) shall be held by the town for conservation purposes.

(c) The grantee of the parcel described in section 1 shall pay for the costs of any appraisals, surveys and other expenses for the conveyances authorized by this act as may be considered necessary by the board of selectmen.

SECTION 2. This act shall take effect upon its passage.

Approved, February 4, 2016.

Town of Scituate

Attachment # 2



Department of Public Works

Sean Anderson, Superintendent
sanderson@scituatema.gov
Phone: (781) 545-8735

Water Division

4 Old Oaken Bucket Rd
Scituate, MA 02066-4431
Fax: (781) 545-8643

MEMORANDUM

March 29, 2021

To: Karen Joseph, Town Planner

RE: Bartlett Fields

The Water Division is currently struggling to meet peak demand in the summer months. We are hoping to have Wells 17A and 18B online within a year which will bring additional supply. However, we still need to sample for PFAS in April this year at all wells and the Surface Water Treatment Plant. A neighboring water system recently tested for PFAS and had to take one of their well sources offline due to a PFAS exceedance. Due to our current limited supply to meet peak demands and the uncertainty of the upcoming DEP required sampling I cannot determine if we will have adequate water to supply the Bartlett Fields project.

If you have any questions, please feel free to call me at 781-545-8735.

Thank you,

Sean Anderson
Water Superintendent

**New connections of landscape irrigation systems to the Scituate municipal water system are not allowed as established by a vote of the Board of Selectmen acting in their capacities as Water Commissioners. Violations shall be subject to a fine of up to \$100.00 per day.*

2.4.1.6 Available Water from Local Sources

The capacity of Scituate's local sources to meet current needs were evaluated under different source production scenarios and compared to historical demands (comparisons to projected demands are discussed in Section 3). The need for potential future sources of supply is also considered.

Table 2-20 summarizes the Town's local sources and production capacities (from Table 1-4), as well as different available water withdrawal scenarios. Figure 2-17 presents the quantities for the different withdrawal scenarios. The quantities available from these scenarios are compared to average day demands (representative of year-round conditions) and maximum day demands (representative of peak demand conditions) on Figures 2-18 and 2-19, respectively. As noted in Table 2-20:

- Production from the Old Oaken Bucket Pond WTP is based on the current reservoir firm yield as well as an estimate of the firm yield following aquatic habitat release goals, as discussed in Section 1.2.2.
- Max withdrawal rates for the groundwater wells reflect the MADEP approved Zone II maximum daily pumping rates based on prolonged pumping tests. For Old Oaken Bucket Pond, the max withdrawal rate reflects the capacity of the intake structure and the nominal capacity of the treatment plant.
- Typical production rates are based on 2018-2020 operating data (refer to Table 1-4 and accompanying discussion in Section 1.2.2).

The analysis on Figure 2-18 indicates the Town's supply sources are adequate for meeting average (year-round) demand conditions, at current production capacities (i.e., prior to improvements to Well 17A, Well 18B, and OOB WTP).

However, the analysis on Figure 2-19 indicates that, at current production rates with Wells 17A and 18B offline, restricted capacity from OOB WTP due to existing treatment processes and redundancy, and reduced production rates from other wells due to seasonal (drought) impacts, the Town's supply sources cannot meet maximum day demands. Figure 2-19 also shows the potential Future Production Capacity, which is based on the potential production following upgrades to the treatment facility at Well 18B and new treatment plants at Well 17A and OOB. This highlights the importance of upgrading the treatment facilities to alleviate restrictions in source production that are due to water quality and operational concerns, rather than available water supply.

Scituate's WMA permit indicates that: 1) prior to making withdrawals greater than the 1.80 mgd baseline, Scituate is required to develop a mitigation plan for review and approval by MADEP, incorporate the approved mitigation plan into the WMA permit by permit amendment, and implement required mitigation activities; and, 2) maximum withdrawals from groundwater withdrawal points and Old Oaken Bucket Pond are not to be exceeded without advance approval from the department.

The evaluation shows that Scituate has sufficient water to meet demands if all sources can be used at their permitted rates or if treatment restrictions at Wells 17A and 18B and at the OOB WTP are addressed. The analysis shows that at current production rates and limited production capacities, the Town does not have sufficient water to meet peak

Merritt Woods Condominium Association

February 16, 2021

Board of Select Members
Town of Scituate
600 Chief Justice Cushing Highway
Scituate, Massachusetts 02066

Select Members,

I am writing to you as President of the Merritt Woods Condominium Association. The Merritt Woods neighborhood is located on Forest Lane on the west side of Route 3A between Booth Hill Road and Mann Lot Road.

Merritt Woods is adjacent to the proposed Bartlett Fields apartment complex, a development of more than 250 apartment units to be built under the Massachusetts 40B program. You will recall that in 2015 the Town approved a land swap with the proposed developer of the site to allow access to the site from Route 3A. More recently, the Scituate Conservation Commission approved an ANRAD application for the site at its meeting of January 6, 2021.

The residents of Merritt Woods have significant concerns regarding the implications of the proposed Bartlett Fields development on our neighborhood and nearby residents along Booth Hill Road, particularly with regard to damage that might be caused by run-off from the developed site.

The site already cannot absorb the water it receives, despite being heavily wooded, and is known to have failed percolation tests. After rainstorms and snowmelt, temporary streams flow for many days carrying run-off from the site across Booth Hill Road and into Bound Brook. The removal of the thousands of mature trees on the site and replacing them with acres of impervious surfaces will increase the run-off by orders of magnitude. Re-shaping the site for development will further alter the flow of run-off from the site.

Where will all that water go? Merritt Woods homeowners are very concerned that if sufficient consideration is not given to handling of storm water from the site, we will experience a substantial increase in run-off from the site that will flood our yards and basements. Further, resulting changes to the water table could negatively impact our septic systems. It is critical that the developer's plans for the site include ample provisions for containing run-off and ensuring that it is channeled away from surrounding homes.

Further, given the size of the development and the impermeability of the site, the development will likely require a large onsite sewage treatment building with attendant facilities. How these operations are located, operated, and maintained is a major concern because inappropriate siting and operation could result in human wastewater running into our neighborhood, surrounding neighborhoods, and the Town Forest.

It is also imperative to avoid "off-gassing" foul odors from the sewage treatment facilities impinging on our ability to enjoy our homes and neighbors.

We are also concerned about the increased traffic that the site will generate along our section of Route 3A. Egress from Forest Lane, the sole entry road to Merritt Woods, onto 3A is already made difficult because of the curve and uphill grade of Route 3A as it comes up from Booth Hill Road and the high speed of traffic along the highway. The additional traffic generated by the residents of 250 apartment units (presumably with an average of up to two cars per apartment) will make the situation even more difficult and dangerous and could have implications for the police and fire services stationed at the public safety building across the street. Unless adequate plans are made to absorb the additional traffic from Bartlett Fields in that section of Route 3A, the residents of Merritt Woods and the town risk a substantial increase in accidents with associated injuries and deaths.

The residents of Merritt Woods ask that when the Town receives the development plans for Bartlett Fields, it give careful consideration to the plans with respect to our concerns regarding run-off, sewage treatment and traffic. We expect to be given ample opportunity to review the plans to gauge the implications for our community and engage in discussions with the Town and the developer to ameliorate any potentially negative consequences for our neighborhood. We intend to engage appropriate legal and technical counsel to ensure that we have thorough understanding of the implications of the development plan and that our interests are reflected in the process.

Thank you very much for your attention. My neighbors and I would look forward to discussing our concerns with you in greater detail.

Sincerely,

Richard P. Kropp, Jr. EdD
Chair, Merritt Woods Condominium Association
46 Forest Lane, Scituate, MA
(781) 812-6282 dickropp5629@gmail.com

cc: Town Administrator
cc: Department of Planning and
Development cc: Zoning Board of Appeals
cc: Conservation Commission