

**MINUTES
TOWN OF BELMONT
BOARD OF SELECTMEN
TOWN HALL AUDITORIUM
Monday, September 8, 2014
6:00 PM**

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CALL TO ORDER

A regular meeting of the Board was called to order in open session at 6:10 p.m. by Chair Rojas in the Town Hall Auditorium. Selectmen Baghdady was present; Selectman Paolillo was not. Town Administrator David Kale and Assistant Town Administrator Marshall were also present.

Chair Rojas turned to the first item on the agenda.

QUESTIONS FROM TOWN RESIDENTS

Mr. Kaluga Kaggwa raised a concern about curbing at 280 Trapelo Road. He said that recent construction has altered the parking configuration of the property leading into his garage. Mr. Glenn Clancy, Town Engineer, approached the table to look at the photo. Mr. Clancy said that, while he is not familiar with this property, the prevailing idea is to make curb cuts uniform, which is safer for pedestrians and cars.

ACTION BY APPOINTMENT

Belmont Serves Day: Monday, October 13, 2014

Mr. Doug John, President of the Belmont Religious Council, appeared before the Board to discuss the annual event, Belmont Serves Day. This will be the sixth annual event. He said the Board of Selectmen has sponsored the event in the past. Mr. John briefly explained the projects that would be focused on this year.

The Board expressed its support for the project.

Policy Review: Green Communities Grant Application

Mr. Kale spoke regarding the Green Communities Grant Application. He informed the Board of Selectmen that one of the policies that will require review by the Board as part of the application process is vehicle purchase. He then explained that certain vehicles purchased for use by the Town would qualify for replacement within this policy. He suggested that an internal working group be formed to review the town vehicles planned for replacement and options that exist for sustainable "green" fuel efficient vehicles when purchase is needed.

The Board expressed its support for fuel-efficient vehicles. However, Selectman Baghdady said that he would like to offer "drafting comments" regarding the policy and that perhaps the issue could be voted on at a future Board meeting.

ACTION BY CONSENT

Approval of application for a Class II License to Buy and Sell Motor Vehicles at 280 Pleasant Street.

Mr. Kaluga Kaggwa appeared before the Board regarding the license application requested at 280 Pleasant Street to buy and sell motor vehicles. He stated that the business operates to repair and sell used cars. Four cars, he said, will be displayed on the premises for sale. Selectman Baghdady showed a photo he had taken the morning of September 8 which showed at least 12 cars parked out front. Mr. Kaggwa explained that 12 cars were there because of the Trapelo Road construction. The Board discussed this issue and continued to express their concerns over the number of cars displayed on the property.

Selectman Baghdady suggested that Mr. Kaggwa submit an operational plan that details where the cars will be located.

The Board moved: To continue the application request (with the applicant submitting an operational plan regarding car placement, as noted above) until September 29, 2014.
The motion passed unanimously (2-0).

Approval of Contract “Guardian Energy Management Solution”

Selectman Baghdady said that, while he had expressed concerns about the contract created by Guardian Management initially presented, the revised Memorandum Of Agreement addressed those concerns.

The Board moved: To approve the contract for “Guardian Energy Management Solution” with the revised Memorandum Of Agreement.
The motion passed unanimously (2-0).

Newport Construction is requesting approval to pave Trapelo Road from Church St to Flett Rd during the hours of 8 pm to 5 am on 9/16, 9/17, and 9/18.

Mr. Glenn Clancy, Town Engineer, appeared before the Board regarding the night paving request. He outlined the three-day cycle of night work and he noted the restrictions for the contractor to perform work during these hours such as reduction of unnecessary noise and bright lighting. Mr. Clancy said he recommends that the Board approve this request to help expedite the completion of the project by paving during less travelled hours.

The Board discussed the timing of the request for night time paving associated with the project. Selectman Baghdady expressed concern about the short notice for residents. He would prefer to see two week notice instead of less than one week’s notice. He said that, although he would vote affirmatively this time, he would like to be provided with a construction schedule in addition to a minimum two week notice for notification of night-time paving if there are future requests.

The Board moved: To approve the night-time paving request from Newport Construction.

The motion passed unanimously (2-0).

The Board took a five-minute recess.

Precinct Presentation: Belmont Center Reconstruction Project Presentation

Chair Rojas welcomed Town Meeting members to the Meeting scheduled this evening to discuss the Belmont Center Reconstruction Project. He invited Town Meeting members to offer comments and questions after the presentation.

Chair Rojas began with an overview of the proposed project. He stated that Belmont Center represents the final step in addressing the needs of Belmont's major centers and briefly reviewed the process to date.

Chair Rojas highlighted the components and benefits of the proposed project:

- new pavement
- new sidewalks with curb extensions
- new crosswalk under the bridge
- traffic flow improvements
- increased green space in front of Belmont Savings Bank
- increased business vitality
- option for the future implementation of bicycle lanes
- additional parking on Concord Ave.
- implementation of the Parking Management Plan

Mr. Glenn Clancy, Town Engineer and Director of Community Development, provided additional details about the proposal for Belmont Center. He discussed the lighting design as well as plans to plant trees. The plan design improves flow of traffic and pedestrians in a more orderly and safe pattern. He described the proposed relocation of the bus stop. He said although there will be 6 parking spaces eliminated in front of the Belmont Savings Bank due to creation of green space, 10 additional parking spaces will be gained overall.

Mr. Clancy said that repaving Leonard Street was a top priority. He said that if the project is approved by Town Meeting, the project could begin in April 2015 and finish in the fall of 2015.

Mr. Kale stated that the project will cost \$2.6M. Funding sources for the proposed project had included MassWorks Grant application. While Belmont did apply last year, it was not awarded. Belmont has reapplied this year for the grant. He then noted other funding possibilities, including proceeds from the sale of the Cushing Square parking lot and the Woodfall Road property. However, if there is no resolution for the properties, the project could be funded via a debt issuance and amortized over 10 years. Other funding sources include additional Chapter 90 money which was not released by the Governor for FY15, free cash, pavement management plan and other town reserves.

A Special Town Meeting will be called in November, 2014 to finalize funding.

Chair Rojas concluded that the major focus of this proposal is to make the Center business-friendly and safe. The Center needs to be vibrant, safe, and attractive.

Members of the Traffic Advisory Committee (TAC) introduced themselves.

Precinct Meeting: Questions from Town Meeting Members

Ms. Sara Oaklander, Precinct 8, said that the proposed plan would put an end to the possibility of actually managing the challenging traffic pattern without traffic signals or stop signs, and wanted to know if that was correct. Mr. Clancy agreed that there had been many alternatives considered by the Traffic Advisory Committee, and he explained the details of possible traffic solutions which had been proposed and evaluated throughout the process of development, such as one way road patterns, roundabouts, traffic lights, etc. Fire response concerns were raised, access and turning radius required for trucks delivering goods were analyzed, restrictions attributed to the MBTA Bridge limited the option for use of roundabout, and traffic signals were opposed for backup of traffic. A set of traffic lights would involve approval by the State and increase the project cost substantially in addition to a much longer approval process with Town Meeting if you could get support for signals. Although the proposed plan was not able to solve the rush hour traffic flow issues, it does make the Center more safe and vibrant in many other ways.

Ms. Rachel Burger, Precinct 2, asked about the placement of crosswalks and the bus stop. Mr. Clancy stated that the crosswalk placement had been analyzed and evaluated for distance sighting and safety. She noted that the barrel experiment caused traffic back-ups on Pleasant Street. Mr. Clancy acknowledged that there is always going to be traffic backed-up during rush hour traffic.

Mr. Roger Rivel, Precinct 5, expressed a safety concern related to the proposed crosswalk on Concord Ave just past the intersection with Common Street. In addition, he asked whether there is a loading zone proposed for the east bound side of Leonard Street. Mr. Clancy discussed the considerations for loading zone designations. Mr. Rivel expressed his opinion that the Belmont Center improvement project should include the community bike path. Mr. Clancy discussed the differences in timing for the design development between the Belmont Center Project and the Community Path. Given the fact that the Belmont Center infrastructure is complete and the Improvement presented this evening is the final aspect of the project in comparison to the Community Path which has just reached the study completion, there is a question of whether it is appropriate to hold up the Belmont Center Improvement until the feasibility and funding is approved for the Community Path. Chair Rojas recognized that when the Community Path final design is ready in can be coordinated with the improvements proposed for Belmont Center, but not support delay of Belmont Center until final design and funding for the Community Path is available.

Mr. Jim Williams, Precinct 1, asked if the water trough that is engraved with 1881 would be kept

intact. Mr. Clancy said it would be protected and repositioned after completion of Belmont Center and the time capsule will also be protected and repositioned. He asked whether there could be a warning light added to the project to signal the crosswalk via flashing yellow light. Mr. Williams then asked about the funding mechanisms to approve bonding authorization and whether the bonds issued could be callable. Mr. Kale explained that if bond authorization is approved and then it was determined that the cost was less than the authorization by Town Meeting or other funds such as the proceeds from sale of property were available, then the borrowing could be lower than the Bond Authorization. He also explained that "refunding" of bonds was a function of interest rate not the Authorization.

Ms. Bonnie Friedman, Precinct 5, was very pleased that no traffic lights are included in the design. She expressed concerns about the design that requires the use of four crosswalks for pedestrian access from the Lions Club to the gazebo and an additional crosswalk. Mr. Clancy explained that the sight/distance is not adequate to install a crosswalk at Royal Road. Ms. Friedman also raised concern about taking the lane on Concord Ave. and whether there would be bike racks installed in Belmont Center. Mr. Clancy clarified that it would be a shared lane with bicycles and traffic.

Mr. Don Mercier, Pct. 8, expressed concerns about the parking availability. He said increasing the green space and losing parking spaces in front of Belmont Savings Bank does not make sense given that the nice weather is a short season. Parking is needed all day, every day to keep businesses growing. The Concord Ave. spaces are not convenient to the Center businesses.

Mr. Robert Kennedy, Town Meeting member, Pct. 3, is supportive of the green space proposed. He had a concern about traffic flow turning under the overpass/bridge and left toward the Police Station, a vehicle pulling a trailer would not be able to make the turn without making it flush with the paved driving lane.

Mr. Ben Bauer, Pct. 6, Town Meeting member raised a concern about Concord Ave. and Channing Road to see if the corner is squared up enough. Mr. Clancy believed that it was configured to allow a truck turning right after crossing under the bridge. Mr. Clancy will verify. Mr. Bauer also asked about restricting truck traffic. Ms. Nickens, Chair of the TAC discussed the limitations of Belmont Center configuration with MBTA track and the commercial needs of the Belmont Center.

Mr. Roy Epstein, Pct. 6, Town Meeting member and Warrant Committee member, asked for clarification on bike lanes. Mr. Clancy said there is a bike lane on Leonard Street, but not on Concord Ave. heading down the hill or up the hill.

Ms. Anne Marie Lambert, Town Meeting member, Precinct 8, asked about porous pavement to abate Stormwater efforts in this area instead of impervious paving. Mr. Clancy said that there are no porous pavements planned at this time. Chair Rojas reminded the meeting that there is infrastructure and operational maintenance costs associated with the installation of porous material on a linear plan is very costly. The use of pavers is usually in parking lot locations but not linear applications in sidewalk near roadway because of the high maintenance costs.

Ann Covino Goldenberg, Pct. 8, questioned whether there are accidents at the intersection with Leonard Street and Concord Ave. and Mr. Clancy indicated that the location is almost "self policing" due to the nature of the intersection and everyone going so slowly. She suggested a four way stop configuration, but Mr. Clancy indicated that the modelling showed that the traffic would back up seriously.

Ms. Carolyn Bishop, Precinct 1, expressed concern about the safety of the bike lane, which is alongside traffic and proposed that the bike lane bypass Belmont Center. She raised a concern about the loading zone in front of the current CVS on Leonard Street which is placed so that it is difficult to determine whether it is safe to cross the street. Chair Rojas indicated that it would be reviewed and considered whether or not to relocate the loading zone.

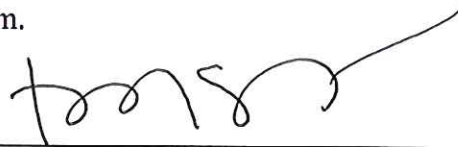
Chair Rojas said that this project is still being worked on and that the goal is to have the project completed in the fall of 2015. He thanked Town Meeting members for coming.

Selectman Baghdady thanked the members of the Traffic Advisory Committee and Mr. Clancy.

NEXT MEETINGS

Monday, September 29, 2014 at 7:00

The Board moved to adjourn the meeting at 8:54 p.m.

A handwritten signature in black ink, appearing to read "DKale", written over a horizontal line.

Mr. David Kale, Town Administrator