

MEETING NOTICE
TOWN OF LYNNFIELD

(As required by MGL Chapter 30A, sections 18-25)

*Please email all meeting notices to treid@town.lynnfield.ma.us AND
dhammerbeck@town.lynnfield.ma.us*

Town Clerk Date Stamp

Board/Committee Name: Board of Selectmen

Day/Date: Tuesday, March 26, 2019

Time of Meeting: 7:00 p.m.

Location: Merritt Center, 600 Market Street

AGENDA

1. Vote on the Fiscal Year 2020 budget
2. Discussion of development agreement revision regarding Market Street theater proposal
3. Recommendations on annual town meeting warrant articles not previously voted
4. Appointment of elections officer
5. Use of facilities requests



To: National Development

Date: March 21, 2019

Memorandum

Project #: 09800.01

From: Randall C. Hart,
Principal

Re: Adaptive Traffic Signal System
Market Street at Lynnfield

Kathleen Keen, PE

VHB has prepared this memorandum which provides some detail regarding adaptive traffic signal systems and the benefits they provide. As represented to the Town of Lynnfield, National Development is proposing to up-grade the existing traffic signal system located along Walnut Street between the site driveway and Salem Street (three traffic signals) to an adaptive type traffic signal system as part of the Theater project at MarketStreet Lynnfield. In addition to the system upgrade to adaptive technologies, modifications to the Route 128/95 southbound off ramp are proposed to be implemented to improve traffic flow along Walnut Street. This improvement includes extending the length of the existing left and through lanes approaching the Walnut Street intersection. A conceptual sketch of the ramp improvement is attached for reference. Per the attached letter, MassDOT, supports the proposed improvements.

Significant data exists to confirm that adaptive traffic control systems improve efficiency of operations during slow, moderate and heavy traffic conditions. These systems use real-time data collected from corridor detectors that evaluate volume demand and assign green times for optimal progression. There are many examples of successful adaptive traffic signal systems that have been implemented throughout the state, and on a national/international level, with positive results. One such system that was implemented in the Summer of 2015 is at the Exit 42 interchange in Wakefield, near the west entrance to MarketStreet. This system included five traffic signals, three of which are owned by the town and two owned by MassDOT. Prior to the installation, traffic would back up on the highway ramps during peak hours. After implementation of the adaptive signal system, the traditional backups that would occur during peak hours have been reduced to manageable levels. Public feedback has been positive and both the Town and MassDOT are pleased with the operations of the system. There are many publications that discuss what adaptive technology is and the benefits to traffic operations. The U.S. Department of Transportation has prepared materials that discuss adaptive signal control technologies and the benefits of their implementation (a copy of one publication is attached to this memorandum for reference). According to USDOT studies, average performance metrics (travel time, control delay, emissions and fuel consumption) at signalized intersections with adaptive traffic signal controls improve 10% or more and under saturated conditions, and in certain cases may improve operations by 50% or more.

While the Proponents will upgrade the traditional traffic signal system (three signals) and perform the southbound ramp improvement outlined above at Exit 43 as part of the theater project, peak holiday season operations will continue to be monitored and supplemented with police control at the site driveway along Walnut Street as needed. This will ensure that the best possible operations are implemented during this critical period of activity at MarketStreet.

101 Walnut Street
PO Box 9151
Watertown, MA 02472-4026
P 617.924.1770

Attachments

LYNNFIELD & WAKEFIELD
WALNUT STREET & AUDUBON ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MASS.	ESP-00251(07)	50	116

PROJECT FILE NO. 603796

SLIP LANE CONCEPT PLAN



Exhibit C

\\vhlb\proj\WMA-15\09000.01\graphics\FIGURES\Adaptive Tech.mxd p.1 12/10/18



Source: Bing Aerial



Intersection Improvements
December 11, 2018 Market
Street at Lynnfield
Lynnfield, Massachusetts



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator



February 11, 2019

Mr. Richard Dalton, Chairman
Board of Selectmen
Town of Lynnfield
55 Summer Street
Lynnfield, MA 01940

RE: Traffic Improvements at Walnut Street

Dear Chairman Dalton:

National Development, owner of the MarketStreet Lynnfield, has approached MassDOT to discuss its desire to fund certain traffic improvements along Walnut Street in Lynnfield to improve traffic flow around the MarketStreet project. Said improvements include the installation of a state of the art Adaptive Signal System at the three signalized intersections along Walnut Street and changes to the Route 128/I-95 southbound off ramp at Walnut Street to provide an extended slip ramp toward Walnut Street heading north.

Please be advised that MassDOT is supportive of these improvements, as we have firsthand experience with adaptive signal systems from other locations within District 4, including at Audubon Road/Salem Street in Wakefield and Middlesex Turnpike/Burlington Mall Road/Cambridge Street in Burlington that demonstrate the proposed system is effective in facilitating improved traffic flow.

The proponent will pay 100% of the hard and soft costs associated with the improvements, including new signal controllers, upgrade to Ethernet communications and new video detection cameras. License fees for the adaptive and video monitoring software, as well as three years funding for internet communications and proportional cloud server cost will also be included.

The proponent will have its engineers work with State and Federal agencies to gain the necessary approvals and permits prior to moving forward with construction. We look forward to participating in these roadway improvements.

Sincerely,

Paul D. Stedman
District Highway Director

FAQs

Where are adaptive signal control technologies most effective?

Adaptive signal control technologies are best suited for arterials that experience highly variable or unpredictable traffic demand for which multiple signal timing solutions are necessary during a typical time-of-day period.

How well does adaptive signal control technology improve system performance?

Many studies have shown that adaptive signal control improves average performance metrics (travel time, control delay, emissions, and fuel consumption) by 10 percent or more. In systems with extremely outdated signal timing, and under saturated conditions, the improvement can be 50 percent or more. Improvement might not be as dramatic in areas where traffic demand is stable and predictable during typical time-of-day periods; performance is regularly monitored, and signal timing is well maintained.

How widely are these technologies used?

Adaptive signal control technologies are widely used in the United Kingdom, Asia, and Australia. In the United States, adaptive signal control technologies are being used on less than one percent of all signalized intersections. The cost of hardware can be an issue, but other barriers include the expertise necessary to configure and maintain the system, a lack of active performance measurement, and myths about the benefits of adaptive signal control technology.

How do I plan to implement adaptive signal control technology?

As with any traffic operation's strategy, it is essential that a signal operator identify performance outcomes they wish to achieve; determine their current needs, requirements, and long-range possibilities for their system; identify and pursue regional collaboration and integration; insert into agency plans all the resources necessary to successfully deploy and maintain the system throughout its lifecycle; and monitor performance of the deployed system.

Where can I go for assistance in this planning process?

Contact your FHWA Division Office, who can help you identify experts in planning, operation, and technical issues.

Contact Information

For training or more information on this Every Day Counts Initiative, please contact your local FHWA Division Office.

To learn more about EDC, visit:
<http://www.fhwa.dot.gov/everydaycounts>



Traffic flows smoothly through green lights.

About Every Day Counts

Every Day Counts is designed to identify and deploy innovation aimed at shortening project delivery, enhancing the safety of our roadways, and protecting the environment.



What are Adaptive Signal Control Technologies?

The variability and unpredictability of traffic demand on arterial systems often outpace the ability of local and State agencies to update signal timings so that signalized intersections operate efficiently and do not cause congestion and delays to motorists and pedestrians. The 2007 National Traffic Signal Report Card rated the Nation's traffic signal management and operations practices with a letter grade of "D" and estimated that poor traffic signal timing contributes to as much traffic congestion and more than 295 million vehicle-hours of delay on major roadways alone. Conventional signal systems do not use pre-programmed, daily signal timing schedules that do not monitor system performance, nor can they adjust automatically to accommodate traffic patterns that are different from the peak periods during which they were designed to operate. Adaptive signal control technologies adjust when green lights start and end to accommodate current traffic patterns to promote smooth flow and ease traffic congestion. The main benefits of adaptive signal control technology over conventional signal systems are that it can:

- Automatically adapt to unexpected changes in traffic conditions.
- Improve travel time reliability.
- Reduce congestion and fuel consumption.
- Prolong the effectiveness of traffic signal timing.
- Reduce the complaints that agencies receive in response to outdated signal timing.
- Make traffic signal operations proactive by monitoring and responding to gaps in performance.

Adaptive Control Software Lite (ACS Lite) is a specific adaptive signal control technology developed by the FHWA through a public-private partnership. ACS Lite takes advantage of typical signal system architecture and works with existing control, detection, and communications configurations to cost-effectively deliver adaptive control that is easy-to-deploy and produces comparable performance to traditional adaptive systems.



ASCT

Adaptive Signal Control Technologies



U.S. Department
of Transportation
**Federal Highway
Administration**

How Does It Work?

By receiving and processing data from sensors to optimize and update signal timing settings, adaptive signal control technologies can determine when and how long lights should be green. Adaptive signal control technologies help improve the quality of service that travelers experience on our local roads and highways.

The process is simple. First, traffic sensors collect data. Next, traffic data is evaluated and signal timing improvements are developed. Finally, the adaptive signal control technology implements signal timing updates. The process is repeated every few minutes to keep traffic flowing smoothly. Traditional signal retiming might only repeat this process every 3 to 5 years.

The traditional signal timing process is time-consuming and requires substantial amounts of manually collected traffic data. Traditional time-of-day signal timing plans do not accommodate variable and unpredictable traffic demands. This results in customer complaints, frustrated drivers, excess fuel consumption, increased delays, and degraded safety. Customer complaints is the most frequently cited performance measure in operations surveys conducted by the FHWA. In the absence of complaints, months or years might pass before inefficient traffic signal timing settings are updated. With adaptive signal control technologies, information is persistently collected and signal timing is updated continually.



A wide variety of adaptive signal control technologies are available to operate in varied environments.

Why Adaptive Signal Control Technologies?

- Adaptive signal control technologies deliver improved service to road users.
 - Outdated traffic signal timing currently accounts for more than 10 percent of all traffic delays. On average, adaptive signal control technologies improve travel time by more than 10 percent. In areas with particularly outdated signal timing, improvements can be 50 percent or more.
 - Adaptive signal control technologies also react to unexpected events, such as crashes and special events. By adjusting traffic signal timing in real-time to reflect actual conditions on the road, travelers enjoy a more reliable trip.
 - Studies indicate that crashes could be reduced by up to 15 percent through improved signal timing. Adaptive signal control technology can reduce the intersection congestion that causes many crashes.
- Adaptive signal control technologies solve problems for signal operators.
 - Performance management and acquiring the information necessary to measure performance are challenges facing many transportation agencies. Adaptive signal control technologies capture a rich set of data that signal operators can use to monitor their performance.
 - By solving traffic problems as they occur, adaptive signal control can reduce citizen complaints and frustration. Adaptive signal control technology is a proactive step that signal operators can take to improve service.
- Adaptive signal control technologies provide value.
 - The costs of congestion and delay to road users are substantial, and adaptive signal control technology delivers benefits to users that far outweigh its cost.
 - Adaptive signal control technologies also provide value directly to signal operators. By extending the effectiveness of traffic signal timing plans, implementing adaptive signal control technologies can yield direct savings by reducing the frequency of manually retiming signals.

ACS Lite and Alternative Adaptive Traffic Signal Control Technologies

ACSLite was developed to improve progression and phase utilization for small-scale arterial systems of 30 or fewer traffic signals, producing smoother flow and fewer traffic delays. Large-scale adaptive signal systems can handle hundreds of traffic signals, are typically fully integrated into central systems, and operate on a second-by-second basis. ACSLite makes timing updates every few minutes while large-scale systems are capable of making timing updates every cycle. The Lite in ACSLite implies that it has less of a communications and detection burden, and utilizes empirical methods that do not need to be calibrated, thereby making it less complex to operate and maintain.

Like other systems, ACSLite operates in real time, adjusting signal timing to accommodate changing traffic patterns and ease traffic congestion. However, ACSLite works with conventional control equipment,



When adaptive signal control technologies are used, overall travel times decrease.

communications, and traffic sensors from a range of manufacturers, making it a cost-effective and flexible alternative.

In the United States, several adaptive systems are available from multiple vendors. Agencies should evaluate their needs, system requirements and operations, and maintenance capabilities through a system engineering process to evaluate if and which adaptive signal control technology will work best for their situation. Each system has specific requirements, and each will produce improved levels of performance that are consistent with agency commitment to management and operations programs.

Split Cycle Offset Optimization Technique (SCOOT) is the most widely deployed adaptive system in existence. It was developed in the United Kingdom. The Sydney Coordinated Adaptive Traffic System (SCATS) was developed in Australia, and matches traffic patterns to a library of signal timing plans and scales split plans over a range of cycle times. Another effective system is the Real Time Hierarchical Optimized Distributed Effective System (RHODES), which uses a peer-to-peer communications approach to communicate traffic volumes from one intersection to another in real time. There are many others in existence and in development.



Adaptive signal control technologies can reduce stop time at intersections.

LYNNFIELD TOWN WARRANT

THE COMMONWEALTH OF MASSACHUSETTS

ANNUAL TOWN ELECTION - APRIL 9, 2019
ANNUAL TOWN MEETING - APRIL 29, 2019

Essex, ss.

To the Constable of the Town of Lynnfield in the County of Essex, GREETINGS:

In the name of the Commonwealth of Massachusetts, you are hereby directed to notify and warn the inhabitants of said Town, qualified to vote in elections and in Town affairs, to meet in their respective polling places in said Lynnfield, on Tuesday, April 10, 2018 at 7:00 a.m., then and there to bring in their votes on one ballot for the choice of all necessary Town Officers for the ensuing year, chosen in this manner, viz.: one Board of Selectmen member for three years; one Town Moderator for one year; one Board of Assessor member for three years; two Board of Library Trustees members for three years; two School Committee members for three years; one Planning Board member for five years; and one Planning Board member for one year to fill an unexpired five-year term, and one ballot question, to wit: Are you in favor of the Town of Lynnfield continuing to pursue efforts to develop a recreational path along the unused MBTA right-of-way, known as the Wakefield-Lynnfield rail trail project? This question is not binding, per G.L. c. 54, s. 42B.

The Polls in each precinct will open at 7:00 a.m., and will be closed at 8:00 p.m., on said April 9, 2019. The polling places for voters in Precincts 1, 2, 3 and 4 will be at Lynnfield High School, Essex Street, all in said Lynnfield.

And you are further directed to notify and warn the inhabitants of the Town of Lynnfield qualified to vote in elections and Town affairs, to meet in the Middle School Auditorium, Cafeteria, and the Gymnasium, if necessary, on Monday, April 29, 2019 at 7:00 p.m., then and there to act on the following articles:

ARTICLE 1. To act on reports of Town officers and special committees as published.

Submitted by BOARD OF SELECTMEN

ARTICLE 2. To choose all Town officers not required to be chosen by ballot: viz.; three field drivers, one pound keeper and three wood measurers.

Submitted by BOARD OF SELECTMEN

ARTICLE 3. To see if the Town will vote to FIX THE COMPENSATION of each of the Elective Officers of the Town as required by General Laws, Chapter 41, Section 108, as amended.

Submitted by BOARD OF SELECTMEN

ARTICLE 4. To see if the Town will vote to raise and appropriate or transfer from available funds, sums of money to supplement certain accounts in the current 2019 Fiscal Year where balances are below projected expenditures for various reasons; or to take any other action in connection therewith.

Submitted by BOARD OF SELECTMEN

ARTICLE 5. To see if the Town will vote to raise and appropriate or appropriate by transfer from available funds, sums of money to pay overdue bills of a prior fiscal year, or to take any other action in connection therewith.

Submitted by BOARD OF SELECTMEN

ARTICLE 6. To see if the Town will vote to raise and appropriate, or appropriate by transfer from available funds, or otherwise, a sum of money for the necessary Town charges and expenses; or to take any other action in connection therewith.

Submitted by BOARD OF SELECTMEN

ARTICLE 7. To see if the Town will vote to raise and appropriate, or appropriate by transfer from available funds or by borrowing, or from any or all such sources, sums of money for the purchase of various equipment and items in the nature of capital expenditure and to give authority to credit the value of the various old equipment to be turned in toward the purchase price of said items, said sums of money to be expended under the direction of various Town boards, committees, or officers; or to take any other action in connection therewith.

Submitted by BOARD OF SELECTMEN

ARTICLE 8. To see if the Town will vote to raise and appropriate and/or appropriate by transfer from available funds a sum of money for the town's Stabilization Fund, or to take any other action in connection therewith.

Submitted by BOARD OF SELECTMEN

ARTICLE 9. To see if the Town will vote to establish, with respect to each of the following revolving funds, the following limits on the total amount that may be expended from each such fund in Fiscal Year 2020:

<u>Revolving Fund</u>	<u>Maximum Expenditure</u>
Council on Aging	\$ 50,000
Board of Health	\$ 15,000
Library	\$ 10,000
Recreation	\$300,000
Public Works – Fields	\$ 60,000
Public Works – Merritt Center	\$ 10,000

or to take any other action in connection therewith.

Submitted by BOARD OF SELECTMEN

ARTICLE 10. To see if the Town will vote to appropriate a sum of money from Emergency Medical Service Enterprise receipts to pay expenses and contractual services required to operate the emergency medical service in the Town of Lynnfield, said Enterprise Fund to be credited with all fees and charges received during Fiscal Year 2019 from persons using said service; or to take any other action in connection therewith.

Submitted by BOARD OF SELECTMEN

ARTICLE 11. To see if the Town will vote to appropriate a sum of money from Golf Enterprise receipts and/or Golf Enterprise Retained Earnings to pay expenses and contractual services required to operate the Reedy Meadow Golf Course and King Rail Golf Course, said Enterprise Fund to be credited with all fees and charges received during Fiscal Year 2019 from persons using the golf courses; or to take any other action in connection therewith.

Submitted by BOARD OF SELECTMEN

ARTICLE 12. To see if the Town will vote to adopt the provisions of Massachusetts General Laws Chapter 90, Section 17C: “Establishment of 25-miles-per-hour speed limit in thickly settled or business district in city or town; violation”; or to take any other action in connection therewith.

Submitted by BOARD OF SELECTMEN

ARTICLE 13. To see if the Town will vote to authorize the Board of Selectmen to file with the General Court a petition for special legislation to remove the position of sealer of weights and measures from the provisions of the Civil Service Law, substantially as follows:

“Section 1. The position of sealer of weights and measures within the Town of Lynnfield shall be exempt from the civil service law, chapter 31 of the General Laws.

“Section 2. The provisions of section 1 shall not impair the civil service status of any present incumbent sealer or weights and measures holding such status on the effective date of this act.

“Section 3. This act shall take effect upon its passage.”

provided that the General Court may make clerical or editorial changes of form only to the bill, unless the Selectmen approve amendments to the bill before enactment by the General Court, the Selectmen being hereby authorized to approve amendments which shall be within the scope of the general public objectives of this petition, or to take any other action in connection therewith.

Submitted by BOARD OF SELECTMEN

ARTICLE 14. **ZONING AMENDMENT TO ALLOW A PVDD THEATER USE
SOLELY IN A CERTAIN PORTION OF THE TRADITIONAL
NEIGHBORHOOD VILLAGE SUB-DISTRICT WITHIN THE
PLANNED VILLAGE DEVELOPMENT DISTRICT**

To see if the Town will vote to amend the Town of Lynnfield Zoning Bylaws in the following respects:

1. By amending Section 9.5.4 (Definitions) as follows:

By amending the definition of “Recreational Use” by inserting after the words “but not including a cinema” the words “other than a PVDD Theater”, so that said definition, as so amended, would read:

“Recreational Use - The principal use or intended principal use of land or structures for relaxation, entertainment, amusement, sports, or the like, whether on a fee or non-fee basis, but not including a cinema other than a PVDD Theater.”

By inserting at the end of said Section a new definition entitled: “PVDD Theater” as follows:

“PVDD Theater - A theater designed and constructed for the intended purpose of showing films or video for a fee, including providing a venue for occasional lectures or similar community events, whether or not for a fee, and which satisfies each of the following criteria:

- (a) no more than eight hundred (800) theater seats;
- (b) no more than eight (8) screens;
- (c) no more than 40,000 square feet of Gross Leasable Floor Area;
- (d) shall include premium seating and state of the art projection and sound and shall also include enhanced restaurant-style food and beverage service; and

- (e) the location is limited to that portion of the Traditional Neighborhood Village Sub-District labeled “PVDD Theater (Permissible Area)” as shown on the accompanying plan entitled “Warrant Article Exhibit Plan” dated December 11, 2018.

- 2. By amending Section 9.5.6 (Prohibited Uses or Activities in the PVDD) as follows:

In No. 14, by adding the words “except that a PVDD Theater shall be an allowed use only in the portion of the Traditional Neighborhood Village Sub-District shown on the plan referenced in Section 9.5.4” after the word “Cinema,” so that Subsection 14, as so amended, would read:

“Cinema, except that a PVDD Theater shall be an allowed use only in the portion of the Traditional Neighborhood Village Sub-District shown on the plan referenced in Section 9.5.4.”

- 3. By amending Section 9.5.7.4(b) (Height in Traditional Neighborhood Village Sub-District) by adding the following sentence at the end:

“The maximum height of a PVDD Theater, excluding such an unoccupied architectural feature, shall be one (1) story and forty-five (45) feet.”

So that Section 9.5.7.4(b), as so amended, would read as follows:

“(b) In the Traditional Neighborhood Village Sub-District, the maximum height of a one story building shall be thirty (30) feet, the maximum height of a two story building shall be forty-five (45) feet, provided further that an architectural feature of a building located at a corner or at the end of a streetscape may be permitted up to sixty (60) feet in height at locations designated in the Design Standards provided that the portion of the architectural feature above forty-five (45) feet is not occupied. The maximum height of a PVDD Theater, excluding such an unoccupied architectural feature, shall be one (1) story and forty-five (45) feet.”

- 4. By amending Table 9.5.8-1 (Parking) to add the following new line item after the “Residential Use” line item:

PVDD Theater	1 space per 3 seats.
--------------	----------------------

5. By amending Section 9.5.7.9 (Dimensional and Other Requirements) (Total allowable non-residential uses) by adding the following language:

In the first sentence thereof:

By adding the words “and PVDD Theater” after the word “recreational” and before the word “uses”;

By adding the words “and PVDD Theater” after the word “retail” and before the word “portions”;

By adding the words “and PVDD Theater” after the word “retail” and before the word “spaces”; and

By deleting the figure “50,000” and substituting the words and figure “not less than 29,000.”

In the second sentence thereof:

By deleting the figure “50,000” and substituting the figure “29,000”;

So that Section 9.5.7.9, as so amended, would read as follows:

“9. Total allowable non-residential uses. The total non-residential uses within the PVDD, including retail, restaurant, office, recreational and PVDD Theater uses, but excluding the 55,000 square feet of Gross Leasable Floor Area of the fitness facility in existence on the date of adoption of this Section 9.5, shall not exceed a total of 475,000 square feet of Gross Leasable Floor Area; provided, however, that this total shall include not less than 29,000 square feet of Gross Leasable Floor Area that is located solely on the second floor of a building; and provided further that, for retail and PVDD Theater portions of a Development Project, the difference between Gross Leasable Floor Area and the Gross Floor Area of all retail and PVDD Theater spaces shall not exceed five percent (5%). Nothing in this section shall limit the right of the Applicant to propose that greater than 29,000 square feet of Gross Leasable Floor Area be located on the second floor of a building, subject to compliance with the Dimensional Standards in this Section 9.5.7.”

6. By amending Section 9.5.7.11. Structured parking, by adding the following sentence at the end of Section 9.5.7.11(a):

“A parking structure with not less than 300 parking spaces to serve the needs of a PVDD Theater in the Traditional Neighborhood Village Sub-District shall be located only in that portion of said Sub-District in the location labeled “Parking Structure (Permissible Area)” on the plan referenced in Section 9.5.4.”

or to take any other action in connection therewith.

Submitted by BOARD OF SELECTMEN

ARTICLE 15. To see if the Town will vote to amend the Town of Lynnfield Zoning Bylaws in the following respects:

By amending Appendix A, the Table of Use Regulations, to require a special permit from the Planning Board for any Housing for the Elderly use and to allow single family residential use as of right in the Elderly Housing District by revising the column under Elderly Housing (1st and 5th Residential entries) to read as follows:

	<u>Residential</u>					<u>Business</u>				<u>Industrial</u>	<u>Municipal</u>
	RA	RB	RC	RD	EH	LB	GB	C	OP	LI	M
A1 One-family detached house, with not more than one such house located on any lot provided that no such property shall be leased or rented for a period of thirty (30) days or less unless specifically authorized by the Board of Appeals	Y	Y	Y	Y	Y	Y	N	N	N	N	N
A5 Housing for the Elderly	N	N	N	N	PB	N	N	N	N	N	N

or to take any other action in connection therewith.

Submitted by PLANNING BOARD

ARTICLE 16. To see if the Town will vote to amend the existing “Zoning Map of the Town of Lynnfield, MA Dec. 1953” together with all duly adopted amendments and revisions thereto, as filed in the Office of the Town Clerk, so that the following described parcel located at and behind 1414 Main Street, Lynnfield, Essex County, Massachusetts, being shown on Assessor’s Map 8 as Lots 1325, 1488 and 2113, to be rezoned from the Residence D (RD) Zoning District to the Elderly Housing (EH) District.

A certain tract of land on the north side of Main Street in Lynnfield, Massachusetts, Essex County shown as Lot A on a plan entitled, “Rezoning Plan, located in Lynnfield, Mass., prepared for The Suzanne S. Winn 2010 Revocable Trust & Richardson Green, Inc. dated January 28, 2019, prepared by The Morin-Cameron Group, Inc.”, Danvers, Massachusetts.

Said Lot A is more particularly described as follows:

Beginning at the southeast corner of the premises at Main Street and land now or formerly of The Sagamore Place Realty Trust.

Thence by Main Street S56°41'37"W a distance of 298.24' to land now or formerly of Muriel & Thomas Hutton;

Thence by land n/f Hutton N18°09'4"W a distance of 375.25' to a point;
Thence by various abutters as shown on plan S68°44'22"W a distance of 771.59'
to land now or formerly of Sagamore Springs Realty Trust and Luff, Luff &
Thompson Trust;

Thence by land n/f of Sagamore Springs Realty Trust and Luff, Luff & Thompson
Trust N21°20'40"E a distance of 527.43 to a point;

Thence by land n/f of Sagamore Springs Realty Trust and Luff, Luff & Thompson
Trust and land n/f Town of Lynnfield Conservation Commission N01°14'29"E a
distance of 549.96' to land now or formerly of Lynnfield Center Water District;

Thence by land n/f of Lynnfield Center Water District and land n/f Town of
Lynnfield Conservation Commission N62°14'39"E a distance of 500.00';

Thence continuing by land n/f Lynnfield Center Water District and land n/f Town of
Lynnfield Conservation Commission S65°47'16"E a distance of 532.32' land
now or formerly of Lynnfield Center Water District;

Thence by land n/f of The Sagamore Place Realty Trust S03°05'07"E a distance
of 628.38' to other land now or formerly of The Sagamore Place Realty Trust;
Thence continuing by other land now or formerly of The Sagamore Place Realty
Trust S71°33'37"W a distance of 57.89' to a point;

Thence continuing by other land now or formerly of The Sagamore Place Realty
Trust S07°26'38"E a distance of 325.51' to Main Street and the point of
beginning.

Containing 22.6 +/- acres as shown on plan.

Meaning and intending to describe Lot A on the above referenced plan. For title
see deed from Richardson's Farms, Inc. to Richardson Green, Inc. recorded in
Book 28255 Page 254 South Essex Registry of Deeds. See also deed from Henry
J. & Suzanna S. Winn to the Suzanne S. Winn 2010 Revocable Trust recorded in
Book 29498 Page 456."

or what action in will take thereon.

Submitted by PETITION

ARTICLE 17. To see if the Town will vote to accept the provisions of M.G.L. Chapter
40, Section 22F, which allows local boards and officers to set fees for licenses, permits,
certificates or services, or to take any other action in connection therewith.

Submitted by BOARD OF SELECTMEN

And you are further directed to serve this warrant, by posting up attested copies thereof, in at least six public places in said Town of Lynnfield, seven days at least before the time of holding said meeting.

HEREOF FAIL NOT, and make due return of this Warrant, with your doings thereon, to the Town Clerk, at the time and place of meeting, or before hand as aforesaid.

Given under our hands this 20th day of March in the year of our Lord two thousand and nineteen.

Richard P. Dalton, Chairman

Philip B. Crawford, Selectman

Christopher J. Barrett, Selectman

A true copy

ATTEST: _____, Constable

Date:

Pursuant to the within Warrant, I have this day notified and warned the inhabitants of the Town of Lynnfield as herein directed by posting nine attested copies of the Warrant in said Lynnfield seven (7) days before the time and calling of said election.

Paul Minsky
Constable

Posted at:
Center Post Office
Center Market
Lynnfield Water District
Library
Pump 'n Pantry
Senior Center
South Post Office
South Fire Station
Town Hall

**SECOND AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT FOR MARKET STREET AT LYNNFIELD
(NOW “MARKETSTREET LYNNFIELD”)**

This Second Amendment (this “Amendment”) to Amended and Restated Development Agreement is made this ____ day of _____, _____ by and among Market Street Retail South LLC, a Delaware limited liability company (the “Retail Project Owner”), Arborpoint at Market Street LLC, a Delaware limited liability company (the “Residential Project Owner” and, together with the Retail Project Owner, collectively the “Owner”), and the Town of Lynnfield (the “Town”), a municipal corporation, acting by and through its Board of Selectmen.

BACKGROUND

1. Market Street at Lynnfield Development LLC, a Massachusetts limited liability company (the “Former Owner”), and the Town are party to that certain Amended and Restated Development Agreement for Market Street at Lynnfield, dated as of January 24, 2011, as amended by a First Amendment thereto dated as of November 4, 2013 (hereinafter, the “Agreement”).
2. The retail portion of the Project is now known as MarketStreet Lynnfield. The residential portion of the project is now known as MarketStreet Apartments.
3. The Retail Project Owner is the successor to the Former Owner’s interest in the retail portion of the Project and the Residential Project Owner is the successor to the Former Owner’s interest in the residential portion of the Project.
4. In connection with certain proposed changes to the retail portion of the Project, the Retail Project Owner will seek approval of a zoning article at the Lynnfield Town Meeting, scheduled for April 29, 2019, which article is on the Warrant for such meeting. A copy of said article is attached hereto as Exhibit A.
5. Since a theater had not been contemplated in the Agreement, such zoning article would amend the Lynnfield Zoning By-Law to permit a “PVDD Theater”, as more particularly described in such article.
6. The provisions of Sections 1 – 9 of this Amendment, set forth below, shall become effective if and when such zoning article is approved by Town Meeting without modification or condition at the meeting noticed in such Warrant, or only with such modification or condition as the Retail Project Owner deems acceptable in its sole discretion as evidenced by written notice to the Board of Selectmen received within twenty (20) days after the close of such Town Meeting, and the resulting amendment to the Lynnfield Zoning Bylaw subsequently becomes effective upon approval by the Massachusetts Attorney General and the Department of Housing and Community Development (“DHCD”) (such effective date of the proposed zoning amendment being referred to herein as the “Effective Date”). The Town will request the approval of the Attorney General with reasonable promptness following the close of Town Meeting and notification from the Retail Project Owner that any modification or

condition is acceptable. The Town has already requested the approval of DHCD. Notwithstanding any other provision hereof to the contrary, the parties agree that no PVDD Theater may be constructed or used as part of the Project, and the Town shall not grant a Building Permit or Certificate of Occupancy for any such PVDD Theater in the Project, unless the provisions of Sections 1 – 9 of this Amendment, set forth below, become effective and all such provisions of this Amendment become the binding obligation of the Retail Project Owner and its successors and assigns. Upon the Effective Date, the Town and Retail Project Owner have agreed that certain changes will need to be reflected in the Agreement, as hereinafter provided in this Amendment. The Owner acknowledges that if Town Meeting imposes a modification or condition on the aforesaid zoning change and the Retail Project Owner fails to furnish written notice of its acceptability when and as set forth above, the Town Clerk and Selectmen of the Town shall not submit the vote to the Attorney General, which will result in the failure of the proposed zoning change to take effect under G.L. c. 40, § 32 and c. 40A, § 5.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Owner, for themselves and their respective successors and assigns as owners of the Project, and the Town agree to amend the Agreement as follows from and after the Effective Date:

1. By deleting Paragraph 4 under Background and substituting the following updated project description:

“The project has been renamed MarketStreet Lynnfield, a mixed-use project permitted for up to (a) 375,000 square feet of retail, restaurant and recreational uses other than a PVDD Theater; (b) 60,000 square feet of office space; and (c) a PVDD Theater of up to 40,000 square feet; plus 180 residential units (the “Project”). The Project is shown on the plan entitled: “Warrant Article Exhibit Plan”, dated December 11, 2018 attached hereto as Exhibit B.

2. Section 3.1 of the Agreement is hereby amended by adding the following item (i) after items (a) through (h):

- i. PVDD Theater (times indicate start of first and last shows or other permitted events):

Monday - Wednesday: 10:00 a.m. – 10:30 p.m.

Thursday – Saturday: 10:00 a.m. – 11:30 p.m.

Sunday: 10:00 a.m. – 10:30 p.m.

The last show or other permitted event shall end by no later than 1:00 a.m. In addition, the theater operator shall stagger the starting and ending times of the shows or other permitted events to the extent possible. The requirements of this subsection shall be included in any lease or other agreement with the theater operator and shall be rigorously enforced by the Retail Project Owner. The

Town's Building Inspector may issue a cease and desist order against the use of the theater in the event of violations.

3. The only area where the PVDD Theater shall be permitted is the area shown on Exhibit B of this Amendment.
4. The Town shall not issue a final Certificate of Occupancy for the PVDD Theater unless the Retail Project Owner also has constructed and completed a parking structure (the "Parking Structure") in the area shown as "Parking Structure (Permissible Area)" on Exhibit B to this Amendment. The Parking Structure shall contain at least 300 parking spaces and shall be designed and constructed in such a way as to ensure that it contains at least 228 more parking spaces than the number of parking spaces that could have been located in the expected footprint of the Parking Structure (i.e., 72 parking spaces).
5. Prior to the issuance of a final Certificate of Occupancy for the PVDD Theater, the Retail Project Owner shall cause the installation of a so-called Adaptive Signal System ("AS System") at the intersections of Walnut Street with the Project, the I-95 ramps and Salem Street as shown on Exhibit C hereto. The Retail Project Owner shall be responsible for the full cost of design and construction of the AS System as required and approved by MassDOT. In addition, the Retail Project Owner shall fund the cost, if any, of any reprogramming that may be necessary during the AS System's first year of operation.

Prior to the issuance of a final Certificate of Occupancy for the PVDD Theater, the Retail Project Owner also shall be responsible for the construction of geometric improvements at the southbound I-95 off-ramp to Walnut Street as shown on Exhibit D hereto in order to allow additional stacking for vehicles exiting the highway and making a right turn on Walnut Street. The Retail Project Owner shall be responsible for the cost of the design and construction of these geometric improvements.

If the completion of either or both of said projects is delayed by seasonal weather conditions or other events beyond the Retail Project Owner's control (which events shall not include acts or decisions of, or any failure to act or decide by, MassDOT), the final Certificate of Occupancy for the PVDD Theater shall be issued so long as the Retail Project Owner shall post a bond with the Town of Lynnfield in an amount equal to 150% of the estimated cost of any incomplete work and, thereafter, shall complete such work as soon as practicable.

6. Alcohol policies and procedures for the PVDD Theater shall comply with all applicable state and local regulations and shall be subject to the approval of the Board of Selectmen at the time of application for a liquor license.
7. Within thirty (30) days following the issuance of all required permits and approvals for the PVDD Theater and the Parking Structure including, without limitation, the building permits, but excluding the Certificate of Occupancy, and the expiration of all applicable appeal periods, the Retail Project Owner shall pay to the Town the sum of Three Hundred Thousand (\$300,000.00) Dollars, which funds the Town shall apply to the improvement of the Town's recreational facilities.

8. Except as otherwise expressly amended by this Amendment, the Agreement shall remain unmodified and is hereby ratified and confirmed in all respects. From and after the Effective Date, references to the Agreement shall be deemed to refer to the Agreement, as amended by this Amendment.
9. This Amendment may be executed in any number of counterparts which, when taken together, shall constitute one and the same instrument. Notice of this Amendment shall be recorded by the Retail Project Owner promptly following the Effective Date, and may be recorded by any party following such date, in the form attached hereto as Exhibit E.

IN WITNESS WHEREOF, the Owner and the Town have executed this Second Amendment to the Agreement under seal as of the day and year first above written.

TOWN OF LYNNFIELD

By: Its Board of Selectmen

A Majority of the Board of Selectmen

OWNER

MARKET STREET RETAIL SOUTH LLC, a
Delaware limited liability company

By: _____
Name: Theodore R. Tye
Title: Authorized Real Estate
Signatory and not individually

ARBORPOINT AT MARKET STREET LLC, a
Delaware limited liability company

By: _____
Name: Theodore R. Tye
Title: Authorized Real Estate
Signatory and not individually

Attachments: Exhibit A - Copy of Zoning Article
Exhibit B – Plan of the Project
Exhibit C – Plan showing proposed Adaptive Signal System
Exhibit D – Plan showing proposed geometric improvements
Exhibit E – Notice of Amendment

c:\Lynnfield\NatDev-2ndAmendment-Final3.26.19

FY 20 Projected Revenues

CATEGORY	FY 16 Final	FY17 Final	FY18 Final	FY19 Final	FY20 Preliminary	Diff	% Inc
Prior Year Levy Limit	\$ 36,175,368.25	\$ 38,199,521	\$ 39,753,350	\$ 41,188,546	\$ 42,596,102	\$ 1,407,556.16	3.42%
2 1/2 % increase	\$ 904,384.21	\$ 954,988	\$ 993,834	\$ 1,029,713	\$ 1,064,903	\$ 35,189.40	3.42%
New Growth	\$ 1,119,769.00	\$ 598,841.00	\$ 441,362.00	\$ 377,843.00	\$ 390,000.00	\$ 12,157.00	3.22%
TOTAL PROPERTY TAXES	\$ 38,199,521.46	\$ 39,753,350	\$ 41,188,546	\$ 42,596,102	\$ 44,051,005	\$ 1,454,902.56	3.42%
Override							
STATE PROVIDED FUNDS	\$ 5,207,806.00	\$ 5,347,062.00	\$ 5,471,717.00	\$ 5,540,034.00	\$ 5,647,047.00	\$ 107,013.00	1.93%
DEBT EXCLUSIONS/TAX OFFSETS	\$ 2,722,688.00	\$ 2,672,061.00	\$ 2,623,367.00	\$ 2,568,482.00	\$ 2,507,861.00	\$ (60,621.00)	-2.36%
PROJECTED LOCAL RECEIPTS	\$ 4,272,870.00	\$ 4,700,000.00	\$ 4,900,000.00	\$ 5,000,000.00	\$ 5,150,000.00	\$ 150,000.00	3.00%
COLONIAL REVENUE						\$ -	
FREE CASH	\$ 70,000.00	\$ 1,760,000.00	\$ 1,796,418.00	\$ 1,953,731	\$ 1,086,465.00	\$ (867,266.00)	-44.39%
OVERLAY SURPLUS	\$ 150,000.00				\$ 60,000.00		
BUILDING RESERVE FUND	\$ 250,000.00						
CEMETERY & FUNDS	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 30,000.00	\$ 30,000.00	\$ -	0.00%
RESERVE FOR APPROP (SEPTIC)	\$ 32,626.00	\$ 32,641.00	\$ 32,656.00	\$ 32,670.00	\$ 22,589.00	\$ (10,081.00)	-30.86%
RESERVE FOR APPROP (CABLE)			\$ 101,321.00	\$ 138,554.00	\$ 164,183.00	\$ 25,629.00	18.50%
AMERICAN LEGION FUND	\$ 990.00	\$ 990.00	\$ 990.00	\$ 990.00	\$ -	\$ (990.00)	-100.00%
BORROWING		\$ 849,000				\$ -	
GOLF ENTERPRISE					\$ 40,000.00		
CAPITAL FACILITIES FUND						\$ -	
STABILIZATION FUND						\$ -	
TOTAL REVENUE	\$ 50,926,501.46	\$ 55,135,104.49	\$ 56,135,015.25	\$ 57,860,563	\$ 58,759,150	\$ 898,586.56	1.55%

FY 20 Preliminary Appropriation Targets							
	FY 16		FY17	FY18	FY19	FY20 Preliminary	
GENERAL GOVERNMENT	\$ 2,201,308.00	\$	2,392,306.00	\$ 2,564,869.00	\$ 2,781,607.50	\$ 3,000,285.00	Diff
PUBLIC SAFETY	\$ 4,256,582.00	\$	4,939,527.00	\$ 4,775,874.00	\$ 4,944,801.00	\$ 5,157,856.00	\$ 218,677.50
PUBLIC WORKS	\$ 6,780,999.00	\$	6,709,319.00	\$ 7,008,424.00	\$ 7,130,640.00	\$ 7,214,870.00	\$ 213,055.00
HUMAN SERVICES	\$ 433,466.00	\$	505,317.00	\$ 511,543.00	\$ 528,582.00	\$ 567,990.00	\$ 84,230.00
CULTURE & RECREATION	\$ 846,101.00	\$	909,689.00	\$ 936,723.00	\$ 964,259.00	\$ 986,289.00	\$ 39,408.00
EDUCATION	\$ 24,577,724.00	\$	25,809,516.00	\$ 26,824,272.00	\$ 28,033,211.40	\$ 29,270,932.00	\$ 22,030.00
DEBT & INTEREST	\$ 3,280,045.00	\$	3,218,098.00	\$ 3,498,431.00	\$ 3,391,097.00	\$ 3,225,576.00	\$ 1,237,720.60
EMPLOYEE BENEFITS	\$ 5,678,822.00	\$	6,151,381.00	\$ 6,761,787.00	\$ 7,034,164.80	\$ 7,258,145.00	\$ 165,521.00
Other Expenditure Total	\$ 2,155,439.22	\$	3,419,530.00	\$ 2,687,027.00	\$ 2,544,802.00	\$ 1,598,339.00	\$ 223,980.20
CHERRY SHEET CHARGES	\$ 416,301.00	\$	377,255.00	\$ 389,698.00	\$ 450,393.00	\$ 478,859.00	\$ 946,463.00
TOTAL EXPENDITURES	\$ 50,626,787.22	\$	54,431,938.00	\$ 55,958,648.00	\$ 57,803,557.70	\$ 58,759,141.00	\$ 28,466.00
TOTAL REVENUE	\$ 50,926,501.46	\$	55,135,104.49	\$ 56,135,015.25	\$ 57,860,563.41	\$ 58,759,149.97	\$ 955,583.30
TOTAL EXPENDITURES	\$ 50,626,787.22	\$	54,431,938.00	\$ 55,958,648.00	\$ 57,803,557.70	\$ 58,759,141.00	\$
SURPLUS / (DEFICIT)	\$ 299,714.24	\$	703,166.49	\$ 176,367	\$ 57,006	\$ 9	0
							% Inc
							7.86%
							4.31%
							1.18%
							7.46%
							2.28%
							4.42%
							-4.88%
							3.18%
							-37.19%
							6.32%
							1.65%

<i>FY 20 Other Expenditures Target</i>					
	FY 16	FY17	FY18	FY19	FY20
Allow for abate/exemptions	\$200,000	\$200,000	\$200,000	\$200,000	\$180,000
Deficit Accounts	\$265,432	\$275,000	\$275,000	\$275,000	\$275,000
Building Reserve Fund Payment					
Capital Budget	\$ 1,314,820	\$2,528,908	\$1,796,418	\$1,753,731	\$976,465
Special Articles					
Transfer to Capital Maintenance Fund	\$180,000	\$200,000	\$200,000	\$100,000	\$0 2.6% of OP
Appropriation to Stabilization Fund	\$180,000	\$200,000	\$200,000	\$200,000	\$150,000 3.5% of OP
Offset for Direct Expenditures	\$15,187	\$15,622	\$15,609	\$16,071	\$16,874
Other Expenditures Total	\$2,155,439	\$3,419,530	\$2,687,027	\$2,544,802	\$1,598,339

FY 2020 Operating Budget

New Line No.	Old Line No.	FY 18 Final Revised	FY 19 Original Budget	FY 19 MUNIS Revised	FY 20 Departmental Request	FY 20 Recommended	Variance	Variance FY19 vs FY20	% Increase	Notes
GENERAL GOVERNMENT										
<i>Selectmen</i>										
1	1	\$ 2,250.00	\$ 2,250.00	\$ 2,250.00	\$ 2,250.00	\$ 2,250.00	\$ -	\$ -	0.0%	
2	2	\$ 177,537.00	\$ 173,900.00	\$ 173,900.00	\$ 177,300.00	\$ 177,300.00	\$ 3,400.00	\$ 3,400.00	2.0%	
3	3	\$ 79,139.00	\$ 82,939.00	\$ 85,439.00	\$ 95,439.00	\$ 95,439.00	\$ 10,000.00	\$ 10,000.00	11.7%	
4	4	\$ 82,000.00	\$ 82,000.00	\$ 82,000.00	\$ 91,050.00	\$ 91,050.00	\$ 9,050.00	\$ 9,050.00	11.0%	
5	5	\$ 15,317.37	\$ 60,000.00	\$ 57,214.00	\$ 200,000.00	\$ 200,000.00	\$ -	\$ 142,786.00	249.6%	
6	6	\$ 642,416.00	\$ 730,306.50	\$ 710,216.00	\$ 745,726.00	\$ 740,726.00	\$ 5,000.00	\$ 30,510.00	4.3%	
7	7	\$ 196,000.00	\$ 21,000.00	\$ 21,000.00	\$ 24,000.00	\$ 24,000.00	\$ -	\$ 3,000.00	14.3%	
8	8	\$ 1,192,659.37	\$ 1,152,395.50	\$ 1,132,019.00	\$ 1,335,765.00	\$ 1,330,765.00	\$ 5,000.00	\$ 198,746.00	17.6%	
Sub-Total Selectmen										
<i>Cable</i>										
9	8a	\$ 66,320.53	\$ 89,131.00	\$ 89,131.00	\$ 112,588.00	\$ 112,588.00	\$ -	\$ 23,457.00	26.3%	
10	8b	\$ 29,661.15	\$ 34,423.00	\$ 34,423.00	\$ 33,595.00	\$ 33,595.00	\$ -	\$ (828.00)	-2.4%	
11	8c	\$ 14,955.07	\$ 15,000.00	\$ 15,000.00	\$ 18,000.00	\$ 18,000.00	\$ -	\$ 3,000.00	20.0%	
Sub-Total Cable										
Town Accountant										
12	9	\$ 120,000.08	\$ 118,675.00	\$ 118,675.00	\$ 118,675.00	\$ 118,675.00	\$ -	\$ -	0.0%	
13	10	\$ 59,533.00	\$ 61,489.00	\$ 61,489.00	\$ 61,932.00	\$ 61,932.00	\$ -	\$ 443.00	0.7%	
14	11	\$ 5,005.00	\$ 5,255.00	\$ 5,255.00	\$ 5,255.00	\$ 5,255.00	\$ -	\$ -	0.0%	
Sub-Total Town Acct.										
Town Counsel										
N/A	12	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ -	\$ -	0.0%	
15	13	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ -	\$ -	0.0%	
16	14	\$ 78,000.00	\$ 78,000.00	\$ 78,000.00	\$ 78,000.00	\$ 78,000.00	\$ -	\$ -	0.0%	
Sub-Total Town Counsel										
Div. Finance & Admin.										
N/A	15									
Finance Director										
Operations Support										
17	16	\$ 74,020.00	\$ 75,047.00	\$ 75,047.00	\$ 75,122.00	\$ 75,122.00	\$ -	\$ 75.00	0.1%	
18	17	\$ 45,400.00	\$ 47,400.00	\$ 47,400.00	\$ 47,400.00	\$ 47,400.00	\$ -	\$ -	0.0%	
Information Systems										
19	18									
20	19	\$ 226,776.00	\$ 249,214.00	\$ 249,214.00	\$ 251,969.00	\$ 251,969.00	\$ -	\$ 2,755.00	1.1%	
Tax Collector										
N/A	20									
21	21	\$ 20,450.00	\$ 20,450.00	\$ 20,450.00	\$ 21,050.00	\$ 21,050.00	\$ -	\$ 600.00	2.9%	
22	21A	\$ 1,370.63	\$ 9,000.00	\$ 9,000.00	\$ 9,000.00	\$ 9,000.00	\$ -	\$ -	0.0%	
23	22	\$ 186,790.00	\$ 190,926.00	\$ 190,926.00	\$ 192,545.00	\$ 192,545.00	\$ -	\$ 1,619.00	0.8%	
24	23	\$ 28,740.00	\$ 28,740.00	\$ 28,740.00	\$ 28,740.00	\$ 28,740.00	\$ -	\$ -	0.0%	
25	24	\$ 126,168.00	\$ 131,237.00	\$ 131,237.00	\$ 133,622.00	\$ 133,622.00	\$ -	\$ 2,385.00	1.8%	
26	25	\$ 31,315.00	\$ 42,865.00	\$ 42,865.00	\$ 41,062.00	\$ 41,062.00	\$ -	\$ (1,803.00)	-4.2%	
N/A	26									

FY 2020 Operating Budget										
New Line	Old Line	FY 18 Final Revised	FY 19 Original Budget	FY 19 MUNIS Revised	FY 20 Departmental Request	FY 20 Recommended	Variance	Variance FY19 vs FY20	% Increase	Notes
N/A	27	Tax Title Proceedings								
N/A	28	Elections								
		Sub-Total Div. Fin. & Admin.	\$ 741,029.63	\$ 794,879.00	\$ 800,510.00	\$ 800,510.00	\$ -	\$ 5,631.00	0.7%	
		Board of Assessors								
27	29	Board Salaries	\$ 11,500.00	\$ 11,500.00	\$ 11,500.00	\$ 11,500.00	\$ -	\$ -	0.0%	
28	30	Other Salaries	\$ 133,560.12	\$ 138,343.00	\$ 140,205.00	\$ 140,905.00	\$ -	\$ 2,562.00	1.9%	
29	31	Professional Services	\$ 41,435.00	\$ 41,435.00	\$ 43,935.00	\$ 43,935.00	\$ -	\$ 2,500.00	6.0%	
30	32	Assessment Update	\$ 8,200.00	\$ 8,200.00	\$ 8,200.00	\$ 8,200.00	\$ -	\$ -	0.0%	
31	33	Expenses	\$ 11,970.00	\$ 11,970.00	\$ 11,970.00	\$ 11,970.00	\$ -	\$ -	0.0%	
		Sub-Total Bd. Of Assessors	\$ 206,665.12	\$ 211,448.00	\$ 216,510.00	\$ 216,510.00	\$ -	\$ 5,062.00	2.4%	
		Land Use (Planning & Conservation)								
32	New	Director Salary			\$ 81,600.00	\$ 81,600.00	\$ -	\$ 81,600.00	#DIV/0!	
33	New	Other Salaries			\$ 70,326.00	\$ 70,326.00	\$ -	\$ 70,326.00	#DIV/0!	
34	New	Expenses			\$ 10,704.00	\$ 10,704.00	\$ -	\$ 10,704.00	#DIV/0!	
		Sub-Total Land Use	\$ -	\$ -	\$ 162,630.00	\$ 162,630.00	\$ -	\$ 162,630.00	#DIV/0!	
		Planning Board								
N/A	34	Salary	\$ 28,952.00	\$ 65,000.00	\$ -	\$ -	\$ -	\$ (65,000.00)	-100.0%	
N/A	35	Expenses	\$ 4,546.00	\$ 4,786.00	\$ -	\$ -	\$ -	\$ (4,786.00)	-100.0%	
		Sub-Total Planning Board	\$ 33,498.00	\$ 69,786.00	\$ -	\$ -	\$ -	\$ (69,786.00)	-100.0%	
		Board of Appeals								
35	36	Expenses	\$ 2,741.00	\$ 2,741.00	\$ 2,741.00	\$ 2,741.00	\$ -	\$ -	0.0%	
		Sub-Total Board of Appeals	\$ 2,741.00	\$ 2,741.00	\$ 2,741.00	\$ 2,741.00	\$ -	\$ -	0.0%	
		Conservation Commission								
N/A	37	Salaries	\$ 92,960.10	\$ 85,303.00	\$ -	\$ -	\$ -	\$ (85,303.00)	-100.0%	
N/A	38	Expenses	\$ 3,594.00	\$ 3,698.00	\$ -	\$ -	\$ -	\$ (3,698.00)	-100.0%	
36	39	Professional Services	\$ 1,545.00	\$ 1,545.00	\$ 1,545.00	\$ 1,545.00	\$ -	\$ -	0.0%	
37	40	Open Space	\$ 1,545.00	\$ 1,545.00	\$ 1,545.00	\$ 1,545.00	\$ -	\$ -	0.0%	
		Sub-Total Conservation Comm.	\$ 99,644.10	\$ 92,091.00	\$ 3,090.00	\$ 3,090.00	\$ -	\$ (89,001.00)	-96.6%	
		Personnel Board								
38	41	Salary	\$ 2,874.00	\$ 2,874.00	\$ 2,874.00	\$ 1,874.00	\$ 1,000.00	\$ (1,000.00)	-34.8%	
39	42	Professional Services	\$ 2,870.00	\$ 2,870.00	\$ 2,870.00	\$ 2,870.00	\$ -	\$ -	0.0%	
40	43	Expenses	\$ 330.00	\$ 330.00	\$ 330.00	\$ 330.00	\$ -	\$ -	0.0%	
		Sub-Total Personnel Board	\$ 6,074.00	\$ 6,074.00	\$ 6,074.00	\$ 5,074.00	\$ 1,000.00	\$ (1,000.00)	-16.5%	
		Finance Committee								
41	44	Salary	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ -	\$ -	0.0%	
42	45	Expenses	\$ 420.00	\$ 420.00	\$ 420.00	\$ 420.00	\$ -	\$ -	0.0%	
43	46	Finance Committee Report	\$ 1,800.00	\$ 1,800.00	\$ 1,800.00	\$ 1,800.00	\$ -	\$ (700.00)	-28.0%	
44	47	Reserve Fund	\$ 45,000.00	\$ 45,000.00	\$ 45,000.00	\$ 45,000.00	\$ -	\$ -	0.0%	
		Sub-Total Finance Committee	\$ 50,220.00	\$ 50,220.00	\$ 50,220.00	\$ 50,220.00	\$ -	\$ -	0.0%	
		TOTAL GEN. GOVERNMENT	\$ 2,706,006.05	\$ 2,781,607.50	\$ 2,761,931.00	\$ 3,006,285.00	\$ 6,000.00	\$ 238,354.00	8.6%	

FY2020 CAPITAL BUDGET

<u>DEPARTMENT</u>	<u>REQUEST</u>	<u>TOTAL</u>	<u>RECOMMEND</u>	<u>TOTAL</u>
SCHOOLS				
Technology	\$250,000		\$250,000	
High School Phone System	\$40,000	\$290,000	\$20,000	\$270,000
TOTAL				
SELECTMEN				
Feasibility Study-Capital Projects	\$50,000	\$50,000	\$30,000	\$30,000
TOTAL				
CABLE				
Upgrade production Gear	\$18,000	\$18,000	\$0	\$0
TOTAL				in operating budget
TOWN CLERK				
Voting Tabulation Ballot Box	\$6,125	\$6,125	\$6,125	\$6,125
TOTAL				
CONSERVATION				
Pillings Pond algae treatment	\$25,000	\$25,000	\$25,000	\$25,000
TOTAL				
LIBRARY				
Furniture for Children's Room	\$7,338	\$7,338	\$7,338	\$7,338
TOTAL				
<u>DEPARTMENT</u>				
POLICE				
Radio site Replacement (2)	\$45,500		\$45,500	
Cruiser - 1 Chevrolet Tahoe(1)	\$52,752		\$52,752	
Telephone System	\$9,500			
Cruiser Radar Units (4)	\$2,500			
Cumputer Replacement	\$5,000			
2 Mobile Cruiser Computers (6)	\$6,500		\$3,250	
Air Dryer for Armory	\$2,500			
License Plate Reader (9)	\$15,000			

FY2020 CAPITAL BUDGET

<u>DEPARTMENT</u>	<u>REQUEST</u>	<u>TOTAL</u>	<u>RECOMMEND</u>	<u>TOTAL</u>
TOTAL		\$139,252		\$101,502
FIRE				
Annual Personal Protective Gear Replacement (1)	\$15,750		\$15,000	
Radio Infrastructure - Fire Dept. share (2)	\$45,500		\$45,500	
Fire/EMS Utility Pick-up Truck(3)	\$45,000			
SCBA replacement (4)	\$65,000			
Telephone System (5)	\$7,135			
New Pumper (6)	\$500,000			
Hose replacement - annual (7)	\$5,000			
Total		\$683,385		\$60,500
DEPARTMENT				
PUBLIC WORKS				
Public Works Administration				
Dam Study (mandatory)	\$21,000		\$21,000	
NPDES Years 2 Implementation Permit Requirement	\$80,000		\$80,000	
		\$101,000		\$101,000
Highway				
Sidewalks	\$25,000		\$25,000	
Road Construction	\$500,000		\$195,000	
Removal of Street Sweeping Debris	\$30,000			
Willow Street Cemetary Expansion	\$30,000			
Ledge Road Drainage	\$450,000			
Hawkes Brook Drainage	\$260,000			
Town Wide Drainage	\$30,000			
		\$1,325,000		\$220,000
Town Building Maintenance				
Asphalt Overlay Senior Center Parking Lot	\$80,000		\$80,000	
Paving Town Hall Parking Lot	\$50,000			
Fire Alarm System-Library	\$20,000			
		\$150,000		\$80,000

FY2020 CAPITAL BUDGET

DEPARTMENT	REQUEST	TOTAL	RECOMMEND	TOTAL
School Maintenance and Buses				
Bus Lease Payment	\$35,000		\$35,000	
Vinyl Floor Tile Huckleberry	\$70,000			
Removal & Replacement of concrete walkways Hig School	\$60,000			
Replacement of Man-lift	\$16,000			
Replacement of the HS Library HVAC Unit	\$15,000			
Replacement of High School Carpets -Front Office	\$12,000			
Purchase(1) Winsor Mini Auto Scrubbing Machine	\$4,700			
Purchase (1) Windsor Auto Scrubbing Machine	\$7,200			
Purchase Three (3) Battery Pack Vacuum Cleaners	\$5,550			
Purchase Eight (8) Wet/Dry Vacuums	\$6,640			
Purchase Two (2) Winsor Gloss Buffers	\$18,000			
TOTAL		\$250,090		\$35,000
GOLF				
Intake Line for Pump House	\$30,000		\$30,000	
Drill and Fill on Three (3) Greens	\$10,000	\$40,000	\$10,000	\$40,000
TOTAL ALL DEPARTMENTS		\$3,045,190		\$976,465