

Board of Selectmen Minutes 12/21/2015

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Board of Selectmen	December 21, 2015
Regular Session	Al Merritt Media and Cultural Center, Market Street

Present:	Philip Crawford, Chairman
	Thomas Terranova Jr., Selectman
	Christopher Barrett, Selectman

Chairman Crawford called the meeting to order at 7:00 p.m. He announced that the meeting was being recorded for transmission via cable television. He led those assembled in the Pledge of Allegiance.

Recreational Path Committee presentation

Janet Long, chair of the Recreational Path Committee, introduced committee member Richard Simmons and said that the committee is working to keep the community informed of the progress on the project. A community forum on the proposal is scheduled for January 12, and will be an opportunity for residents to ask questions about the proposal. The project would create a path of 4.4 miles on Wakefield and Lynnfield, along the abandoned rail bed owned by the MBTA, and would create a safe path for bicycling, running, walking and other activities. Lynnfield would be home to 2.5 miles of the path, which begins at the Wakefield line in Reedy Meadow and continues to the Peabody line. A website, www.lynnfieldrailtrail.org, and a Facebook page have been created to provide information.

Ms. Long said she and committee members have spoken to many people and brought many on the proposed route, which she said is already used by some people. She said members have visited every abutter to the proposed trail. Members have also visited other rail trails and cleaned up trash on the proposed trail. The path is currently secluded, and when it is developed and more accessible and well-traveled, it will not be a good place for youths to congregate to “party.”

Richard Benevento and William Mertz of World Tech Engineering, the firm contracted for engineering work on the project, and Randy Collins of BETA Group, landscape architect, were in attendance.

Mr. Benevento said that 0.6 miles of the trail is in Reedy Meadow. The project would be fully funded by the state and federal governments with an estimated cost of \$7.6 million. Access points would be at Lynnfield High School, and Lynnfield Middle School, among other locations. The process started in the early 2000s when Wakefield and Lynnfield agreed to work together on the project. In 2006, the state provided \$30,000 for a feasibility study, followed by \$500,000 in approved in 2008 for design costs, part of the transportation bond bill, funds for which were released in 2010. Requests for proposal were sought in 2010, and in 2012 the Department of Transportation said the project is eligible for federal and state funds. In 2013, the towns entered into an agreement with World Tech for these services, and in 2014 the preliminary design phase began and is continuing. There will be public input meetings as part of this process.

Mr. Mertz said that World Tech looked at necessary street crossings and safety and traffic improvements, the Reedy Meadow crossing, environmental impacts, and landscaping and trail screening. It has completed a geotechnical investigation and analysis, and it is still undetermined how the Reedy Meadow crossing would be achieved. A complete preliminary hydraulic study will ensure that the proposal would not worsen flooding problems. The proposal to cross Reedy Meadow by submerging 70 old flatbed rail cars on the existing track and building the path over them has been rejected as it would raise the water elevation by three inches, a fatal flaw. There would also be procurement issues as there will not be 70 flatbed railroad cards readily available, and the cost of the cars is estimated at \$15,000 per car, plus a cost of \$1.50 per mile to transport each car. An elevated boardwalk made of timber or composite materials would cost an estimated \$125 per linear foot of travel, or \$700,000. Funding is needed to develop this alternative design.

Mr. Collins said that issues such as parking, screening and other design features will be the focus of neighborhood meetings. He said that concerns about privacy would be addressed with screenings. The type of screening would depend on the location of the path – whether it was above or below the affected property, and the preferences of the abutter. Street crossings would include island, plantings and other features. The path is considered to be a linear park, and will feature elements such as planters, benches and trash receptacles. He said that designers would try to involve as many people as possible in the community to help guide the design.

He said the schedule would include public forums in both towns in January of 2016; forwarding the 25 percent design to the Department of Transportation (DOT) in the summer of 2016; holding public hearings on the design once the DOT review has been completed, and then moving through the review and approval process. The completion of the 75 percent design through the final design process will require additional funding.

Mr. Benevento said that the next steps would be the development of an intermunicipal agreement, a lease agreement with the MBTA, which would require town meeting approval, acquiring of environmental insurance for the property, which would also require town meeting approval. There is a license agreement for the preliminary survey and studies. Reviews by the Department of Environmental Protection (DEP), Natural Heritage and Endangered Species Program, the Army Corps of Engineers, and many other agencies would be required. DOT district and state divisions would also review the project. Healthy transportation initiatives are becoming more popular, and federal funds are available for such projects that mitigate congestion and have a positive affect on air quality.

Chairman Crawford said that many concerns have been voiced by residents, most of whom are abutters or who have friends or relatives who are abutters. Among the concerns he shares is the safety of crossing Summer Street, a very busy roadway. Mr. Benevento said that DOT requires a functional design report that addresses traffic and safety, and would include traffic counts, sight distances and other data. Crossing Water Street in Wakefield, which is part of Route 129, is another similar concern. DOT will review these issues, as well as ensure that signage and other measures required are appropriate. Chairman Crawford asked if the crossing would likely be handled in the same manner as the crossing of Lowell Street on the Peabody trail. Mr. Benevento said it would be.

Selectman Barrett said a crossing near the Lynnfield Public Library would be a challenge. Mr. Benevento said that several elements are used to draw attention to the crossings, depending on the volume of traffic and other issues. He said designers are in the process of addressing these issues. Traffic must yield to pedestrians in a crosswalk.

Chairman Crawford asked about the environmental challenges involves in crossing Reedy Meadow. Mr. Collins said it will be a challenge, but noted the corridor created by the railroad already exists, and the path will be contained within it. Pilings will be driven into the rail bed to support the elevated structure. He said he believes regulators will like this approach. The flood zone will be evaluated and permitting will be challenging due to the size and nature of the habitat. The team will work with regulatory agencies before submitting the proposal for permitting. Mr. Mertz said that narrowing the path will minimize the impact on wetlands. The auger pile approach planned is viewed favorably as it minimizes ground disturbance.

Selectman Terranova asked if emergency vehicles would be able to reach that portion of the path. Mr. Benevento said a police cruiser or box truck could travel on the elevated boardwalk. Selectman Terranova said that the path passes by many homes and residents have concerns about horrific issues they have read about in other communities. He said that fences and shrubs can provide screening but will not protect residents from home invasions. Mr. Benevento said that the trails in Massachusetts are hugely successful and quite safe. He said that the committees are working with the police departments and said that police will have access to the trail once it is developed, but does not have good access now.

Selectman Terranova asked about implementing safety measures such as lighting and motion detectors to discourage crime. He said the fears are very real when the path is in your back yard. In addition to safety issues, there are noise and privacy concerns. He said the path does not pass by his house, but said if it did, he believes he would be very upset. He asked how to best help abutters to the proposed path. Mr. Collins said that shrubs provide privacy screening but also provide places where people can hide. He said it helps to keep sight lines open in areas where screening for residential abutters is not required.

Selectman Terranova asked about the life expectancy of the path and the maintenance of the path and amenities such as plantings. Mr. Benevento said that will depend on the final design; he said generally infrastructure improvements generally last 15-20 years. Usual maintenance costs will be incurred and will be paid by the municipality, as they are with any park or playground. There are no federal or state funds available for maintenance.

Selectman Terranova asked about flooding along Perry Avenue. Mr. Mertz said that the project is charged with not exacerbating existing drainage and flooding issues, but will not be allowed to use funds to correct existing issues, as the DOT will not fund stormwater improvements through this plan. Mr. Benevento said the culvert to Beaverdam Brook is in disrepair, and this could be addressed during the project. Currently, the culvert is on MBTA property, and the Town cannot make repairs to it. Town officials will continue to ask state officials to press the MBTA on this matter.

Resident Daniel Tammaro said he and other residents see the proposed path as a threat and an invasion. He asked why Wakefield is the lead community instead of Lynnfield when much of the path in Wakefield is near to commercial, not residential, properties. Mr. Simmons said Wakefield was further along in the planning when the joint project was proposed and therefore took the lead. Mr. Tammaro asked when Lynnfield has ever acquiesced to another community. Mr. Benevento said that Lynnfield has not given up any autonomy and is in control of its portion of the project. He said that DOT requires a single entity to enter into the agreement. Wakefield will administer the funds.

Mr. Tammaro said that he and others love Lynnfield because it is safe, quiet and beautiful. He said there are many safe and convenient recreational options in the area. He said that the proposal has very little support in the community. The Lynnfield portion of the path is near schools, crosses busy streets and the largest cattail marsh in the state. He said cattails are very flammable and that the boardwalk would provide the only access to the marsh if there is a fire. He asked if voters would be given an opportunity to vote, and whether a two-thirds vote in favor will be required for the project. He also said the process has been improper, invasive and unjust to abutters and others. He said that the rail trial opponents also have a website, www.notforlynnfield.com.

Chairman Crawford said that there is no information of the project that has not been available to the public. Many residents have approached him with concerns, including safety and privacy. He said they will be able to raise these issues again in public forums and hearings. He said nothing is a foregone conclusion, and that the Town will have the ability to decide whether the project goes forward or not at town meeting. Mr. Boudreau said that while he has not received a legal opinion on this issue, he believes that if the MBTA lease requires no funding from the Town, a majority vote

will be required for passage of the lease acceptance article at town meeting; if funding is required, a two-thirds vote will be required. The current plan is to receive a 99-year lease from the MBTA at no cost to the Town.

Resident Vincent Inglese said that he has utilized bike trails in other communities and that this is not a new concept. He said there should be a discussion of the value this amenity would bring to the Town. Lynnfield streets are extremely dangerous for cycle riding. He said that safety is a major issue, and that the dedicated bicycle path increases safety. He said he would like to hear how other communities overcame the real concerns of opponents. Mr. Benevento said such trails are safer as there is no conflict with motorized vehicles.

Resident Jill Giugliano asked about whether the federal government would fund all costs related to the construction of the trail. Mr. Benevento said that the proposal is part of the state's Transportation Improvement Plan (TIP), which is very competitive. The proposal would not be programmed on the TIP until after the public hearing on the design of the path has been held and the community shows it is ready to move forward. He said the funds from the federal government for this proposal have not yet been secured. The federal government would pay for 80 percent of the project and the state for the remaining 20 percent under the proposal. She asked for all the certificates that Wakefield has to make sure Lynnfield residents are informed. She said while she respects Mr. Simmons, he is no longer a resident of the Town. Mr. Simmons said he was asked by the previous town administrator to stay involved due to his knowledge of the history of the project. Ms. Giugliano asked whether residents should have a say on whether a non-resident serves on the committee. Ms. Long said that Mr. Simmons provides important historical information, and noted both communities share the same town counsel, who protects both communities. Chairman Crawford said Wakefield has no information that is not shared with Lynnfield. He said he will ask whether Wakefield has paperwork that Lynnfield does not have.

Ms. Giugliano said that residents do not believe this is good for Lynnfield. People came to Lynnfield because it is a quaint, low-crime Town. She said the trail goes behind 60 or more homes and that there will be an invasion of privacy.

Chairman Crawford assured those on hand that the decision on the rail trail in Lynnfield will be made by the voters of Lynnfield.

Resident Laurie Tully said Lynnfield is a small community that is already facing traffic issues related to Market Street. She raised concerns about asbestos leaching into the ground from use of the rail bed by the railroad. She said the carcinogen will become airborne when the rail bed is disturbed.

Selectman Barrett said that Lynnfield residents will have the final say on the rail trail in Town at its town meeting. He said a number of good questions have been asked and must be answered. He said one of them is where the public access points will be.

Resident Robert Breslow asked when a vote will take place on the rail trail. Ms. Long said that a vote would not occur before the DOT review, and that several steps will take place, and there will be chances to amend the proposal, before funding is available. Chairman Crawford said that funding of this project is years away and that there is time for everyone concerned to become educated on this issue. He encouraged those interested in the issue to meet with the committee, the engineers and their fellow residents.

Mr. Benevento said that the phase the project is in now is due diligence, fact-gathering to allow for an informed decision. Mr. Tammara said many do not like the entire concept of the project. He said they cannot expect to get information against the proposal from its proponents. Chairman Crawford said citizens can ask questions of the Board or the town administrator. Mr. Breslow said that Mr. Boudreau had already answered many of his questions. He urged that the Town ensure it has the same records as Wakefield does.

Selectman Terranova asked how Lynnfield can have the same legal representative as Wakefield in this matter if Wakefield chooses to go forward and Lynnfield does not. Mr. Boudreau said that Mr. Mullen serves as town counsel in both communities and does not act as an advocate. His job is to review the MBTA lease agreement and other legal agreements. How the Town proceeds is up to the Board and town meeting. Selectman Terranova asked if any other agreements already executed bind Lynnfield. He said that the agreement should have language that Lynnfield would be able to stop the project if it is not in favor of going forward. Mr. Boudreau said that the Town could stop the project by voting down the proposed lease agreement.

Mr. Boudreau said that the Town should not sign the lease agreement until it is ready to go forward with the project, as the Town should not incur any liability related to any environmental issues earlier than it must. Mr. Benevento said the lease agreement must be in place before the project is advertised for construction. Mr. Boudreau said it can take several years before TIP funding is available. He said the lease agreement's approval would be a vote to commit to the project. He said he will seek a legal opinion on whether a majority or two-thirds vote by town meeting will be required. He said that vote would be at least a year away, as DOT and other agencies must complete reviews just for the 25 percent design phase.

Selectman Terranova asked why the Town should proceed if a majority of residents indicate they oppose the project. Mr. Boudreau said that many people may not have all the information they might need to make a vote at this stage of the project. Selectman Terranova said safety and privacy concerns are paramount, and that there will be a cost to taxpayers to maintain the path. He said that Lynnfield should have its own legal counsel to protect the interest of residents. He said the matter should be brought to a vote earlier to determine whether the Town supports this project. Mr. Boudreau said that is a policy decision for the Board, not a legal matter. He said town counsel reviews proposed leases and other documents to ensure they are proper and protect the Town's interests.

A resident asked if Peabody plans to connect its existing rail trail to the proposed Lynnfield-Wakefield trail. Ms. Long said the Peabody trail is very popular and was built without state or federal funds. She said the Route 1 crossing poses an expense and a logistical issue. Mr. Simmons said the Peabody city planner is very excited about the prospect of connecting the existing Peabody trail to the planned Lynnfield-Wakefield trail.

Mr. Tammaro said that West Peabody is not Lynnfield and that he can understand them wanting a rail trail. He said that no Town official seems to know what paperwork has been filed other than the proponents. He said there may be legal issues involved. Chairman Crawford said this is still at the beginning stages of design. Mr. Benevento said that the design is not close to 25 percent completion. He said two years ago there were community meetings, one each in Lynnfield and Wakefield, which were well attended. He said since that time topographic surveys, geotechnical and environmental works has been done since, which he said was fact-finding about the physical trail. He said now the design will be explored.

Resident Salvatore Giugliano said he and the other abutters oppose the project and that it should be stopped. Resident Debbie LaConte said one of her friends who owned property abutting a recreational trail in Topsfield experienced people coming on to the property from the trail, urinating on his bushes. Cement barriers were installed but they did not deter people from entering the property during a private party. Ms. Giugliano said that the main line in Peabody would connect to Lynnfield. Ms. Long said there is a spur that could be connected to

Mr. Inglese suggested that the Town website have a link to the Lynnfield rail trail website and list the communities in Massachusetts that have a recreational trail.

Chairman Crawford urged all those interested in the issue to attend the January 12 meeting.

Emergency disaster policy for polling places

Mr. Boudreau said that the state requires municipalities have a process for emergencies during voting. Town Clerk Trudy Reid developed a plan in which an alternative polling site can be opened if the designated polling site must be closed due to an emergency. The plan also provides for how the ballots and the polling machines are handled. This plan calls for the voting to be moved from Lynnfield High School to Lynnfield Middle School if the polls must be closed for more than 60 minutes due to the emergency. Selectman Terranova asked about provisions for securing the voting machines if they have to be left unattended due to the emergency. Mr. Boudreau said that the machines would be moved to the new site.

On the motion of Selectman Terranova, duly seconded by Selectman Barrett, the Board voted unanimously to adopt the emergency disaster policy for voting as presented by the town clerk.

Selectman Terranova said the Town should consider adopting a protocol for absentee voting, as other communities have. Mr. Boudreau said absentee voting is addressed in state statute. Selectman Terranova said that the protocol would address how absentee votes would be taken, stored and whether notarization would be required. Mr. Boudreau said he is not sure whether it would be legal to require notarization of absentee votes. He said the state is trying to make voting easier by allowing early voting.

Recreation Commission appointment

Chairman Crawford said this agenda item would be postponed to another meeting as he has been informed that another candidate will be coming forward.

Update on Kinder Morgan pipeline

Chairman Crawford said that the application for the pipeline was filed with the Federal Energy Regulatory Commission (FERC) on November 20, and there will be a review period before the Town can apply for intervenor status. Mr. Boudreau said that the Board's resolution on its concerns about the pipeline was posted to FERC soon after the application was filed. A formal intervenor petition is being drafted. Selectman Terranova said that at the most recent Northeastern Gas Pipeline Coalition meeting he learned that the state attorney general feels the pipeline is unwarranted, as there is no proof that additional natural gas supply is needed in this region. Over 700 abutters along the pipeline route have not been notified and the route is not final. He said conservation commissions will be reviewing the impact of this route on wetlands.

Selectman Terranova said he would like Lynnfield to look at whether the route could be altered to travel on Town property rather than private property, to help those residents whose property would be affected by the pipeline. He said the coalition against the pipeline is growing. He also pointed out that the proposed route would be close to a quarry in West Peabody at which blasting takes place regularly, which has not been addressed by the applicant.

Union Hospital update

Chairman Crawford said that a public hearing on the proposed closure of Union Hospital in Lynn would take place at Lynn Memorial Auditorium on January 7. He also said he met with Robert Norton of North Shore Medical Center/Partners Health Care. He said the proposed expansion at Salem Hospital, which Partners claims will alleviate the need for services at Lynn Hospital, will take three and a half years, and said Union Hospital would be kept open until that project is finished. Chairman Crawford said doctors, nurses and other staff are leaving Union Hospital already in anticipation of its closure, and that he has concerns about the hospital's ability to stay open during that construction period. He said the Town's main concern is keeping emergency services open, and that partners said they will consider that option. He said there will be further discussions with the state Department of Public Health and the Partners board.

Chairman Crawford said there will be a hearing in Salem on the Determination of Need for the expansion there. It will be held in the Hawthorne Hotel ballroom on January 12. He believes Partners has not provided an adequate answer on how Lynnfield residents will have continuous access to medical care under their proposal.

Resident Mary Stewart asked those who could not attend the hearing in Lynn to write to the Department of Public Health about their concerns. She encouraged to people to explain either in person or in writing why Union Hospital is needed. She suggested that people follow the Health Care Policy Commission website to keep abreast of developments in health care in general. She thanked the Board for its support in this matter. Board members thanked Ms. Stewart for her efforts.

Annual license renewals

On the notion of Selectman Terranova, duly seconded by Selectman Barrett, the Board voted to approve the renewal of the below listed annual licenses, by category, conditioned on their payments of all taxes and fees to the Town.

ALCOHOL LICENSES

Club License:

Wakefield Elks Home Association, d/b/a Wakefield Lodge of Elks, 63 Bay State Road

Common Victualer: All Alcohol

427 Walnut Street LLC, d/b/a Davio's Northern Italian Steakhouse, 427 Walnut Street

Bail Hai, Inc. - 93 Moulton Drive

Broadway Lights LLC, d/b/a Fat Cactus – 215 Broadway

Legal Sea Foods, LLC, d/b/a Legal C Bar, 427 Walnut Street

99 Restaurants of Boston, LLC – 317 Salem Street

The Ship LLC, dba The Ship, 24-38 Broadway

Yard House USA, Inc., dba Yard House, 427 Walnut Street

King's Bowl of Lynnfield, d/b/a King's, 427 Walnut Street

Rebel Restaurants, Inc., dba Temazcal Tequila Cantina, 600 Market Street

Fugakyu Lynnfield Restaurant Corp. dba Fugakyu, 427 Walnut Street, Suite 630

SMJ Lynnfield LLC, dba Gaslight, 1100 Market Street

Wahlburgers Lynnfield, LLC, dba Wahlburgers, 600 Market Street

California Pizza Kitchen, 11150 Market Street

Restaurants Wine & Malt

Wagamama Boston One, LLC, dba Wagamama, 427 Walnut Street, Suite 1200

Retail Package Goods Store All Alcohol

KJA, Inc., d/b/a Donovan's (7 day opening), 449 Broadway

RS & AL, Inc., d/b/a Kernwood Liquors (7 day opening), 12 Salem Street

T&L Liquors, Inc., d/b/a The Wine Cellar, 7 day opening), 588 Main Street

Retail Package Goods Store Wine & Malt

United Business Group, d/b/a Old Towne Market - (7 day opening), 8 Post Office Square

Verc Enterprises, Inc., d/b/a Lynnfield Gulf - (7 day opening), 8 Broadway

Whole Foods Market, Inc., - William Ford, Manager (7 day opening), 427 Walnut Street

AUTOMATIC AMUSEMENT DEVICE

Bali Hai, Inc.

Broadway Lights LL, d/b/a Fat Cactus

Wakefield Elks Home Assn. d/b/a Wakefield Lodge of Elks

Kings

COMMON VICTUALLER

Bali Hai, Inc.

Quality Food Services Inc. d/b/a Centre Court Pizza & Grill, 2 Center Court

Christine's Café and Confections, 618 Salem Street

Pebbles Food, Inc., d/b/a Countryside Deli & Catering, 12 Salem Street

Lynnfield, LLC d/b/a Dunkin Donuts, 7 Post Office Square (mail to 3 Pluff Avenue, North Reading MA, 01864)

Broadway Lights LLC, d/b/a Fat Cactus

Davio's Northern Steak House

Legal Sea Foods, LLC

Loui's Pizza and Roast Beef, 472 Broadway

Lynnfield House of Pizza, 16 Post Office Square

Lynnfield Meat & Deli, 445 Broadway

Ya Rui, d/b/a Ming's Chinese Restaurant, 12 Salem Street
99 Restaurants of Boston, LLC
United Business Group, Inc. d/b/a Old Towne Market
Sagamore Spring Golf Club, Inc., 1287 Main Street
The Ship, LLC
CTS Donuts LLC, dba Dunkin Donuts, 8 Broadway
Whole Foods
Yard House
Kings
Wagamama
Fugakyu
Temazcal
Gaslight
Wakefield Elks
Wahlburgers
California Pizza Kitchen
JP Licks, 427 Walnut Street
Otto Pizza, 427 Walnut Street
Grove Boutique, 427 Walnut Street
Panera Bread, 430 Market Street
Stellar Restaurant Group, d/b/a Boloco, 425 Market Street
Chestnut Street LLC, d/b/a Grove Boutique, 525 Market Street
Starbucks, 427 Walnut Street
Muse Paintbar
Sweetgreen, 675 Market Street
Fresh Food Café, 6 Kimball Lane

LODGING HOUSES

Meghan Murphy @ 10 Green Street
James Wersackas d/b/a Lords of Lynnfield @ 597 Broadway (mail to 119 Salem Street)

FORTUNE TELLING

Tatum Marino-Jace, 600 Broadway

WEEKDAY ENTERTAINMENT LICENSE

Bali Hai
Fat Cactus
Davio's Northern Steak House
Legal Sea Foods
Wakefield Lodge of Elks
Yard House
Kings
Ship
Ninety-Nines
Wagamama
Fugakyu
Temazcal
Gaslight
Wahlburgers
Muse Paintbar
California Pizza Kitchen

SUNDAY ENTERTAINMENT LICENSE

Broadway Lights, LLC d/b/a Fat Cactus
Ship

CLASS I – AUTO LICENSE

Silver Star Inc. d/b/a Flagship Motorcars, 385 – 399 Broadway
Silver Star Inc. d/b/a Smart Center Lynnfield, 385 Broadway
Kelly Jeep Chrysler, Inc., 353 Broadway
Kelly Nissan of Lynnfield Inc., 275 Broadway
Herb Chambers 395 Broadway Inc., 395 Broadway

CLASS II – WHOLESALE SECOND HAND MOTOR VEHICLES

Dealers Trust Corporation, 220 Broadway, Suite 305
HGC Automotive, Inc., 4 Trickett Road
Richard M. Lamusta d/b/a Blue Knight Auto Sales, P.O. Box 213, 9 Carol Ann Road
Taylor Motorcars (TMC), LLC, 4 Oak Street
Michael DiCorato, 3 Melch Road

Selectman Terranova stated that he had spoken to Chief Breen about the Yard House and was told that Yard House has been fulfilling its agreement on details and has had no issues. He thanked Chief Breen and the Yard House for their efforts. He asked whether there had been any issues with the parking of cars at the premises on Trickett Road, where HGC Corp. has a Class II motor vehicle license. Mr. Boudreau said there have been no complaints.

Administrative matters

On the motion of Selectman Terranova, duly seconded by Selectman Barrett, the Board voted unanimously to approve the minutes of the meeting of November 4, 2015 as presented.

On the motion of Selectman Terranova, duly seconded by Selectman Barrett, the Board voted unanimously to approve the minutes of the meeting of November 30, 2015 as presented with one change regarding the certification of the recap as suggested by Selectman Terranova.

Chairman Crawford read a notice from the town clerk's office regarding nomination papers available for the town election, which will be available on January 4 and will be due on February 22.

Selectman Terranova thanked his fellow Board members for the support and acknowledgement of the Lynnfield Youth Football C Team's championship. Board members congratulated the players and coaches.

On behalf of the Board, Chairman Crawford wished all a merry Christmas and a happy New Year.

On the motion of Selectman Terranova, duly seconded by Selectman Barrett, the Board voted unanimously to adjourn at 9:21 p.m.