SELECTMEN’S MEETING
TENTATIVE AGENDA
Juliani Room, Town Hall
7:00 pm Monday, November 18, 2019
Revised

1. 7:00 Call to Order
2. 7:01 Public Comment
3. 7:04 Announcements
4. 7:05 Joint Meeting with Board of Public Works
   • Vote to Appoint Vacant BPW Position
5. 7:15 Review 5 Year Capital Status
   • Discuss and Vote Use of Free Cash Towards Cost of Hunnewell Schematic Design
6. 7:30 Quarterly Traffic Update
   • Update on Great Plain Avenue Rotary Design
   • Vote on Dale Street Special Regulation – No Parking
   • Update on Complete Streets Prioritization
7. 8:30 Discuss and Vote Change in Manager, California Pizza Kitchen, 183 Linden Street
8. 8:40 Vote to Open Annual Town Meeting Warrant
9. 8:50 Executive Director’s Update
   • Vote Appointment to Wellesley Cultural Council
10. 9:00 Project Updates
    • School Building Committee
    • Board Liaison Updates
11. 9:10 New Business and Other Correspondence

Please see the Board of Selectmen’s Public Comment Policy

Next Meeting Date: Monday, December 2, 9:00 am in Juliani
                 Monday, December 2, 7:00 pm in Juliani
                 Monday, December 9, 6:30 pm in Middle School Library prior to Special Town Meeting
### Board of Selectmen Calendar – FY20

<table>
<thead>
<tr>
<th>Date</th>
<th>Selectmen Meeting Items</th>
<th>Other Meeting Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/2</td>
<td><strong>Staff Presentations on Budgets</strong> 9-1 Juliani Room</td>
<td>Selectmen’s Office Hours 11/21@10 am Tom</td>
</tr>
<tr>
<td>Monday</td>
<td></td>
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<tr>
<td>12/2</td>
<td><strong>Meeting</strong></td>
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<tr>
<td>Monday</td>
<td>Tax Classification Hearing – 7:15pm</td>
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<td></td>
<td>MLP Update</td>
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<tr>
<td></td>
<td>Approve Annual Licenses (Non Alcohol Licenses)</td>
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<tr>
<td></td>
<td>Review BOS Budget</td>
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<td></td>
<td>FMD Presentation – Town Hall annex addendum results</td>
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<td></td>
<td>Appoint Wellesley Housing Authority member/Joint meeting</td>
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<td>Cataldo Ambulance Contract?</td>
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<td></td>
<td>Liaison Update - Jack</td>
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<tr>
<td>12/9</td>
<td>STM</td>
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<td>Monday</td>
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<tr>
<td>12/10</td>
<td>STM</td>
<td>Selectmen’s Office Hours 12/10 @9 am Marjorie</td>
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<tr>
<td>Tuesday</td>
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<tr>
<td>12/16</td>
<td><strong>Meeting</strong></td>
<td>Selectmen’s Office Hours 12/19 10 am Lise</td>
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<tr>
<td>Monday</td>
<td>Approve BOS Budget</td>
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<tr>
<td></td>
<td>Approve Annual Alcohol Licenses</td>
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<tr>
<td></td>
<td>New Year’s Eve Alcohol Service Extensions</td>
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<td></td>
<td>Audit Committee</td>
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<td></td>
<td>Renew Passport Contract and add Pay by Phone (will phase out Cale from 1/1/20 through 6/30/20)</td>
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<td></td>
<td>Sign Presidential Primary Warrant</td>
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<td></td>
<td>148 Weston Road</td>
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<td></td>
<td>Mobile Food Vendor Approval – The Liege Belgium Waffle Truck</td>
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<td></td>
<td>Liaison Update- Tom</td>
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<tr>
<td>12/23</td>
<td><strong>NO MEETING</strong></td>
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<tr>
<td>Monday</td>
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<tr>
<td>12/23/19</td>
<td><strong>TOWN HALL CLOSED</strong></td>
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<tr>
<td>Wednesday</td>
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<tr>
<td>12/30/19</td>
<td><strong>NO MEETING</strong></td>
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<td>Monday</td>
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<tr>
<td>1/1/20</td>
<td><strong>TOWN HALL CLOSED</strong></td>
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<tr>
<td>Wednesday</td>
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<tr>
<td>1/6/20</td>
<td><strong>Meeting</strong></td>
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<tr>
<td>Monday</td>
<td>Liaison Update Beth</td>
<td></td>
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<tr>
<td>1/6/20</td>
<td><strong>Quarterly Retreat this Week?</strong></td>
<td></td>
</tr>
<tr>
<td>1/13/20</td>
<td><strong>No Meeting – Wellesley Club</strong></td>
<td>Selectmen’s Office Hours 1/14 @ 9 am</td>
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Page 1 of 2
<table>
<thead>
<tr>
<th>Monday</th>
<th></th>
<th>Tom</th>
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<tbody>
<tr>
<td>1/20/20</td>
<td><strong>TOWN HALL CLOSED – MLK Day</strong></td>
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<tr>
<td>1/21/20</td>
<td><strong>Meeting</strong></td>
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<tr>
<td>Tuesday</td>
<td>Sign ATM Warrant</td>
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<tr>
<td></td>
<td>Sign Annual Election Warrant</td>
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<tr>
<td></td>
<td>Liaison Update Lise</td>
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<tr>
<td>1/27/20</td>
<td><strong>Meeting</strong></td>
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<tr>
<td>Monday</td>
<td>Liaison Update Marjorie</td>
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<tr>
<td>2/3/20</td>
<td><strong>Meeting</strong></td>
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<tr>
<td>Monday</td>
<td>Liaison Update Jack</td>
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<tr>
<td>2/10/20</td>
<td><strong>Meeting</strong></td>
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<tr>
<td>Monday</td>
<td>Liaison Update Tom</td>
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<tr>
<td>2/17/20</td>
<td><strong>TOWN HALL CLOSED</strong></td>
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<tr>
<td>Monday</td>
<td>Presidents’ Day</td>
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<tr>
<td>2/24/20</td>
<td><strong>Meeting</strong></td>
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<tr>
<td>3/2/20</td>
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<tr>
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<tr>
<td>3/9/20</td>
<td><strong>Meeting</strong></td>
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<td>Monday</td>
<td>Liaison Update Marjorie</td>
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<td>3/16/20</td>
<td><strong>Meeting</strong></td>
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<td>Monday</td>
<td>Liaison Update Jack</td>
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<tr>
<td>3/23/20</td>
<td><strong>Meeting</strong></td>
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<tr>
<td>Monday</td>
<td>Liaison Update Tom</td>
<td></td>
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<tr>
<td>3/30/20</td>
<td>ATM</td>
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<tr>
<td>3/31/20</td>
<td>ATM</td>
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<tr>
<td>Tuesday</td>
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<tr>
<td>4/6/20</td>
<td>ATM</td>
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<tr>
<td>Monday</td>
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<tr>
<td>4/7/20</td>
<td>ATM</td>
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<tr>
<td>Tuesday</td>
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</table>

**Notes**

Quarterly updates
- Traffic Committee (Deputy Chief Pilecki)
- Facilities Maintenance (Joe McDonough)
- Wellesley Club Dates: October 28, January 13, March 2
4 MOVE to convene a Joint meeting with the Board of Public Works.

MOVE to elect Marjorie Freiman as chair of the joint meeting.

MOVE to elect Ellen Korpi as secretary of the joint meeting.

MOVE to appoint Thomas Skelly to the Board of Public Works until the next Town Election.

MOVE to dissolve the joint meeting of the Board of Selectmen and the Board of Public Works.

5 MOVE to use $____________________ of Free Cash towards the Hunnewell School Schematic Design Appropriation at the Special Town Meeting.

6 Pursuant to MGL c.90 Section 18, Move to make special regulations as to the use of vehicles on Dale Street by prohibiting parking of unauthorized vehicles on Dale Street, allow for the towing or ticketing of unauthorized vehicles on the private way, and to allow for the installation of traffic markings on the private way.

7 MOVE to approve the change in manager for California Pizza Kitchen, 183 Linden Street, and to name Matthew Griffin as manager.

8 MOVE to call the 2020 Annual Town Meeting and set the following dates:
   • Open the Warrant – Monday, November 18th, 2019
   • Close the Warrant – Friday, December 27, 2019, 5:00pm
   • Motions due to the Selectmen’s Office – Friday, March 6, 2020, 5:00pm
   • Start of Annual Town Meeting – Monday, March 30, 2020, 7:00pm, at the Wellesley Middle School

9 MOVE to appoint Rick Kam to the Cultural Council for a term to expire June 30, 2022.
Monday, November 18, 2019

Our meeting will begin on Monday at 7:00 pm in the Julani Room

1. **Call to Order – Open Session**
2. **Public Comments**

3. **Announcements**

KC Kato, Town Clerk would like the Board to announce that the Annual Town Election will be held on March 17th, due to the Presidential Primary on March 3rd.

Papers to run for any elected Town position will be available at the Town Clerk’s Office on December 5th.
4. **Joint Meeting with the BPW to Appoint a Vacant Position**

The Board will hold a joint meeting with the Board of Public Works (BPW) to appoint Tom Skelly to fill the position vacated by the resignation of Dave Donahue. The BPW and our office advertised the position and received two applications: Mr. Skelly and Gordon Kingsley. Mr. Kingsley formally withdrew his application a week ago. Mr. Skelly was interviewed by the BPW and has been recommended for appointment. The term of the appointment would be until the March, 2020 Annual Town Election (3 months). As Dave Donahue was the Chair of the BPW, the motions will recommend Ellen Korpi, Vice Chair of the BPW, to be the Secretary.

**MOTIONS**

MOVE to convene a Joint meeting with the Board of Public Works.

MOVE to elect Marjorie Freiman as chair of the joint meeting.

MOVE to elect Ellen Korpi as secretary of the joint meeting.

MOVE to appoint Thomas Skelly to the Board of Public Works until the next Town Election.

MOVE to dissolve the joint meeting of the Board of Selectmen and the Board of Public Works.
Can you save in FNM?

Meghan C. Jop, AICP
Executive Director
Town of Wellesley
mjop@wellesleyma.gov
www.wellesleyma.gov
781.431.1019 ext 2200

Please be advised the Secretary of State has determined that email is a public record.

Meghan,

On behalf of the Board of Public Works, please accept this request for a joint meeting with the Board of Selectmen for the purpose of appointing an interim Board of Public Works Commissioner due to the upcoming resignation of David Donohue.

Attached is the letter of intent from Tom Skelly, who the BPW met with last night and would like to propose to the Selectmen for joint consideration.

Please let me know if you have any questions or need any additional information.

Thanks,

Dave

David A. Cohen, Director
Town of Wellesley Department of Public Works
(781) 235-7600 x3300
October 17, 2019

Jeffrey Wechsler and Ellen Korpi
Members of the Board of Public Works
Department of Public Works
20 Municipal Way
Wellesley Hills, MA 02481

Dear Fellow Board Members: Re: Letter of Resignation

After many years of serving on the Wellesley Boards of Public Works and the Wellesley Municipal Light Plant, I would like to advise you that I am resigning from by Board position, effective on the day of this letter, because my wife and I will move to North Hill in Needham in early December.

I would like to take this opportunity to thank both of you for your dedication to overseeing the affairs of both the Department of Public Works and the Wellesley Municipal Light Plant and for the spirit of good will, clear thinking and sound judgment that you have displayed during our years of serving together.

I would also like to thank David Cohen, Director, DPW and Don Newall, WMLP and their senior management for working so effectively with me and the other Board members for many years. You have displayed strong leadership and achieved major new initiatives annually for the Town and our many stakeholders for which we should all be justifiably proud.

I will always be impressed with the way in which the dedicated DPW and MLP employees worked with high standards and energy in a cost-effective business-like environment, to provide the Town with its much-needed infrastructure and services. Our electricity, water and sewer flow without major interruption, new projects are designed and built every year, the roads are well maintained, parks and walking trails are attractive, playing fields are very well used, and we have a strong dedication to recycling. It has been a pleasure working with all of you in these endeavors for over 25 years.

My thanks to all of you for being so effective and such a pleasure to work with. I wish you every success in the years to come.

Sincerely,

[Signature]

David A T Donohue

Soon to be living at
865 Central Street
Unit A224
Needham, MA 02492
From: Tom Skelly <tskelly@delandgibson.com>
Sent: Thursday, October 24, 2019 1:19 PM
To: Dave Donahue Position
Subject: [ EXTERNAL EMAIL : This message originated outside of the TOWN OF WELLESLEY mail system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Attn: David Cohen

Please submit my name for the vacancy being created by David Donohue’s departure. I have followed the DPW and MPL boards for years first as a TMM and then on Advisory with great interest. I believe both boards do excellent work and I can help both boards with the challenges that lay ahead.

Should you have any questions please call or write,

All the best.

Thomas F. Skelly Jr. is a Risk Advisor and Independent Insurance Agent with over 37 years of experience in the field of risk management and insurance. He assists his clients with the formation of proactive, pre-loss plans that lower the total cost of risk, allow his clients to become more profitable and attractive to the underwriting community.

Tom started his career at Alexander and Alexander in 1982 in the accounting department. He then moved to marketing, risk management marketing (accounts over $100,000 in commission) eventually landing in production. While in production he qualified twice for the Eagles Summit an invitation only sales meeting. In 1988 he joined Caroan Black-Boston (now Willis) as a producer. While at Caroan and Black he specialized in taking risk management concepts and applying them to medium sized business. ($10,000,000 to $100,000,000 in revenue)

In 1991 he opened Skelly Insurance Agency from scratch and led this operation for 20 years before merging with Deland, Gibson Insurance Associates in 2011. As the owner of Skelly Insurance agency his agency achieved 5 Star status. During his tenure he built the two location agency into a firm specializing in creating Risk Reduction Plans. For the last 8 years he has given back to the industry that has given him so much. He has been on the board of the Massachusetts Association of Insurance Agents as a member for 3 years and on the executive committee for 5 years rising to chair in 2014. He now is assisting the organization with leadership changes.

Tom is also a member of the leadership team at Deland, Gibson, a $70,000,000 property and casualty agency and head of Sales and Strategy for the firm. Tom has his CIC, AAI, ARM, LIA and CRM designations.

Tom is a past international president of Entrepreneur’s Organization, (www.eonetwork.org) a 10,000+ member group of business owners who are dedicated to growing their businesses. He sat on the Wellesley Free Library Board of Trustees during the construction of the new library and on the Wellesley Country Club Board of Governors for 5 years. Tom has been an elected town meeting member in Wellesley for over 20+ years. He was recently a judge for the Global Student Entrepreneur Awards. He is currently the past Chairman of the Massachusetts Association of Insurance Agents one of the largest independent insurance agent organization in the country. He also sat on the Knox Trail Council Board for the Boys Scouts of America assisting the board with Risk Management issues.
Tom and his wife Kathy reside in Wellesley. Tom spent three years on the Advisory Board his last as chair, was on the Library Board of Trustee when the new library was being financed by the town and has been a Town Meeting Member from precinct D for over 20 years.
5. **Review Status of 5-Year Capital**  
*Discuss and Vote Use of Free Cash Towards Cost of Hunnewell Schematic Design*

Sheryl Strother will be joining the Board to review the capital requests and the 5-Year Capital Plan. In discussions with Sheryl, one question we would like the Board to consider is whether you would like to entertain appropriating any free cash to the STM request for $4,680,000 for the Hunnewell Schematic Design funds. Our recommendation would be to use $2,000,000 in free cash, and to borrow the remaining funds. The borrowing would still require a 2/3rd vote at the STM. In addition, the Board could consider whether to use Free Cash for the funding of the Town Hall Annex Schematic Design funds which are currently anticipated at $1,226,500. The vote on the Town Hall Annex can come later with the voting of the motions for ATM.

**MOTION**

MOVE to use $____________________ of Free Cash towards the Hunnewell School Schematic Design Appropriation at the Special Town Meeting.
## Summary Schedule

<table>
<thead>
<tr>
<th></th>
<th>FY2020</th>
<th>FY2021</th>
<th>FY2022</th>
<th>FY2023</th>
<th>FY2024</th>
<th>FY2025</th>
<th>FY2021-2025 Total</th>
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<tr>
<td>Cash Capital</td>
<td>5,913,417</td>
<td>6,112,566</td>
<td>7,895,759</td>
<td>8,200,196</td>
<td>8,240,843</td>
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<td>37,857,664</td>
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<td>Free Cash</td>
<td>1,226,998</td>
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<td>CPC Funding</td>
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<td>Gift/Fundraising</td>
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<td>Other</td>
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<td>Chapter 90</td>
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<td>Debt Capital Inside Levy</td>
<td>10,683,376</td>
<td>7,266,500</td>
<td>5,202,854</td>
<td>5,182,804</td>
<td>14,011,000</td>
<td>5,284,000</td>
<td>36,947,158</td>
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<td>Debt Capital Exclusion *</td>
<td>-</td>
<td>12,981,000</td>
<td>129,099,000</td>
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<td>18,051,000</td>
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<td>160,131,000</td>
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<td>Grand Total</td>
<td>21,078,835</td>
<td>27,450,066</td>
<td>142,987,613</td>
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<td>41,192,843</td>
<td>13,982,300</td>
<td>239,785,822</td>
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**Note:** This document represents all department capital requests for the years preferred by each department. Because the Town doesn't have the funding to afford every project in the requested year, capital needs are discussed and re-evaluated annually, in an effort to achieve the best result for the entire Town.
## Hunnewell School Project
- Middle School Bldg Systems
- Town Hall Annex/Renovation

## Bates School Projects
- Main Library (Lighting, Roof, Carpet)
- Warren HVAC Upgrade
- MS Steam Pipes
- Middle School Parking Lot Paving
- DPW- Street Rehabilitations
- DPW- Facility Renovations
- Sprague Turf Fields (Revolving)
- DPW- Street Resurfacing (Ch 90)

## Total Cash Capital

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<tr>
<th>Department</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
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<tr>
<td>Selectmen/Central Admin</td>
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<td>147,276</td>
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<td>Assessors</td>
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<td>93,000</td>
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<td>Planning Board</td>
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<tr>
<td>Total Other Sources</td>
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## Other Funding Sources
- DPW Street Resurfacing (Ch 90) 970,000, 790,000, 790,000, 790,000, 790,000, 790,000, 3,950,000
- DPW Street Resurfacing (Free Cash) 150,000
- MOPO Beachfront (CPC) 271,000
- NRC Various (CPC) 500,000, 200,000
- Softball fields (CPC) 200,000
- Softball fields (Gift) -
- Sprague Turf Fields (Revolving) 500,000
- Town Clk Electronic Voting (Free Cash) 15,000
- MS Systems (TRF/FC) 1,300,200
- Town Hall Envelope (TRF/FC) 575,842

## Total Other Sources 4,482,042, 1,090,000, 790,000, 790,000, 890,000, 1,290,000, 4,850,000

## Debt Capital Inside Levy
- Police Radio System and Antenna -
- DPW- Facility Renovations -
- DPW- Street Rehabilitation -
- DPW- Hunnewell Field/Softball field 300,000, 200,000
- Town Hall Annex Project -
- Town Hall Interior Design -
- Middle School Parking Lot Paving -
- MOPO Beachfront -
- MS Steam Pipes 4,200,000
- Harvester -
- Hunnewell 4,680,000
- Warren HVAC Upgrade -
- Fire Engine -
- Main Library Space Utilization Renovation 268,376, 2,885,000
- Main Library (Lighting, Roof, Carpet) -
- DPW RDF Repair Projects -
- DPW Highway & Park Renovation -
- Bates School Projects -
- Sprague School Projects -

## Total Borrowed Inside Levy 10,683,376, 7,266,500, 5,202,854, 5,182,804, 14,011,000, 5,284,000, 36,947,158

## Debt Capital Exclusion
- Town Hall Annex/Renovation -
- Middle School Bldg Systems -
- Hunnewell School Project -
- Hardy/Upsham - MSBA -

## Total Capital Exclusion -

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## Total Capital Exclusion -

## Grand Total $21,078,835  $27,450,066  $142,987,813  $14,173,000  $41,192,843  $13,982,300  $239,785,822
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## Town of Wellesley
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<td><strong>Total Cash Capital Requests</strong></td>
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- **Other funding sources**
  - MS Systems design (TRF/FC) 1,300,200
  - Town Hall Envelope (TRF/FC) 575,842

- **Total other funding sources** 1,876,042

- **Borrowed Inside**
  - Town Hall Annex Design/Construction 1,226,500
  - Warren Heat Pumps Replacement 750,000
  - Main Library (Lighting, Roof, Carpet) 1,205,000
  - Main Library Space Utilization Reno Proj 268,376
  - MS Parking Lot Paving 2,885,000
  - MS Steam Pipes 4,200,000
  - "Early" Hunnewell design 4,680,000
  - Town Hall Interior design 1,990,000
  - Sprague School Projects 1,034,000
  - Bates School Projects 1,750,000
  - New Bathhouse at Morses Pond 1,000,000
  - DPW RDF Repair Projects 4,816,000
  - DPW Highway & Park Renovation 7,095,000

- **Total Borrowed Inside** 9,148,376

- **Total Borrowed Outside** 12,874,418

- **Total FMD Capital Requests** 20,297,500
## Natural Resources Commission
- Park Sidewalk Path/Parking Lot Repairs: 15,000
- Fuller Brook Invasive Management: 20,000
- Tree Planting/Management Program: 40,000
- Trail System Improvements: 10,000
- IPM/Turf Plan Implementation: 10,000
- Natural Landscape Development: 35,000
- Comprehensive Pond Improvements: 100,000
- Open Space and Recreation Plan Update: 15,000
- Playground Improvement/ADA Access: 20,000
- Town Forest Improvements: 20,000

### Subtotal Capital Cash
- 80,000
- 105,000
- 120,000
- 330,000
- 330,000
- 80,000
- 965,000

### Morses Pond
- Morses Pond Shoreline and Pond Improvements: 150,000
- Stormwater Construction/Demo & Monitoring: 5,000
- Bylaw/Regulatory Review/Development: 25,000
- Selective Planting: 10,000
- Plant Monitoring: 10,000

### Subtotal Morses Pond Capital
- 150,000
- 220,000
- 45,000
- 415,000

### Library
- Time Card system: 5,000
- Repair/Replace Furniture: 5,000
- Computer/Peripheral Replacement: 55,000
- IT Infrastructure Replacement: 12,000
- Automated Material Handler: 10,000
- Photovoltaic: 25,000
- Relocate Stacks for Recarpeting: 65,000
- WPL VAN: 40,000
- New Technology & Devices: 315,000
- Website Construction/Redesign: 10,000
- Self Check System: 24,000
- Traffic Study: 25,000
- Parking Lot Improvements: 25,000
- Strategic Planning: 10,000

### Total Library Cash Capital
- 124,300
- 241,300
- 171,300
- 183,300
- 171,300
- 991,500

### Town Clerk
- Electronic Poll Books for Voter Lists: 36,000
- Electronic Voting Devices for Town Meeting: 15,000
- New Voting Equipment: 75,000

### Total Town Clerk Cash Capital
- 36,000
- 15,000
- 75,000
- 126,000

### Board of Assessors
- CAMA database software: 93,000

### Planning Board
- Mobility Plan: 30,000

### Recreation
- MOPO Beachfront-CPC: 100,000
- MOPO Beachfront (Borrowed): 100,000

### School Department (non-Facilities)
- Instructional Equipment: 205,018
- Photocopyers: 895,010
- General Equipment: 1,320,384
- Infrastructure: 895,000

### Total School Capital
- 1,191,028
- 1,105,550
- 1,507,384
- 1,304,120
- 1,040,555
- 1,100,000
- 6,057,609

*The Schools have not yet provided numbers.*
## FY2021-2025 Public Works Capital Request

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<th>FY20</th>
<th>FY21</th>
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6. **Quarterly Traffic Update**

**Update on Great Plain Avenue Rotary Design**

Members of the Traffic Committee including Lieutenant Showstead, Dave Hickey and Dave Cohen will be joining the Board with Tracy Lenhardt, Scott Bruner, and Mike Regan from VHB to discuss the progress on the Great Plain Avenue redesign. The design work has been underway for some time and the Engineering Division completed surveying the right of way through the summer and early fall. The project currently is a capital project proposed for FY21 inside the levy at $1,750,000.

**NO MOTION**

**Vote on Dale Street Special Regulation – No Parking**

Throughout the permitting for the 900 Worcester Street facility the Town has discussed the potential parking impacts of the project on Dale Street, which runs along the western boundary of the site and is only separated by landscaping. Dale Street is a private way. Throughout the construction of the project there has been a make-shift sign that indicates No Parking. As the site is almost in full swing and the construction on the signalized light has commenced, the Town needs to formalize the no parking on Dale Street. Since Dale Street is a private way, with shared ownership between the Selectmen, DPW, and private owners, the Traffic Committee has reached out to the private owners and received authorization to limit the parking, allow for enforcement of the sign, and for the installation of markings indicated the restrictions. The markings in this instance will be “No Parking- Either Side” signs. Please find petitions from Gary and Barbara Cannoni and Herbert and Marilyn Sancomb, the private owners fronting on Dale Street. The use of MGL c.90 Section 18 is the authority the Town uses to enforce traffic markings on private land. A recent application of this statute (3-4 years ago) was at Whole Foods to allow for the Police to enforce upon stop signs and one-way access signs within the Whole Foods Parking Lot.

**MOTION**

**Pursuant to MGL c.90 Section 18, Move to make special regulations as to the use of vehicles on Dale Street by prohibiting parking of unauthorized vehicles on Dale Street, allow for the towing or ticketing of unauthorized vehicles on the private way, and to allow for the installation of traffic markings on the private way.**

**Update on Complete Streets Prioritization Vote to Sign Special Town Meeting Warrant**

Dave Hickey will give an update on the Complete Streets Phase II Prioritization Plan. Laura Castelli from VHB is working with the Town on the Complete Street Prioritization Plan. At the meeting Dave will give an overview of the next steps in the Complete Streets Process, which includes prioritization and how the Town intends to capture the priorities of the residents. The overview will describe the efforts proposed by the Traffic Committee in collaboration with VHB to allow residents, business owners, general public to identify areas of concern throughout town. A public meeting will be scheduled just after the holidays to review this data and the Traffic Committee will work to finalize the priorities for the Town. I have included in your packet a
description of the Phase II requirements from the State along with the Board’s Complete Street Policy.


NO MOTION
Wellesley Ave.@ Great Plain Ave. and Seaver St. Improvement Project

Board of Selectmen Meeting
November 18, 2019
Wellesley Ave/Great Plain Ave
Conceptual Design

- Project Need: Highlighted by Wellesley Police Department
  - Noted safety issues with over 15 crashes/year
  - Unconventional intersection geometry and control

- Existing Conditions Review: September & October 2017
  - Traffic volume and speed counts
  - Crash research
  - Operational observations and analysis

- Concept Development and Analysis: October & November 2017
  - Concept 1: Roundabout
  - Concept Development and Analysis: October & November 2017

- Public Meeting May 2018

Based on 2011 – 2016 Town of Wellesley crash data
Wellesley Ave/Great Plain Ave Concepts
Wellesley Ave/Great Plain Ave
Design: Roundabout
Great Plain Avenue Sidewalk
Great Plain Avenue Sidewalk
Brooks Street Sidewalk
Wellesley Ave/Great Plain Ave
Next Steps

• Preliminary Design – November 2019
• Environmental Permitting – Early February 2020
• Final Design – February 2020
• Bidding in Spring
• Construction to begin next year
• Consider if funding for any future improvements could be sought from MassDOT (Complete Streets Grant)
Date: November 12, 2019

PETITION TO THE TOWN OF WELLESLEY BOARD OF SELECTMEN TO MAKE SPECIAL REGULATION AS TO THE USE OF VEHICLES ON DALE STREET

We, the undersigned property owners of Dale Street, a private way, hereby request that the Town of Wellesley Board of Selectmen, pursuant to the authority granted by G.L. c.90 §18, make special regulation as to the use of vehicles upon Dale Street.

Specifically, we are requesting that the Board of Selectmen: 1) prohibit the parking of unauthorized motor vehicles upon the private way; 2) allow for the towing and ticketing of unauthorized vehicles that are parked along the private way; and, 3) allow for the installation and traffic markings implementing same.

Signed:

Gary Richard Canoni
Print Name

1 & 2 Dale Street
Address

Signature
Date
November 12, 2019

Barbara Powers Canoni
Print Name

1 & 2 Dale Street
Address

Signature
Date
November 12, 2019

Print Name
Address

Signature
Date

Print Name
Address

Signature
Date
Date: November 13, 2019

PETITION TO THE TOWN OF WELLESLEY BOARD OF SELECTMEN TO MAKE SPECIAL REGULATION AS TO THE USE OF VEHICLES ON DALE STREET

We, the undersigned property owners of Dale Street, a private way, hereby request that the Town of Wellesley Board of Selectmen, pursuant to the authority granted by G.L. c.90 §18, make special regulation as to the use of vehicles upon Dale Street.

Specifically, we are requesting that the Board of Selectmen: 1) prohibit the parking of unauthorized motor vehicles upon the private way; 2) allow for the towing and ticketing of unauthorized vehicles that are parked along the private way; and, 3) allow for the installation and traffic markings implementing same.

Signed:

Herbert and Marilyn Sancomb 926/930 Worcester Street [Signature]
Print Name Address

[Signature]
Part I ADMINISTRATION OF THE GOVERNMENT

Title XIV PUBLIC WAYS AND WORKS

Chapter 90 MOTOR VEHICLES AND AIRCRAFT

Section 18 SPECIAL REGULATIONS, SPEED AND USE OF VEHICLES

Section 18. The city council, the transportation commission of the city of Boston, the board of selectmen, park commissioners, a traffic commission or traffic director, or the department, on ways within their control, may make special regulations as to the speed of motor vehicles and may prohibit the use of such vehicles altogether on such ways; provided, however, that except in the case of a speed regulation no such special regulation shall be effective unless it shall have been published in one or more newspapers, if there be any, published in the town in which the way is situated, otherwise in one or more newspapers published in the county in which the town is situated; nor until after the department, and in the case of a speed regulation the department and the registrar, acting jointly, shall have certified in writing that such regulation is consistent with the public interests; provided, however, that nothing herein contained shall be construed as affecting
the right of the metropolitan district commission or of the department of environmental management to make rules and regulations governing the use and operation of motor vehicles on lands, roadways and parkways under its care and control. No such rule or regulation shall prohibit the use of passenger or station wagon type motor vehicles whose gross weight is less than five thousand pounds and which are registered for commercial use on ways where noncommercial passenger type motor vehicles are permitted to operate. No such regulation shall be effective until there shall have been erected, upon the ways affected thereby and at such points as the department and the registrar, acting jointly, may designate, signs, conforming to standards adopted by the department, setting forth the speed or other restrictions established by the regulation, and then only during the time such signs are in place. Any sign, purporting to establish a speed limit, which has not been erected in accordance with the foregoing provisions may be removed by or under the direction of the department.

Any person, corporation, firm or trust owning a private parking area or owning land on or abutting a private way, or any person, corporation, firm or trust controlling such land or parking area, with the written consent of the owner, may apply in writing to the city council, the traffic commission of a city or town having a traffic commission, the transportation commission of the city of Boston or the board of selectmen in any town in which the private way or parking area lies, to make special regulations as to the speed of motor vehicles and as to the use of such vehicles upon the particular private way or parking area, and the city council with the approval of the mayor, the traffic commission of a city or town, the transportation commission of the city of Boston or the board of selectmen, as the case may be, may make such special regulations with respect to said
private way or parking area to the same extent as to ways within their control and such special
regulations shall not be subject to approval by the department or the registrar; provided, however,
that any traffic signs, signals, markings or devices used to implement such special regulations shall
conform in size, shape and color to the most current manual on uniform traffic control devices.
Chapter 4: Prioritization Plan Development

Once a municipality has developed a Complete Streets policy that has been approved by MassDOT and adopted at the local level, or has committed to develop a policy within 1 year of MassDOT verification of a commitment letter, the next step is to develop a Prioritization Plan – Tier 2 of the MassDOT Complete Streets Funding Program. Within this plan, the municipality will identify projects that incorporate Complete Streets elements and rank these projects based on their ability to address defined issues/needs. Through the Prioritization Plan process, the municipality will also assess project details including the readiness level of each project, conceptual cost estimate, and multimodal benefits.

The Project Prioritization Plan must be accepted by MassDOT before a municipality can apply for Complete Street project construction funding in Tier 3 of the Program.

Prioritization Plan Development Actions

1. Download MassDOT Prioritization Plan template from Portal
2. Determine evaluation criteria
3. Develop methodology to apply the evaluation criteria (establish weights)
4. Submit Prioritization Plan to MassDOT (upload to Portal)

Prioritizing Projects at the Local Level

Many municipalities have existing Prioritization Plans or plans of highly desired projects already developed. These plans can most often be modified to fit the MassDOT Complete Streets Prioritization Plan format and then ranked based on the municipality’s desired evaluation criteria (considerations discussed below). The municipality can use existing Capital Improvement Plans, Master Plans, Long Range Transportation Plans, Local Comprehensive Plans, and other available documentation to form the basis of the Complete Streets Prioritization Plan. Further guidance on project types, needs assessments, and the development of Prioritization Plan elements can be found below and in Chapter 5.

Potential Evaluation Criteria

The process of prioritizing projects will be unique to each community and should consider evaluation criteria tailored to addressing defined issues/needs and accomplishing goals established by the municipality. A municipality should select evaluation criteria that are applicable to a wide range of projects, efficient to apply and easy to understand, and agreed upon by various departments to ensure consistency and efficacy. Potential criteria that could be evaluated include:

- Safety benefits (addresses high crash location, reduces vehicular speeds, etc.)
- Pedestrian mobility improvements (new or improved crosswalks, ADA upgrades, sidewalks/paths, pedestrian signals, lighting, signage, etc.)
- Bicycle mobility improvements (new or separated bike lanes, wider shoulders, signal accommodation, shared-use paths, bicycle parking, signage, etc.)
- Transit operations and access improvements (enhanced stop amenities, dedicated bus lanes, queue jump lanes, stop consolidation, signal priority, etc.)
• Vehicular operations improvements
• Freight operations improvements
• Air quality benefits
• Compatibility with local or regional goals
• Degree of public/stakeholder support
• Plan progress
• Anticipated project schedule
• Cost estimate

As part of the evaluation process, municipalities may also wish to consider potential impacts to right-of-way, environmental resources, cultural/historical resources, and environmental justice as criteria.

**Example Methods to Prioritize Projects**

Once a municipality develops a list of active and potential Complete Streets projects and gathers project details to assess the selected evaluation criteria, the city or town would then develop a methodology to apply these criteria and prioritize its list of projects. A variety of prioritization methodologies could be considered:

• **Evaluation Criteria** – Apply the selected evaluation criteria to each Complete Streets project with the project scoring the highest ranked as number one and so on.

• **Weighted Evaluation Criteria** – Establish weights for the selected evaluation criteria to emphasize the municipality’s key goals. Score the list of Complete Streets projects using these weighed evaluation criteria.

• **Weighted Evaluation Criteria plus Cost Level** – Group projects into cost levels after ranking projects based on weighed evaluation criteria.

• **Weighted Evaluation Criteria plus Target Geographies** – Group projects into targeted geographies (i.e. town centers, recreational areas, schools) after ranking projects based on weighed evaluation criteria.

**Submitting a Prioritization Plan**

The intent of the Prioritization Plan for the purposes of the MassDOT Complete Streets Funding Program is to streamline municipal plans into uniform, organized content that allows MassDOT to review projects, allows for a broader understanding of the municipality’s upcoming transportation plan, and will allow for the ability to sort projects among all Complete Streets municipalities for specific performance measures. Municipalities are encouraged to submit Prioritization Plans that include anticipated projects over a five-year horizon and to commit to regularly updating their plans as needs within the community change or projects are completed.

Once a municipality enters Tier 2 of the program, a Prioritization Plan template will be available for download on the Complete Streets online Portal (see Chapter 6). Instructions for completing the Prioritization Plan form are provided in Appendix D. The municipality will identify the Complete Streets project type, need addressed, funding amount requested, and other information about each project in their plan. As discussed above, it is up to the municipality’s discretion how specific projects should be prioritized. Once the municipality has completed their Prioritization Plan, the form is uploaded back to the online Portal. The system will alert MassDOT and the review committee will review and approve the plan. Upon approval of the Prioritization Plan, the municipality has successfully completed Tier 2.
TOWN OF WELLESLEY
WELLESLEY, MASSACHUSETTS 02481

DEPARTMENT OF PUBLIC WORKS
COMPLETE STREETS POLICY

Vision and Purpose

Complete Streets are designed and operated to provide safety and accessibility for all the users of our roadways, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles and for people of all ages and of all abilities. Furthermore, Complete Streets principles contribute toward the safety, health, economic viability and quality of life in a community by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities. The purpose of Wellesley's Complete Streets policy, therefore, is to accommodate all road users by creating a road network that meets the needs of individuals utilizing a variety of transportation modes. It is the intent of the Town of Wellesley to formalize the plan, design, operation and maintenance of streets so that they are safe for all users of all ages and abilities as a matter of routine. This policy directs decision makers to consistently plan, design, and construct streets to accommodate all anticipated users including, but not limited to pedestrians, bicyclists, motorists, emergency vehicles, and freight and commercial vehicles.

Core Commitment

The Town of Wellesley recognizes that users of various modes of transportation, including, but not limited to, pedestrians, cyclists, transit and school bus riders, motorists, delivery and service personnel, freight haulers, and emergency responders are legitimate users of streets and deserve safe facilities. "All Users" includes users of all ages and abilities.

The Town of Wellesley recognizes that all projects, new, rehabilitation, or reconstruction, are potential opportunities to apply Complete Streets design principles. The Town will, to the maximum extent practical, design, construct, maintain, and operate all streets to provide for a comprehensive and integrated street network of facilities for people of all ages and abilities.

Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects, as appropriate. All transportation infrastructure and street design projects requiring funding or approval by the Town of Wellesley, as well as projects funded by the state and federal government, such as City improvement grants, Transportation Improvement Program (TIP), the MassWorks Infrastructure Program, Community Development Block Grants (CDBG), Capital Funding and other state and federal funds for street and
infrastructure design shall adhere to (comply with) the Town of Wellesley's Complete Streets Policy. Private developments and related street design components or corresponding street-related components shall adhere to (comply with) the Complete Streets principles. In addition, to the extent practical, state-owned roadways will comply with the Complete Streets resolution, including the design, construction, rehabilitation, and reconstruction of such roadways within Town boundaries.

Transportation infrastructure may be excluded, upon approval by the Board of Selectmen, where documentation and data indicate that:

1. Facilities where specific users are prohibited by law, such as interstate freeways or pedestrian malls. An effort will be made, in these cases for accommodations elsewhere.

2. Where cost or impacts of accommodation is excessively disproportionate to the need or probable use or probable future use.

3. Where right of way, physical barriers or safety concerns preclude a complete street design, an effort will be made for reasonable accommodations.

4. Where facilities constitute a threat to public safety in the opinion of the Town Engineer or Police Chief.

**Best Practices**

The Town of Wellesley's Complete Streets policy will focus on developing a connected integrated network that serves all road users. Complete Streets will be integrated into policies, planning, and design of all types of public and private projects, including new construction, reconstruction, rehabilitation, and repair of transportation facilities on streets and redevelopment projects.

Implementation of the Town of Wellesley Complete Streets Policy will be carried out cooperatively within all departments in the Town of Wellesley with multi-jurisdictional cooperation, to the greatest extent possible, among private developers, and state, regional, and federal agencies.

The Town of Wellesley recognizes that "Complete Streets" may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements over time.

The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets including:

- The Massachusetts of Department of Transportation Project Design and Development Guidebook
The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Control Devices (2009)
The Architectural Access Board (AAB) 521CMR Rules and Regulations
MassDOT Separated Bike Lane Planning & Design Guide
Documents and plans created for Wellesley, such as bicycle and pedestrian network plans

Complete Streets implementation and effectiveness should be constantly evaluated for success and opportunities for improvement. The town will develop performance measures to gauge implementation and effectiveness of the policies.

Implementation

The Town shall make Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies and jurisdictions to achieve Complete Streets.

The Town shall review and either revise or develop proposed revisions to all appropriate planning documents (master plans, open space and recreation plan, etc.), zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, and templates to integrate Complete Streets principles in all Street Projects on streets. A committee of relevant stakeholders designated by the Town Administrator will be created to implement this initiative.

The Town shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will prioritize projects to eliminate gaps in the sidewalk and bikeway network.

The Town will reevaluate Capital Improvement Projects prioritization to encourage implementation of Complete Streets implementation.

The Town will train pertinent town staff and decision-makers on the content of Complete Streets principles and best practices for implementing policy through workshops and other appropriate means.

The Town will utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way.

The Town will seek out appropriate sources of funding and grants for implementation of Complete Streets policies.
APPROVED BY:

Board of Selectmen, Chair  Jack Morgan
Board of Selectmen  Marjorie R. Freiman
Board of Selectmen  Ellen F. Gibbs
Board of Selectmen  Thomas H. Ulfelder
Board of Selectmen  Beth Sullivan Woods

Original date: ...............  
Revised dates: ...............
California Pizza Kitchen will be changing their manager. The restaurant’s management is in transition and a new manager is being brought in to the company. While the new manager is being recruited/moved from another business, CPK will be appointing their Regional Manager Mathew Griffin as the manager of record for the store. I point this out, so the Board is not alarmed when in 3 to 4 months they are asked to name another manager for the business. Staff has met with the applicant and all application materials are complete. Staff recommends approval of the new manager of record.

MOTION

MOVE to approve the change in manager for California Pizza Kitchen, 183 Linden Street, and to name Matthew Griffin as manager.
AMENDMENT-Change of Manager

APPLICATION SHOULD BE COMPLETED ON-LINE, PRINTED, SIGNED, AND SUBMITTED TO THE LOCAL LICENSING AUTHORITY.

ECRT CODE: RETA

Please make $200.00 payment here: ABCC PAYMENT WEBSITE

PAYMENT MUST DENOTE THE NAME OF THE LICENSEE CORPORATION, LLC, PARTNERSHIP, OR INDIVIDUAL AND INCLUDE THE PAYMENT RECEIPT

ABCC LICENSE NUMBER (IF AN EXISTING LICENSEE, CAN BE OBTAINED FROM THE CITY) 134400029

ENTITY/ LICENSEE NAME California Pizza Kitchen, Inc.

ADDRESS 183 Linden Street

CITY/TOWN Wellesley

STATE MA

ZIP CODE 02482

For the following transactions [Check all that apply]:

- [ ] New License
- [ ] Transfer of License
- [X] Change of Manager
- [ ] Change of Officers/ Directors/LLC Managers
- [ ] Change of Location
- [ ] Alteration of Licensed Premises
- [ ] Change Corporate Name
- [ ] Change of Ownership Interest
- [ ] Change of Class (i.e. Annual/Seasonal)
- [ ] Change of License Type (i.e. club/restaurant)
- [ ] Change of Category (i.e. all alcohol/wine, malt)
- [ ] Issuance/Transfer of Stock/New Stockholder
- [ ] Other
- [ ] Change Corporate Structure (i.e. Corp./LLC)
- [ ] Pledge of Collateral (i.e. license/stock)
- [ ] Management/Operating Agreement
- [ ] Change of Hours
- [ ] Change of DBA

THE LOCAL LICENSING AUTHORITY MUST MAIL THIS TRANSMITTAL FORM ALONG WITH COMPLETED APPLICATION, AND SUPPORTING DOCUMENTS TO:

Alcoholic Beverages Control Commission
95 Fourth Street, Suite 3
Chelsea, MA 02150-2358
Change of Manager

- Manager Application
- CORI Authorization
- Vote of the Entity
- Proof of Citizenship (Manager must be U.S. citizen)
- Payment Receipt
The Commonwealth of Massachusetts
Alcoholic Beverages Control Commission
95 Fourth Street, Suite 3, Chelsea, MA 02150-2358
www.mass.gov/abcc

AMENDMENT-Change of Manager □ Change of License Manager

1. BUSINESS ENTITY INFORMATION
Entity Name: California Pizza Kitchen, Inc.
Municipality: Wellesley
ABCC License Number: 00029-RS-1344

2. APPLICATION CONTACT
Name: Christopher Brooks
Title: Paralegal
Email: licensing@cpk.com
Phone: 3103424677

3A. MANAGER INFORMATION
The individual that has been appointed to manage and control of the licensed business and premises.
Proposed Manager Name: Matthew J Griffin
Date of Birth: [hidden]
SSN: [hidden]
Residential Address: [hidden]
Email: mgriffin@cpk.com
Phone: [hidden]

Please indicate how many hours per week you intend to be on the licensed premises: 40
Last-Approved License Manager: Dan Gordon

3B. CITIZENSHIP/BACKGROUND INFORMATION
Are you a U.S. Citizen? ☑ Yes  ◐ No *Manager must be U.S. citizen
If yes, attach one of the following as proof of citizenship: US Passport, Voter's Certificate, Birth Certificate or Naturalization Papers.
Have you ever been convicted of a state, federal, or military crime? ☑ Yes  ◐ No
If yes, fill out the table below and attach an affidavit providing the details of any and all convictions. Attach additional pages, if necessary, utilizing the format below.

<table>
<thead>
<tr>
<th>Date</th>
<th>Municipality</th>
<th>Charge</th>
<th>Disposition</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3C. EMPLOYMENT INFORMATION
Please provide your employment history. Attach additional pages, if necessary, utilizing the format below.
Start Date: 3/12/17  End Date: n/a  Position: General Manager
Employer: California Pizza Kitchen  Supervisor Name: Jesse Griffith
Start Date: 11/01/15  End Date: 3/10/17  Position: General Manager
Employer: Margaritas Mexican Restaurant  Supervisor Name: Greg Tatarian

3D. PRIOR DISCIPLINARY ACTION
Have you held a beneficial or financial interest in, or been the manager of, a license to sell alcoholic beverages that was subject to disciplinary action? ☑ Yes  ◐ No
If yes, please fill out the table. Attach additional pages, if necessary, utilizing the format below.

<table>
<thead>
<tr>
<th>Date of Action</th>
<th>Name of License</th>
<th>State</th>
<th>City</th>
<th>Reason for suspension, revocation or cancellation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

I hereby swear under the pains and penalties of perjury that the information I have provided in this application is true and accurate:

Manager's Signature: [signature]
Date: 10/31/19
I, [Name], the: ☐ sole proprietor; ☐ partner; ☐ corporate principal; ☐ LLC/LLP manager

Authorized Signatory

of [Name of the Entity/Corporation]

hereby submit this application (hereinafter the “Application”), to the local licensing authority (the “LLA”) and the Alcoholic Beverages Control Commission (the “ABCC” and together with the LLA collectively the “Licensing Authorities”) for approval.

I do hereby declare under the pains and penalties of perjury that I have personal knowledge of the information submitted in the Application, and as such affirm that all statements and representations therein are true to the best of my knowledge and belief. I further submit the following to be true and accurate:

1. I understand that each representation in this Application is material to the Licensing Authorities’ decision on the Application and that the Licensing Authorities will rely on each and every answer in the Application and accompanying documents in reaching its decision;

2. I state that the location and description of the proposed licensed premises are in compliance with state and local laws and regulations;

3. I understand that while the Application is pending, I must notify the Licensing Authorities of any change in the information submitted therein. I understand that failure to give such notice to the Licensing Authorities may result in disapproval of the Application;

4. I understand that upon approval of the Application, I must notify the Licensing Authorities of any change in the ownership as approved by the Licensing Authorities. I understand that failure to give such notice to the Licensing Authorities may result in sanctions including revocation of any license for which this Application is submitted;

5. I understand that the licensee will be bound by the statements and representations made in the Application, including, but not limited to the identity of persons with an ownership or financial interest in the license;

6. I understand that all statements and representations made become conditions of the license;

7. I understand that any physical alterations to or changes to the size of the area used for the sale, delivery, storage, or consumption of alcoholic beverages, must be reported to the Licensing Authorities and may require the prior approval of the Licensing Authorities;

8. I understand that the licensee’s failure to operate the licensed premises in accordance with the statements and representations made in the Application may result in sanctions, including the revocation of any license for which the Application was submitted; and

9. I understand that any false statement or misrepresentation will constitute cause for disapproval of the Application or sanctions including revocation of any license for which this Application is submitted.

10. I confirm that the applicant corporation and each individual listed in the ownership section of the application is in good standing with the Massachusetts Department of Revenue and has complied with all laws of the Commonwealth relating to taxes, reporting of employees and contractors, and withholding and remitting of child support.

Signature: [Signature] Date: 10/30/19

Title: [Title]
CORPORATE VOTE

The Board of Directors or LLC Managers of California Pizza Kitchen, Inc.

duly voted to apply to the Licensing Authority of Wellesley and the
Commonwealth of Massachusetts Alcoholic Beverages Control Commission on 10-24-19

Date of Meeting

For the following transactions (Check all that apply):

☑ Change of Manager

☐ Other

“VOTED: To authorize Matthew Griffin

Name of Person
to sign the application submitted and to execute on the Entity’s behalf, any necessary papers and do all things required to have the application granted.”

“VOTED: To appoint Matthew Griffin

Name of Liquor License Manager

as its manager of record, and hereby grant him or her with full authority and control of the premises described in the license and authority and control of the conduct of all business therein as the licensee itself could in any way have and exercise if it were a natural person residing in the Commonwealth of Massachusetts.”

A true copy attest,

Corporate Officer / LLC Manager Signature

Joshua Olshan

(Print Name)

For Corporations ONLY

A true copy attest,

Corporation Clerk’s Signature

Christopher Brooks

(Print Name)
The Alcoholic Beverages Control Commission ("ABCC") has been certified by the Criminal History Systems Board to access CORI. For the purpose of approving cash shareholders, owners, or licensees or applicants for an ABC license, the information below is correct to the best of my knowledge:

<table>
<thead>
<tr>
<th>ABC NUMBER</th>
<th>LICE</th>
<th>LAST NAME</th>
<th>FIRST NAME</th>
<th>MIDDLE NAME</th>
<th>CITY/TOWN</th>
<th>ZIP CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2400125</td>
<td>216</td>
<td>Griffin</td>
<td>Matthew</td>
<td></td>
<td>Wellesley</td>
<td></td>
</tr>
</tbody>
</table>

The applicant requests access to CORI, and I, the undersigned, do certify that the following information is correct to the best of my knowledge:

- **Corrections**: None
- **Update Request**: None
- **Corrections**: None
- **Update Request**: None
- **Corrections**: None
- **Update Request**: None
- **Corrections**: None
- **Update Request**: None
# Payment Confirmation

YOUR PAYMENT HAS PROCESSED AND THIS IS YOUR RECEIPT

Your account has been billed for the following transaction. You will receive a receipt via email.

Transaction Processed Successfully.

INVOICE #: dfd0df76-b955-40a1-8a08-2447c9d95d9

<table>
<thead>
<tr>
<th>Description</th>
<th>Appellant/Respondent or Registration Number</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FILING FEES-RETAIL</td>
<td>California Pizza Kitchen</td>
<td>$200.00</td>
</tr>
</tbody>
</table>

Total Amount Paid: $204.70

Date Paid: 11/1/2019 1:29:02 PM EDT

## Payment On Behalf Of

License Number or Business Name:
California Pizza Kitchen

Fee Type:
FILING FEES-RETAIL
8. **Vote to Open Annual Town Meeting Warrant**

It’s that time of year again to open the Annual Town Meeting Warrant and to set the following dates. I will prepare a list of potential articles for the December meeting.

**MOVE** to call the 2020 Annual Town Meeting and set the following dates:

- Open the Warrant – Monday, November 18\(^{th}\), 2019
- Close the Warrant – Friday, December 27, 2019, 5:00pm
- Motions due to the Selectmen’s Office – Friday, March 6, 2020, 5:00pm
- Start of Annual Town Meeting – Monday, March 30, 2020, 7:00 pm, at the Wellesley Middle School
- Date for the 2020 Annual Town Election – Tuesday, March 17, 2020
<table>
<thead>
<tr>
<th>Day of Week</th>
<th>Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday</td>
<td>11/18/2019</td>
<td>BOS Meeting - Board of Selectmen Call Annual Town Meeting and Election, Open Warrant, Dates for Closing ATM Warrant, Motions Submitted (TBL 19.51)</td>
</tr>
<tr>
<td>Tuesday</td>
<td>11/19/2019</td>
<td>Notice received by all governmental departments of the date the ATM Warrant will be closed and all articles to be included in the Warrant to be filed with the Selectmen's Office (TBL 19.52)</td>
</tr>
<tr>
<td>Wednesday</td>
<td>11/27/2019</td>
<td>Notice to Townsman for Publication on Thursday, December 5, 2019</td>
</tr>
<tr>
<td>Thursday</td>
<td>12/5/2019</td>
<td>Notice indicating 2020 Annual Town Meeting Date/Location, Warrant Closing Date, and Warrant availability on website printed in the Townsman (TBL 8.10, 8.13, 19.52)</td>
</tr>
<tr>
<td>Friday</td>
<td>12/27/2019</td>
<td>ATM Warrant Closed - Articles to be included in the Warrant for the 2019 Annual Town Meeting to be in the Selectmen's Office (TBL 8.12; 19.52)</td>
</tr>
<tr>
<td>Friday</td>
<td>1/3/2020</td>
<td>Submit Legal Ad to Townsman for publication on 01/09/2020 Said notice shall state the time and place of the meeting and that the full text of the warrant shall be published on the Town's website and be available from the Selectmen's office.</td>
</tr>
<tr>
<td>Thursday</td>
<td>1/9/2020</td>
<td>Townsman legal ad published</td>
</tr>
<tr>
<td>Monday</td>
<td>1/20/2020</td>
<td>Town Hall Closed - Martin Luther King Day</td>
</tr>
<tr>
<td>Tuesday</td>
<td>1/21/2020</td>
<td>BOS Meeting - Warrant for the 2020 Annual Town Meeting and Election signed by Board of Selectmen</td>
</tr>
<tr>
<td>Wednesday</td>
<td>1/22/2020</td>
<td>Warrant Published on Town's Website (TBL 8.10)</td>
</tr>
<tr>
<td>Wednesday</td>
<td>1/22/2020</td>
<td>Transmit Warrant to Town Meeting Members and Advisory Committee (TBL 19.53)</td>
</tr>
<tr>
<td>TBD</td>
<td>TBD</td>
<td>Planning Board Public Zoning Hearing (7:30pm Great Hall)</td>
</tr>
<tr>
<td>Wednesday</td>
<td>TBD</td>
<td>Advisory Public Hearing 7:00pm Juliani Room</td>
</tr>
<tr>
<td>Friday</td>
<td>3/6/2020</td>
<td>4 copies of each motion to be made under the Articles of the Warrant are due to the Selectmen's Office (TBL 8.13)</td>
</tr>
<tr>
<td>Tuesday</td>
<td>3/17/2020</td>
<td>Annual Town Election (TBL 8.2)</td>
</tr>
<tr>
<td>Friday</td>
<td>3/13/2020</td>
<td>Draft Motions available for inspection at the Selectmen's Office and Main Library (TBL 19.54)</td>
</tr>
<tr>
<td>Monday</td>
<td>3/30/2020</td>
<td>2020 Annual Town Meeting</td>
</tr>
<tr>
<td>Tuesday</td>
<td>3/31/2020</td>
<td>2020 Annual Town Meeting</td>
</tr>
<tr>
<td>Monday</td>
<td>4/6/2020</td>
<td>2020 Annual Town Meeting</td>
</tr>
<tr>
<td>Tuesday</td>
<td>4/7/2020</td>
<td>2020 Annual Town Meeting</td>
</tr>
<tr>
<td>Monday</td>
<td>4/13/2020</td>
<td>2020 Annual Town Meeting</td>
</tr>
<tr>
<td>Tuesday</td>
<td>4/14/2020</td>
<td>2020 Annual Town Meeting</td>
</tr>
<tr>
<td>Monday</td>
<td>4/20/2020</td>
<td>No Town Meeting - School Vacation</td>
</tr>
<tr>
<td>Tuesday</td>
<td>4/21/2020</td>
<td>No Town Meeting - School Vacation</td>
</tr>
<tr>
<td>Monday</td>
<td>4/27/2020</td>
<td>2020 Annual Town Meeting</td>
</tr>
<tr>
<td>Tuesday</td>
<td>4/28/2020</td>
<td>2020 Annual Town Meeting</td>
</tr>
<tr>
<td>Monday</td>
<td>4/29/2020</td>
<td>2020 Annual Town Meeting</td>
</tr>
<tr>
<td>Tuesday</td>
<td>4/30/2020</td>
<td>2020 Annual Town Meeting</td>
</tr>
<tr>
<td>Section</td>
<td>Text</td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>------</td>
<td></td>
</tr>
<tr>
<td>8.10</td>
<td>Notice of Town Meeting. Notice of each Town Meeting, whether Annual or Special, shall be given by the Selectmen by publishing a copy of the notice in a newspaper generally circulated in the Town at least seven days before the date on which the Annual Town Meeting, and at least 14 days before the date on which the Special Town Meeting, is to commence. Said notice shall state the time and place of the meeting and that the full text of the warrant shall be published on the Town’s website and be available from the Selectmen’s office. Additionally, the Selectmen shall post attested copies of the warrant for that Meeting in no less than two conspicuous places in the Town including but not limited to the Town Hall and Wellesley Square and shall make the warrant available on the Town’s website. (Amended ATM 2008, Approved by Attorney General 7/8/2008, Effective 10/20/2008)</td>
<td></td>
</tr>
<tr>
<td>8.11</td>
<td>Calling Special Meeting. The Selectmen shall call a Special Town Meeting upon request in writing of 200 registered voters. The meeting shall commence not later than 45 days after receipt of such request, in accordance with Chapter 39, Section 10 of the General Laws. The Selectmen may also call a Special Town Meeting on their own initiative.</td>
<td></td>
</tr>
<tr>
<td>8.12</td>
<td>Warrant Articles. The Selectmen shall insert in the warrant all subjects requested of them in writing by: a. any board, b. any official, c. ten or more registered voters, for an Annual Town Meeting, and d. 100 or more registered voters, for a Special Town Meeting. The Selectmen may also insert subjects on their own initiative, and e. those persons or boards authorized by Chapter 40A, Section 5 of the General Laws to initiate adoption of or changes in Zoning Bylaws.</td>
<td></td>
</tr>
<tr>
<td>8.13</td>
<td>Motions. The Selectmen shall include, in the notice given under Section 8.10, a date by which motions to be offered to the Town Meeting must be submitted to the Selectmen. The Selectmen shall forward copies of motions to the Advisory Committee, Town Counsel, and any other board, officer or official they deem appropriate.</td>
<td></td>
</tr>
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<td>11.13</td>
<td>Notice of Request for Other Appropriations. For any appropriation other than those involving collective bargaining or covered by Sections 11.11. and 11.12. the requesting board, official or officer shall file written notice thereof, including the amount to be requested and its purpose, with the Advisory Committee and the Board of Selectmen at least 14 days before the session of the Town Meeting at which such appropriation will be acted upon. In the event of emergency requiring immediate consideration, this provision may be waived by the Town Meeting but only upon the advice of the Advisory Committee that it has duly considered the request.</td>
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<tr>
<td>19.51</td>
<td>Town Meeting. The Selectmen are responsible for calling all Town Meetings and shall take such actions as are required by law or by Article 8 of these bylaws relative to Town Meeting.</td>
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<tr>
<td>19.52</td>
<td>Closing of Warrant. The Selectmen shall, by notice to each board and by notice in a newspaper generally circulated in the Town, specify the date when the warrant for any Town Meeting shall close.</td>
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</tr>
<tr>
<td>19.53</td>
<td>Copies of Warrant. The Selectmen, after drawing a warrant for a Town Meeting, shall transmit as soon as possible a copy of the same to each member of the Advisory Committee and to each Town Meeting.</td>
<td></td>
</tr>
<tr>
<td>19.54</td>
<td>Copies of Motions. The Selectmen shall distribute copies of all draft motions received by them to the Moderator, Advisory Committee, Town Counsel, and to any board which in its opinion is likely to have an interest in the motion, so that they may communicate with the author of the motion as far in advance of the meeting as possible. Copies of such drafts shall also be available for public inspection at the Selectmen's office and at the Wellesley Free Library.</td>
<td></td>
</tr>
</tbody>
</table>
9. **Executive Director’s Update**

**Vote Appointment to Wellesley Cultural Council**

The Cultural Council has requested the appointment of a new member, Rick Kam. The Town received a volunteer form in August and after discussion with Mr. Kam would like to have Mr. Kam appointed to the Cultural Council. The Cultural Council’s one large annual meeting is scheduled for 11/19, so they very much would like the appointment. The Cultural Council appointments are for 3-year terms.

**MOTION**

**MOVE to appoint Rick Kam to the Cultural Council for a term to expire June 30, 2022.**
Can you save to FNM – I am having an issue from home. Thanks.

Meghan C. Jop, AICP
Executive Director
Town of Wellesley
mjop@wellesleyma.gov
www.wellesleyma.gov
781.431.1019 ext 2200

Please be advised the Secretary of State has determined that email is a public record.

Thanks so much for adding Rick Kam's appointment to the Wellesley Cultural Council to the Board of Selectmen's agenda for the 11/18 meeting, Meghan.

Hopefully, you'll be able to open the attached version of Rick's resume. Let me know if you can't.

Again, many thanks!
Nora

On Fri, Nov 8, 2019 at 11:13 AM Jop, Meghan <mjop@wellesleyma.gov> wrote:

Nora,

Is there a way to send his resume in another format? I can’t seem to open it.
Dear Ms. Jop--

I am the new chair of the Wellesley Cultural Council, and I fear I am struggling to learn the ropes!

Back in August, a man named Rick Kam filled out the following Volunteer Form with the town, indicating that he would like to become a member of the Wellesley Cultural Council:

Volunteer Form

Town of Wellesley Volunteer Form
Wellesley’s Town Government relies heavily on volunteers — those who are recruited, those who are recommended, and those who offer their own services. The appointment of members to various special committees and boards is the responsibility of the Town Moderator and several elected boards. This form will help those making appointments identify individuals who are willing to serve. Besides the committees listed below, there are numerous other opportunities and this form will help in making appointments to those as well.

For information on the activities and responsibilities of various boards and committees look at the Town’s website (www.wellesleyma.gov), or contact a member of a board or committee in which you are interested. For additional information look at the Town Report, available at the Town’s website, the Town Clerk’s office, and the Wellesley Free Library.

<table>
<thead>
<tr>
<th>Name</th>
<th>RICK KAM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email Address</td>
<td></td>
</tr>
<tr>
<td>City</td>
<td>Wellesley</td>
</tr>
<tr>
<td>State</td>
<td>Massachusetts</td>
</tr>
<tr>
<td>Zip Code</td>
<td>02481</td>
</tr>
<tr>
<td>Home Phone Number</td>
<td>[redacted]</td>
</tr>
<tr>
<td>Work Phone Number</td>
<td>Field not completed.</td>
</tr>
<tr>
<td>Committees of Interest</td>
<td>Design Review Board, Wellesley Cultural Council, Youth Commission</td>
</tr>
<tr>
<td>Background/Experience</td>
<td>My name is Rick Kam and I am going to be a new resident in this beautiful town of Wellesley. I grew up a Canadian and I have been under the influence of multi-culturalism my whole life. We learn and accept each culture’s uniqueness and celebrate the beauty of our differences. Also I did win a city-hosted poster design contest for the exact same topic, celebration of multi-culturalism at home. Also I will have a baby son soon so I’d love to know what young people are thinking and what they are concerned with, and see if the town can provide the necessary resources to fill in the gaps.</td>
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</table>


Mr. Kam and I corresponded for a while, then correspondence went silent, during which time I'd thought he'd lost interest in working with us.

Today, however, he appeared in KC Kato's office and requested to be sworn in for the Wellesley Cultural Council. She told him she could not do that because he needed to be approved by the Board of Selectmen first.

The Wellesley Cultural Council will be having its one big meeting of the year on Tuesday, November 19, and I would very much like to be able to include Mr. Kam on our Council. He has sent me his resume, and I am attaching it here.

KC tells me she would be able to swear Mr. Kam in at our meeting on 11/19 if the BOS is able to appoint him by then.

Is there anything more you'd need either me or Mr. Kam to submit for the Board of Selectmen?

What are the chances we'll be able to have Mr. Kam serve with us this year?

Thanks very much--

Nora Tracy Phillips

Wellesley Cultural Council

Town of Wellesley | 525 Washington Street | Wellesley, MA | 02482
Dear Ms. Jop—

I am the new chair of the Wellesley Cultural Council, and I fear I am struggling to learn the ropes!

Back in August, a man named Rick Kam filled out the following Volunteer Form with the town, indicating that he would like to become a member of the Wellesley Cultural Council:

---

Volunteer Form

Town of Wellesley Volunteer Form

Wellesley's Town Government relies heavily on volunteers --- those who are recruited, those who are recommended, and those who offer their own services. The appointment of members to various special committees and boards is the responsibility of the Town Moderator and several elected boards. This form will help those making appointments identify individuals who are willing to serve. Besides the committees listed below, there are numerous other opportunities and this form will help in making appointments to those as well.

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Name: RICK KAM

Email Address: [REDACTED]

[REDACTED]
Mr. Kam and I corresponded for a while, then correspondence went silent, during which time I'd thought he'd lost interest in working with us.

Today, however, he appeared in KC Kato's office and requested to be sworn in for the Wellesley Cultural Council. She told him she could not do that because he needed to be approved by the Board of Selectmen first.

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Is there anything more you'd need either me or Mr. Kam to submit for the Board of Selectmen?

What are the chances we'll be able to have Mr. Kam serve with us this year?
Thanks very much--
Nora Tracy Phillips

Wellesley Cultural Council
Town of Wellesley | 525 Washington Street | Wellesley, MA | 02482
RICK KAM

LinkedIn: http://www.linkedin.com/in/rickkam

Skills and Qualifications
• Possess Life Producer Licence from the state of Massachusetts
• From prior career - passed Casualty Actuarial Society examinations 1 through 5, 7 and 9
• Proficient with MS Excel, Access, Word, PowerPoint, and VBA; possess working knowledge of SAS, AM Best’s Financial Suite, C++, and Business Object

Work Experience
Transformation Financial, Brookline, MA, USA Business Owner / Financial Advisor
May 2019 – Present
• Have led the charge in opening first Legacy team financial advisory branch office in the state of Massachusetts
• Have been providing recommendations and services on education planning, retirement saving, investing and life insurance to clients

Liberty Mutual Insurance Group, Boston, MA, USA Asst. Actuary/Sr. Project Manager – Global Specialty
March 2013 – May 2019
• Performed semi-annual reserve reviews for company’s Assumed Reinsurance treaties, which cover domestic and foreign High Excess Property, Political Risk, and Aviation
• Assisted with Corporate centralized capital modeling by evaluating the variability and correlations between lines of business, including E&O, D&O, Casualty, and Crisis Management

Senior Actuarial Analyst – Commercial/Personal Lines
September 2010 – February 2013
• Collaborated with other actuaries in special projects, including development of ULAE reserves and quarterly Margin Roll-Forward/Opinion Changes, by researching optimal methodologies and presenting recommendations to Chief Actuary of Commercial lines
• Performed semi-annual reserve reviews for company’s Commercial Ceded Reinsurance treaties, which cover Workers’ Compensation line of business. Additional responsibilities included modifying paid loss tail factor selections and evaluating ceded statutory discount consideration
• Led the creation of a new process to streamline Homeowners pricing indication production for the entire Personal lines pricing team by utilizing excel-based VBA and ensured easy transition

Explorer Insurance Company/ICW Group, Santa Clarita, CA, USA Intermediate Actuarial Analyst
July 2008 – August 2010
• Created a Private Passenger Automobile (PPA) rate adequacy template for product managers and senior management to monitor rate changes and ensure profitable growth
• Performed semi-annual reserve reviews efficiently and independently, studied past reviews to assure consistency and accuracy, and communicated results with various stakeholders

• Created an excel Experience Rating tool for producers and underwriters to easily and efficiently calculate CGL experience modification, and created a Large Account Optimal Pricing tool specifically for accounts within Oil & Gas and other Emerging Risk industries

Education
Bachelor of Science, Simon Fraser University, Burnaby, B.C., Canada September 2002 – April 2006
• Actuarial Science Major – including graduate level courses on Pension and Risk Ordering
• Business Administration Minor – including courses on Finance and Security analysis
10. Project Updates

School Building Committee

Board Liaison Updates
Marjorie will be giving an update on her liaison assignments this week.
11. **New Business and Other Correspondence**

- Gift Information – Recreation Department
- Registry of Deeds Request
- Correspondence re: 900 Worcester Street
- Correspondence re: Candy Drive – Veteran’s Office
- Correspondence re: Veteran’s Office
- Correspondence re: Fiscal Alliance
- Correspondence re: Sprague Field
October 30, 2019

Board of Selectmen  
Town Hall  
525 Washington Street  
Wellesley, MA 02482

To the Wellesley Board of Selectmen,

On behalf of the Recreation Commission, we ask the Wellesley Board of Selectmen to accept the donation received from Berkshire Hathaway Home Services/Town & Country Real Estate, in the amount of $600.

The check has been deposited and a thank you letter has been sent. This donation is for the SUMMERTIME 2019 Special Events.

Thank you in advance for your assistance.

Matthew G. Chin  
Director of Recreation

MC/kb
November 4, 2019

Wellesley Executive Director of General Gov't Services
Meghan C. Jop
525 Washington Street
Wellesley, MA 02482

Dear Executive Director of General Gov't Services Jop,

As a community leader your opinions are always of great interest to me. It is why I am writing to solicit your advice for our Norfolk County Registry of Deeds Notable Land Records, Volume III edition. This publication will focus upon a veteran’s outstanding and selfless contribution made on behalf of their country from each one of the twenty-eight communities comprising Norfolk County and try to tie it to a recorded Registry document.

We, therefore, would greatly appreciate a suggestion of an individual who lives or had lived in your community that deserves to be recognized for their military service. These individuals could have served from modern day to historical times. It is the intention of the Registry of Deeds to make this booklet available to coincide with the celebration of Veteran’s Day on November 11, 2020.

We were delighted with the highly positive response to our first two notable land record editions, which highlighted distinguished individuals in such fields as medicine, politics, sports, education, military, science and the arts. These notable people included Nobel Prize winners, astronauts, the father of American education and four United States presidents who were born in Norfolk County. Our first volume was selected by the Library of Congress for addition to the Library’s General Collections. Our second volume will be submitted to the Library soon for consideration.

When submitting a name or names for review it would be quite helpful if you could provide us with some background information on the person. You can send your submittal by email to registerodonnell@norfolkdeeds.org or mail it to my attention at the Norfolk County Registry of Deeds, 649 High Street, Dedham MA, 02026. When submitting a nomination please use the notation Veterans Historical Project.

I thank you in advance for your attention to this matter and look forward to hearing from you.

Sincerely yours,

William P. O’Donnell
Norfolk County  Register of Deeds

WPO/rs

649 HIGH STREET, DEDHAM, MASSACHUSETTS 02026
TELEPHONE: 781-461-6116  FAX: 781-326-4246
EMAIL: registerodonnell@norfolkdeeds.org
www.norfolkdeeds.org
facebook.com/NorfolkDeeds twitter.com/NorfolkDeeds youtube.com/NorfolkDeeds
linkedin.com/company/Norfolk-County-Registry-of-Deeds
November 6, 2019

Thomas H. Ulfelder, Vice Chair  
Town of Wellesley Board of Selectmen  
525 Washington Street  
Wellesley, MA 02482-5992

Meghan C. Jop, Executive Director  
Town of Wellesley  
525 Washington Street  
Wellesley, MA 02482-5992

Brian DeVellis, President  
ESG Associates, Inc. (manager of Wellesley Sports Group, LLC)  
41 North Road  
Bedford, MA 01730

Re: 900 Worcester Street

Dear Tom, Meghan, and Brian:

We are writing to thank you for your time and thoughtful consideration of the environmental, traffic, and other concerns we and our neighbors in the Lexington, Beechwood and Shirley Roads area expressed over the last several weeks. We have been reassured by the statements and correspondence of the Board of Selectmen, Ms. Jop in her capacity as Executive Director, the Wellesley Police Department, and Mr. DeVellis, including:

- The Board of Selectmen’s letter to the neighborhood on September 19, 2019, a copy of which is attached as Item 1,
- Wellesley Police Lieutenant Scott Showstead’s October 31, 2019 email to Genevra Casais describing the Traffic Committee’s consideration of signage and the Wellesley Sports Center’s completion of an agreement with the owners of 888 Worcester Street for overflow parking, a copy of which is attached as Item 2,
- Ms. Jop’s October 2, 2019 email to Genevra Casais, recommending that residents call her directly regarding anything out of the ordinary with 900 Worcester Street, and offers to call the facility herself, a copy of which is attached as Item 3, and
- Mr. DeVellis’s October 22, 2019 and October 28, 2019 emails to Genevra Casais, indicating a willingness to look into and speak with neighbors regarding the reduction of after-hours exterior lighting, copies of which are attached as Item 4.

These conversations and communications reaffirmed statements in the project’s Planning Board and Zoning Board of Appeals decisions that sports center parking will not be allowed in the area of Lexington, Beechwood and Shirley Roads.

We appreciate the commitment of the Town and the project development and management team to minimize the impact of overhead lighting and noise on the neighborhoods, to monitor traffic and parking through post-occupancy traffic studies, and to mitigate traffic and parking issues that may arise with creative solutions such as a shuttle service from the high school. We encourage the Town to continue to monitor and work to address flooding issues at the bottom of Lexington Road and to consider periodic review of impacts on area wildlife and habitat.
Given the positive dialogue and commitments to address issues that may occur, the assurance that an overflow parking agreement with 888 Worcester Street has been entered into, and in reliance upon the foregoing, we have suggested to our neighbors that an appeal of the Wellesley Wetlands Protection Committee’s Order of Conditions is not something we would advise. We look forward to continuing to work together on issues or concerns that may arise as the sports center settles into its new home at 900 Worcester Street.

Very truly yours,

Genevra Casais
23 Lexington Road

Patrick Hurley
2 Shirley Road

Joseph Kahn
10 Shirley Road

Gary Nicka
11 Shirley Road

Beverly Rubin
9 Lexington Road
Item 1

(see attached)
September 19, 2019

Dear Lexington Road and Beechwood Road Neighborhood:

It has been brought to the Town’s attention that the neighbors on Lexington Road, Beechwood Road, Shirley Road, and abutting neighborhoods have expressed concerns regarding traffic and parking related to the construction of a signalized intersection and pedestrian crosswalk on Route 9 at 900 Worcester Street. These concerns have been relayed to me and Tom Ulfelder at a meeting on September 11th and in an effort to reassure residents’ concerns have been addressed below.

Cut-through Traffic
The Board of Selectmen, Zoning Board of Appeals, and Planning Boards, through permitting in 2017, reviewed extensively the impact of vehicle and pedestrian trips on the abutting properties and surrounding neighborhoods generated by use of the recreational facility on Route 9. Cut-through traffic along Beechwood Road and Lexington Road was a primary concern in the visioning of the recreational facility and in the Town’s Request for Proposals to develop the site. Cut-through traffic concerns are the primary reason a traffic signal has been required at 900 Worcester Street to facilitate westbound traffic along Route 9 in an effort to deter vehicles from using local roads.

Pedestrian Crosswalk
The pedestrian crosswalk at the signal has not been installed to allow parking on Lexington Road, Beechwood Road, and surrounding roads for larger events held at the recreational complex or for use of the facility in general. Parking on abutting streets was never contemplated nor supported. The purpose of the pedestrian signal, as is the case with any intersection, is to facilitate safe passage by multiple modes of transportation, including pedestrians and bicyclists, who may wish to cross the road to access the recreational facility, the Cross-Town Trail, Morses Pond, and other Town amenities south of Route 9. A review of the map shows that the signal will also decrease considerably the distance between Lexington Road and neighbors west of Lexington Road to the Fells Library and Hardy School via Russell Road when walking.

Drop Offs
Although the Town cannot prohibit the public from dropping a person/child off on Lexington Road to use the recreational facility and to avoid sitting in traffic, the signal as designed will allow for a protected left turn into the facility from Route 9 west and will extend the queueing line for the turn which will facilitate access to the site. The Town is aware of the backups on Route 9 in the morning and afternoon and worked with the developer to construct a schedule for use of both the pool and rinks that best serves Wellesley residents during peak traffic times of the day.
including Wellesley High School and Dana Hall School Athletics, Wellesley Youth Hockey, and Wellesley Swim Association. The schedule runs with the land and is part of the lease exhibits, which ensures that the schedule survives a change in ownership should a change occur.

Large Events
For larger events, the Developer has been working with Haynes Management to finalize an event management plan. Through the Town’s traffic review, the recreational complex required 350 parking spots at the facility to accommodate the various uses and anticipated events. An event management plan is required for the 12-15 larger events anticipated. The developer is finalizing an agreement with 888 Worcester Street to allow use for overflow parking and has provided a detailed email in this regard that is attached.

Traffic Issues
Should the approved plans and overflow parking prove insufficient and unanticipated parking attributed to the recreational facility begins to appear on the neighborhood roads, the Board of Selectmen can review and evaluate establishing enforceable traffic regulations to limit or prohibit parking. The Board of Selectmen works closely with the Wellesley Police to monitor traffic and parking throughout Town and if an issue arises, the Board has always acted swiftly to identify and implement a solution to address the problem and assist the neighborhoods affected. In addition, the permitting for the facility requires post occupancy traffic studies to review how the traffic mitigation (signal, parking, crosswalk, etc.) is working and if issues are found, the Town has the ability to require additional improvements.

Habitat Concerns
Concerns have been raised regarding existing wildlife which may be affected by the construction of the traffic signal. The wetlands determination will address the area where there may be an impact from the installation of the proposed traffic signal. Concerns relating to the Overbrook Reservation and the Baird Marsh should be directed to Brandon Schmitt, Natural Resources Commission Director at bschmitt@wellesleyma.gov.

Lighting
The Town’s traffic consultants have recommended that the signal heads (lights) be optically programmed to shield the brightness of the traffic lights. This should ensure that the lights are appropriately visible to oncoming traffic while protecting the surrounding area from excess light. As MassDOT finalizes the design elements, the Town will work to insure that this design element is installed.

Noise
Concerns have been raised that removing trees at the Lexington Road/Worcester Street intersection will increase noise. The Wetlands Committee in their decision will address any required tree replacement and will work to have replacement trees planted on private land and not within the public right of way. If noise concerns arise from the operation of the facility, complaints can be addressed to the facility operations staff at 781-489-5088 or by emailing info@edgesportsgroup.com.

If you have further questions or concerns, please contact me directly at mjop@wellesleyma.gov or by calling 781-431-1019 x 2200.
Item 2
(see attached)
To: Genevra Casais <genevracasais@hotmail.com>, "Jop, Meghan" <mjop@wellesleyma.gov>, Thomas Ulfelder <ulfelder@wellesleyma.gov>  
Subject: RE: For Traffic committee meeting today

Ms. Casais,

At our meeting this week the Traffic Committee reviewed your request for signage on Lexington Road in relation to the new sports complex at 900 Worcester Street. We are sympathetic to neighborhood concerns over any impact caused by the sports center, however, we do not see any evidence to support the idea that sports center visitors will start using Lexington Road as a parking area. Just this past weekend the center had a 500 person skating event along with a 300 person swimming event and the site handled the events without issue. In addition, the sports center has entered an agreement with 888 Worcester St to use their parking lot for overflow parking. The 888 parking lot is more than capable of handling any overflow from even the largest event at the sports center. The 888 parking lot is also directly adjacent to the sports center and much more easily accessible than crossing Route 9, even with a signalized crosswalk.

Signage and driving apps will clearly point people to the left hand turn lane on Route 9 west to get sports center access. As there will be no driving access to the sports center from Lexington Road it is unlikely that people from out of town would navigate to Lexington Road for any reason. The majority of individuals using the center are also children, and as we see with school drop off and pick up, parents like to drop off and pick up near the front door and very rarely would they want their children crossing Route 9, even in a signalized crosswalk, when there is an easy alternative. Additionally, the lights will not be functional for some time, so most sports center users for soccer, swimming, skating and hockey will already be used to using the lots at 888 and 900 Worcester.

In the event that people do start parking on Lexington Road to use the sports center, once the lights are functional, we have the ability to address the issue in a timely manner. The police department can post temporary parking restrictions at our discretion while we go through the formal process for permanent signage. So, if it does become a problem we can and will address it with you at that time.
That said, Lexington Road is a public way. We do not control who individually can or can't park on a public way. It is impractical and almost impossible to enforce. If the Traffic Committee, and ultimately the Board of Selectmen, agree that limiting parking on a certain street serves the interest of the neighborhood and the town, then regulations can be enacted to make an area No Parking, 15 Minute Parking, 2 Hour Parking, or 4 Hour Parking. This is the way it is on every public road in town. The area surrounding the Wellesley High School being the biggest example. Many street surrounding the high school are posted with parking restrictions, none of them just restrict WHS students from parking. They apply to everyone, including the residents. This would be no different if we were to pass regulations on Lexington Road. We are not going to single out and restrict only certain members of the public from using a public way. We do allow exceptions to residents for special circumstances, but in general any restrictions that are posted on a public road are going to apply to all members of the public.

It is my hope that this never becomes an issue we need to address, but in the event that it does please feel free to contact me directly so that we can discuss the actual problem and work toward a solution.

Scott Showstead

Lieutenant

Wellesley Police Department

485 Washington Street

Wellesley, MA 02482

Dispatch: 781-235-1212 ext. 7114

Direct: 781-489-6664

Email: sshowstead@wellesleyma.gov
Item 3
(see attached)
Genevra,

My apologies for the delayed response. With regards to the real time response to issues, if there is an emergency with regards to parking or to the resident requiring van access, please call the police directly. If there is something that seemed to be out of the ordinary or affiliated with 900 Worcester Street, I would recommend people call me directly. My contact information is on the letter or on this email. If in fact there was a holiday party and all of a sudden there is parking on the street from attendees at the tournament, I would call the facility and they can ask people to move. There number is also on the letter at the bottom. From a traffic committee review and the implementation of traffic regulations it does take a few weeks as the Traffic Committee does like to have a neighborhood meeting to understand all the perspectives of the residents potentially impacted, then the Town must advertise for a hearing with the Selectmen, the Selectmen must review and vote on any new regulations and following a new regulation, the regulation has to be re-advertised before it becomes effective.

Meghan C. Jop, AICP
Executive Director

Town of Wellesley

mjop@wellesleyma.gov
Please be advised the Secretary of State has determined that email is a public record.

From: Genevra Casais <genevracasais@hotmail.com>
Sent: Wednesday, October 2, 2019 1:39 PM
To: Jop, Meghan <mjop@wellesleyma.gov>; Thomas Ulfelder <tulfelder@wellesleyma.gov>
Subject: Fw: Neighborhood letter, questions

[EXTERNAL EMAIL: This message originated outside of the TOWN OF WELLESLEY mail system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Dear Meghan and Tom -

Thank you both again for meeting last month to discuss Lexington Road residents concerns. Below are a few questions that have arisen and I'm hoping one or both of you can clarify the answers.

Thank you!

Genevra

Genevra B. Casais, RN, MSN, CPNP
Pediatrics at Newton Wellesley
617-969-8989

The information in this email is privileged and confidential information. If you are not the intended recipient, you are hereby notified that any disclosure, copying or distribution of contents is strictly prohibited. If you have received this in error, please notify us by telephone as soon as possible at 617-969-8989. Thank you.

From: Genevra Casais <genevracasais@hotmail.com>
Sent: Tuesday, September 24, 2019 3:31 PM
To: tulfelder@wellesleyma.gov <tulfelder@wellesleyma.gov>
Cc: Gary Kim Nicksa <nicksa@bu.edu>
Subject: Neighborhood letter, questions

Tom -
Thank you very much for meeting with myself, Meghan Jop, Gary Nicksa, Joe Kahn and Brian Devellis a few weeks ago. After reviewing the attached letter, some neighbors had questions and concerns that I thought perhaps you could address. I think people understand that The Board of Selectmen would work with the neighborhood and the Wellesley Police to address traffic and parking problems should they arise. Neighbors are wondering how that is practically managed in real time: who do they call? And how long does it take to actually implement enforceable traffic regulations? As it stands, there are no parking restrictions on Lexington Road. If a neighbor is hosting a holiday party, for example, and there is a hockey tournament and all of a sudden on a Saturday the street is full of cars and there is nowhere for guests to park, who can help them right at that time? One street resident needs wheelchair van access at all times and she is concerned similarly about how to manage on any given day before the Selectmen can be contacted to address ongoing concerns.

Thank you very much!

Best,

Genevra

Genevra B. Casais, RN, MSN, CPNP
Pediatrics at Newton Wellesley
617-969-8989

The information in this email is privileged and confidential information. If you are not the intended recipient, you are hereby notified that any disclosure, copying or distribution of contents is strictly prohibited. If you have received this in error, please notify us by telephone as soon as possible at 617-969-8989. Thank you.
Gary, Genevra, and Joe,

Attached is a letter that tries to address neighborhood concerns with the traffic signal installation at Route 9 and the Wellesley Sports Institute. We will mail hard copies out tomorrow.

Meghan C. Jop, AICP
Executive Director

Town of Wellesley

mjop@wellesleyma.gov

www.wellesleyma.gov

781.431.1019 ext 2200
Item 4
(see attached)
From: brian <brian@devellis.net>
Sent: Monday, October 28, 2019 6:24 PM
To: Genevra Casais <genevracasais@icloud.com>; Meghan Jop <mjop@wellesleyma.gov>
Cc: Genevra Casais <genevracasais@hotmail.com>
Subject: Re: 900 Worcester Outdoor Lighting

Genevra.
I would be happy to speak with your neighbor and his or her lighting concerns, as I can't speak to what he or she sees at 3:00 a.m..
The interior lights are cycled down as the users vacate that portion of the building. If a light is on in the pool, turf or rink it is likely because we have a user at that time. The interior lighting is designed by a lighting code consultant and the architect.
Any improvements on the route 9 corridor are designed by the engineer and conjunction with the town standards and the MA Department of Transportation ...

Sent from mobile device ... apologies in advance for typos and voice to text.

-------- Original message --------
From: Genevra Casais <genevracasais@icloud.com>
Dear Brian-

Thank you again for replying so quickly. I forgive me if I was mistaken and the lights are not on all night as I was informed by my neighbors who live across from 900 Worcester. Do the lights inside turn off at the same times, and is there any ability to lessen some of the very bright lights that can be seen for quite a distance throughout the evening? For example, if a rink or pool is not in use after 10 pm, does the full lighting inside need to stay on until 1AM?

The fundamental issue is that the changes planned to the base of Lexington Road including a light, crosswalk and tree removal will affect the local wildlife and wetlands. Residents are concerned about the even greater impact the lighting of the facility will have when the trees are no longer there as a barrier. We are hoping to make some progress with the town regarding parking and traffic protections and I was reaching out to you regarding reduction of lighting to show the concerned neighbors that there are many steps in place to try to protect the habitat. We have also shared with them the overflow parking plans with the office building next door that you discussed at our meeting last month in hopes of alleviating those concerns as well.

Thank you,
Geneva

On Oct 28, 2019, at 4:05 PM, Brian Devellis <brian@devellis.net> wrote:

Geneva,
I am not certain how my site lighting would lead to a conservation appeal ... however if you are going on record with that I guess that would be a discussion for a later time.
As of the crafting of this email, I can tell you the parking lot lights shut off completely at 1:00am and are off until morning staff arrives.
Our staff cleans and secured the building between midnight and 12:30A and returns to open up around 5:30A.
Brian
Thank you again for your prompt reply below. You are likely aware that the wetlands protection committee voted last Thursday to approve the work at the base of Lexington Road. This gives the interested neighbors a short window this week to decide whether to pursue an appeal to protect the wetlands, wildlife and quiet in the area. It would be great to be able some progress regarding reducing the bright lights overnight. Please let me know soon if there can be a reduction in the bright facility lighting all night long that still protects facility users - perhaps with smaller areas lit up? I have cc'd Meghan Jop from the town to keep her up to speed.

Best,
Genevra

Genevra B. Casais, RN, MSN, CPNP
Pediatrics at Newton Wellesley
617-969-8989

The information in this email is privileged and confidential information. If you are not the intended recipient, you are hereby notified that any disclosure, copying or distribution of contents is strictly prohibited. If you have received this in error, please notify us by telephone as soon as possible at 617-969-8989. Thank you.

From: Brian Devellis <brian@devellis.net>
Sent: Tuesday, October 22, 2019 4:51 PM
To: Genevra Casais <genevracasals@hotmail.com>
Cc: Chris Hartly <hartly@edgesportsgroup.com>
Subject: RE: 900 Worcester Outdoor Lighting

Genevra,
Let me look into the timing clock and will let you know.
We do need to make sure there is safety lighting for tenants and users early and late ... will let you know.
Brian

From: Genevra Casais <genevracasals@hotmail.com>
Sent: Tuesday, October 22, 2019 3:00 PM
To: info@edgesportsgroup.com
Subject: 900 Worcester Outdoor Lighting

Dear Brian Devellis/Edge Sports Group -

Thank you so much for meeting with me and my neighbors, Meghan Jop and selectman Tom Ulfelder last month regarding the proposed light and crosswalk at the base of Lexington Road in Wellesley.

I'm writing on behalf of my neighbors regarding the outdoor lighting of the 900 Worcester Street facility to see if a reduction in nighttime outside lighting can be facilitated, especially between 11PM and 6AM. I am not aware of what outdoor lighting is necessary for safety for
those working or using the facility overnight and am interested in your thoughts on how to reduce the bright light outside at night.

Thank you very much!

Regards,
Genevra

Genevra B. Casais, RN, MSN, CPNP
23 Lexington Road
Wellesley, MA 02482
From: Jop, Meghan <mjop@wellesleyma.gov>
Sent: Wednesday, November 13, 2019 3:45:25 PM
To: _Sarada Kalpee <skalpee@WESTSUBURBANVETERANS.COM>
Subject: Re: Thank you!

Thanks for sending along. I will be sure to share with the Selectmen.

Meghan Jop, AICP
Executive Director
Town of Wellesley
mjop@wellesleyma.gov
781.431.1019 x 2200

From: Sarada Kalpee <skalpee@WESTSUBURBANVETERANS.COM>
Sent: Wednesday, November 13, 2019 2:53:00 PM
To: Jop, Meghan <mjop@wellesleyma.gov>
Subject: FW: Thank you!

[ EXTERNAL EMAIL : This message originated outside of the TOWN OF WELLESLEY mail system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.]
Dear Sarada,

I'd like to extend a great thank you for supporting and being at the 12th Annual Candy Drive for the Troops press event! We'd love to continue having a representative from the West Suburban Veterans' District and would be grateful to be connected with your successor. Wishing you the best for your upcoming deployment and thank you for your service!

I've attached a picture you may enjoy and have uploaded even more photos (many with you in it!) from the press event on our blog!
Thank you,
Femina

--
Femina Ali, D.M.D.
Meagher, Cathryn

From: Meghan Jop, AICP
Executive Director
Town of Wellesley
mjop@wellesleyma.gov
781.431.1019 x 2200

Sent from my Verizon, Samsung Galaxy smartphone

Another Wellesley veterans day event.

Click on links or open attachments unless you are sure the content is safe.

EXTERNAL EMAIL: This message originated outside of the TOWN OF WELLESLEY mail system. DO NOT
Sarada,

Many thanks for attending and helping to coordinate this year's assembly. I thought it went very well and was delighted that you were joined by Alyssa, Anna Maria, and Virginia. It was remarkable and something I hope will become commonplace in the future. (Attached below is a photograph of this year's panel with 6th grade.)

At first there were no returned letters, and then today four arrived along with an earlier letter. They include:

- Stephen Spencer
- Daniel Warren, III
- Robert Walsh
- Paul Bergeron
- Bernard Murphy

Good luck with your search for a candidate to cover for you while deployed next year. It won't be easy to find someone with your credentials and commitment to area veterans.

Sincerely,

Kevin
As a community, we strive to work hard, to find joy and to be kind.
Selectman Marjorie Freiman  
Town Hall  
525 Washington St  
Wellesley, MA 02482-5918  

November 6, 2019

Dear Selectman Freiman,

While the Massachusetts Fiscal Alliance applauds Governor Charlie Baker and his administration’s efforts to reduce pollution in the transportation sector, we have serious concerns with the direction in which the Transportation and Climate Initiative (TCI) is taking our state. Simply put, TCI is a backdoor attempt to raise the gasoline tax without forcing the legislature to take a vote on it.

While taxpayers are the most obvious victims of this situation, individual legislators are greatly affected as well. Rank and file members are being stripped of their prerogatives and denied an opportunity to carry out the duty they were elected to perform. Taxpayers and constituents deserve more.

Secretary of Energy and Environmental Affairs Kathleen Theoharides claims the difference between TCI and a gas tax is the point of regulation. This is irrelevant to consumers who will soon be paying more at the pump for this regressive tax scheme. State Rep. William Straus, House Chairman of the Transportation Committee, recently eluded to TCI as a gas tax, saying “All states raise their gas tax the same amount at the same time and agree not to call it a gas tax, but I think the public is smarter than that.”

This raises the concern that such a far-reaching tax could be implemented without explicit legislative approval process. In an October 1 story, the Boston Globe reported that, “…state officials said they likely have authority under the 2008 Global Warming Solutions Act to implement the agreement without such a vote.” We would argue that authorization, cast on a voice vote over 10 years ago, with no knowledge of today’s proposal, is not sufficient to enact such a significant piece of policy.

Make no mistake: this is a very slippery slope for Massachusetts. Although this is still in the early stages, lawmakers from other states in the TCI agreement are seeking legislative approval. Governor Baker’s administration, whether legally required or not, should also act in good faith and seek legislative approval. As an elected municipal official, your voice carries considerable weight with your local legislative delegation. We ask that you reach out and implore them to demand a vote on the TCI gas tax proposal.

There must be an open and transparent legislative process on the details of the agreement.

Sincerely,

Laurie Belsito  
Legislative Director
Don’t be Fooled: TCI is a T-A-X
Transportation Climate Initiative is another tax on you

By Paul Diego Craney  1  October 15, 2019  1  The Lowell Sun

The Transportation Climate Initiative is the latest attempt by Beacon Hill politicians to rebrand an increase in the state gas tax. Remember, despite what Boston officials tell you, T-C-I is nothing more than political doublespeak for T-A-X. It’s a backdoor attempt to institute a carbon tax without a vote by our lawmakers.

Massachusetts is one of 12 states in the TCI collaboration, trying to replicate California and Quebec by putting a price on carbon in the transportation sector. The participating states are: Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont and Virginia.

It was just revealed last week that they plan to carry out their policy design through a “cap-and-trade” system for motor fuel carbon emissions, or as most working people will see it, a gas tax. The gas tax would apply to gas and diesel fuels but exempt jet and boat fuel. The exact amount of the increase has yet to be disclosed. The public should expect to hear more on that in December.

According to the TCI website, one of the primary health benefits they will project in their modeling will be the increase in “biking and walking associated” with the implementation of TCI for “residents of TCI jurisdictions.” If you read between the lines, their aim is clear. They want to make fuel so expensive that taxpayers will be forced to walk and bike to work. But don’t worry, it will benefit your health. Let’s hope we don’t have a cold winter!

The TCI website goes into more detail on what their end goals are. For instance, they talk about environmental justice, “addressing equality needs and concerns,” and they tell states that they “may choose to pursue complementary policies and programs to further enable green house gas emissions reductions from transportation.” That’s a direct and clear warning to any Massachusetts taxpayer, employer and resident.

Secretary of Energy and Environmental Affairs Kathleen Theoharides claims the difference between TCI and a gas tax is the point of regulation. She doesn’t believe it’s a tax and doesn’t think she needs legislative approval. This is irrelevant to consumers who will soon be paying more at the pump to support increased government spending. For normal people, this is a tax. Luckily, some on Beacon Hill are more transparent regarding the scheme. State Rep. William Straus, the House chairman of the Transportation Committee, recently described TCI as a gas tax, saying “All states raise their gas tax the same amount at the same time and agree not to call it a gas tax, but I think the public is smarter than that.”

(Over, Please)
According to the Massachusetts state constitution, all state taxes must originate from the House. Gov. Charlie Baker does not have authority to unilaterally raise taxes. Even if the governor doesn’t want to describe the TCI as a tax, in order to justify bypassing legislative approval, the governor would be wise to take this before the State House and Senate. Legal authority or not, Baker has a moral obligation to seek legislative approval before asking every resident who drives a gas or diesel powered vehicle to spend much more at the pump. In our view, such an important piece of the legislation should require buy in by the elected representatives of our state government.

Make no mistake: this is a very slippery slope for Massachusetts. Although this is still in the early stages, lawmakers from other states in the TCI agreement are seeking legislative approval. The Baker administration, whether legally required or not, should also act in good faith and seek legislative approval. There must be an open and transparent legislative process on the details of the agreement.

Paul Diego Craney is the spokesman of Massachusetts Fiscal Alliance.
Massachusetts Governor Charlie Baker Leads Regional Initiative That Would Raise Gas Prices Across A Dozen States

October 31, 2019
By: Patrick Gleason

The national average price of regular gas stands at $2.65 per gallon, according to the AAA Fuel Gauge Survey, which is 22 cents per gallon cheaper than at this time last year. This good news for motorists comes with some bad news, which is that powerful politicians are now working to reverse the downward trajectory of gas prices across a heavily-populated swath of the U.S.

The bad news for drivers across northeastern and mid-Atlantic states is that Massachusetts Governor Charlie Baker (R) is leading a coalition of officials from his and 11 other states whose goal is to institute a regional cap-and-trade program that would apply to emissions from cars and trucks. This effort is referred to as the Transportation Climate Initiative (TCI).

If implemented in accordance with the TCI framework released earlier this month, this cap and trade scheme could raise the cost of gas for individuals and families across Maine, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, Connecticut, Delaware, Massachusetts, and Maryland.

According to Paul Craney, spokesman for the Massachusetts Fiscal Alliance, the Transportation Climate Initiative would impose what is effectively a regressive tax increase on drivers:

“The Transportation Climate Initiative (TCI) is the latest attempt by Beacon Hill politicians to rebrand an increase in the state gas tax,” Craney wrote in an October 15 op-ed. “Remember...T-C-I is nothing more than political doublespeak for T-A-X. It’s a backdoor attempt to institute a carbon tax without a vote by our lawmakers.”

Most states that are party to the TCI are seeking legislative approval to enact this regional cap-and-tax scheme, but Governor Baker is looking to do it by executive order in the Bay State. “According to the Massachusetts state constitution, all state taxes must originate from the House,” Craney writes. “Governor Baker does not have authority to unilaterally raise taxes. Even if the Governor doesn’t want to describe the TCI as a tax, in order to justify bypassing legislative approval, the Governor would be wise to take this before the State House and Senate...such an important piece of the legislation should require buy in by the elected representatives of our state government.”

(Over, Please)
Others think implementation of the TCI via executive order will pass legal muster in Massachusetts, but that does not mean that the net effect on consumers is different from that of a statutory tax hike requiring statehouse authorization.

“Gov. Charlie Baker’s Transportation Climate Initiative looks a lot like a tax, but in legal terms it’s not,” Commonwealth Magazine reported this month. “The expectation of policymakers is that the cost of the allowances will be passed along to drivers at the gas pump, incentivizing them to use less, and the allowance money will be divvied up among the states and used to support public transit and deal with climate change.”

Some opponents of the TCI, such as small businesses that would be harmed by the increased energy costs, point to the adverse effects produced by similar cap and trade programs in other parts of the country.

“Reducing emissions is a laudable goal, but in California, where a similar program was launched, gas prices went up by 12 to 14 cents a gallon and are over 4 dollars today,” said Christopher Carlozzi, the Massachusetts director for the National Federation of Independent Businesses, a small business advocacy association with thousands of members. “Small businesses need their gas-powered vehicles to travel to job sites, to respond to service calls, and to make deliveries—it’s not like they can use public transportation to do that.”

There are lawmakers who recognize that their constituents are smart enough to recognize the TCI for what it is, an effective gas tax hike. Representative William Straus, co-chair of the Massachusetts House Transportation Committee, describe the TCI framework thusly:

“All states raise their gas tax the same amount at the same time and agree not to call it a gas tax, but I think the public is smarter than that.”

Unlike gas tax revenue, which is supposed to be used primarily for road funding but is too often siphoned for non-road spending, the added costs derived from imposition of the TCI would allow politicians to take more money from the bank accounts of drivers and funnel it to non-road projects.

Gas tax hikes and carbon taxes have repeatedly been rejected by voters in both blue and red states, as well as other countries. This might explain why Governor Baker wants to leave elected officials out of this effort to raise gas prices. While it’s unclear what actions TCI states will take next to proceed with implementation, it’s clear that this issue won’t be going away any time soon.

*Patrick Gleason is the Vice President of State Affairs at Americans for Tax Reform.*
According to Synturf.org back in 2008-2009 the Town of Wellesley “used unlawfully thousands of dollars of the Community Preservation Fund in order to rehabilitate recreational fields that were already recreational fields and that were not acquired or created originally with Community Preservation Funds, a requirement that they be so under the Community Preservation Act in order to get CPA funding for rehabilitation.” Two artificial turf fields were installed at the Sprague Fields.

Please find enclosed the latest finding on PFAS found in artificial turf fields.

I am requesting that the Town of Wellesley test for PAFS from the recently uprooted turf fibers and backing taken from the Sprague Fields this past summer.

I appreciate your attention to this safety concern which affects the Users of Sprague Fields.

Sincerely,

Kim Mahoney
61 Oak Street
Wellesley, MA 02482
No. 172] Franklin, Massachusetts – *The Boston Globe* raises red flag on PFAS levels found in artificial turf blades and backing material. November 2019

[No. 172] Franklin, Massachusetts – *The Boston Globe* raises red flag on PFAS levels found in artificial turf blades and backing material. Have you noticed recently that 3M – your frendn scotch tape producers of yore – suddenly has taken to the airwaves and is bombarding the viewers with dreamy messages of how science and scientists at 3M are making the world a better place? Well, do not be surprised if the recent controversy about the presence of the toxin PFAS in artificial turf is behind this ad campaign. 3M is a producer and consumer of PFAS.

Over the years *The Boston Globe* has done some great reporting on the different aspects of artificial turf – largely debunking the claims that the industry has made in contradiction to observable phenomenon and results of simple testing of the product. The first groundbreaking *Globe* news story came in September 2007 with the reporter Megan Woolhouse taking to the fields with a group of local residents to test the industry claim that these fields do not get hot. Even in the month of September when the angle of the sun begins to go aslant, the plastic fields in Waltham nevertheless measured a toasty 120°F on a relatively seasonably cool day. For our reporting on this see [http://www.synturf.org/grassrootsnotes.html](http://www.synturf.org/grassrootsnotes.html) (Item No. 08); Megan Woolhouse, “Grass-roots uprising: Health, environmental issues slow dash to build artificial playing fields,” *The Boston Globe*, September 13, 2007, Globe West section, p.1 at [http://www.boston.com/news/local/articles/2007/09/13/grass_roots_uprising/?page=1](http://www.boston.com/news/local/articles/2007/09/13/grass_roots_uprising/?page=1) or [here](http://www.boston.com/news/local/articles/2007/09/13/grass_roots_uprising/?page=1).

The next *Globe* article on artificial turf fields came out in January 2009, when Megan Woolhouse reported on the dangerous levels of lead found in the fields of a school district. The report, backed by the Globe’s own testing, eventually prompted the schools to replace the contaminated fields with other artificial turf carpets. See our reporting on this at [http://www.synturf.org/lead.html](http://www.synturf.org/lead.html) (Item No. 24); Megan Woolhouse, “In fake grass, some se real threat,” in *The Boston Globe*, January 19, 2009, pages A1 and A14, available
NOW comes the *Globe*’s blockbuster report on the presence of PFAS in the blades of the artificial turf centered around the Town of Franklin, where a heap of synthetic turf had been decomposing for some years. *See* David Abel, “Toxins are found in blades of artificial turf,” in *The Boston Globe*, October 10, 2019, A1 and A8 go [here](http://www.boston.com/news/local/massachusetts/articles/2009/01/19/in_fake_grass_some_see_real_threat/). For some time, we have been wondering what is exactly in the blades and the backing material that make the synthetic carpet. *See* [http://www.syn turf.org/wrapuparticles.html](http://www.syn turf.org/wrapuparticles.html) (Item No. 19) Guive Mirfendereski, *What’s in the artificial turf fiber?*, SynTurf.org, Newton, Mass. January 7, 2009. Revised January 16, 2009. The new *Globe* article provides us with some answers, finally!

How ids it that suddenly PFAS became such a hot topic? Before, we go there, let’s get down some basic stuff about PFAS. According to the United States Environmental protection Agency “Per- and polyfluoroalkyl substances (PFAS) are a group of man-made chemicals that includes PFOA, PFOS, GenX, and many other chemicals …[PFOA and PFOS] are very persistent in the environment and in the human body – meaning they don’t break down and they can accumulate over time. There is evidence that exposure to PFAS can lead to adverse human health effects.” PFAS can be found in food packaged in PFAS-containing materials, processed with equipment that used PFAS, or grown in PFAS-contaminated soil or water; commercial household products, including stain- and water-repellent fabrics, nonstick products (e.g., Teflon), polishes, waxes, paints, cleaning products, and firefighting foams (a major source of groundwater contamination at airports and military bases where firefighting training occurs); workplace, including production facilities or industries (e.g., chrome plating, electronics manufacturing or oil recovery) that use PFAS; drinking water, typically localized and associated with a specific facility (e.g., manufacturer, landfill, wastewater treatment plant, firefighter training facility); living organisms, including fish, animals and humans, where PFAS have the ability to build up and persist over time. [https://www.epa.gov/pfas/basic-information-pfas](https://www.epa.gov/pfas/basic-information-pfas) and [here](http://www.syn turf.org/wrapuparticles.html), AND PFAS is found in artificial turf fields.

According to a news story by Sharon Lerner, “PFAS Chemicals Found in Artificial Turf,” on *The Intercept* (October 8, 2019) at...
Taken from Guive Mirfendereski’s website:

www.SynTurf.org

https://theintercept.com/2019/10/08/pfas-chemicals-artificial-turf-soccer/- or see here - “PFAS chemicals are used widely to help with the molding and extrusions of plastic, according to a 2005 paper from the Journal of Vinyl and Additive Technology. The latest version of the synthetic turf, which is prized for its durability, is made with plastic polymers that are molded into the shape of grass blades when in molten form. ‘When you extrude plastic, it’s like a cookie cutter,’ explained Graham Peaslee, a professor of nuclear physics at the University of Notre Dame who has spent the last five years studying PFAS compounds. Without the PFAS, the rigid plastic used to make the turf durable clogged up the extruding machines that make the turf. ‘So they added fluorochemicals and now it runs through the extruders just fine.’ While other chemicals can also ease the turf-making process, ‘the fluorinated ones work the best,’ said Peaslee, who likened the PFAS in turf to ‘chemical hitchhikers’ that are left over from the processing rather than used as ingredients.”

Again from *The Intercept*, “The presence of [PFAS], members of a class that has been associated with multiple health problems, including cancer, adds to growing concerns about the grass replacement that covers many thousands of acres in parks, schools, professional sports stadiums, and practice fields around the U.S. In one set of tests, the PFAS chemicals were detected in the plastic backing of two samples of the turf. In another, in which the “blades” of the artificial grass were analyzed, scientists measured significant levels of fluorine, which is seen as an indication of the presence of the chemicals. ‘We’re seeing unexplained levels of fluorine-based compounds in all of the eight samples of turf grass blades we’ve looked at,’ says Jeff Gearhart of the Ecology Center, a nonprofit environmental research group based in Michigan that tested the turf blades…..”

Who is behind all this? One party to be credited with the unveiling of the latest noxious aspect of the artificial turf fields is the environmental group Public Employees for Environmental Responsibility. On October 24, 2019, PEER put out a press release – see here – entitled Industry in a Dither about PFAS in Synthetic Turf - Non-Denials and Trade Secret Claims Prompt More Testing of Carpet.” The release states: “Turf industry groups are in a lather about recent reports of PFAS chemicals in artificial turf blades and turf backing by Public Employees for Environmental Responsibility (PEER) and the Ecology Center. Previously, public health attention focused on the shredded tire infill but has now extended to chemicals in the plastic “blades” covering the fields.” “In September [2019], the Ecology Center, working with PEER, found elemental fluorine in artificial turf blades, suggesting that PFAS is an ingredient in the carpet grass fibers or a
Taken from Guive Mirfendereski’s website:

www.SynTurf.org

byproduct of the manufacturing process. It also found specific PFAS chemicals in discarded turf backing and an adjacent wetland. Per-and polyfluoroalkyl substances (PFAS), often referred to as “forever chemicals,” do not break down in the environment and bio-accumulate in the food chain. Human exposures to PFAS are associated with cancer, birth defects, and other impairments.” “Two big concerns about PFAS in the turf blades and backing is the direct chemical exposure to children, and the potential for PFAS to leach off the fields into groundwater, surface water and eventually, drinking water. ‘PFAS in synthetic turf should sound alarm bells for parents and for all municipalities with these fields,’ stated PEER Science and Policy Director Kyla Bennett, noting that this is also potentially a huge liability concern for industry. ‘For the health of our children and communities, we urgently need to take a hard look at PFAS in synthetic turf.’

The bottom part of the PEER press release includes a link to “Findings of PFAS in turf.”