

Index of Warrant Articles

Article #

1 REPORTS

2 RATIFY SELECT BOARD APPROVAL OF REVISED TRANSPORTATION PLAN
FOR McLEAN DEVELOPMENT



**TOWN OF BELMONT
WARRANT FOR 2024 SPECIAL TOWN MEETING
JUNE 26, 2024
COMMONWEALTH OF MASSACHUSETTS**

Middlesex, ss.

To any of the Constables of the Town of Belmont in said County:

Greetings:

In the name of the Commonwealth of Massachusetts you are required to notify and warn the Inhabitants of the Town of Belmont, qualified as the law requires to vote in elections and Town Affairs, to convene on **June 26, 2024 at 7:00 p.m.** by means of the audio/video conferencing platform described more particularly below, and to notify and warn the Town Meeting Members to convene by said method and act at said time on the Articles set forth on pages 2 through 4 of this Warrant.

The Town Meeting shall be held remotely by the means requested by the Moderator, as follows:

Interested members of the public may see and hear the proceedings by tuning in to the Belmont Media Center's live broadcast of the proceedings on Belmont cable television (Comcast channel 8, Verizon channel 28) or by live-streaming at www.belmontmedia.org.

Town Meeting Members will attend and vote by logging into a web page portal operated by the Town's electronic voting vendor with unique credentials that will be issued to each Town Meeting Member before the meeting.

Town Meeting Members and other participants approved by the Moderator who wish to address the meeting will participate in the meeting through the "Zoom" videoconferencing service. Login credentials will be provided to all Town Meeting Members. Registered voters who wish to address the meeting as approved by the Moderator may contact the Town Clerk's office for login credentials, 617-993-2603.

For more information, see the June 6, 2024 Moderator's letter to the Select Board appended to this Warrant as Appendix A.

ARTICLE 1

REPORTS

To hear the report of the Select Board and other Town Officers, any Committee heretofore appointed and to act thereon.

This article allows the Select Board and other Town officers, boards and committees to report orally to Town Meeting on appropriate matters not otherwise appearing on the Warrant. This article stays "on the table" throughout Town Meeting to allow Town officials and committees to report at the call of the Moderator.

Majority vote required for passage.

Submitted by the Select Board

**ARTICLE 2 RATIFY SELECT BOARD APPROVAL OF REVISED TRANSPORTATION
PLAN FOR McLEAN DEVELOPMENT**

To see if the Town will vote to ratify an amendment to the November 22, 1999 Traffic Monitoring and Mitigation Agreement (TMMA) between the Town of Belmont and the McLean Hospital Corporation approved by the Select Board and substantially in the format on file with the Town Clerk or take any other action related thereto.

This article will ratify the revised Traffic Monitoring and Mitigation Agreement for the McLean Zone 3 & 4 as approved by the Select Board. A copy of the amended TMMA is attached.

Submitted by the Select Board

The Select Board will report on this Article.

Majority vote required for passage.



Given under our hands this **10th** day of **June, 2024**.

BELMONT SELECT BOARD

Roy Epstein

Roy Epstein, Chair

Elizabeth Dionne
Elizabeth Dionne, Vice Chair

Matt Taylor
Matt Taylor, Member

A True Copy, Attest
Ellen O'Brien Ashman
Town Clerk of Belmont, MA



TOWN OF BELMONT
455 CONCORD AVENUE
BELMONT, MASSACHUSETTS
02478

MICHAEL J. WIDMER
TOWN MODERATOR

mike.j.widmer@gmail.com
617-489-1822

June 6, 2024

By Hand

Roy Epstein, Chair Belmont Select Board
455 Concord Avenue
Belmont, MA 02478

Re: June 26 Special Town Meeting – Request to Call Meeting to be Held by Remote Participation

Dear Mr. Epstein and Members of the Select Board:

I understand from the discussions at the Select Board meeting on June 5, 2024 that the Board is entertaining the idea of dismissing Article 2 of the Warrant for the Special Town Meeting of June 5 (approval of an amendment to the Traffic Monitoring and Mitigation Agreement with McLean) and submitting a revised amendment to the Town Meeting membership at a new special town meeting to be called for June 26. If the Board so decides, this is to request, in my capacity as Town Moderator, that the Select Board call for the June 26, 2024 Special Town Meeting to be held through remote participation for the reasons set forth in Chapter 22 of the Acts of 2022, Section 26 and Chapter 107 of the Acts of 2022.

Such a meeting would be conducted using a combination of technologies, described in more detail below, that will allow Town Meeting Members (TMMs) to see and hear the Moderator and all other participants, to be recognized and address the meeting, and to vote securely. This combination of technologies will allow non-TMMs to see and hear the proceedings and, when authorized in advance by the Moderator, to address the meeting in the same manner as is the practice in Belmont. It will allow TMMs to signal the Moderator when they wish to address the pending question and be put in line to speak, as is customary at live Town Meetings, to determine whether a quorum is present, to raise a point of order where appropriate, and to determine whether their votes have been properly recorded. The technologies will allow interested members of the public to watch the meeting remotely for purposes of witnessing the meeting and it allows for the meeting to be recorded so that the proceedings can be heard and viewed at a later time. Lastly,

Belmont Select Board

Request for the June 26, 2024 Special Town Meeting by Remote Participation

our court reporter would be creating the word-by-word transcript as required by Belmont General Bylaw §20-210.

The combination of technology methods I am proposing includes the following:

- TMMs will attend the meeting and vote using “TurningPoint,” a secure online application operated by Turning Technologies, the same company that provides the electronic voting system acquired by the Town and used at Town Meetings since 2014. Each TMM will be assigned unique login credentials to use the system. TMMs who are logged in through TurningPoint will be deemed present at the meeting and will be able to vote using its features. All votes will be recorded electronically and the vote of each TMM will be displayed on the screen so that each member can verify that his or her vote was correctly recorded, as a roll call vote.
- Active participation in the meeting will be conducted through “Zoom,” a proprietary video conferencing platform (<https://zoom.us/>). The Town currently has a license to conduct a Zoom meeting with up to 500 participants. This number is sufficient to accommodate the 288 TMMs from the Town’s 8 precincts, the at-large members, and town officials and staff, with more than sufficient additional capacity for additional speakers if necessary. All approved speakers and TMMs will be issued an invitation allowing them to log in to the meeting from a desktop or laptop computer, tablet or smartphone, or to call into the meeting with any telephone (audio only). For security and clarity of presentation, the screen and the audio will be controlled by Town staff acting under my direction, as is our custom. All speakers will be muted until recognized by the Moderator. TMMs may use the “raise hand” feature of the software to get in line to speak, and will be recognized in order, unless I choose to recognize a town official to answer a question or address a particular point. Any non –TMM who has made arrangements with me in advance of the meeting to speak can be recognized in a similar manner.
- In the event that the abbreviated schedule for town meeting preparation does not afford sufficient time to train new Town Meeting Members in the use of the Turning Point voting system and it cannot be used effectively, and given that the Meeting would include only one article, we would conduct a roll call vote using Zoom. For the sake of efficiency, we may unmute all speakers while the roll is being called by the Clerk.
- Town officials and staff will participate by logging in to the Zoom meeting in the same manner described above.
- If a TMM has a point of order, it can be raised by using the “Q&A” feature, which will be monitored by one of my staff assistants so that any such point of order can be brought to my attention promptly. This same feature would allow a TMM who does not have a microphone to contribute to the meeting, as above, with a member of the staff reading the comments and questions submitted through the Q&A feature so that they may be entered into the record.

Belmont Select Board

Request for the June 26, 2024 Special Town Meeting by Remote Participation

- The Zoom video and audio feed will be simultaneously broadcast by Belmont Media on local cable stations and by livestreaming on the internet. It will also be simultaneously recorded for future viewing. Any member of the public, whether or not a Belmont resident, will be able to view the proceeding live. TMMs may choose to listen to and view the proceedings in the same manner, but will not be considered present unless also logged in to TurningPoint.

With the assistance and cooperation of the Town Clerk's office and the Town's Information Technology Department, I have tested these platforms and am satisfied that they will allow the conduct of a Town Meeting that will function in substantially the same manner as a Town Meeting conducted in a physical location and in accordance with the operational and functional requirements set forth in Chapter 92. Furthermore, Belmont has held many successful sessions of Annual and Special Town Meeting in 2020, 2021, 2022 and 2023 that were attended by between 250 and 260 Town Meeting Members, using the combination of technologies described in this letter.

I hereby confirm that I have conferred with the Chair of the Belmont Disabilities Access Commission about accessibility to the Town Meeting.

I appreciate your consideration of this request. Please contact me if you have any questions.

Sincerely,

Michael J. Widmer
Town Moderator

cc: Patrice Garvin, Town Administrator (by email)
Ellen O'Brien Cushman, Town Clerk (by email)
George A. Hall, Jr., Town Counsel (by email)



**MOTIONS
2024 SPECIAL TOWN MEETING**

June 26, 2024

Draft as of June 21, 2024

(Subject to Change)

PRELIMINARY MOTION

ORDER OF THE ARTICLES

MOVED: That the Town Meeting hear the motions in the following order: 1, 2

(Majority vote.)

ARTICLE 1

REPORTS

MOVED: That the reports of Town officers be accepted

(Majority Vote)

**ARTICLE 2 RATIFY SELECT BOARD APPROVAL OF REVISED TRANSPORTATION
PLAN FOR McLEAN DEVELOPMENT**

MOVED: That the Town ratify the vote by the Select Board at their June ~~XX~~26, 2024, meeting to modify the agreement with the phase II development at McLean for traffic management.

(Majority Vote)

Reporting: The Select Board will report on this Article.



TOWN OF BELMONT
OFFICE OF THE SELECT BOARD
455 CONCORD AVENUE
BELMONT, MASSACHUSETTS 02478

Selectboard@belmont-ma.gov

455 CONCORD AVENUE
BELMONT, MA 02478-2573
PHONE (617) 993-2610
FAX (617) 993-2611

SELECT BOARD
ROY EPSTEIN, Chair
ELIZABETH DIONNE, Vice-Chair
MATT TAYLOR, Member

TOWN ADMINISTRATOR
PATRICE GARVIN

ASSISTANT TOWN ADMINISTRATOR
JENNIFER HEWITT

June 24, 2024

Dear fellow Town Meeting Member,

I'm writing about the revised TMMA (Traffic Monitoring and Mitigation Agreement) with McLean Hospital you will vote on at the June 26 STM and why you should vote to approve it. It is needed to allow the Zone 3 residential development by Northland to finally start construction. The zoning for this project passed overwhelmingly at the 2020 STM. It provides a wonderful mix of townhouses and apartments, housing for seniors, and affordable housing units. But the original TMMA from 1999 is still in place and we've learned since that time that it's outdated and a deal killer. That's why the Select Board is asking Town Meeting to help fix this problem. The revised agreement ensures safe management of traffic entering and exiting the Olmsted Dr access road off Pleasant St and eliminates unnecessary provisions that have made it impossible for Northland to obtain financing. Approval by Town Meeting is required for the revised TMMA to take effect.

As I explained to Town Meeting earlier this month, the revised TMMA also includes critical upgrades to the traffic signal at Mill St and McLean Dr to move traffic more efficiently and save time for residents of the Woodlands and users of the McLean campus.

We held a public forum on June 17 to gather additional public comment about the TMMA. Based on that feedback, McLean has agreed to move up the completion date for the Mill St signal by six months, to June 30, 2026. We've also changed the schedule for the Olmsted/Pleasant signal to specify that it should be installed within 12 months after Select Board approval of the design. That language more accurately reflects the process by which traffic signals can be installed in Belmont. Those are the changes since I last reported to you.

Inaccurate claims about the revised TMMA have been circulated. In advance of the STM, I want you to be clear on the following, for starters:

- Time is of the essence, without the revised TMMA the Northland project for Zone 3 will likely be abandoned
- The TMMA needs to be revised for the Zone 3 development, it is not legally sufficient to leave it in place and execute side agreements with Northland

- The revised TMMA makes development possible for Zone 3, facilitates development for Zone 4, and ensures safe access to both zones
- The Zone 3 land was sold to Northland in 2023 (not earlier as some speculate) and has been assessed for FY23 and FY24 property taxes
- Zone 4, if developed, will be fully taxable per the existing Tax Agreement, regardless of whether ownership is McLean or a private developer
- There is no buydown payment if Zone 4 is developed, Town Meeting satisfied that obligation years ago
- The existing Olmsted Dr layout, infrastructure improvements, and accessible pedestrian path was studied and approved by the Planning Board
- Any Zone 4 development will undergo Planning Board scrutiny, that approval process is independent of the TMMA

The revised TMMA is the path to achieving the goals of the 2020 zoning, improving traffic safety, and generating new property tax revenue.

Moreover, the amendment just submitted to defer the debate on the TMMA indefinitely is ill-considered and destructive. If the amendment is adopted, the likely result is that the Northland development will be canceled. Why would we then open the door to an unknown alternative project that almost certainly would be far denser, reflect none of the objectives of the 2020 Town Meeting, and not be subject to local zoning control? The amendment is a lose-lose-lose strategy.

Please vote NO on the amendment and YES on the main motion to revise the TMMA. It's the best choice for Belmont.

Sincerely,

Roy Epstein, PhD
Chair, Select Board

**AMENDED AND RESTATED
TRAFFIC MONITORING AND MITIGATION
AGREEMENT**

This Amended and Restated Traffic Monitoring and Mitigation Agreement ("Agreement") is entered into as of June ~~____~~, 26, 2024 by and between the Town of Belmont, acting by and through its Select Board ("Belmont"), and The McLean Hospital Corporation ("McLean") to supersede and replace the Traffic Monitoring and Mitigation Agreement between the same parties dated November 22, 1999 (the "1999 TMMA"). This Agreement establishes the maximum level of permitted traffic to be generated by uses within the McLean Institutional zoning subdistrict in the event it is no longer used for psychiatric hospital purposes and to set forth the recourse actions to be taken by Belmont in the event that the actual traffic levels exceed such permitted levels. This Agreement also details the traffic mitigation measures for which McLean agrees to provide the funding in addition to the funding it has already provided between the approval of the 1999 TMMA and this Agreement.

I. MONITORING PROGRAM

A. PSYCHIATRIC AND RELATED USES EXEMPT

Notwithstanding any provision hereof to the contrary, this Agreement shall not be applicable to the McLean Institutional Subdistrict so long as the buildings and improvements within such subdistrict continue to be used exclusively for psychiatric hospital purposes and uses functionally dependent upon and necessary to psychiatric hospital use, except for either (i) up to 75,000 square feet of gross floor area of other uses permitted by zoning (other than medical offices) or (ii) up to 25,000 square feet of gross floor area of medical offices as permitted by zoning. McLean represents that as of the date hereof the entirety of the McLean Institutional Subdistrict is used for psychiatric hospital purposes and uses functionally dependent upon and necessary to psychiatric hospital use, Belmont acknowledging that such representation includes the Arlington School and the existing day care facility (but no expansion thereof) within such definition. McLean agrees to provide Belmont with an annual certification, on a building-by-building basis, of the number of square feet used for other purposes. McLean shall notify Belmont promptly upon any change in use causing the foregoing thresholds to be exceeded. Belmont shall have the right to obtain such further reasonable evidence from McLean as it shall require to confirm the accuracy of such certifications.

B. MONITORING PROGRAM AFTER CHANGE OF USE

At such time as buildings and improvements within the McLean Institutional Subdistrict are no longer exempt from this Agreement pursuant to the preceding ~~Subsection 1.A.~~, the traffic monitoring and management program described in ~~Subsections C., D., and E.~~ below is to be conducted following completion and substantial occupancy of any building within said District. The traffic monitoring program and recourse actions described herein will ensure that any redevelopment of the McLean Institutional Subdistrict project generate morning peak hour traffic flows at a rate that is less than or equal 450 trips, evening peak hour traffic flows at a rate that is less than or equal to 470 trips, and daily traffic flows at a rate that is less than or equal to 4,760 with respect to said District. The following ~~Subsections C., D., and E.~~ shall only apply in the event that the exemption for psychiatric hospital use described in ~~Subsection A.~~ above is no longer in effect.

C. STUDY DATA

Data collected for the traffic monitoring program will include traffic volumes entering and exiting the McLean Institutional Subdistrict. Monitoring will involve continuous Automatic Traffic Recorder (ATR) counts on a daily basis. (Data will be collected in 15-minute increments.) Data collected shall be retained for at least one year from the date of collection.

A "weekly sampling report" shall mean a data collection report providing monitoring results over five

consecutive, non-holiday weekdays, summarized by one-hour intervals and by daily totals. The morning and evening peak hour volumes for each weekday will be determined and average morning and evening peak hour volumes will be determined for the week. In addition, the daily trip totals for each weekday will be determined and average daily trip totals will be determined for the week.

D. PROGRAM

1. Within six months after the issuance of a building permit for a structure within the McLean Institutional Subdistrict, the owner of the land within the subdistrict (the "owner") shall file with the Town Engineer a detailed Traffic Demand Management (TDM) plan, describing the measures to be taken by the owner to avoid traffic generation in excess of the levels permitted hereby and describing the further measures to be taken by the owner in the event traffic generation exceeds permitted levels. The owner shall consult with the Town Engineer prior to filing the TDM plan and shall take into account any comments of the Town Engineer with respect thereto. The owner shall file an updated TDM plan annually thereafter.

2. Within thirty days of such structure reaching a 90% occupancy level, or one year after a certificate of occupancy has been issued, whichever is earlier, the owner shall notify the Town Engineer. The Town Engineer shall thereafter have the right in the McLean Institutional Subdistrict, whenever this Agreement becomes applicable thereto, to require submission of a weekly sampling report for such subdistrict for any week designated by the Town Engineer. A weekly sampling report shall thereupon be submitted to the Town Engineer within seven days of such request (or seven days after the end of the week to be reported upon, if later). Notwithstanding the foregoing, Belmont agrees to observe the guideline that weekly sampling reports should generally not be required more than bi-monthly during development of a subdistrict and more than annually after one year following substantial completion of the build-out and occupancy within the subdistrict, reserving Belmont's right to require more frequent weekly sampling reports upon changes in use, changes in ownership, the occurrence of violations or other reasonable basis for more frequent reporting.

E. RECOURSE ACTIONS

1. There shall be deemed to be a violation of this Agreement whenever a weekly sampling report reveals that:

- (a) either the morning or evening average peak hour trip generation rate exceeds the permitted rate; or
- (b) the average daily trip total exceeds the permitted rate.

2. If a weekly sampling report contains a violation, then the owner shall: (a) prepare and submit to the Town Engineer an updated TDM plan (if one has not been filed within the previous three months); (b) use diligent efforts to implement such plan as soon as possible and (c) provide follow-up weekly sampling reports to the Town Engineer until no further violations exist. If a weekly sampling report (including a follow-up report) contains a violation, then the owner shall pay the Town of Belmont a traffic mitigation payment of \$10,000 (\$2,500 for a follow-up report) for each such weekly sampling report, which shall be applied by the Town against its costs in monitoring and enforcing this Agreement and/or in taking further action to mitigate the effect of traffic generated by the Property upon Town streets.

3. If follow-up weekly sampling reports continue to show violations for two weeks, then Belmont may restrict the number of parking spaces which can be used during the morning and evening peak hours to the extent that the Town Engineer determines is needed to correct the violations. If follow-up weekly sampling reports still continue to show violations thereafter, the Town Engineer may further increase such parking restrictions.

4. If for two consecutive months, follow-up weekly sampling reports evidence that average trip generation is below the permitted rates, the Town will return full control of parking to the owner. The

owner shall continue to be obligated to file follow-up weekly sampling reports for one month after full control of parking has been returned.

II. MITIGATION PROGRAM

McLean and Belmont hereby acknowledge that:

1. The projects at the intersection of Pleasant Street and McLean Drive (now Olmsted Drive) and the intersection of Pleasant Street and Trapelo Road that McLean agreed to fund in Section II of the 1999 TMMA have been completed except for the signalization of the intersection of Pleasant Street and Olmsted Drive;
2. McLean’s commitment to provide \$310,000 to fund design and/or construction of other offsite intersection improvements described in Section II.E. of the TMMA has been reduced to \$110,000, pursuant to Paragraph 16(b) of the November 22, 1999 Memorandum of Agreement between McLean and Belmont; and
3. McLean and Belmont are examining their records to determine what funding, if any, may have been provided for the discretionary projects described in Section II.E. of the 1999 TMMA.¹

Based on the foregoing, and in consideration of the Town’s release of the Senior Living Subdistrict and the Research and Development Subdistrict from the monitoring and management provisions in the 1999 TMMA, McLean will provide the funding for the mitigation measures listed below.

Location	Proposed Action	Schedule	Estimated Construction Cost
A. Pleasant Street a At (Olmsted Drive)	Signalize _ *	Within 12 months of receipt of approvals from the Select Board. Prior to the earlier of (1) June 30, 2028 and (2) the occupancy of the last the buildings proposed to be constructed in the R&D or Senior Living Subdistricts	Actual Cost
B. McLean Driveway and Mill Street	Upgrade Signal	By the end of calendar year June 30, 2026	\$210,000 inclusive of the \$110,000** remaining due under the 1999 TMMA

~~*Traffic control signal installations are specified in the Manual on Uniform Traffic Control Devices (MUTCD) and subject to oversight by the Massachusetts Department of Transportation (Mass DOT). Signals may only be installed subject to an affirmative warrants analysis, to be performed by McLean at the direction of the Town Engineer.~~

~~**McLean’s obligation to fund the upgrade to the signal at Mill Street and the McLean Driveway shall be reduced by any amount that McLean can establish has already been paid to the Town for the improvement of the intersections listed in Section II.E of the 1999 TMMA, or that was paid to third parties in a manner that is creditable to is obligations under the 1999 TMMA.~~

¹ Section II.E. of the 1999 TMMA provided as follows with regard to other offsite intersection improvements:

“Projects under Heading C must pertain to one or more of the following intersections: Mill Street at McLean Driveway; Mill Street at Trapelo Road; Trapelo Road at Waverley Oaks Road; Trapelo Road at Star Market Driveway; Concord Avenue at Winter Street; Concord Avenue at Mill Street; Pleasant Street at Clifton/Leonard Streets; Pleasant Street at Brighton Street; Concord Avenue at Blanchard Road; Concord Avenue at Pleasant Street; Concord Avenue at Common Street; Concord Avenue at Channing/Leonard Streets. Such projects can include transit, shuttle, pedestrian and/or bicycle enhancements associated with such intersections.”

McLean shall have the right and option to procure the design and engineering services for the aforementioned signalization projects and to construct and install the signals, subject to Belmont's approval of the final design, which approval shall not be unreasonably withheld.

In the event that McLean and the Belmont Select Board agree that the signalization work should be undertaken by Belmont, Belmont shall provide an engineering and design budget to McLean. McLean shall deliver 100% of said budget amount to the Town Treasurer to be held in an account established under G.L. c. 44, § 53A within 45 days. At such time as Belmont completes the design and engineering phase and has obtained bids for the construction phase, Belmont shall provide a construction budget to McLean, who shall then deliver 100% of said construction budget amount to the Town Treasurer to be placed in the same account.

The purpose of these accounts shall be to accept the grants made by McLean hereunder and to pay all design, permitting and construction costs associated with the signalization projects, and for no other purpose except as McLean may agree in writing. Such funds shall be maintained by the Treasurer in an interest-bearing account, with any accrued interest to remain in the § 53A account. Any principal or accrued interest remaining in the account upon completion of the signalization project shall be returned to McLean.

III. LEGAL EFFECT

The foregoing obligations shall run with the land now owned by McLean Hospital Corporation in Belmont, Massachusetts. McLean shall require any successor owner of land governed hereby to acknowledge in writing its obligations hereunder and to provide the same to Belmont prior to or upon transfer. A notice hereof shall, at the request of Belmont, be executed by McLean and recorded with the Registry of Deeds. This Agreement shall not take effect until ratified by a majority vote of Town Meeting of the Town of Belmont. Upon such ratifying vote, this Agreement shall not be amended in any material respect except by a further majority vote of Town Meeting.

TOWN OF BELMONT,
By its Select Board:

Roy Epstein, Chair

Elizabeth Dionne, Vice Chair

Matt Taylor, Member

THE McLEAN HOSPITAL CORPORATION,

By: _____
[Name]
Its:

McLean Zone 3 Fiscal Impact Analysis Final - 2020 (25)		
57 Non-age Restricted, 93 Age Restricted		
REVENUES		
Annual General Fund Revenue		
<i>Real estate taxes</i>		\$1,096,980
	# of units	150
	average assessed value/unit	\$626,667
	110 apartments @ value/unit	\$400,000
	40 townhomes @ value/unit	\$1,250,000
	total assessed value	\$94,000,000
	tax rate per \$1,000	\$11.67
<i>CPA surcharge tax</i>		\$13,829
	assessed value/unit	\$626,667
	exemption per unit	\$100,000
	surcharge rate per \$1,000	1.5%
	surcharge per unit	\$92.19
<i>Personal property taxes</i>		
<i>Excise taxes</i>		\$45,938
	# of cars per unit	1.75
	total # of cars	262.5
	average excise tax bill per car	\$175
<i>Ambulance receipts</i>		\$4,782
	# of calls	11.55
	(net) average reimbursement per call	\$414
Total - Annual General Fund Revenue		\$1,161,528
Nonrecurring General Fund revenue		
<i>Construction Permit Fees</i>		\$742,500
	estimated construction cost	\$49,500,000
	rate per \$1,000 value	\$15.00
<i>Infiltration & Inflow</i>		\$2,079.00
		\$311,850
Total - Nonrecurring General Fund Revenue		\$1,054,350
EXPENDITURES		
Annual Departmental Costs		
<i>Police</i>		\$1,037
	number of calls	71
	average cost per call	\$14.71
<i>Senior Costs</i>		\$3,819
	total number of seniors	67
	cost for service	\$57
<i>Education Costs</i>		\$354,499
	total number of school children	23
	incremental cost per student	\$15,413
Total - Expenditures		\$359,355
Recurring Positive Net Fiscal Impact (FY20)		\$802,173
One time construction permit fees		\$1,054,350
Plus:		
-Construction Jobs		
-Increase in personal spending in local economy		
-Services - private trash removal, road maintenance, landscaping, snow plowing		

McLean Zone 3 Fiscal Impact Analysis Final - 2030		
57 Non-age Restricted, 93 Age Restricted		
REVENUES		
Annual General Fund Revenue		
<i>Real estate taxes</i>		\$1,096,980
	# of units	150
	average assessed value/unit	\$626,667
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	assessed value/unit	\$626,667
	exemption per unit	\$100,000
	surcharge rate per \$1,000	1.5%
	surcharge per unit	\$92.19
<i>Personal property taxes</i>		
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EXPENDITURES		
Annual Departmental Costs		
<i>Police</i>		\$1,037
	number of calls	71
	average cost per call	\$14.71
<i>Senior Costs</i>		\$3,819
	total number of seniors	67
	cost for service	\$57
<i>Education Costs</i>		\$585,694
	total number of school children	38
	incremental cost per student	\$15,413
Total - Expenditures		\$590,550
Recurring Positive Net Fiscal Impact (FY20)		\$570,978
One time construction permit fees		\$1,054,350
Plus:		
-Construction Jobs		
-Increase in personal spending in local economy		
-Services - private trash removal, road maintenance, landscaping, snow plowing		

McLean Development - Final Northland Proposal (3% Education Growth)

Annual Revenue Rate Increase = 2.5%		Annual Cost Inflation Rate = 3.0%									
<u>Year</u>	<u>RE Taxes</u>	<u>CPA Surcharge</u>	<u>Excise Tax</u>	<u>Ambulance</u>	<u>Total Revenue</u>	<u>Police</u>	<u>Seniors</u>	<u>Education</u>	<u>Total Costs</u>	<u>Net Impact</u>	
FY20*	\$1,096,980	\$13,829	\$45,938	\$4,782	\$1,161,529	\$1,037	\$3,819	\$354,499	\$359,355	\$802,174	
FY21	\$1,124,405	\$14,175	\$47,086	\$4,902	\$1,190,567	\$1,068	\$3,934	\$365,134	\$370,136	\$820,432	
FY22	\$1,152,515	\$14,529	\$48,264	\$5,024	\$1,220,331	\$1,100	\$4,052	\$376,088	\$381,240	\$839,092	
FY23	\$1,181,327	\$14,892	\$49,470	\$5,150	\$1,250,840	\$1,133	\$4,173	\$387,371	\$392,677	\$858,163	
FY24	\$1,210,861	\$15,265	\$50,707	\$5,278	\$1,282,111	\$1,167	\$4,298	\$398,992	\$404,457	\$877,653	
FY25	\$1,241,132	\$15,646	\$51,975	\$5,410	\$1,314,163	\$1,202	\$4,427	\$410,962	\$416,591	\$897,572	
FY26	\$1,272,160	\$16,037	\$53,274	\$5,546	\$1,347,018	\$1,238	\$4,560	\$486,195	\$491,993	\$855,024	
FY27	\$1,303,964	\$16,438	\$54,606	\$5,684	\$1,380,693	\$1,275	\$4,697	\$561,428	\$567,400	\$813,293	
FY28	\$1,336,564	\$16,849	\$55,971	\$5,826	\$1,415,210	\$1,314	\$4,838	\$636,660	\$642,812	\$772,398	
FY29	\$1,369,978	\$17,271	\$57,370	\$5,972	\$1,450,591	\$1,353	\$4,983	\$711,893	\$718,229	\$732,361	
FY30	\$1,404,227	\$17,702	\$58,805	\$6,121	\$1,486,855	\$1,394	\$5,132	\$787,126	\$793,652	\$693,203	
FY31	\$1,439,333	\$18,145	\$60,275	\$6,274	\$1,524,027	\$1,435	\$5,286	\$810,740	\$817,462	\$706,565	
FY32	\$1,475,316	\$18,598	\$61,782	\$6,431	\$1,562,127	\$1,479	\$5,445	\$835,062	\$841,985	\$720,142	
FY33	\$1,512,199	\$19,063	\$63,326	\$6,592	\$1,601,181	\$1,523	\$5,608	\$860,114	\$867,245	\$733,936	
FY34	\$1,550,004	\$19,540	\$64,909	\$6,757	\$1,641,210	\$1,569	\$5,777	\$885,917	\$893,262	\$747,948	
FY35	\$1,588,754	\$20,029	\$66,532	\$6,926	\$1,682,240	\$1,616	\$5,950	\$912,495	\$920,060	\$762,180	
*See attached worksheet for supporting information											
FY 30 Education Cost reflects increase in enrollment in 2030											

McLean Development - Final Northland Proposal (4% Education Growth)

Annual Revenue Rate Increase = 2.5%											
Annual Cost Inflation Rate = 3.0% (Ed 4%)											
Year	RE Taxes	CPA Surcharge	Excise Tax	Ambulance	Total Revenue	Police	Seniors	Education	Total Costs	Net Impact	
FY20*	\$1,096,980	\$13,829	\$45,938	\$4,782	\$1,161,529	\$1,037	\$3,819	\$354,499	\$359,355	\$802,174	
FY21	\$1,124,405	\$14,175	\$47,086	\$4,902	\$1,190,567	\$1,068	\$3,934	\$368,679	\$373,681	\$816,887	
FY22	\$1,152,515	\$14,529	\$48,264	\$5,024	\$1,220,331	\$1,100	\$4,052	\$383,426	\$388,578	\$831,754	
FY23	\$1,181,327	\$14,892	\$49,470	\$5,150	\$1,250,840	\$1,133	\$4,173	\$398,763	\$404,069	\$846,770	
FY24	\$1,210,861	\$15,265	\$50,707	\$5,278	\$1,282,111	\$1,167	\$4,298	\$414,714	\$420,179	\$861,932	
FY25	\$1,241,132	\$15,646	\$51,975	\$5,410	\$1,314,163	\$1,202	\$4,427	\$431,302	\$436,932	\$877,232	
FY26	\$1,272,160	\$16,037	\$53,274	\$5,546	\$1,347,018	\$1,238	\$4,560	\$518,436	\$524,234	\$822,783	
FY27	\$1,303,964	\$16,438	\$54,606	\$5,684	\$1,380,693	\$1,275	\$4,697	\$605,569	\$611,542	\$769,151	
FY28	\$1,336,564	\$16,849	\$55,971	\$5,826	\$1,415,210	\$1,314	\$4,838	\$692,703	\$698,854	\$716,356	
FY29	\$1,369,978	\$17,271	\$57,370	\$5,972	\$1,450,591	\$1,353	\$4,983	\$779,836	\$786,172	\$664,418	
FY30	\$1,404,227	\$17,702	\$58,805	\$6,121	\$1,486,855	\$1,394	\$5,132	\$866,970	\$873,496	\$613,359	
FY31	\$1,439,333	\$18,145	\$60,275	\$6,274	\$1,524,027	\$1,435	\$5,286	\$901,649	\$908,371	\$615,656	
FY32	\$1,475,316	\$18,598	\$61,782	\$6,431	\$1,562,127	\$1,479	\$5,445	\$937,715	\$944,638	\$617,489	
FY33	\$1,512,199	\$19,063	\$63,326	\$6,592	\$1,601,181	\$1,523	\$5,608	\$975,223	\$982,355	\$618,826	
FY34	\$1,550,004	\$19,540	\$64,909	\$6,757	\$1,641,210	\$1,569	\$5,777	\$1,014,232	\$1,021,577	\$619,633	
FY35	\$1,588,754	\$20,029	\$66,532	\$6,926	\$1,682,240	\$1,616	\$5,950	\$1,054,802	\$1,062,367	\$619,873	
*See attached worksheet for supporting information											
FY 30 Education Cost reflects increase in enrollment in 2030											

BELMONT

Population		26,123
Population 65+	13.30%	3,474
Medicare Transports out of total Belmont ambulance transports	50%	
65+ transports 1 year period		535
% of 65+ residents who used ambulance	15%	
Avg Medicare Collection per call	\$ 464.00	

Assumptions		
The same % of 65+ residents at the proposed development use ambulance	15%	
No assumptions made on school age children as their % is extremely low		
Medicare rate stays the same	\$ 464.00	
Consumable expenses per call	\$50	

Scenario 3		
65+ Residents by 2025	75	
65+ Residents by 2025 expected annual Transports/Revenue	11.55	\$ 5,358.69
65+ Residents by 2025 expected additional expenses		\$ (577.44)
Net revenue/expense per year		\$ 4,781.24
Net revenue/expense 5 years 2025-2030		\$ 23,906.21

65+ Residents by 2030	75	
65+ Residents by 2030 expected annual Transports/Revenue	11.55	\$ 5,358.69
65+ Residents by 2030 expected additional expenses		\$ (577.44)
Net revenue/expense		\$ 4,781.24
Net revenue/expense 5 years 2030-2035		\$ 23,906.21

Scenario 3 Net revenue/expense 10 year period 2020-2030 **\$ 47,812.42**

Scenario 4		
65+ Residents by 2025	180	
65+ Residents by 2025 expected annual Transports/Revenue	27.72	\$ 12,860.85
65+ Residents by 2025 expected additional expenses		\$ (1,385.87)
Net revenue/expense per year		\$ 11,474.98
Net revenue/expense 5 years 2025-2030		\$ 57,374.90

65+ Residents by 2030	180	
65+ Residents by 2030 expected annual Transports/Revenue	27.72	\$ 12,860.85
65+ Residents by 2030 expected additional expenses		\$ (1,385.87)
Net revenue/expense		\$ 11,474.98
Net revenue/expense 5 years 2030-2035		\$ 57,374.90

Scenario 3 Net revenue/expense 10 year period 2020-2030 **\$ 114,749.80**

June 20, 2024

Amendment to 2024 Special Town Meeting Warrant Article 2

Jolanta Eckert

Town Meeting Member, Precinct 3

Moved: That Article 2 in 2024 Special Town Meeting Warrant is deferred to the Fall or Another Special Town Meeting.

Purpose for the Amendment:

To allow for the following:

- Draft an Agreement between the Town of Belmont and Northland Residential to indicate that Town of Belmont will not enforce the “Recourse Actions” outlined in the Traffic Mitigation and Management Agreement (TMMA), Section C dated November 22, 1999 as long as Zone 3 residential development, as approved, pulls permits and breaks ground by the end of March, 2025.
 - Northland Residential currently owns Zone 3 and such an agreement would allow for the development of affordable housing to move forward. The timeframe encourages the project to move forward quickly.
- Zone 4 site review process to include traffic and stormwater considerations which would be folded into a revised TMMA and site approval.
 - What type of traffic is anticipated and what mitigations should be considered as patterns and volume have significantly changed and may be different.
 - Establishment of timeframes for safety considerations like Traffic Light and sidewalk on Olmstead Drive.
 - McLean Hospital did not build the stormwater retention at the Upham Bowl like it was originally required for the overall development of the District. Will this be part of Zone 4 development?
- Review and update of the 1999 set of agreements so that it benefits both the Town of Belmont and McLean Hospital.
 - Strategic framework to be established for renegotiations with McLean Hospital. There are many questions and considerations.
 - Town of Belmont has not received any tax revenue from Zone 4 and 5 for over 20 years which was not the intent of the original agreement. What compensation would we seek?
 - What will be the tax revenue from Zone 4 and when will it start?
 - In 2023, MGH provided \$6.875 million and Brigham \$3 million of PILOT payments to the city of Boston, should this be reconsidered for the Town of Belmont?