



# TOWN OF WAKEFIELD

TOWN COUNCIL

Ann Santos, Chair  
Julie Smith-Galvin, Vice Chair

Mehreen N. Butt  
Jonathan P. Chines

Paul R. DiNocco  
Edward F. Dombroski, Jr.

Peter J. May  
Sherri Dalton, Clerk

## NOTICE OF MEETING

November 23<sup>rd</sup>, 2020 | 7:00 p.m.

Via Zoom: <https://us02web.zoom.us/j/87106343618>

Consistent with the Governor's orders suspending certain provisions of the Open Meeting Law and banning gatherings of more than 10 people, this meeting will be conducted by remote participation to the greatest extent possible. The public may not physically attend this meeting, but every effort will be made to allow the public to view and/or listen to the meeting in real time. Persons who wish to do so are invited to click on the following link <https://us02web.zoom.us/j/87106343618>. If you do not have a camera or microphone on your computer you may use the following dial in number: 1-312-626-6799 Meeting ID 871 0634 3618. Please only use dial in or computer and not both, as audio feedback will distort the meeting. This meeting will be audio and video recorded.

### Item 1 | Call to Order

### Item 2 | Pledge of Allegiance

### Item 3 | Attendance

### Item 4 | Public Engagement

Any member of the public who wishes to address the Town Council is asked to submit any comments or concerns to <https://www.wakefield.ma.us/public-participation> at least two hours prior to the start of the meeting. Alternatively, members of the public are invited to participate via the Zoom virtual meeting, using the instructions listed above.

In the event further deliberation or action is warranted, any issues raised may be included as an item on a future Town Council Agenda.

### Item 6 | Approval of Minutes

A. Approval of November 09<sup>th</sup>, 2020 Town Council executive session meeting minutes.

B. Approval of November 09<sup>th</sup>, 2020 Town Council regular meeting minutes.

### Item 7 | Liquor License

Change of Manager for Oyes, Inc. d/b/a Feng's, 963 Main Street to Sarah Boyle.

### Item 8 | COVID-19 Update

### Item 9 | Town Owned Lane

Green Street, Stoneham.



**Item 10 | Sign Design**

Signage at 9 Albion Street - Albion Cultural Exchange.

**Item 11 | Banner Request**

Town of Wakefield / Chamber of Commerce COVID messaging W's campaign.

**Item 12 | Envision Wakefield**

Albion Street design.

**Item 13 | Appointments & Committees**

A. Appointment of Town Council member to Wakefield 2030 Community Vision Committee.

B. Youth Council update.

**Item 14 | Licenses**

Approval of 2021 licenses as presented.

**Item 15 | Announcements**

Letters to MBTA.

**Item 16 | Matters Not Anticipated for Agenda**

Any Voting matters not anticipated prior to the 48-hour public notice requirement but necessitating immediate action by the Council.

**Item 17 | Adjournment**

Next Regular Town Council Meeting: Monday, December 07<sup>th</sup>, 2020 at 7:00 p.m. via Zoom.

PROPERTY LOCATION

No	Alt No	Direction/Street/City
124		GREEN ST, STONEHAM

OWNERSHIP

Owner 1:	TOWN OF WAKEFIELD
Owner 2:	
Owner 3:	
Street 1:	35 CENTRAL STREET
Street 2:	
Twn/City:	WAKEFIELD
St/Prov:	MA Cntry
Postal:	01880

PREVIOUS OWNER

Owner 1:	
Owner 2:	
Street 1:	
St/Prov:	
Postal:	

NARRATIVE DESCRIPTION

This Parcel contains 22,700 SQUARE FEET of land mainly classified as OTHR MUNI VC

OTHER ASSESSMENTS

Code	Descrip/No	Amount	Com. Int

PROPERTY FACTORS

Item	Code	Description	%	Item	Code	Description
Z	RA	RA	100	water	1	TYPCL
o				Sewer		
n				Electri		
Census:				Exmpt		
Flood Haz:						
D				Topo		
s				Street		
t				Gas:		

LAND SECTION (First 7 lines only)

Use Code	Description	LUC Fact	No of Units	Depth / PriceUnits	Unit Type	Land Type	LT Factor	Base Value	Unit Price	Adj	Neigh	Neigh Infl	Neigh Mod	Infl 1	%	Infl 2	%	Infl 3	%	Appraised Value	Alt Class	%	Spec Land	J Code	Fact	Use Value	Notes
980	OTHR MUNI \		10000		SQUARE FESITE			0	22.	1.00	XA									220,000						220,000	
980	OTHR MUNI \		0.29155		ACRES SITE			0	10,000.	1.00	XA									2,916						2,900	

IN PROCESS APPRAISAL SUMMARY

Use Code	Land Size	Building Value	Yard Items	Land Value	Total Value
980	22699.918		6,100	222,900	229,000
Total Card		0.521	6,100	222,900	229,000
Total Parcel		0.521	6,100	222,900	229,000
Source: Market Adj Cost		Total Value per SQ unit /Card: N/A		/Parcel: N/A	

Legal Description	User Acct
	6972
	GIS Ref
	GIS Ref
	Insp Date

PREVIOUS ASSESSMENT

Tax Yr	Use	Cat	Bldg Value	Yrd Items	Land Size	Land Value	Total Value	Asses'd Value	Notes	Date
2019	980	FV		6100	22,699.918	222,900	229,000		YER	9/25/2018
2018	980	FV		6400	22,699.918	222,900	229,300	229,300	Year End	10/5/2017
2017	980	FV		6400	22,699.918	212,900	219,300		Year End	9/19/2016
2016	980	FV		6400	22,699.918	212,900	219,300	219,300	Year End	9/24/2015
2015	980	FV		6700	22,699.918	192,900	199,600	199,600	year end roll	8/27/2014
2014	980	FV		6700	22,699.918	202,900	209,600	209,600	Year End	9/4/2013
2013	980	FV		6700	22,699.918	202,900	209,600	209,600	Year End	9/26/2012
2012	980	FV		6700	22,699.918	202,900	209,600	209,600	Year End	11/17/2011

SALES INFORMATION

Grantor	Legal Ref	Type	Date	Sale Code	Sale Price	V	Tst	Verif	Notes
	03072 0270		12/2/1903			Yes	No		

TAX DISTRICT

PAT ACCT.

BUILDING PERMITS

Date	Number	Descrip	Amount	C/O	Last Visit	Fed Code	F. Descrip	Comment
8/14/2006	75	MANUAL	15,500	C	5/1/2007			DEMO

ACTIVITY INFORMATION

Date	Result	By	Name
7/31/2014	MEASURED	400	JOHN LYONS
2/19/2008	MEASURED	365	PATRIOT
11/18/1997	MEASURED	197	PATRIOT
4/4/1984	MMC INFO	999	CONVERSION

Sign: VERIFICATION OF VISIT NOT DATA

Total AC/HA:	0.52112	Total SF/SM:	22700	Parcel LUC:	980	OTHR MUNI VC	Prime NB Desc	TRAF AVG	Total:	222,916	Spl Credit	Total:	222,900
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USER DEFINED

Prior Id # 1:	
Prior Id # 2:	
Prior Id # 3:	
Prior Id # 1:	
Prior Id # 2:	
Prior Id # 3:	
Prior Id # 1:	
Prior Id # 2:	
Prior Id # 3:	
ASR Map:	
Fact Dist:	
Reval Dist:	
Year:	
LandReason:	
BldReason:	
CivilDistrict:	
Ratio:	

PRINT

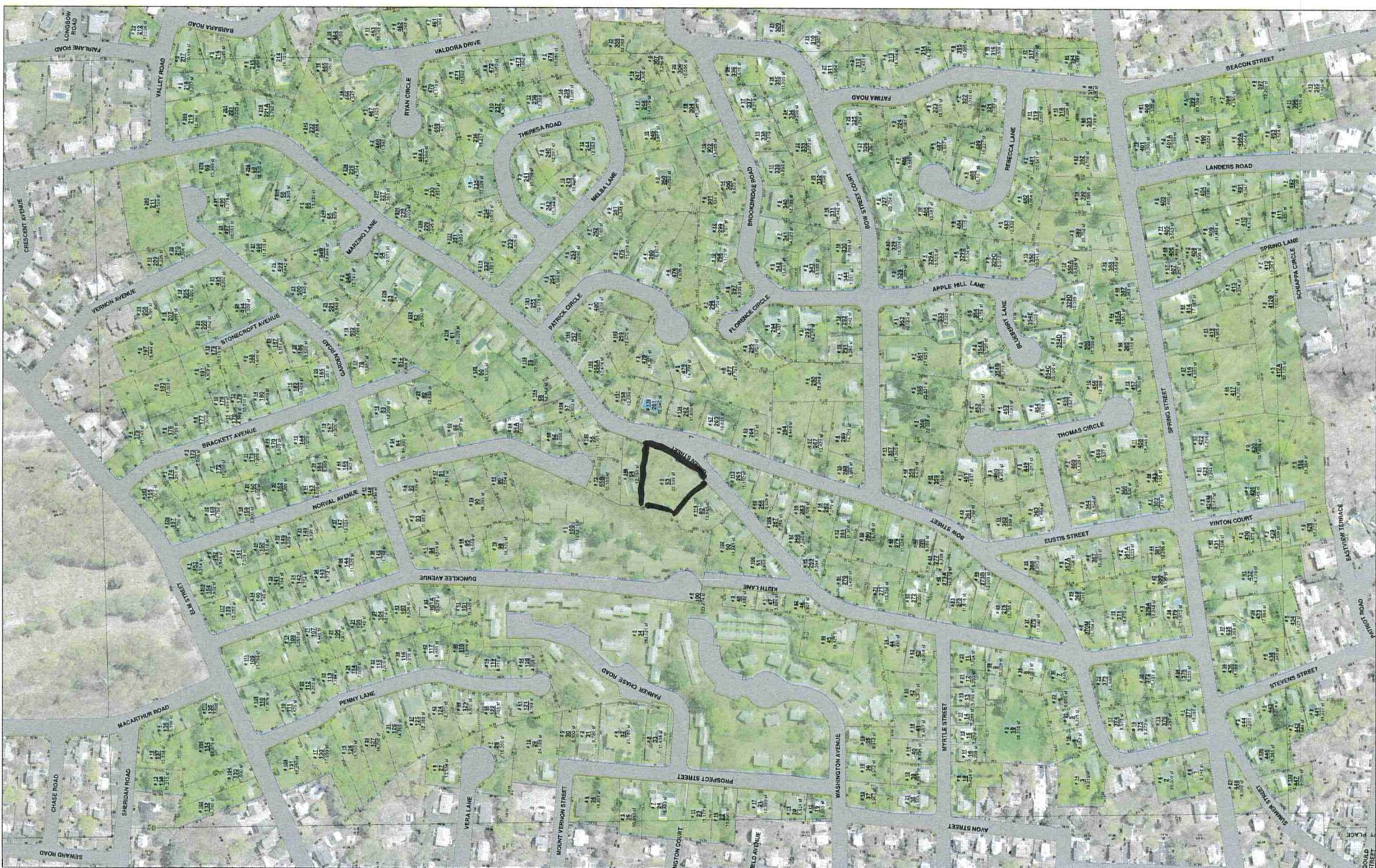
Date	Time
05/16/19	08:06:28

LAST REV

Date	Time
02/19/19	10:52:30

apro	6972
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6972
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## Memo

**To:** Zoning Board of Appeals and Zoning Board of Appeals  
**From:** Design Review Board  
**Date:** November 12, 2020  
**Re:** Signage at 9 Albion Street – Albion Cultural Exchange

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On November 4, 2020 the Design Review Board met to review the proposed projecting bracket sign at the reference location. As part of this discussion it was recognized by the Design Review Board that a project brackets sign at this location was a more appropriate than a wall sign for visibility on this narrow part of Albion. This then brought the following issues within Article XVI into discussion.

- Proposed sign sized 13.5 sf. - allowed 9 sf.
- Proposed top of sign height 17'-3" – Allowed 14'-0"
- Bracket Signs require Special Permit through ZBA

The Design Review Board sees the proposed design as appropriate to the location and recommended that a Special Permit be granted and the of the following changes be allowed by the Zoning Board of Appeals within Article XVI. As part of this recommendation of a larger bracket sign it asks that the ZBA put restriction on any permitting of wall signs at this building without going through the DRB and ZBA.

A. Projecting Bracket Sign Relief:

- Grant permission for the erection of a Projecting Bracket Sign under a Special Permit as allowed under articles 190-99.E – Table 1, & Special Provisions 190-100D.6
- Grant permission to increase the sign size from 9 sf. as required under 190-100D.2.b to a total of 13.5 sf. .
- Grant permission to increase the sign height 14'-0" from 27'-3" sf. as required under 190-100D.4b to as required under 190-100.2.b to 13.5 sf. total.

Respectfully submitted,



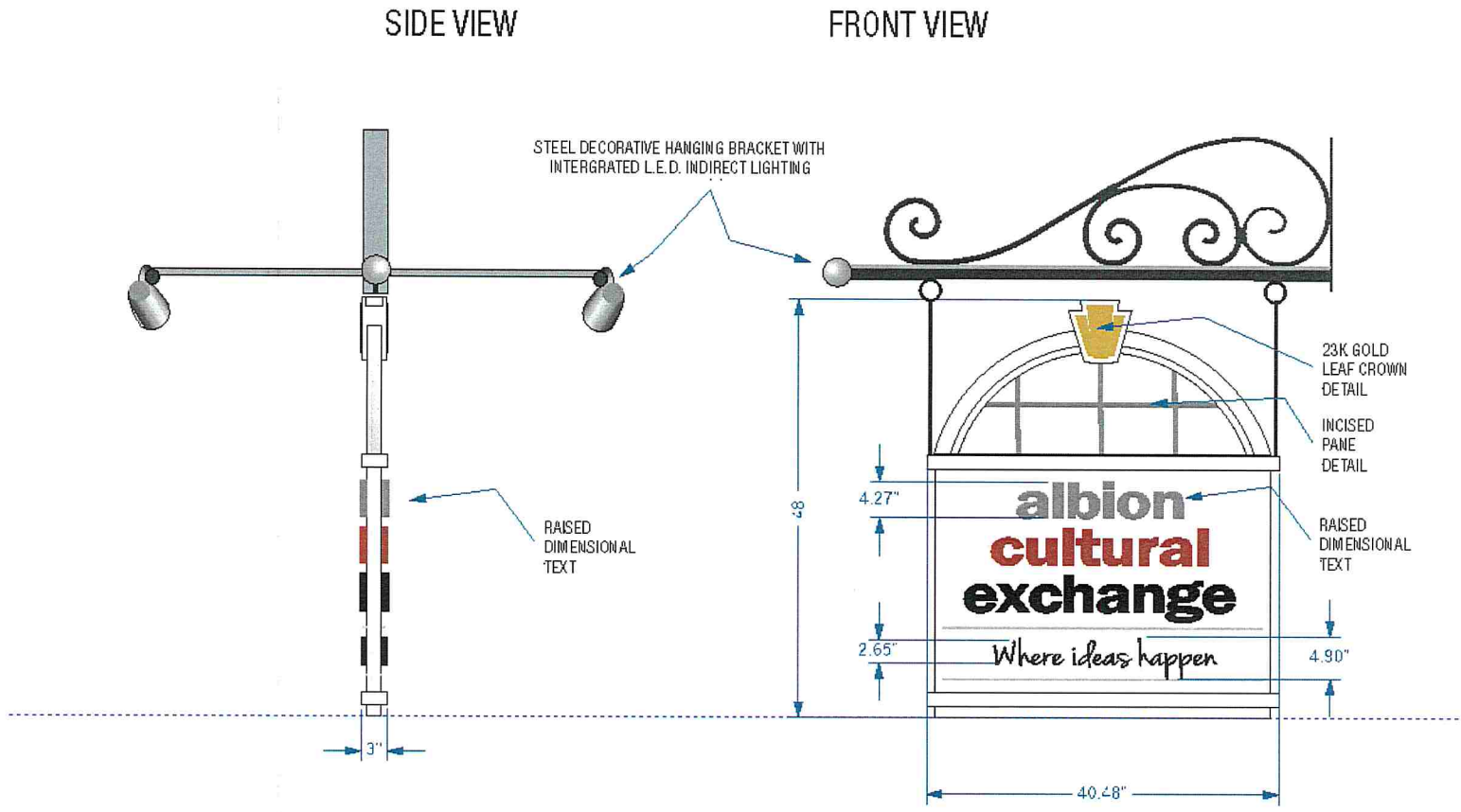
Jim McBain, Chairman

Design Review Board

Attachments:

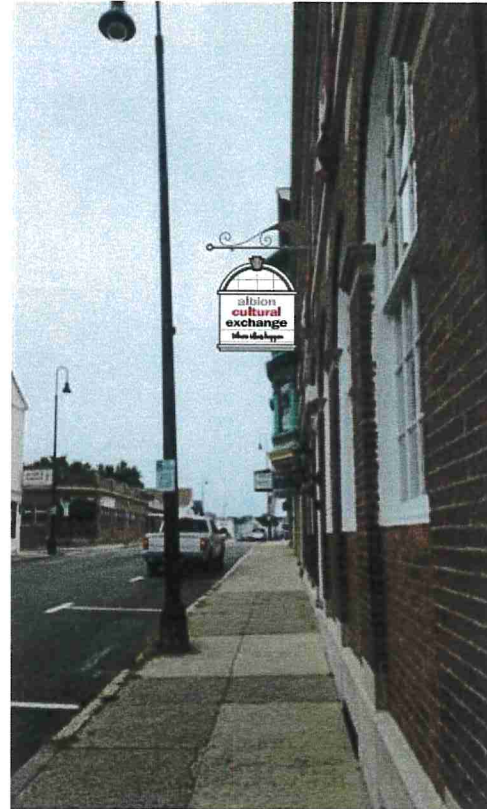
- Backet Sign - Elevations
- Sidewalk View of Proposed Bracket Sign
- Street View of Proposed Bracket Sign
- Face on Building View of Proposed Bracket Sign
- Cross Sectional View of Bracket Sign with Mounting Dimensions
- Proposed Metal Hanging Bracket
- Signage Lighting Unit

Bracket Sign Elevation



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Sidewalk View of Proposed Bracket Sign



SIGN CONSTRUCTED WITH INTERNAL STRUCTURAL FRAME  
AND ATTACHMENT BRACKET.

GRAPHICS ARE SHOWN AS RAISED ATTACHMENTS.  
ALTERNATE METHOD OF CARVED GRAPHICS  
IS ALSO AN OPTION.

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Street View of Proposed Bracket Sign



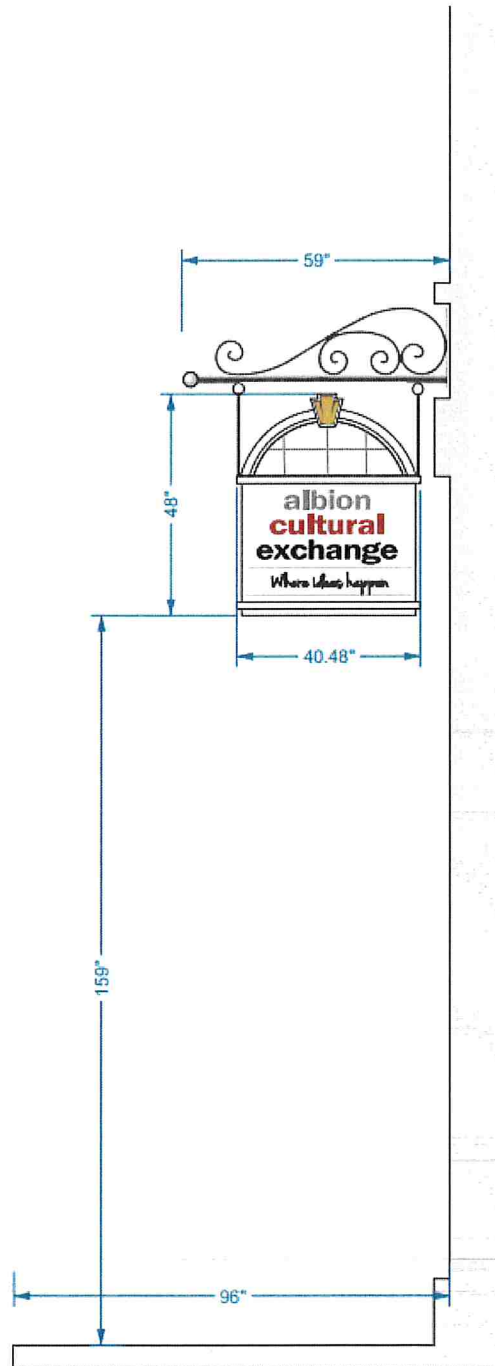
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Face on Building View of Proposed Bracket Sign


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# Cross Sectional View of Bracket Sign with Mounting Dimensions



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# Proposed Metal Hanging Bracket



**Sardella Sign & Graphics**  
 P.O. Box 943 Wakefield, MA 01880  
 1-888-SIGNS 4 U Fax 781-943-1987

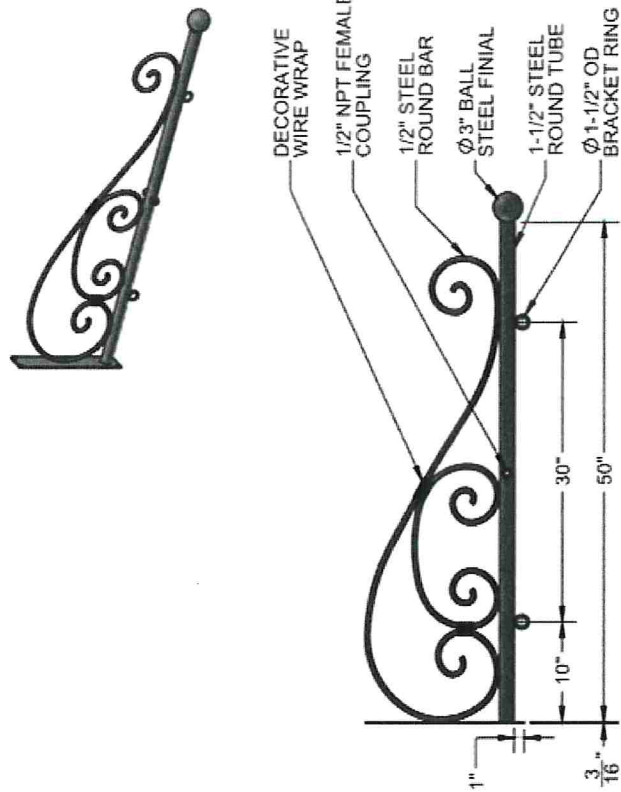
DATE: 02/11/14  
 DRAWN: [blank]  
 CHECKED: [blank]  
 APPROVED: [blank]

REV. 1

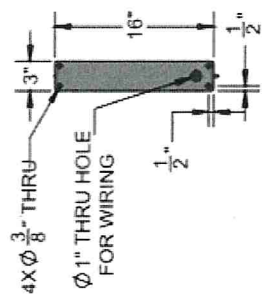
  

**REVISIONS**

REV.	DESCRIPTION	DATE
A.	ORIGINAL DRAWING	02/11/14
B.	UPDATED DIMENSIONS TO NOT FEEL "B"	02/20/14



**FRONT VIEW**



**SIDE VIEW**

DECORATIVE WIRE WRAP  
 1/2" NPT FEMALE COUPLING  
 1/2" STEEL ROUND BAR  
 Ø3" BALL STEEL FINIAL  
 1-1/2" STEEL ROUND TUBE  
 Ø1-1/2" OD BRACKET RING

4X Ø 3/8" THRU  
 Ø1" THRU HOLE FOR WIRING

Content: 53" Classic Lighted Sign Bracket  
 PN: 377B-WL-BF-53  
 Color/Finish: Textured Black Powder Coat  
 Customer Approval: \_\_\_\_\_

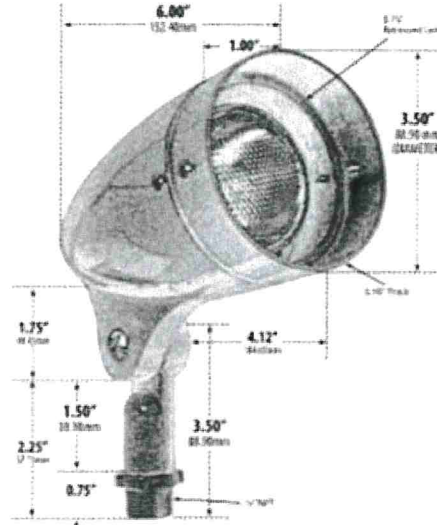
Material: Steel  
 Scale: 1:12  
 DB: CF  
 Rev: B  
 Sheet: 1 of 1

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**Sign Bracket Store**  
 1-888-919-7446 F: 760-603-0812

# Signage Lighting Unit

## DPR21

### DIRECTIONAL SPOT LIGHT



- ▶ **Material:** Powder Coated Cast Aluminum
- ▶ **Lens:** Clear, Heat Resistant, Tempered Glass
- ▶ **Lamp:** PAR20 (50W Maximum)

MODEL NUMBER	LAMP TYPE	ILLUMINANT TYPE	WATTS (W)	VOLTS (V)	LAMPS INCLUDED?
DPR21	PAR20	HALOGEN	50	120	NO
DPR-LED21	PAR20-LED	SMD LED	7	120-277	YES

- ▶ **Adjustable Knuckle with 1/2" NPT**
- ▶ **Ground Spike Available:** (V-56 sold separately)
- ▶ **Available Color:** Black, Bronze, Green, Verde Green
- ▶ **ETL Approved**

When ordering PAR20-LED, please specify color temperature: 30K or 60K

Overall Dimensions:  
7.00"H x 3.50"W x 6.00"D

Maximum Height: 8.00"  
Minimum Height: 7.00"  
Width: 3.50"  
Maximum Depth: 6.00"  
Minimum Depth: 4.50"

Weight: 1.0 lbs  
Approximate Wire Length: 15.0'  
Box Dimensions:  
8.00"H x 5.38"W x 3.50"D

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# **Albion Cultural Exchange:**

**November 2020  
Community Update**

**Albion Cultural Exchange Committee**

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## November 2020 - Community Update

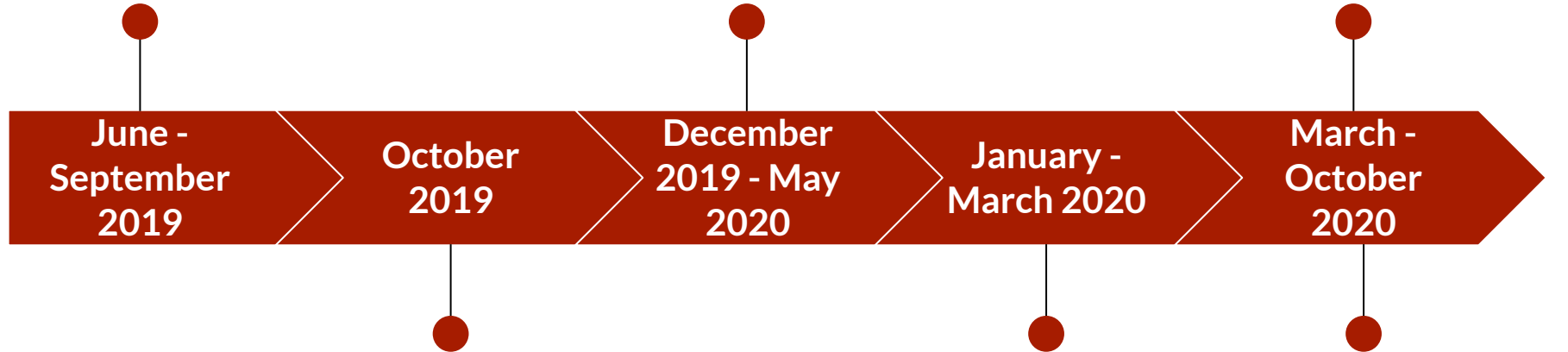
### Recent progress:

- New logo, hanging system, bathrooms
  - Future elevator study complete
  - Rear ADA entrance going to bid
  - Front sign approval\installation
  - New Beginnings art show for 2021
-

New logo  
development

New bathroom  
materials selections &  
construction

Rear ADA entrance  
initial specifications  
development



New hanging  
system installed

Future elevator  
construction study  
completed

Due diligence  
“Envision” project &  
Albion Streetscape

**Timeline: Where we came from.**



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# New Logo



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# New Hanging System Installed





# New Bathrooms

- Bathrooms complete May 2020
  - Stylish wood plank floor tile and black-and-white wall tile design
  - Two bathrooms are gender-neutral
  - ADA compliant
-

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# Future Elevator Study Completed

## Risk Assessment

- While we knew we did not have funding for an elevator at this time, we chose to study the future possibilities to see if it impacted our rear entrance construction work.

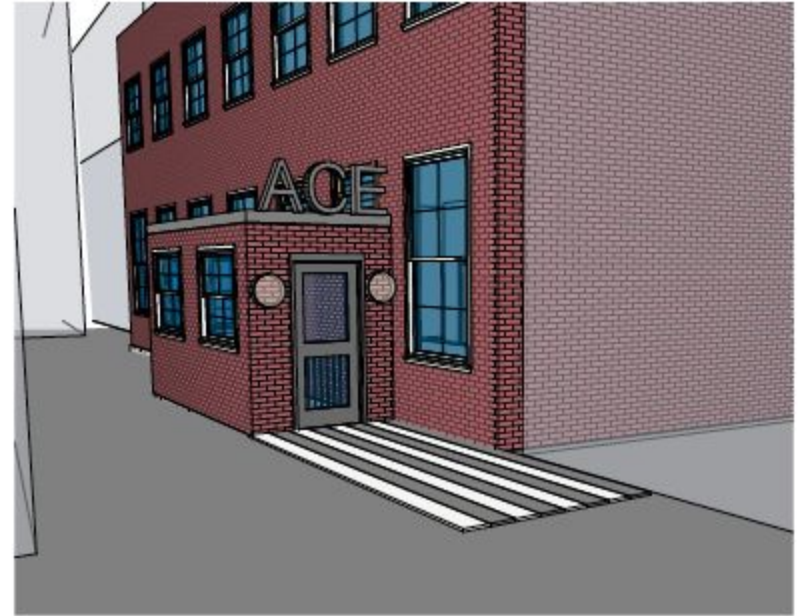
## Future Forecast

- Depending on the exact location chosen, the elevator expense is projected to be between \$360,000 - \$500,000 price range.
-

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# Rear ADA Compliant Entrance

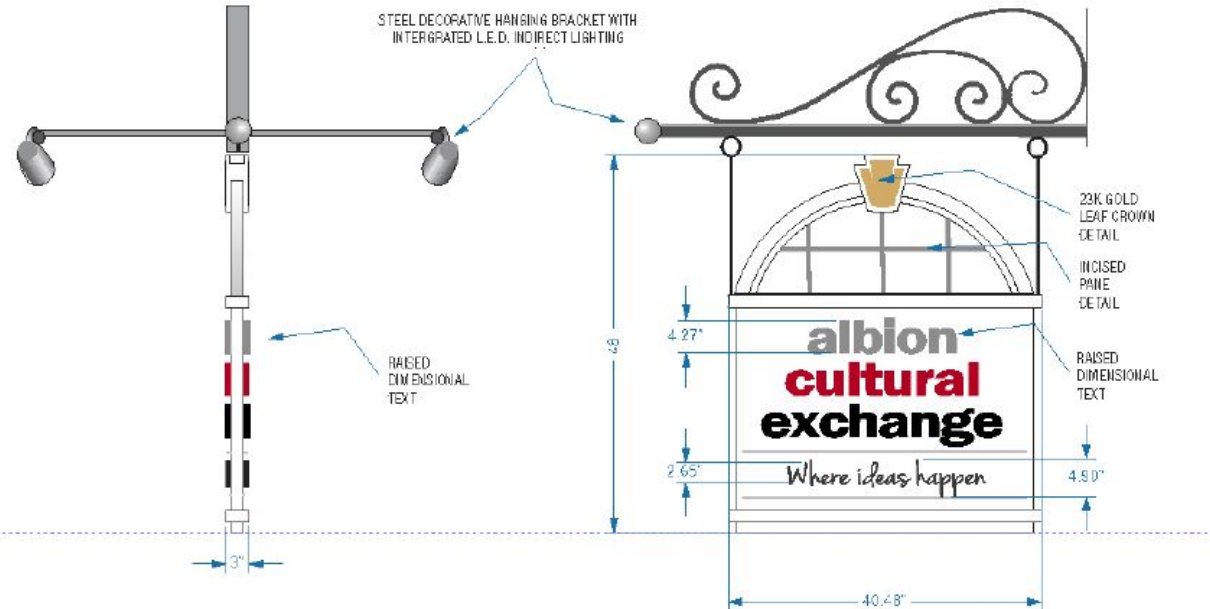
- Simple, functional & cost effective design.



# Front Building Signage

SIDE VIEW

FRONT VIEW



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# Front Building Signage



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# Front Building Signage





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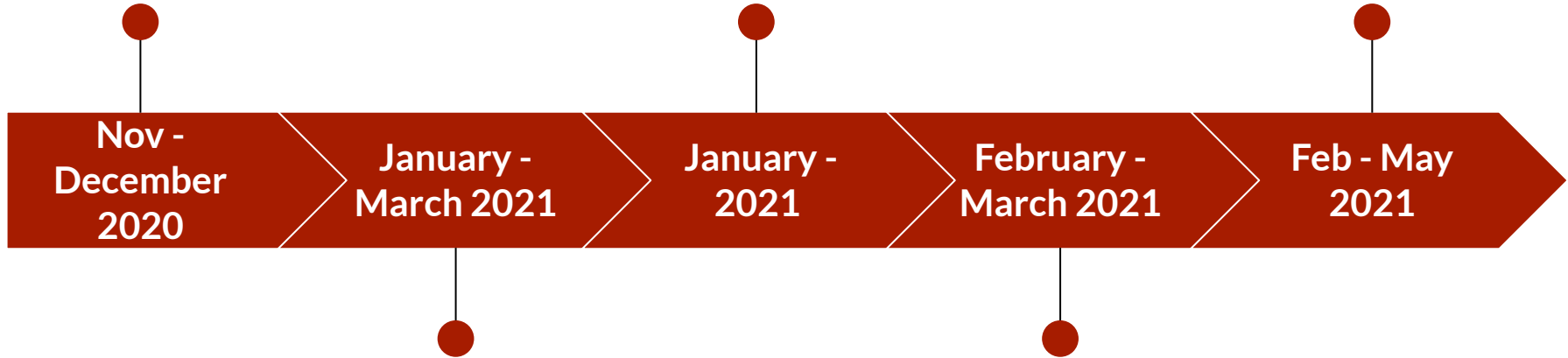
# Schedule

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Rear ADA Entrance out to bid, abutter communications and outreach

ZBA front sign hearing with Design Review Board (DRB) recommendation

Rear ADA entrance construction



New Beginnings - art exhibit featuring local artists, open by appt following MA COVID-19 museum regulations 8 person or less with Health Dept review & contact tracing. Underwriting by The Savings Bank

Front sign fabrication & installation

**Timeline (As of November 18, 2020):  
Where we are going.**

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# Next steps

## Winter 2020 - Spring 2021

- Rear ADA entrance out to bid.
  - Front signage approvals and installation.
  - Spring “New Beginnings” Exhibit.
  - Rear ADA entrance construction .
-



*Where ideas happen*

**Thank-you**



Albion Cultural Exchange  
Committee

Christopher J. Carino - Chairperson

Kathy Frey - Secretary

Anthony DeMarco

Karen Gagne

Doug Henning

Donna Murphy

Joy Schilling

—— Jonathan Chines - Town Council Liaison

Kiosk Posters  
(also to be featured at the election and Town Meeting)



### Main Street Banner

24 feet x 3.5 feet (Sardella Signs)



### Civic Center Sign Insert



### 195 South Digital Billboard



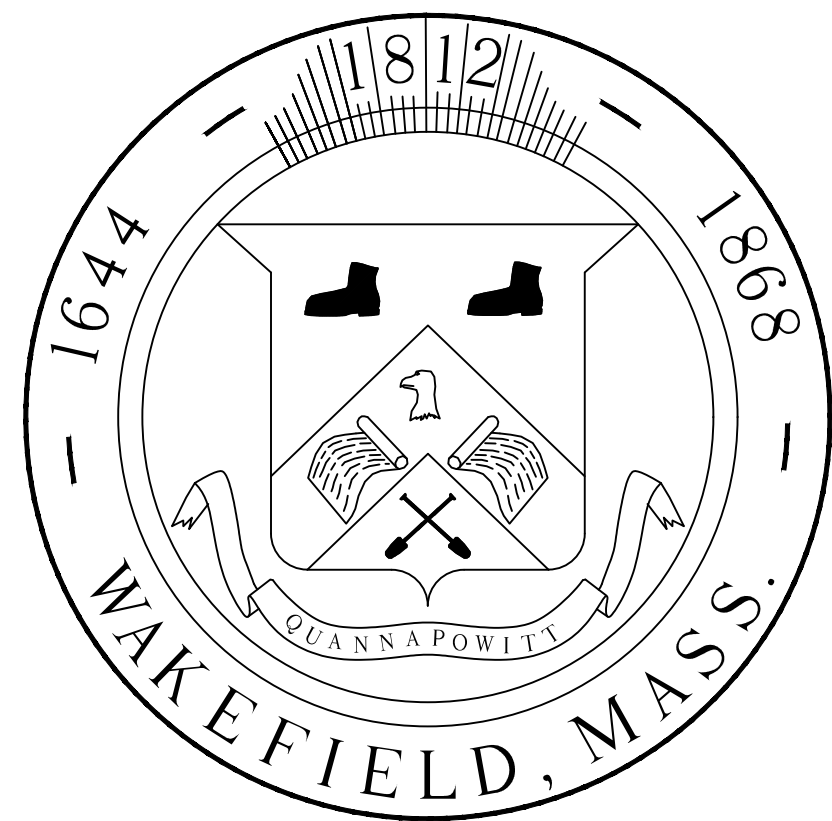
Window Cling Ideas (4 x 4 inches)



Window Cling Ideas (4 x 4 inches)







# TOWN OF WAKEFIELD, MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

STEPHEN P. MAIO  
TOWN ADMINISTRATOR

JOSEPH P. CONWAY  
DIRECTOR OF PUBLIC WORKS

WILLIAM J. RENAULT, P.E.  
TOWN ENGINEER

## COMPLETE STREETS ALBION STREET

OCTOBER 2020

WILLIAM J. LEE MEMORIAL TOWN HALL  
ONE LAFAYETTE STREET  
WAKEFIELD, MA 01880  
(781) 246-6300 tele  
(781) 246-6266 fax



LOCUS PLAN  
NOT TO SCALE

### DRAWING INDEX

1. COVER
2. LEGEND, NOTES, DETAILS
3. PROPOSED CONDITIONS
4. GRADING
5. DRAINAGE
6. CURB TIE
7. PLANTING
8. DETAILS
9. DETAILS

## EROSION AND SEDIMENTATION CONTROL PLAN

SEDIMENTATION CONTROL SYSTEM – THE SEDIMENTATION CONTROL SYSTEM SHALL CONSIST OF EROSION CONTROL FIBER ROLLS. THE SEDIMENTATION CONTROL SYSTEM SHALL BE INSTALLED IMMEDIATELY AFTER A CUT SLOPE HAS BEEN GRADED, BEFORE A FILL SLOPE HAS BEEN CREATED AND AS INDICATED ON THE PLANS. THE SYSTEM DESIGNED TO INTERCEPT SILT AND SEDIMENT BEFORE IT REACHES THE WETLANDS OR WATERCOURSES. DEPOSITS OF SEDIMENT AND SILT ARE TO BE PERIODICALLY REMOVED FOR THE UPSTREAM SIDE OF THE ROLL. THIS MATERIAL IS TO BE SPREAD AND STABILIZED IN AREAS NOT SUBJECT TO EROSION, OR IN AREAS WHICH ARE NOT TO BE PAVED OR BUILT ON. THE SEDIMENTATION CONTROL SYSTEM IS TO BE REPLACED AS NECESSARY TO PROVIDE PROPER FILTERING ACTION. THE SYSTEM IS TO REMAIN IN PLACE AND BE MAINTAINED TO INSURE EFFICIENT SILTATION CONTROL UNTIL ALL AREAS ABOVE THE SYSTEM ARE STABILIZED AND VEGETATION HAS BEEN ESTABLISHED. ENVIRONMENTAL MONITORING REPORTS, AS REQUIRED BY THE TOWN'S STORMWATER REGULATIONS SHALL BE PROVIDED TO THE ENGINEERING DIVISION, REGARDING EROSION CONTROL INSPECTION AND MAINTENANCE.

EROSION CONTROL SILT SACKS SHALL BE PLACED IN EXISTING CATCH BASINS WHERE SEDIMENT MAY ENTER THE CATCH BASIN OR AS DIRECTED BY THE RESIDENT ENGINEER. DEPOSITS OF SEDIMENT AND SILT ARE TO BE PERIODICALLY REMOVED FROM THE SACKS. THIS MATERIAL IS TO BE SPREAD AND STABILIZED IN AREAS NOT SUBJECT TO EROSION, OR IN AREAS WHICH ARE NOT TO BE PAVED OR BUILT ON. SILT SACKS ARE TO BE REPLACED AS NECESSARY TO PROVIDE PROPER FILTERING ACTION. THE SYSTEM IS TO REMAIN IN PLACE AND BE MAINTAINED TO INSURE EFFICIENT SILTATION CONTROL UNTIL ALL AREAS ABOVE THE EROSION CHECKS ARE STABILIZED AND VEGETATION HAS BEEN ESTABLISHED. THE RE BAR NEEDED TO LIFT AND DUMP THE SACKS TO REMOVE SEDIMENT SHALL NOT BE LEFT IN THE ROADWAY UNATTENDED FOR ANY AMOUNT OF TIME.

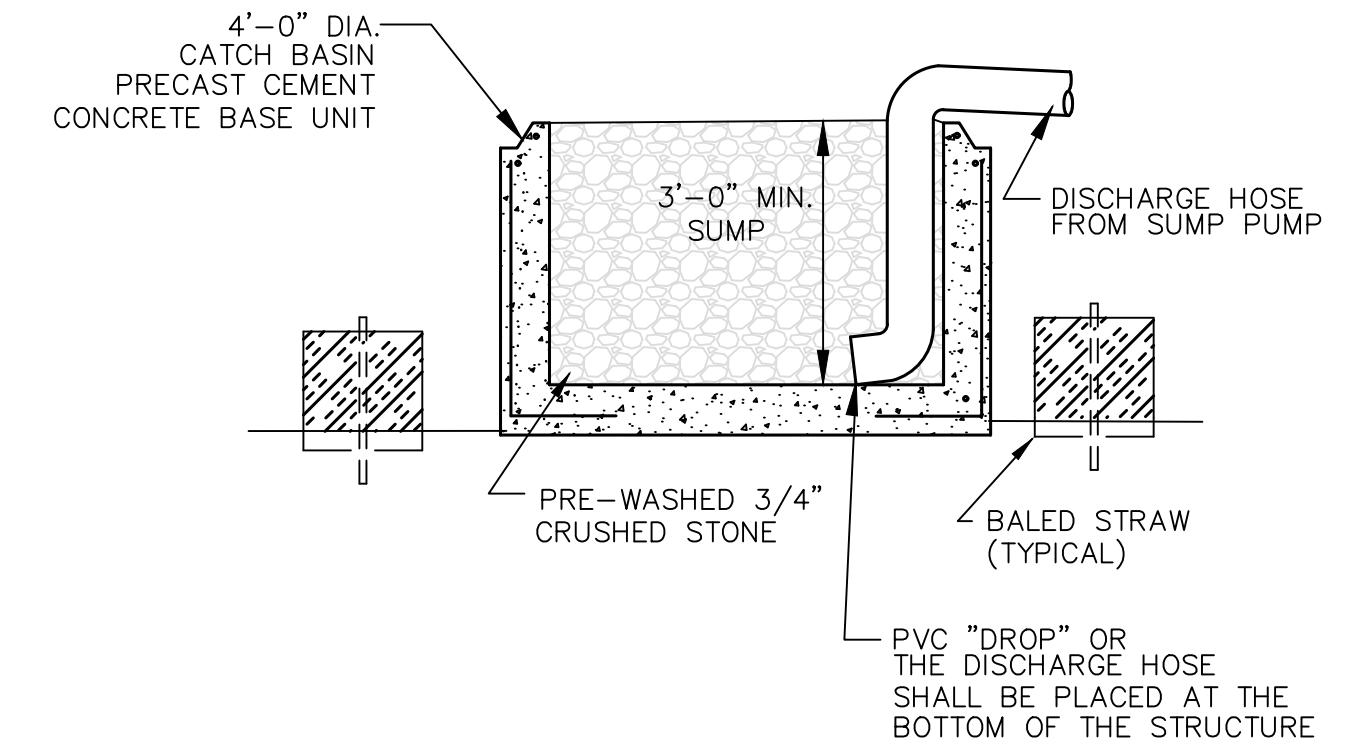
IN ALL AREAS, REMOVAL OF TREES, BUSHES, AND OTHER VEGETATION, AND DISTURBANCE TO THE SOIL, SHALL BE APPROVED BY THE RESIDENT ENGINEER OR ITS DESIGNEE.

## EROSION AND SEDIMENT CONTROL MAINTENANCE PROCEDURES

DURING CONSTRUCTION, AS SMALL AN AREA OF SOIL AS POSSIBLE SHOULD BE EXPOSED FOR AS SHORT A TIME AS POSSIBLE. AFTER CONSTRUCTION, GRADE, RE-SPREAD TOPSOIL, AND STABILIZE SOIL BY SEEDING AND MULCHING AS TO PREVENT EROSION.

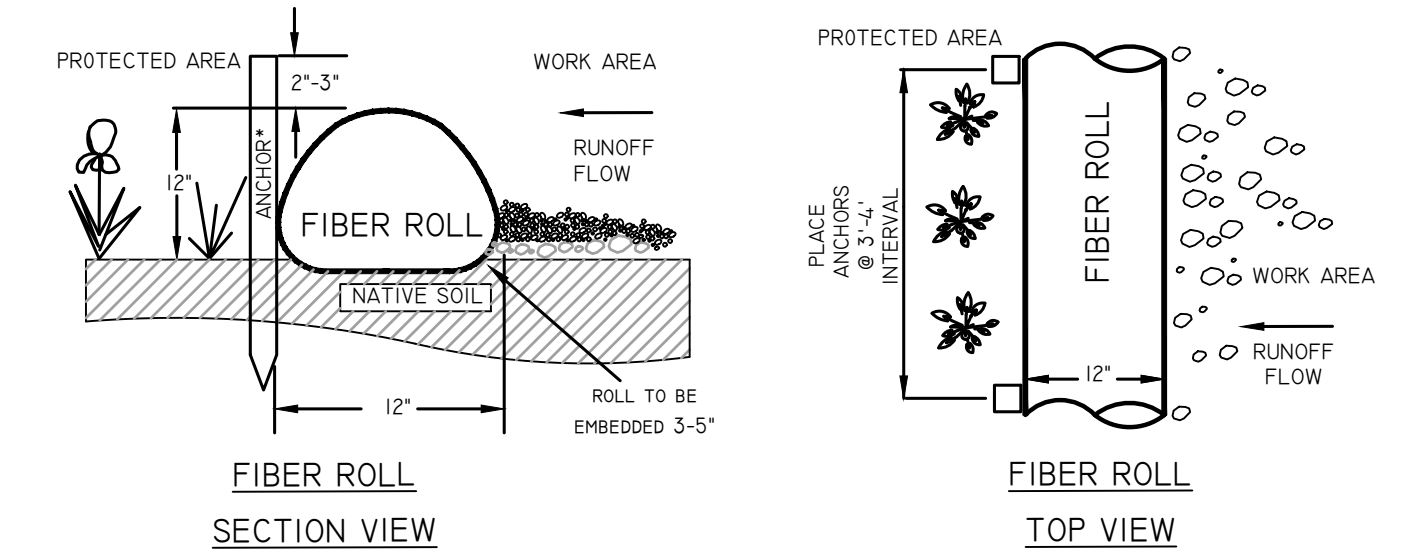
ALL SEDIMENTATION AND EROSION CONTROL DEVICES SHALL BE INSPECTED DURING CONSTRUCTION ON A DAILY BASIS AND FOLLOWING ALL STORMS BY THE CONTRACTOR OR ITS DESIGNATED ENVIRONMENTAL MONITOR. THE CONTRACTOR SHALL MAINTAIN AND MAKE REPAIRS AND REMOVE SEDIMENT AS REQUESTED BY THE ENVIRONMENTAL MONITOR OR THE RESIDENT ENGINEER. THIS WORK SHALL BE PERFORMED WITHIN 24 HOURS OF REQUEST.

THE CONTRACTOR SHALL CLEAN SEDIMENT AND DEBRIS FROM ALL DRAINAGE STRUCTURES, AND PIPES AT THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL REPAIR ALL ERODED AREAS AND ENSURE A GOOD STAND OF TURF IS ESTABLISHED THROUGHOUT. THE CONTRACTOR SHALL REPAIR ALL ERODED OR DISPLACED RIPRAP, AND CLEAN SEDIMENT COVERED STONES.

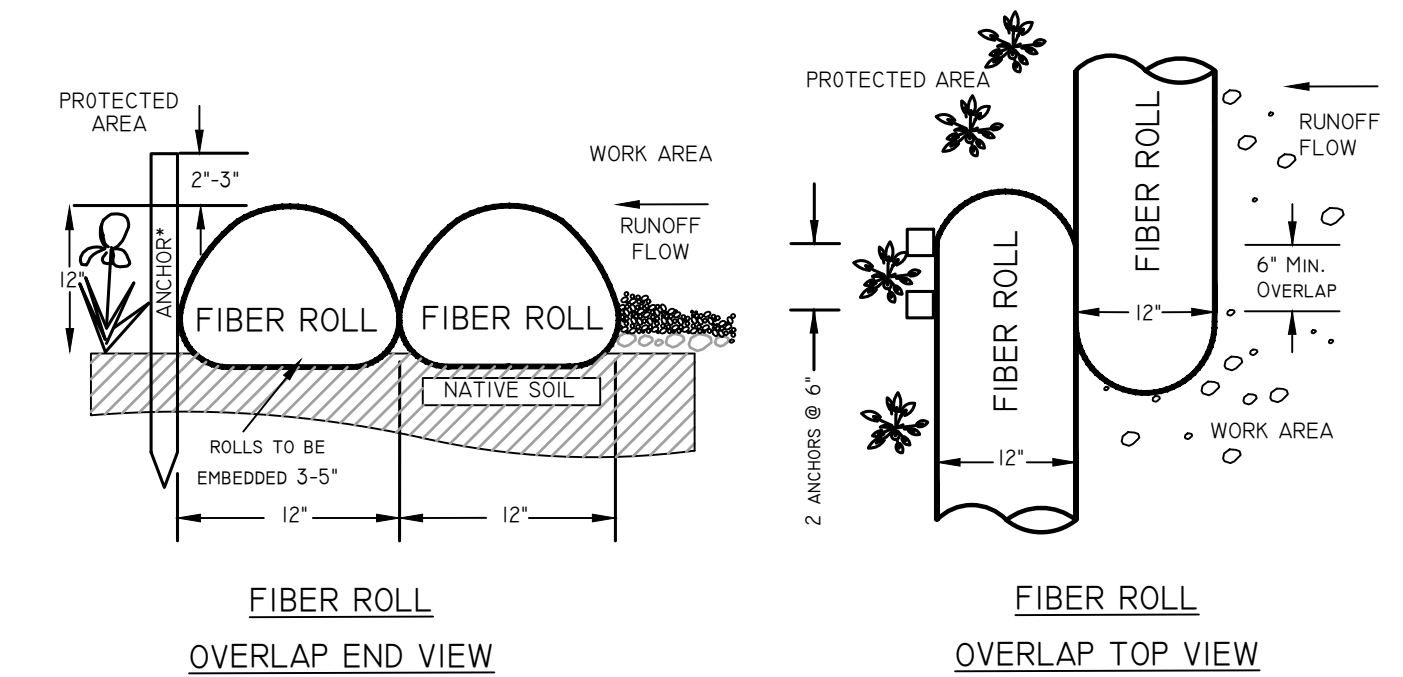


### DEWATERING BASIN

N.T.S.



\* ANCHOR STAKES TO BE 1"x1"x24" WOOD, AND DRIVEN TO 2'-3" ABOVE THE TOP OF THE FIBER ROLL.



\* ANCHOR STAKES TO BE 1"x1"x24" WOOD, AND DRIVEN TO 2'-3" ABOVE THE TOP OF THE FIBER ROLL.

### EROSION CONTROL

#### FIBER ROLL

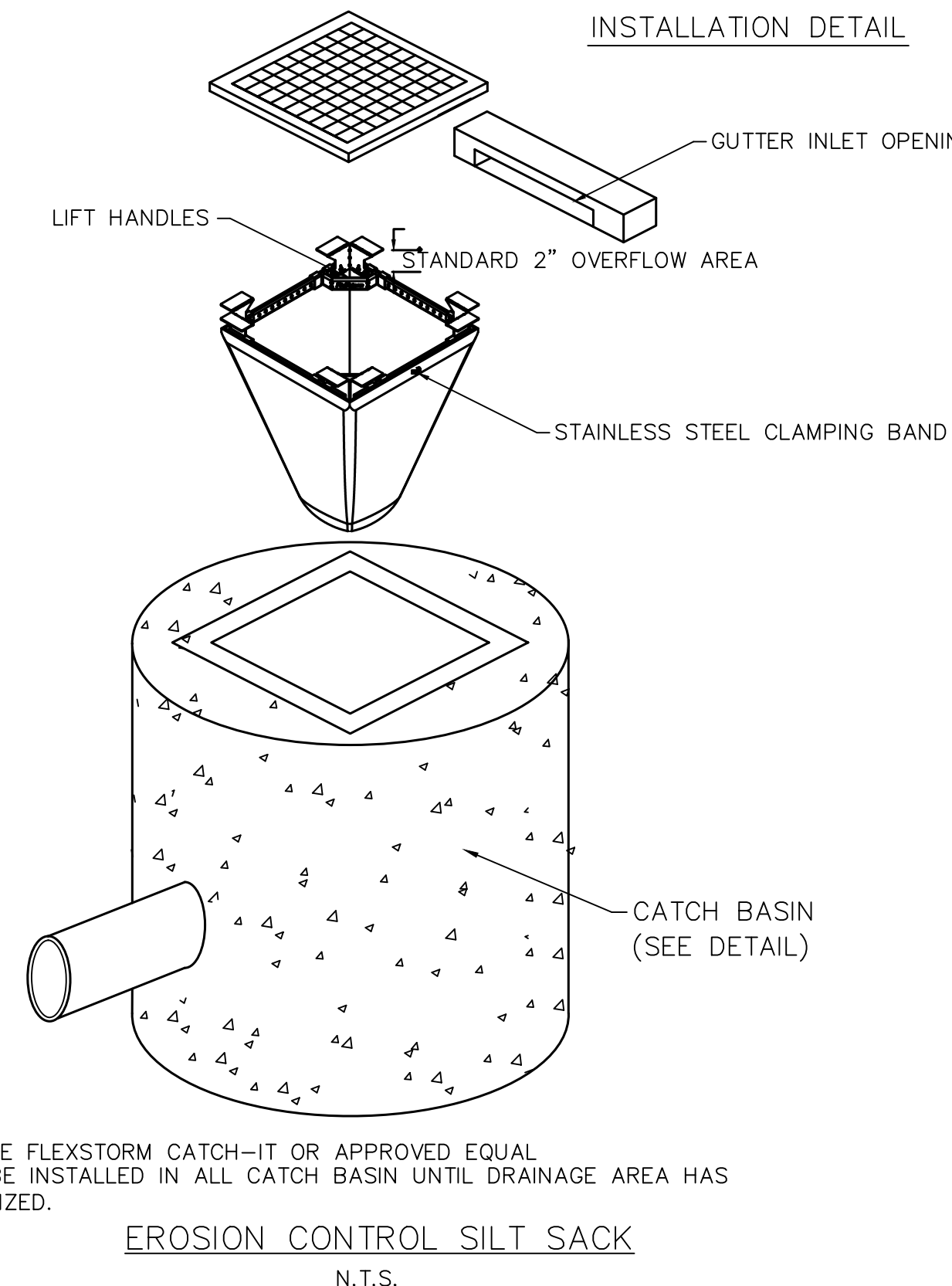
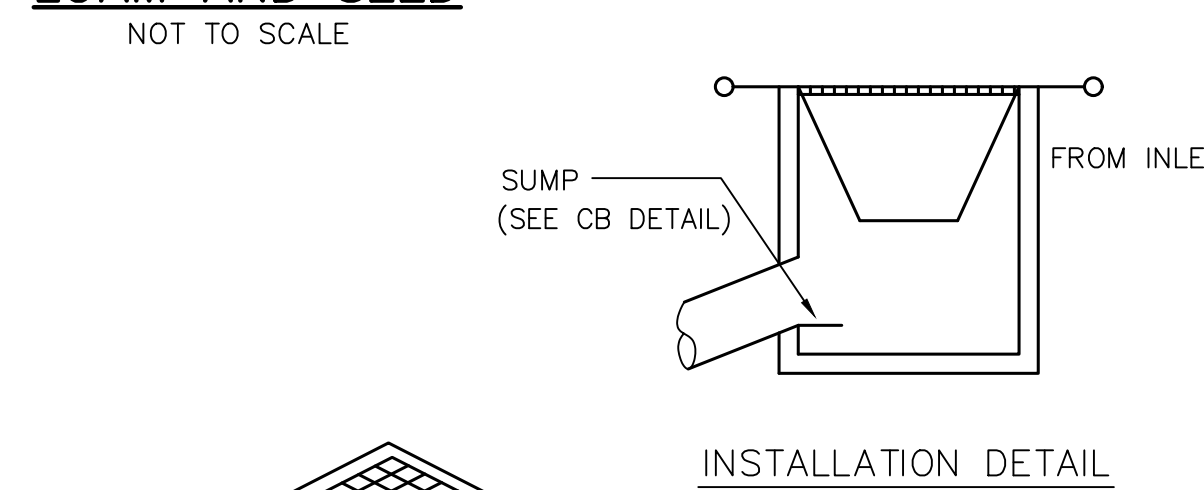
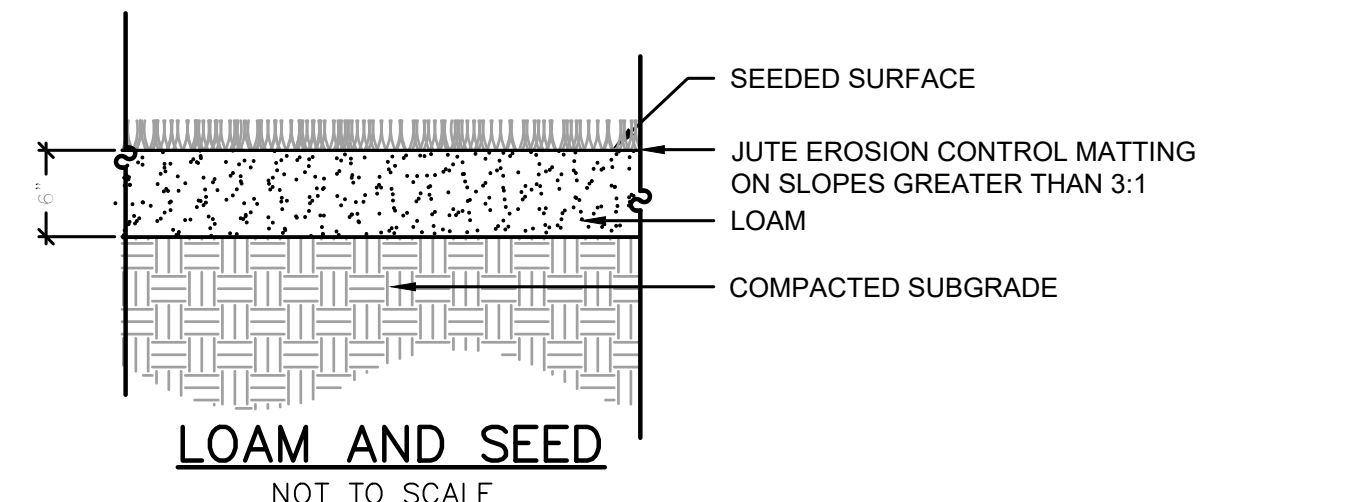
N.T.S.

## GENERAL NOTES

1. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE MASSACHUSETTS HIGHWAY DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES DATED 2020, THE 2020 SUPPLEMENTAL SPECIFICATIONS, THE STANDARD SPECIAL PROVISIONS, THE 2017 MASS DOT CONSTRUCTION STANDARD DETAILS, THE 1999 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, AND THE CONTRACT SPECIAL PROVISIONS.
2. ALL LOCATIONS OF SUBSURFACE UTILITIES AND STRUCTURES ON THE ATTACHED PLANS WERE OBTAINED FROM AVAILABLE UTILITY RECORDS. THE SIZE, TYPE, AND LOCATION OF UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPERLY LOCATING ALL UTILITIES ON SITE PRIOR TO THE BEGINNING OF CONSTRUCTION. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE EXISTING UTILITIES SHOWN ON THE PLANS AND SHALL BE RESPONSIBLE FOR LOCATING ANY ADDITIONAL UTILITIES NOT SHOWN. THE CONTRACTOR IS REQUIRED TO CONTACT DIG-SAFE (888-344-7233) 72 HOURS PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL EXCAVATE TEST PITS TO VERIFY UTILITY LINE LOCATIONS AS NECESSARY. IF NECESSARY, THE CONTRACTOR SHALL HIRE A PRIVATE MARKING COMPANY TO LOCATE ON-SITE UTILITIES AT NO ADDITIONAL COST TO THE OWNER. THE TOWN OF WAKEFIELD DOES NOT WARRANT OR GUARANTEE THE LOCATION OF ANY UTILITIES, HEREON.
3. IN CASE OF DISCREPANCY BETWEEN PLAN SET NOTES AND SPECIFICATIONS THE SPECIFICATIONS SHALL GOVERN.
4. LOCATION OF PROPOSED UTILITIES MAY BE ALTERED IN THE FIELD BY THE ENGINEER TO SUIT FIELD CONDITIONS.
5. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH A CONSTRUCTION SCHEDULE DELINEATING THE SEQUENCE OF WORK AND ESTIMATED TIME OF COMPLETION OF EACH SEGMENT OF WORK, PRIOR TO THE COMMENCEMENT OF WORK.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SITE RESTORATION AND CLEAN UP UPON COMPLETION OF THE PROJECT.
7. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, AND PROCEDURES, AND FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH ALL WORK INCLUDED UNDER THIS CONTRACT. THE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING AND MAINTAINING ALL SAFETY BARRIERS, WARNING FLASHERS, ETC., AS REQUIRED BY THE CONDUCT OF THE WORK FOR THE PROTECTION OF WORKERS AND NON-WORKERS ALIKE. THE CONTRACTOR'S ATTENTION IS DIRECTED TO OSHA AND MA DLS REQUIREMENTS.
8. THE CONTRACTOR SHALL PLAN AND PERFORM TEST PIT EXCAVATION WELL IN ADVANCE OF COMMENCING CONSTRUCTION AND ORDERING MATERIALS TO ALLOW TIME TO REVIEW ACTUAL CONDITIONS ENCOUNTERED. TEST PITS NOT SPECIFICALLY IDENTIFIED SHALL BE EXCAVATED BY THE CONTRACTOR AT THE DIRECTION OF THE ENGINEER.
9. ACCESS TO ALL EXISTING BUILDINGS SHALL BE MAINTAINED AT ALL TIMES DURING THE COURSE OF CONSTRUCTION BY THE CONTRACTOR.
10. DURING THE COURSE OF CONSTRUCTION ANY DAMAGE TO FENCES, GUARD RAILS, PATHS, DRIVEWAYS, STAIRS, AND VEGETATION SHALL BE REPAIRED OR REPLACED AND RESTORED TO ORIGINAL CONDITION AT NO ADDITIONAL EXPENSE TO THE TOWN.
11. THE CONTRACTOR SHALL RESET ALL WATER, SEWER, AND DRAINAGE FRAMES, GRATES, AND BOXES TO THE PROPOSED FINISH SURFACE GRADE.
12. THE CONTRACTOR IS RESPONSIBLE FOR SETTING AND MAINTAINING ALL GRADES AND GRADE STAKES. CPW MUST BE NOTIFIED AT LEAST 48 HOURS PRIOR TO PAVING IN ORDER TO ENSURE ADEQUATE TIME TO VERIFY THE GRADES AND ENSURE PROPER PITCH OF ROADWAYS AND DRIVEWAYS. ANY DISCREPANCIES OR DEVIATIONS FROM THE DESIGN PLANS MAY RESULT IN THE RE-GRADING OF SAID DEVIATIONS. THIS SHALL BE DONE AT NO ADDITIONAL EXPENSE TO THE TOWN, REGARDLESS OF THE SIZE OF THE AREA, TIME NEEDED, OR RE-MOBILIZATION EFFORTS.
13. PLANS AND TOPOGRAPHIC INFORMATION ARE PREPARED FROM FIELD SURVEY PERFORMED BY VARIOUS SOURCES.
14. RIGHT OF WAY INFORMATION OBTAINED FROM PLANS RECORDED IN SOUTH MIDDLESEX REGISTRY OF DEEDS.
15. LOCATION OF UNDERGROUND UTILITIES OBTAINED FROM WAKEFIELD GIS AND ARE REFERENCE INFORMATION ONLY. "DIG-SAFE" SHALL BE UTILIZED AS SPECIFIED.

## LEGEND:

	EXISTING DRAINAGE CATCH BASIN
	EXISTING DRAIN MANHOLE
	EXISTING SEWER MANHOLE
	PROPOSED SEWER MANHOLE
	PROPOSED DRAINAGE CATCH BASIN
	EXISTING UTILITY POLE
	EXISTING GUY WIRE
	EXISTING MAIL BOX
	EXISTING WATER GATE VALVE
	PROPOSED WATER GATE VALVE
	EXISTING HYDRANT
	PROPOSED HYDRANT ASSEMBLY
	EXISTING WATER SHUT OFF
	PROPOSED WATER SHUT OFF
	EXISTING GAS GATE VALVE
	EXISTING DRAIN LINE
	EXISTING SEWER LINE
	PROPOSED 8" PVC SEWER LINE
	EXISTING SEWER SERVICE
	EXISTING WATER LINE
	EXISTING GAS LINE
	EXISTING ELECTRIC LINE
	EXISTING RIGHT OF WAY
	HEDGE LINE
	STONE WALL
	EXISTING GRANITE CURB
	EXISTING SLOPED VERTICAL GRANITE CURB
	EXISTING FENCE
	EXISTING 5' CONTOURS
	EXISTING 1' CONTOURS
	PROPOSED CONTOUR WITH ELEVATION
	EXISTING BOUND
	EXISTING GRADE
	EXISTING MAG NAIL
	EXISTING IRON ROD OR PIPE
	EXISTING PUBLIC LIGHT POST
	EXISTING PRIVATE LIGHT POST
	EXISTING ELECTRIC BOX
	EXISTING CATV BOX
	EXISTING BITUMINOUS CONCRETE SIDEWALK
	EXISTING CONCRETE SIDEWALK
	PROPOSED PLANTING AREA

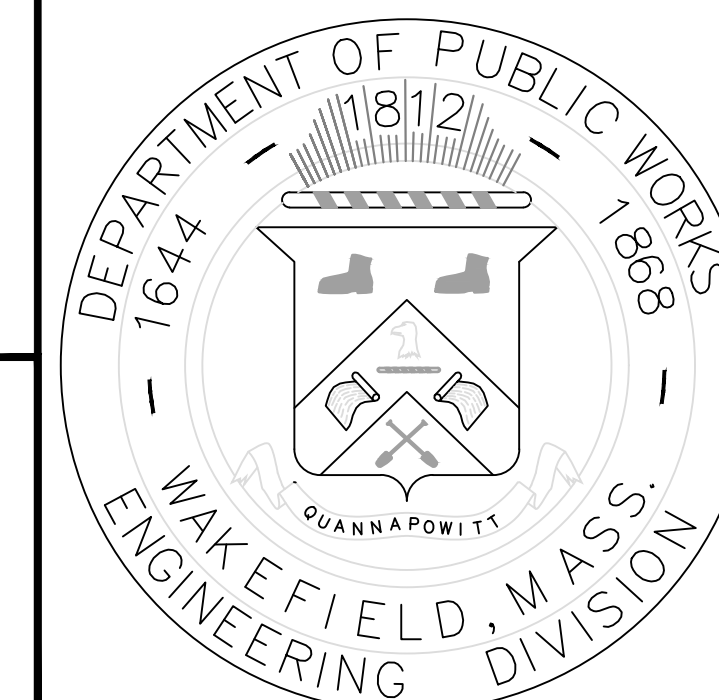


**NOTE:**

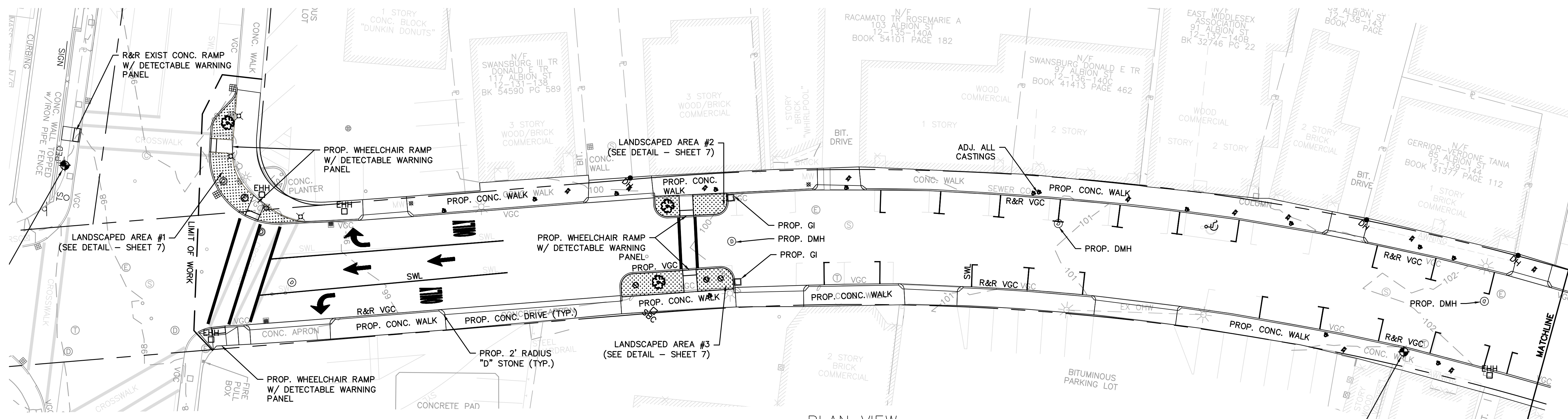
1. SILTSACKS SHALL BE FLEXSTORM CATCH-IT OR APPROVED EQUAL.
2. SILTSACKS SHALL BE INSTALLED IN ALL CATCH BASIN UNTIL DRAINAGE AREA HAS BEEN FULLY STABILIZED.

## TOWN OF WAKEFIELD PUBLIC WORKS ALBION STREET

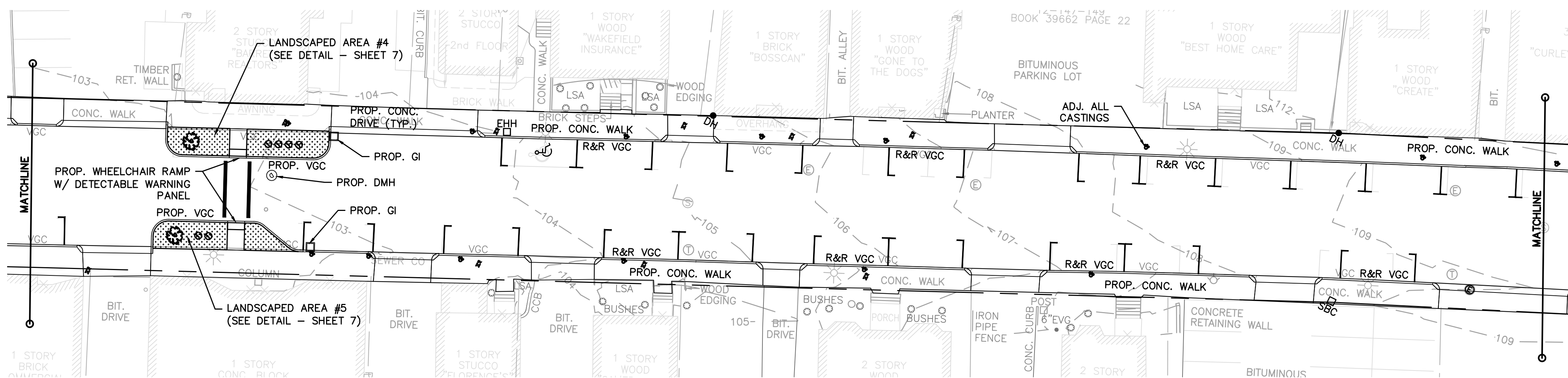
### LEGEND, NOTES, AND DETAILS



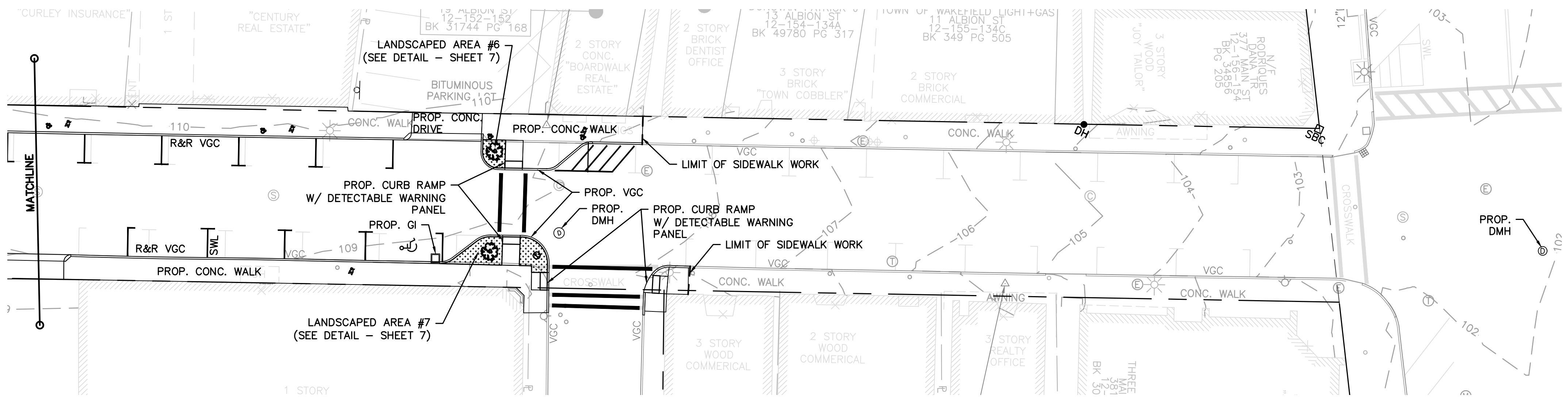
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DESIGNED BY: TWW
REVIEWED BY: WJR
APPROVED BY: WJR
DATE: 10/19/2020
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SCALE: AS NOTED
FILE: 10143-ALBIONST



PLAN VIEW  
SCALE: 1" = 20'



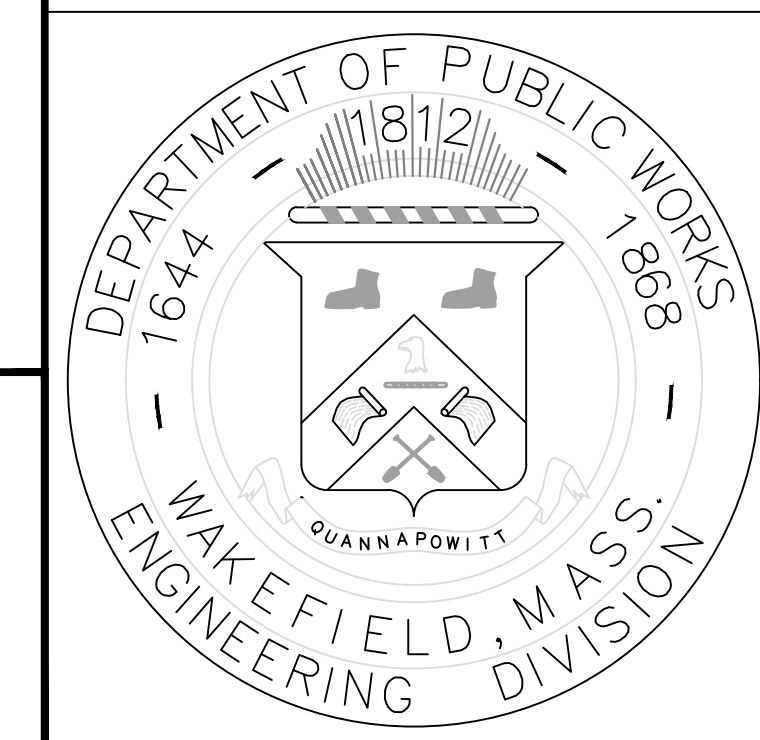
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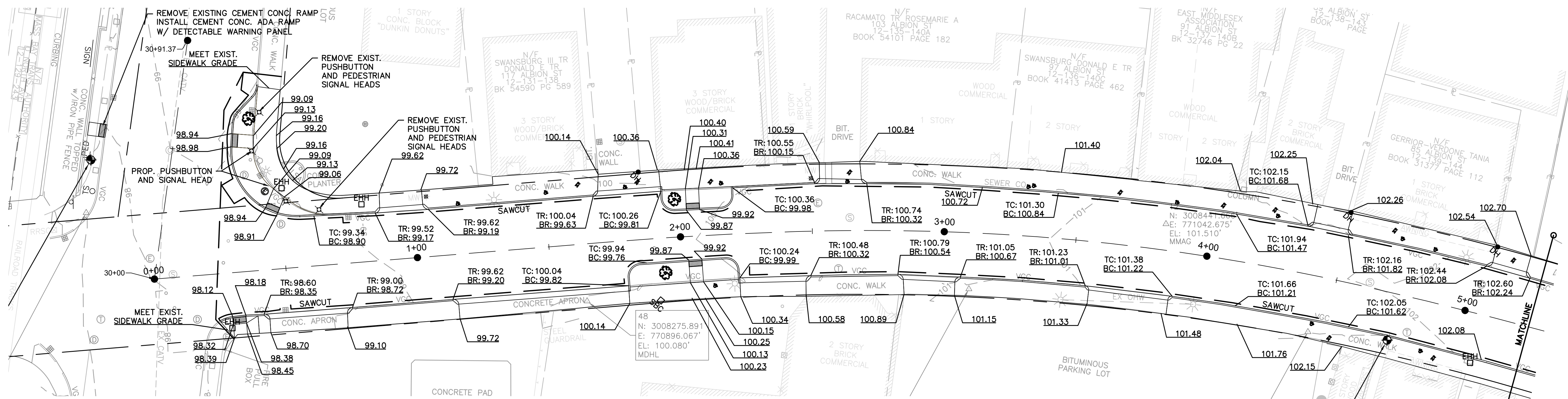
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TOWN OF WAKEFIELD PUBLIC WORKS  
ALBION STREET

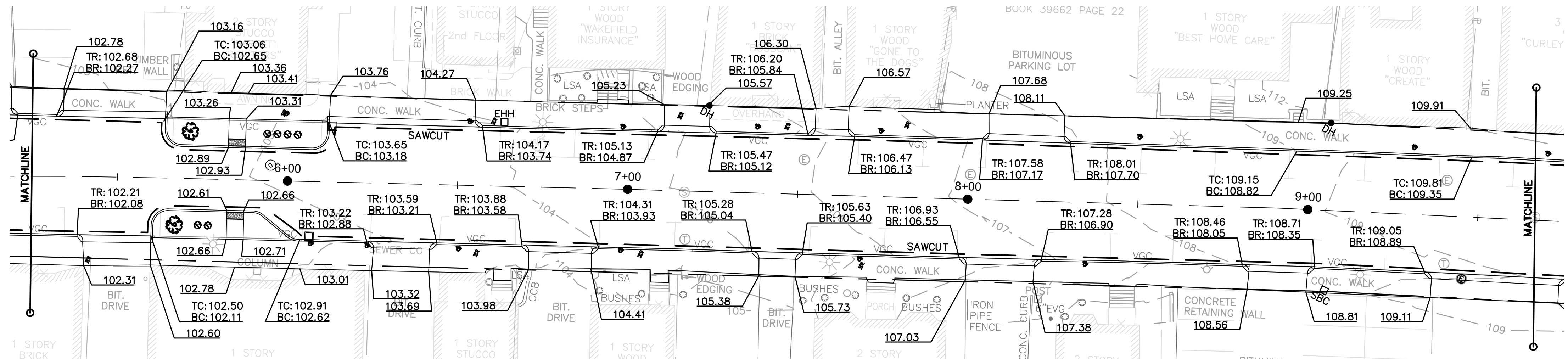
PROPOSED CONDITIONS PLAN



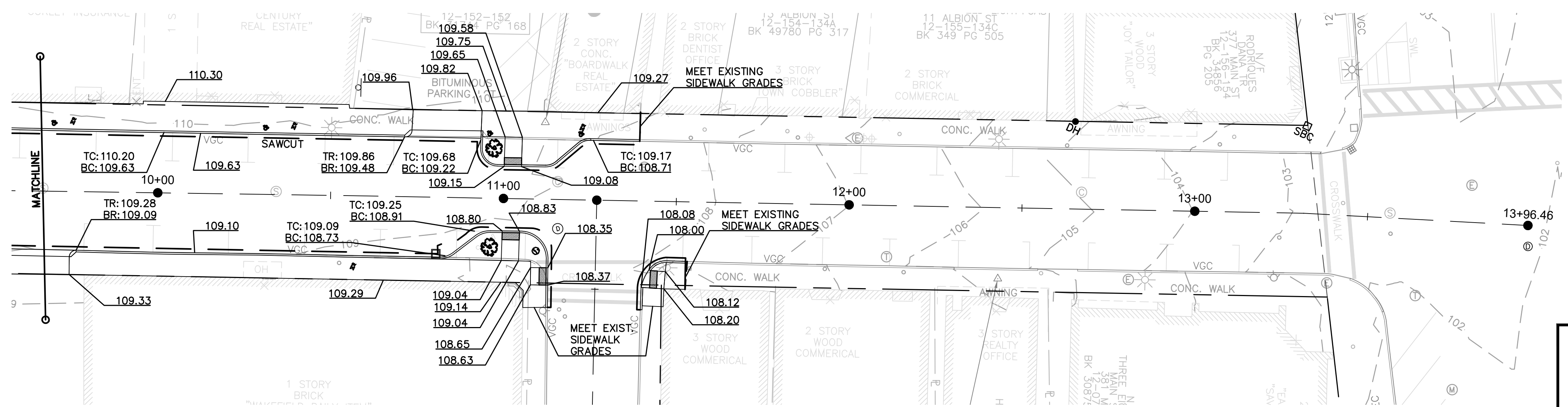
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DESIGNED BY: TWW
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APPROVED BY: WJR
DATE: 10/19/2020
REVISED 1: ---
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FILE: 10143-ALBIONST



PLAN VIEW  
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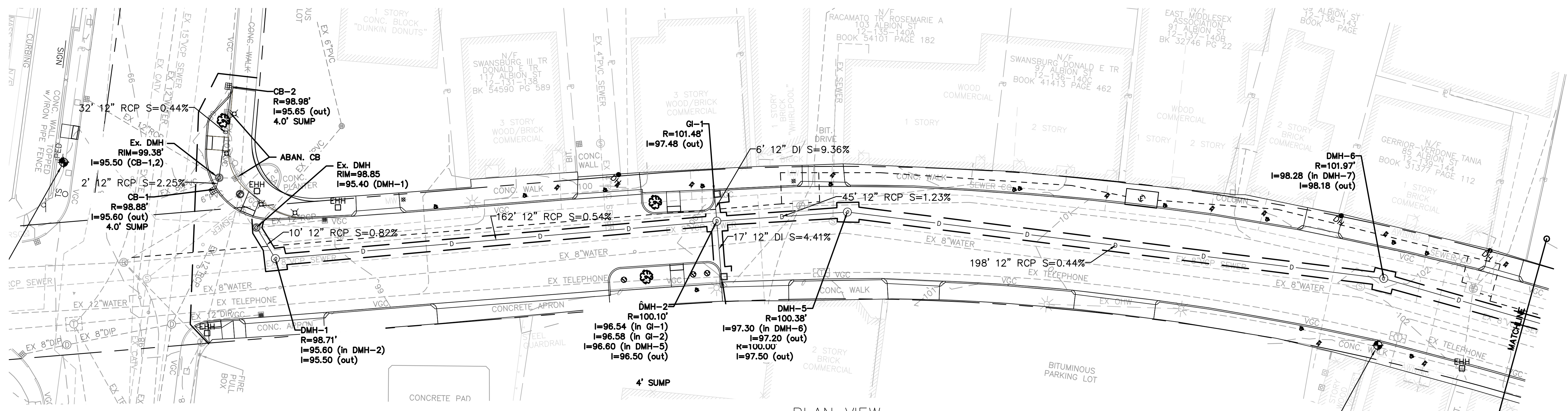


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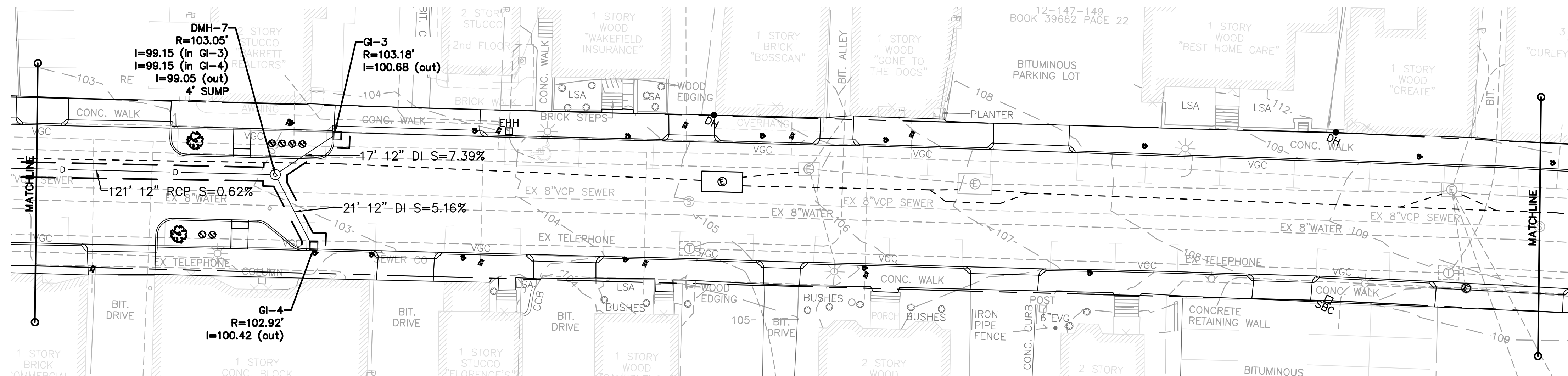


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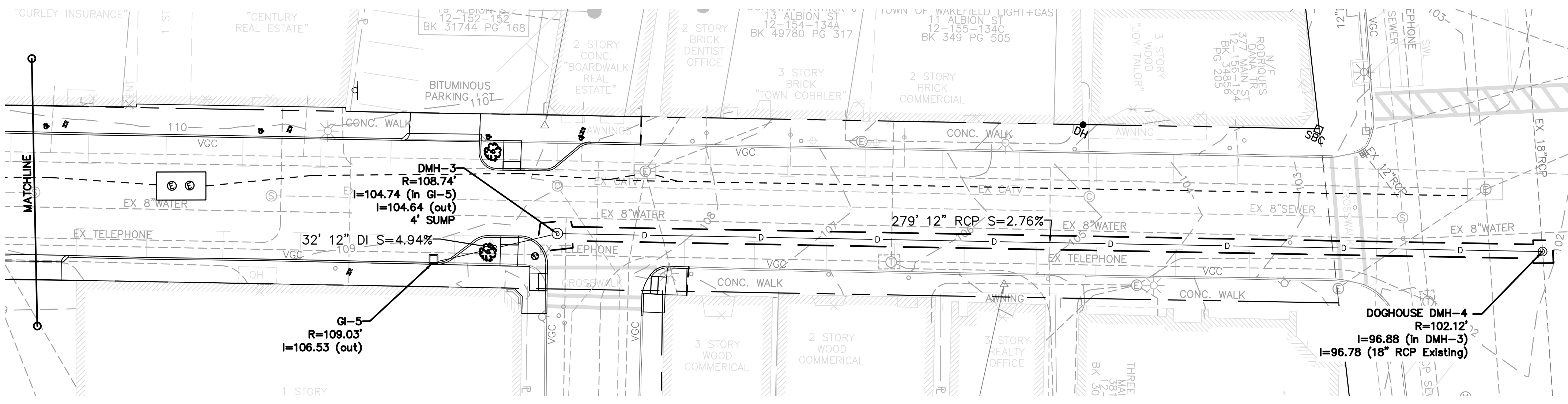
<b>TOWN OF WAKEFIELD PUBLIC WORKS</b> <b>ALBION STREET</b> <b>GRADING PLAN</b>	
	DRAWN BY: TWW DESIGNED BY: TWW REVIEWED BY: WJR APPROVED BY: WJR DATE: 10/19/2020 REVISED 1: --- SCALE: AS NOTED FILE: 10143-ALBIONST
	<b>SHEET 4 OF 9</b>



PLAN VIEW  
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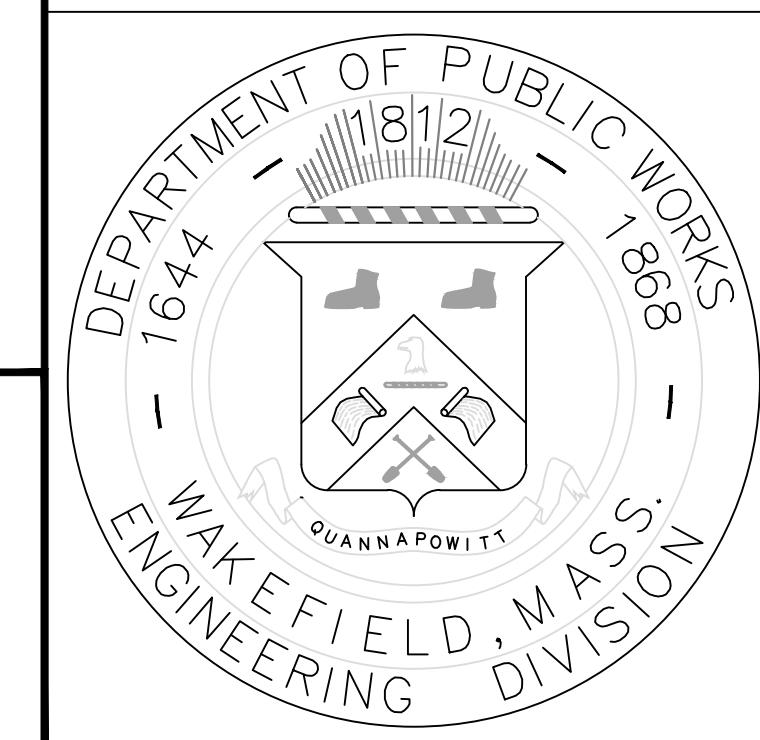
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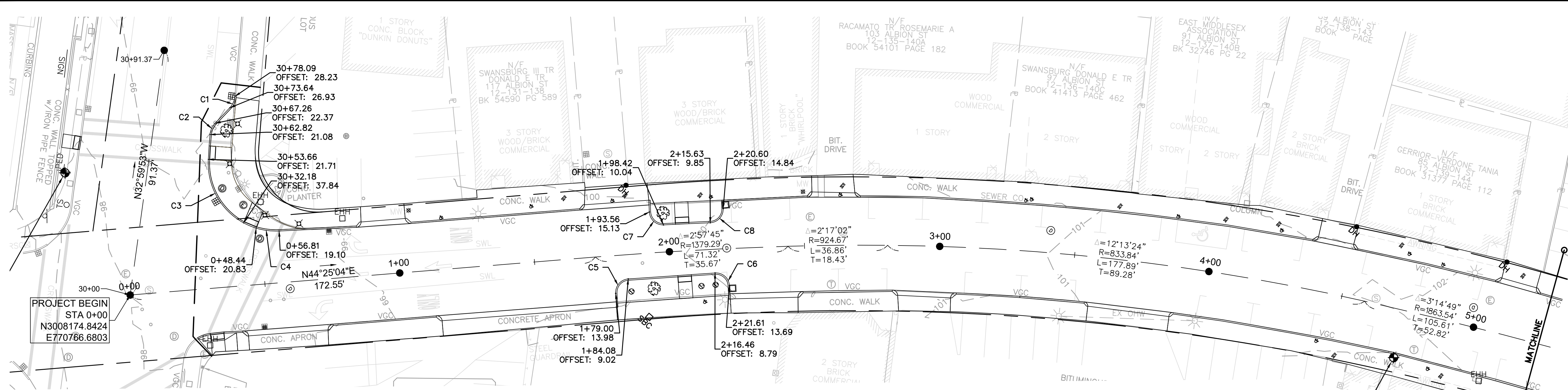
PLAN VIEW  
SCALE: 1" = 20'

TOWN OF WAKEFIELD PUBLIC WORKS  
ALBION STREET

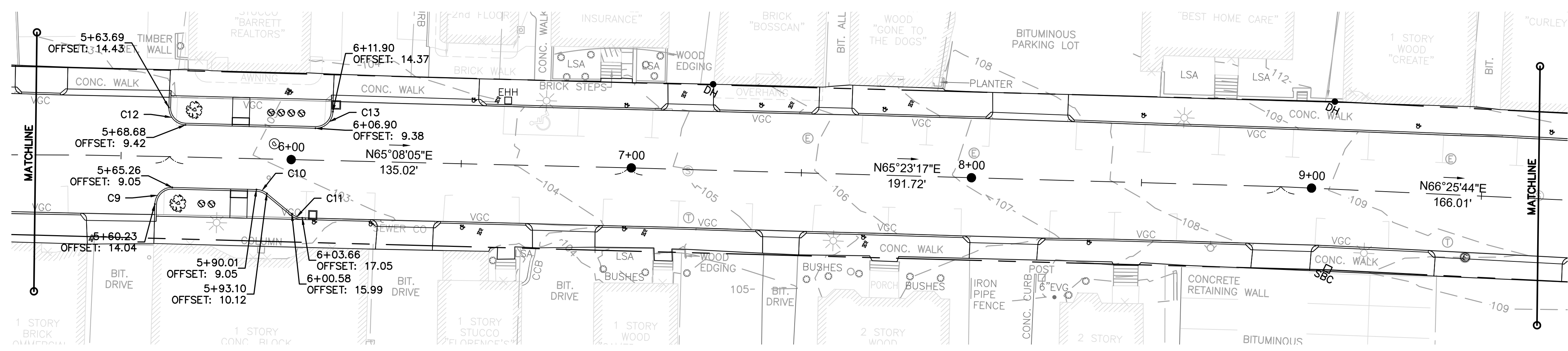
PROPOSED DRAINAGE PLAN



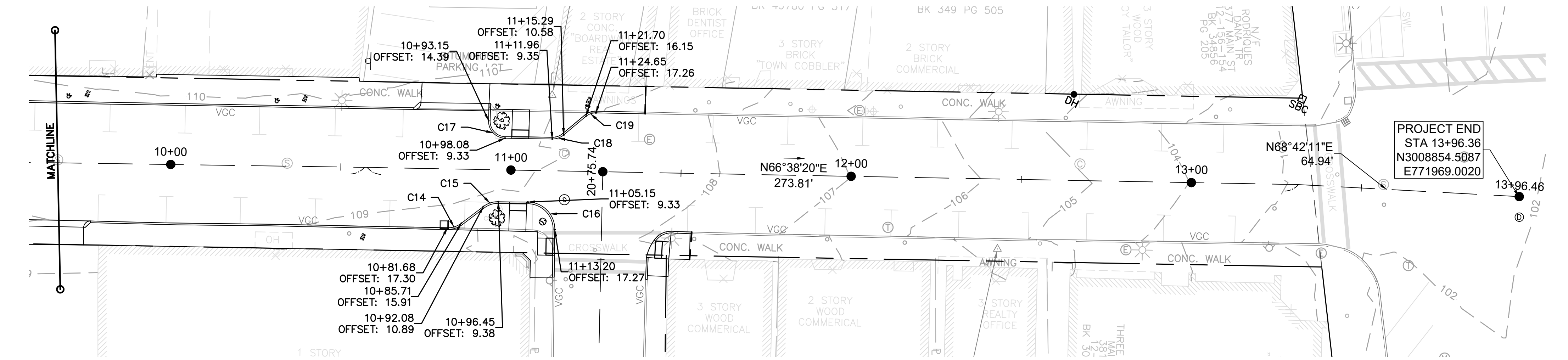
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PLAN VIEW  
SCALE: 1" = 20'



PLAN VIEW  
SCALE: 1" = 20'



PLAN VIEW  
SCALE: 1" = 20'

CURVE SCHEDULE							
NO.	RADIUS (FT.)	LENGTH (FT.)	ALIGN.	BEGIN STA	OFFSET (FT.)	END STA	OFFSET (FT.)
C1	7	4.7	NORTH	30+78.09	28.23	30+73.64	26.93
C2	7	4.7	NORTH	30+67.26	22.37	30.62.82	21.08
C3	25	28.4	NORTH	30+53.66	21.71	30.32.18	37.64
C4	25	8.6	ALBION	0+48.44	20.83	0+56.81	19.10
C5	5	7.9	ALBION	1+79.00	13.98	1+84.08	9.02
C6	5	7.9	ALBION	2+16.46	8.79	2+21.61	13.69
C7	5	7.9	ALBION	1+93.56	15.13	1+98.42	10.08
C8	5	7.9	ALBION	2+15.63	9.85	2+20.60	14.84
C9	5	7.9	ALBION	5+60.23	14.04	5+65.25	9.05
C10	5	3.3	ALBION	5+90.01	9.05	5+93.10	10.12
C11	5	3.3	ALBION	6+00.56	15.99	6+03.66	17.05
C12	5	7.9	ALBION	5+63.69	14.43	6+68.68	9.42
C13	5	7.9	ALBION	6+06.09	9.38	6+11.90	14.37
C14	7	4.7	ALBION	10+81.68	17.30	10+85.71	15.91
C15	7	4.7	ALBION	10+92.08	10.89	10+96.45	9.38
C16	8	12.6	ALBION	11+05.15	9.33	11+13.20	17.27
C17	5	7.9	ALBION	10+93.15	14.39	10+98.08	9.33
C18	5	3.6	ALBION	11+11.96	9.35	11+15.29	10.58
C19	5	3.6	ALBION	11+21.70	16.15	11+24.65	17.26

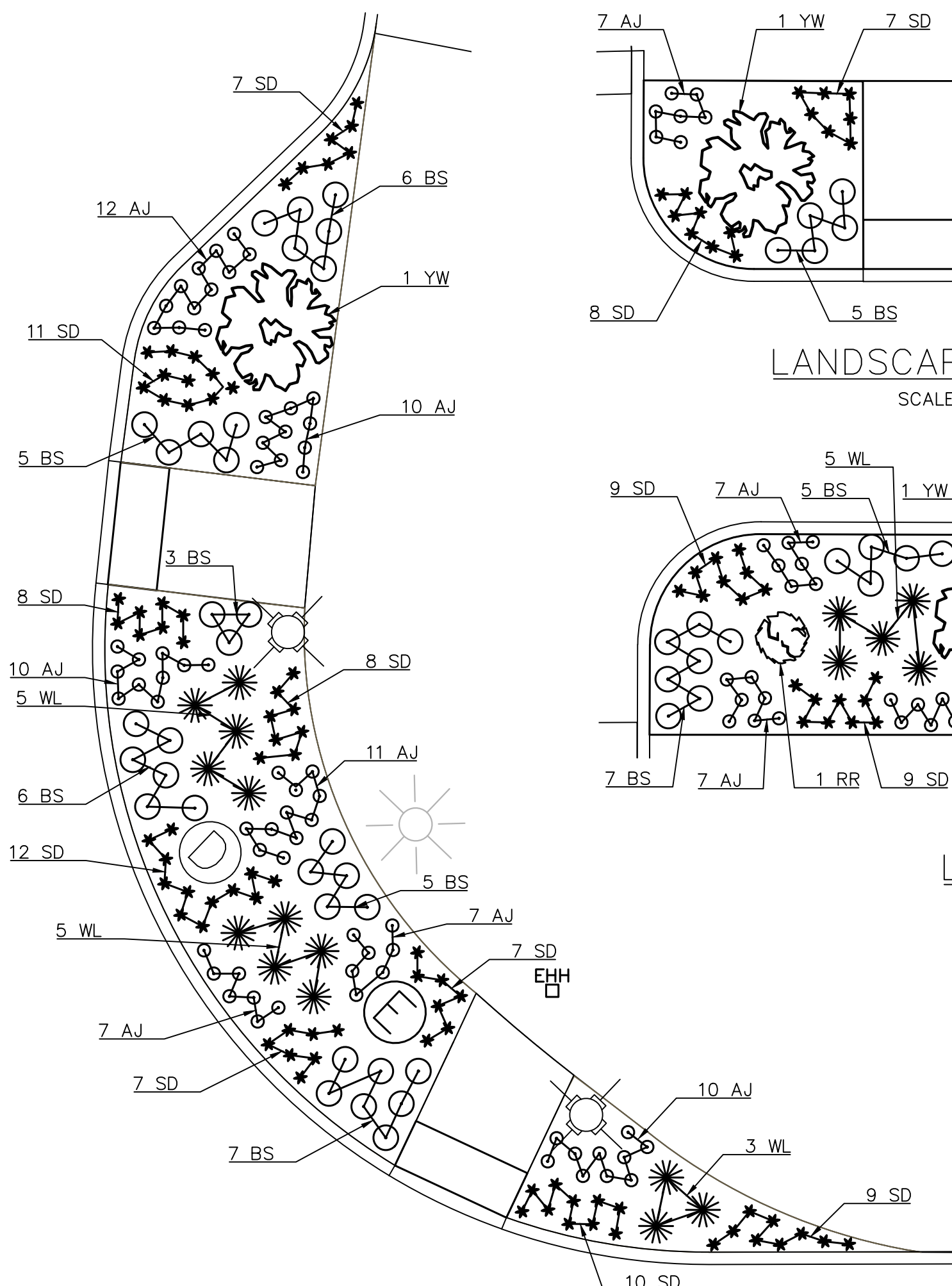
- NOTES:
- CONSTRUCTION BASELINE AND FINAL LAYOUT OF CURBSTONES MUST BE APPROVED BY THE ENGINEER PRIOR TO SETTING THE PROPOSED CURB.
  - TEMPORARY BENCH MARKS (TBM) SHALL BE PROVIDED BY THE ENGINEER PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING OR TRANSFERRING TBM ONCE CONSTRUCTION BEGINS.

**TOWN OF WAKEFIELD PUBLIC WORKS**  
**ALBION STREET**

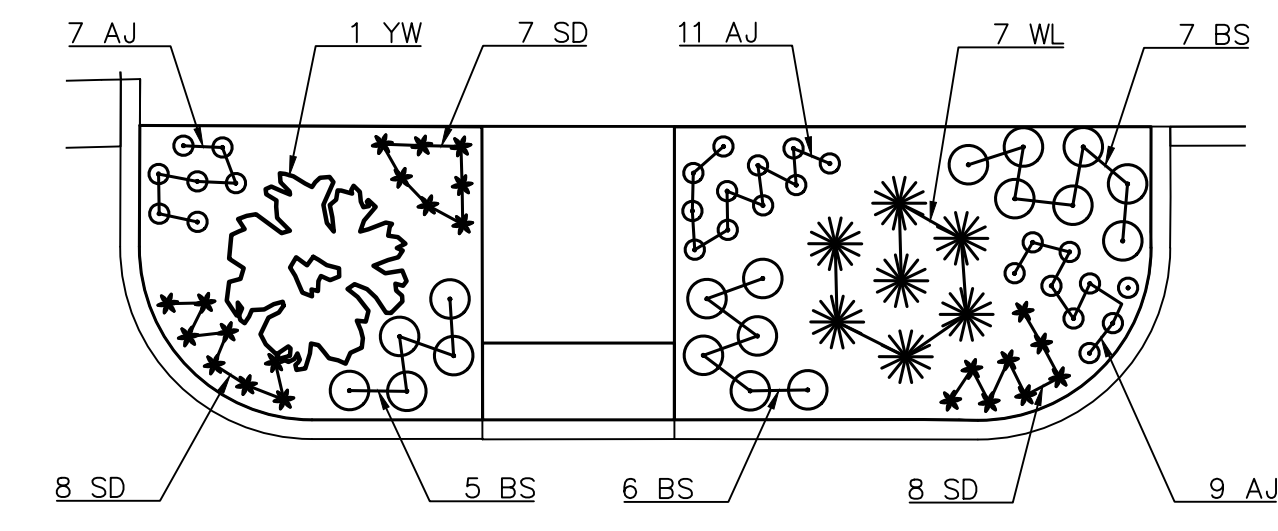
**CURB TIE PLAN**

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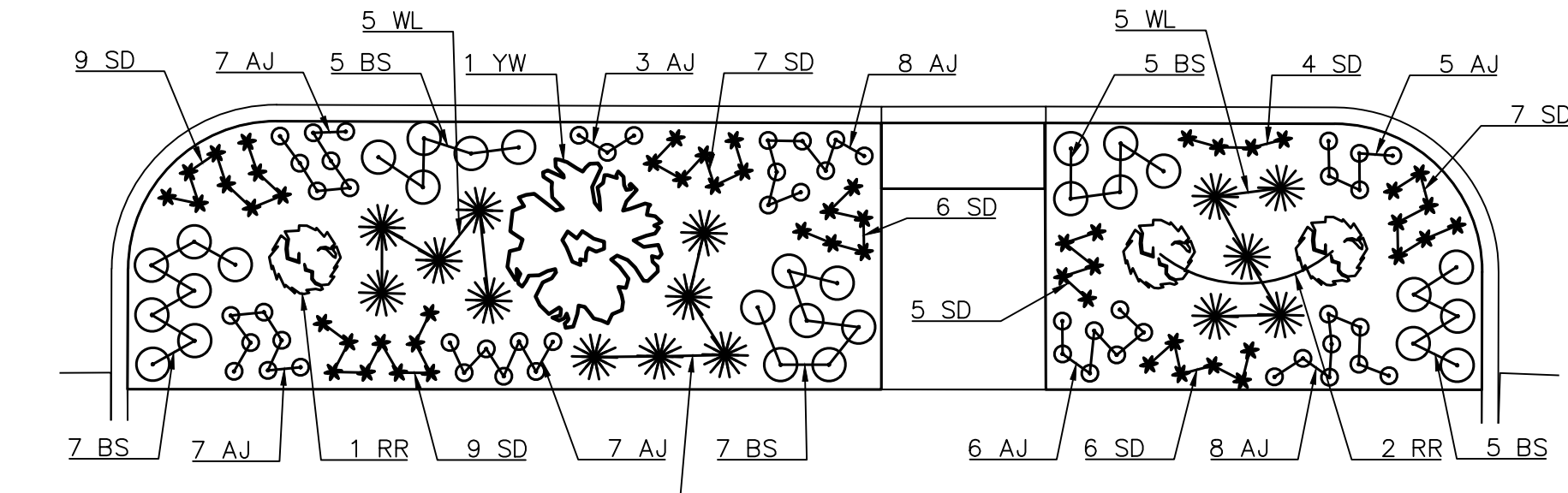
**SHEET 6 OF 9**



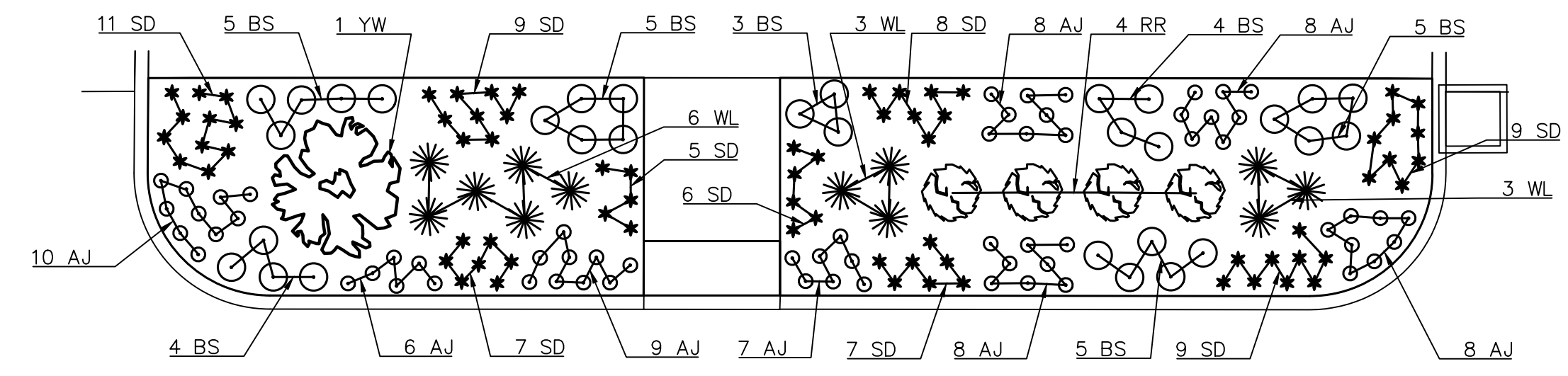
LANDSCAPE AREA #1  
SCALE: 1" = 5'



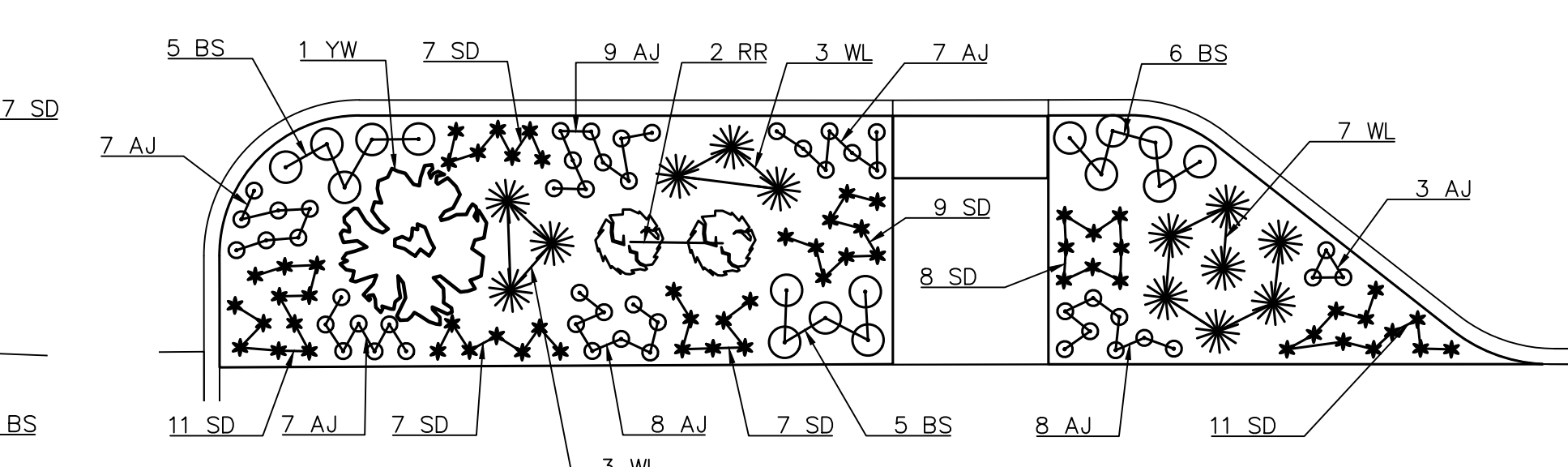
LANDSCAPE AREA #2  
SCALE: 1" = 5'



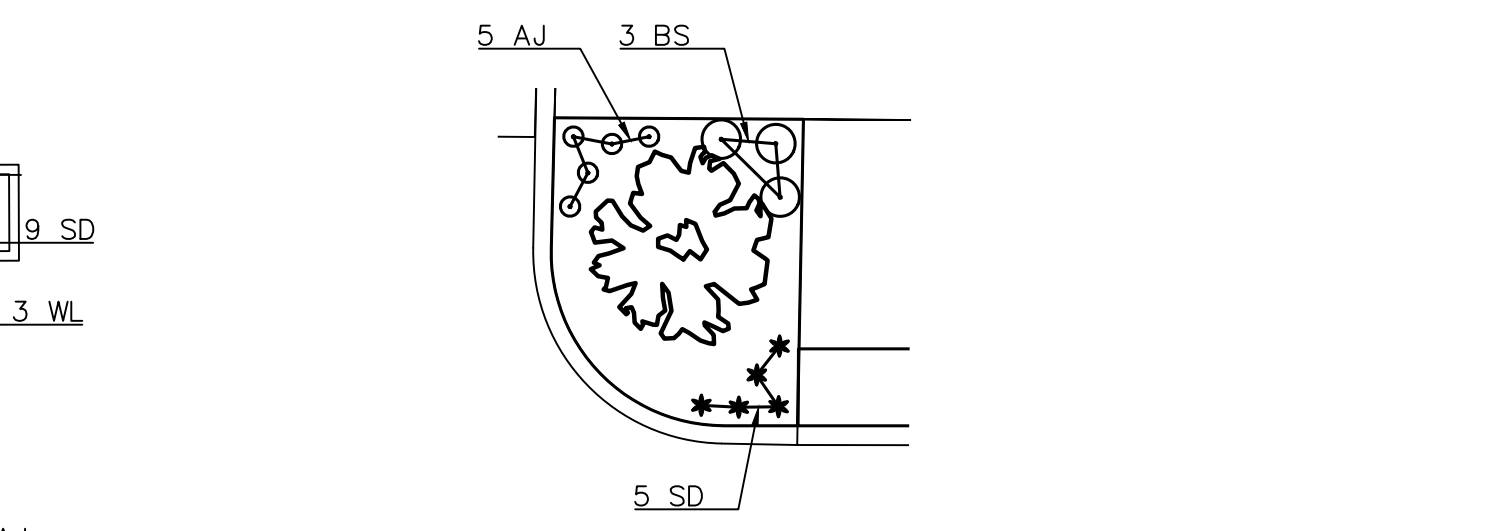
LANDSCAPE AREA #3  
SCALE: 1" = 5'



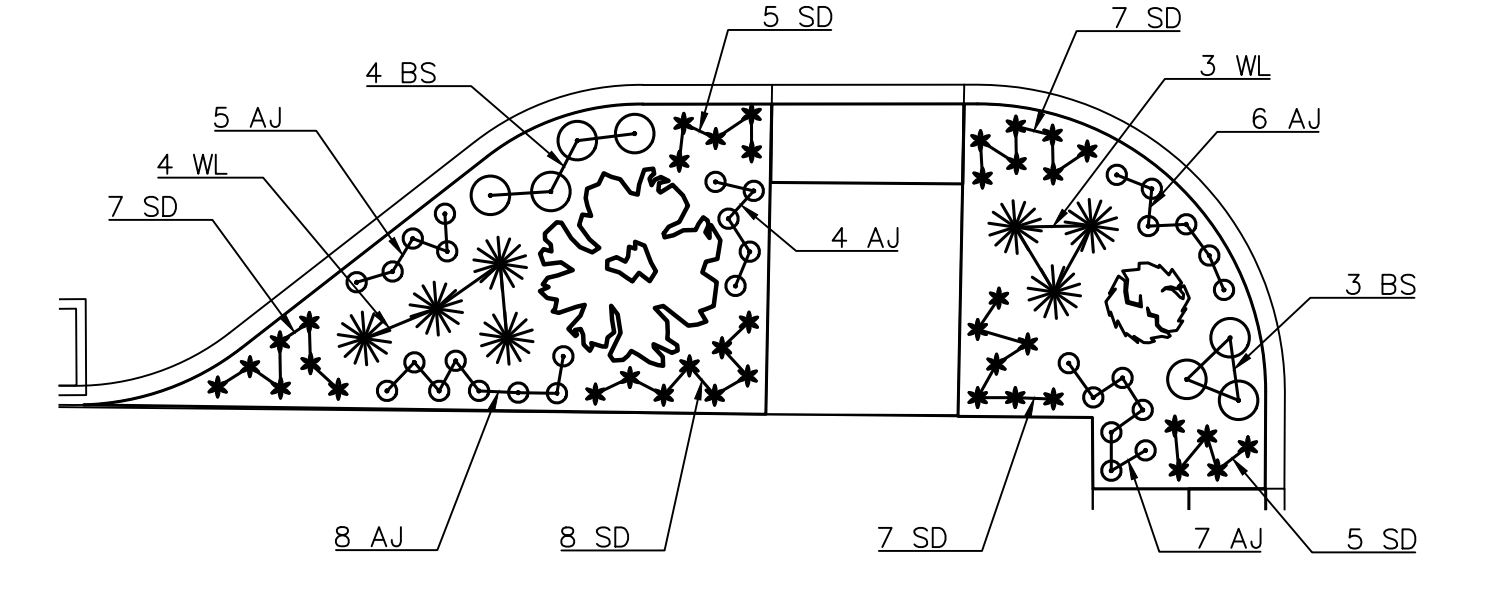
LANDSCAPE AREA #4  
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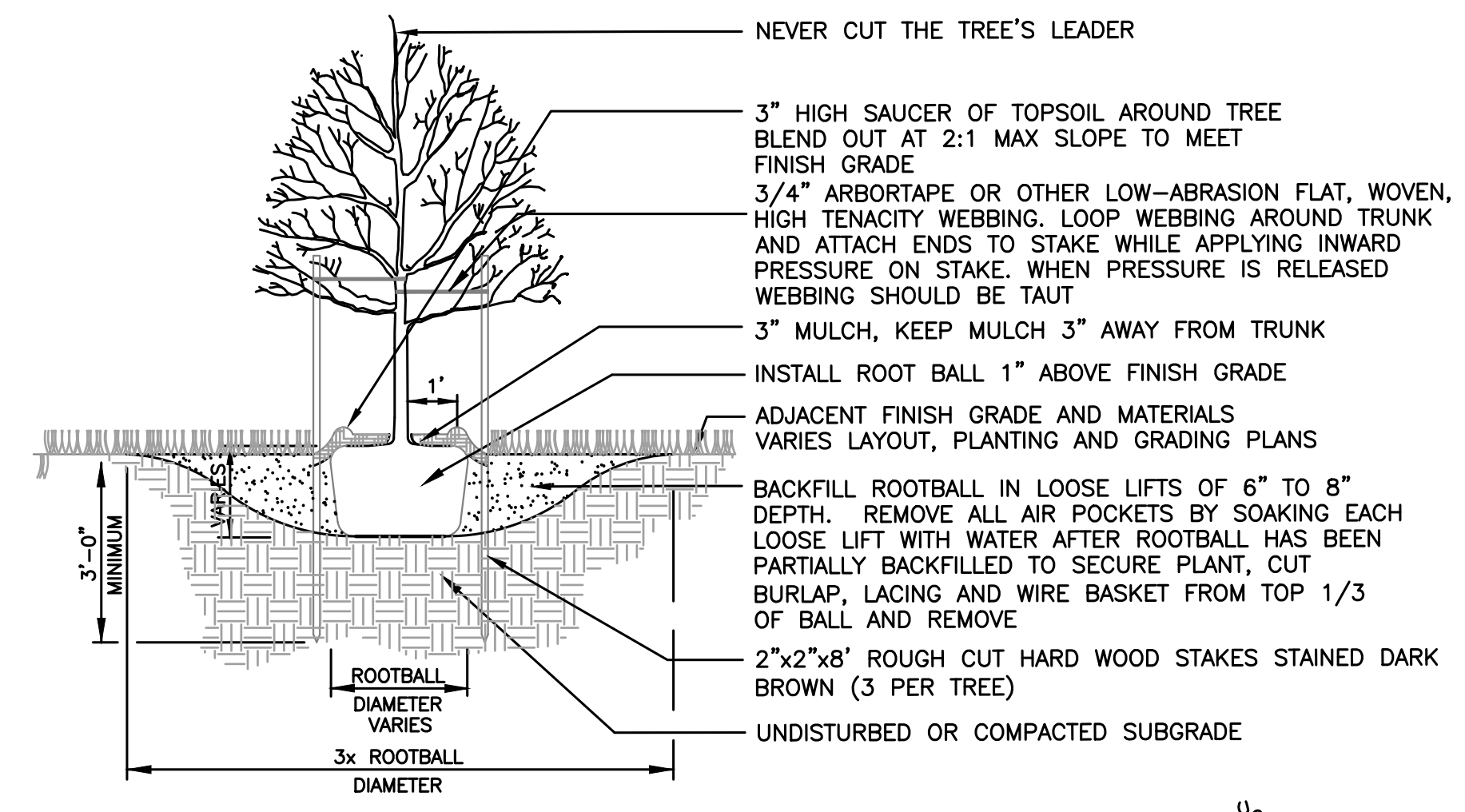
LANDSCAPE AREA #5  
SCALE: 1" = 5'



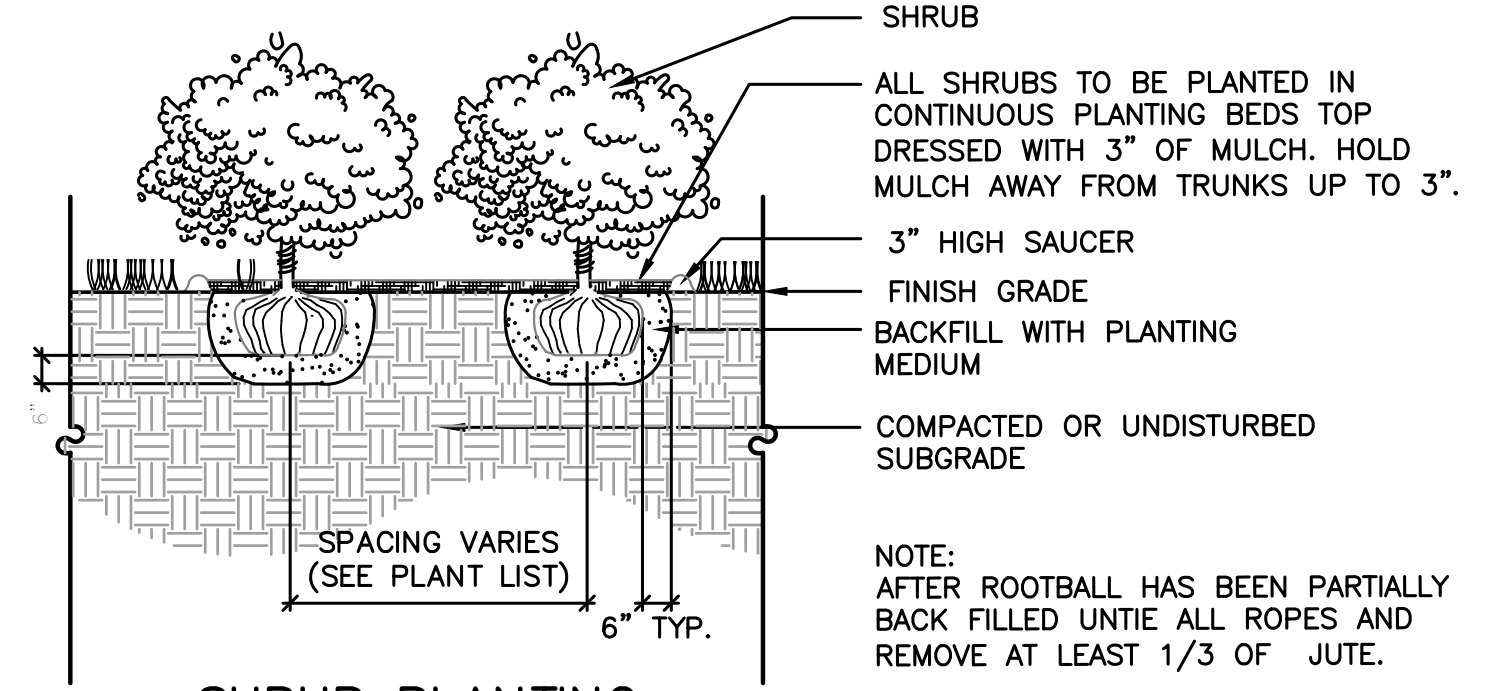
LANDSCAPE AREA #6  
SCALE: 1" = 5'



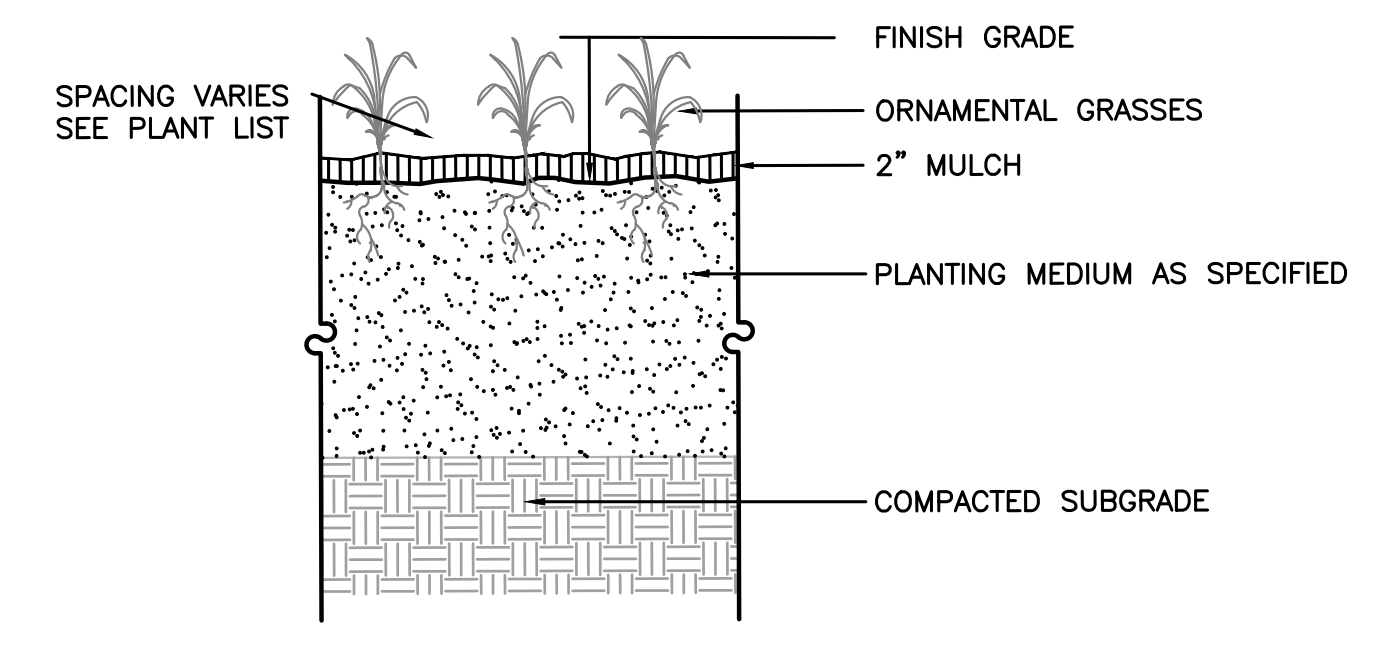
LANDSCAPE AREA #7  
SCALE: 1" = 5'



DECIDUOUS TREE IN LANDSCAPED AREA  
NOT TO SCALE



SHRUB PLANTING  
NOT TO SCALE



GROUNDCOVER AND PERENNIAL PLANTING  
NOT TO SCALE

PLANTING SCHEDULE						
SYMBOL	ABREV.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
⊗	RR	10	ROSA RADRAZZ	KNOCKOUT ROSE	3' POT	3' O.C.
✱	WL	67	NEPETA X FAASSENII	WALKER'S LOW CATMINT	1/2 GAL.	2'-3' O.C.
○	BS	136	RUDBECKIA	BLACK-EYED SUSAN	9" POT	1.5'-2' O.C.
◦	AJ	293	SEDUM	AUTUMN JOY	1 GAL.	1' O.C.
✱	SD	330	HEMEROCALLIS	STELLA D'ORO DAY LILY	1/2 GAL.	1' O.C.

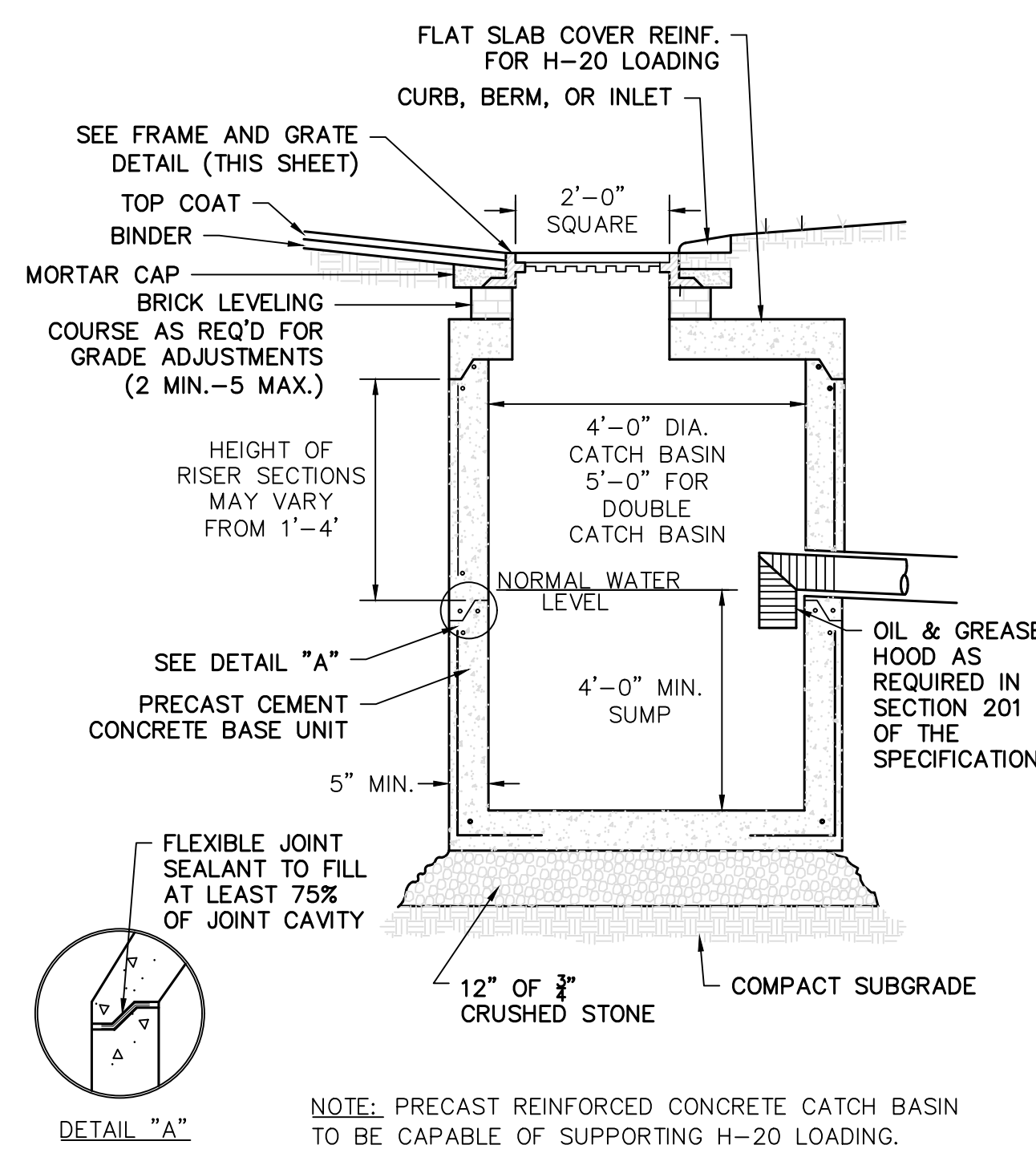
- PLANTING NOTES:**
- CONTRACTOR SHALL LAYOUT PLANTS FOR FINAL LOCATION APPROVAL BY THE ENGINEER PRIOR TO PLANTING.
  - ALL EXPOSED SOIL IN BETWEEN PLANTINGS SHALL BE COVERED BY 2" OF BLACK BARK MULCH AND WATERED THOROUGHLY.
  - CONTRACTOR MAY REMOVE, STOCKPILE, AND REUSE EXISTING PLANTINGS SITUATED WITHIN THE LANDSCAPED AREAS.

TOWN OF WAKEFIELD PUBLIC WORKS  
ALBION STREET

PLANTING PLAN

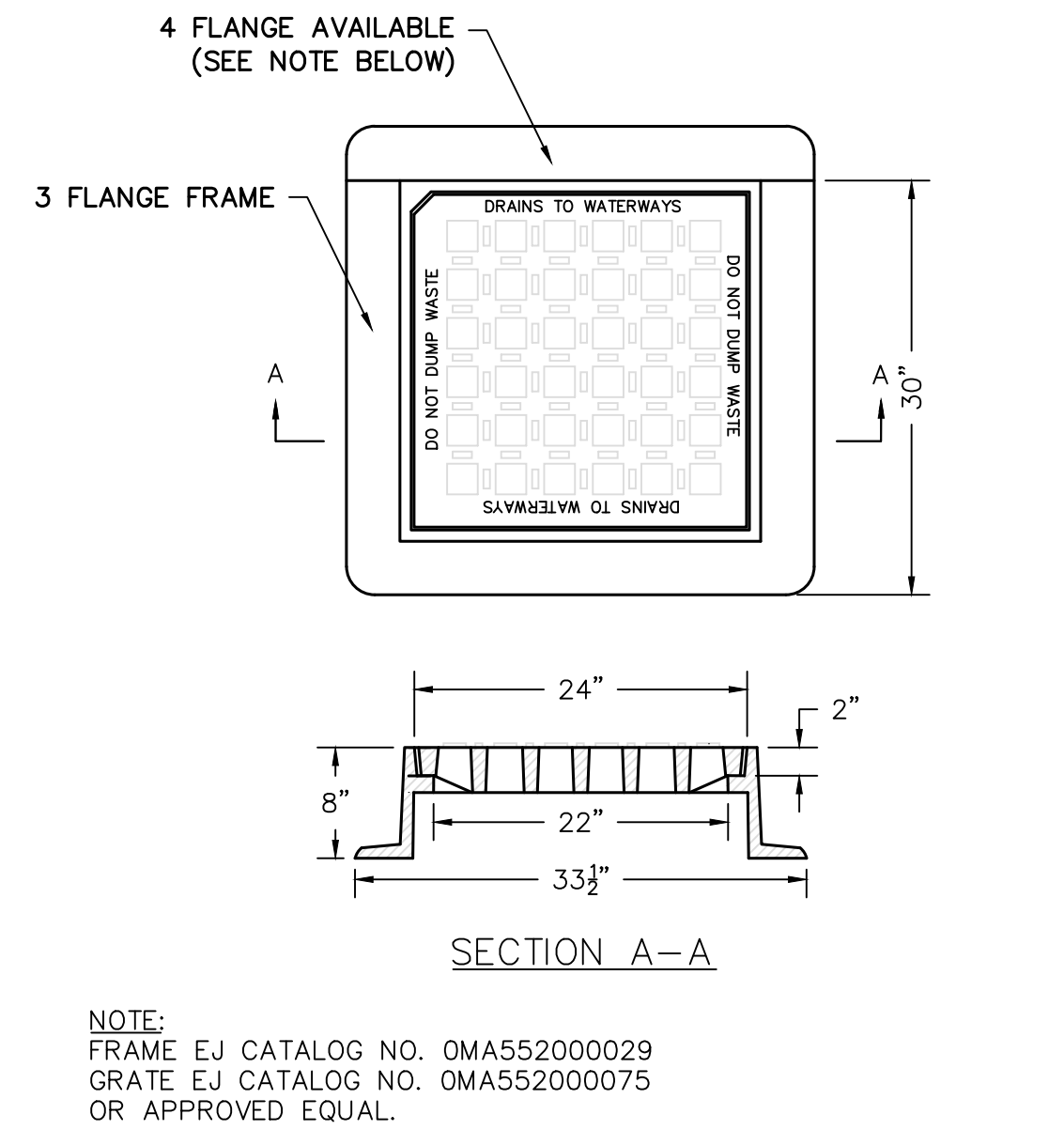
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DESIGNED BY: TWW
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APPROVED BY: WJR
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SHEET 7 OF 9



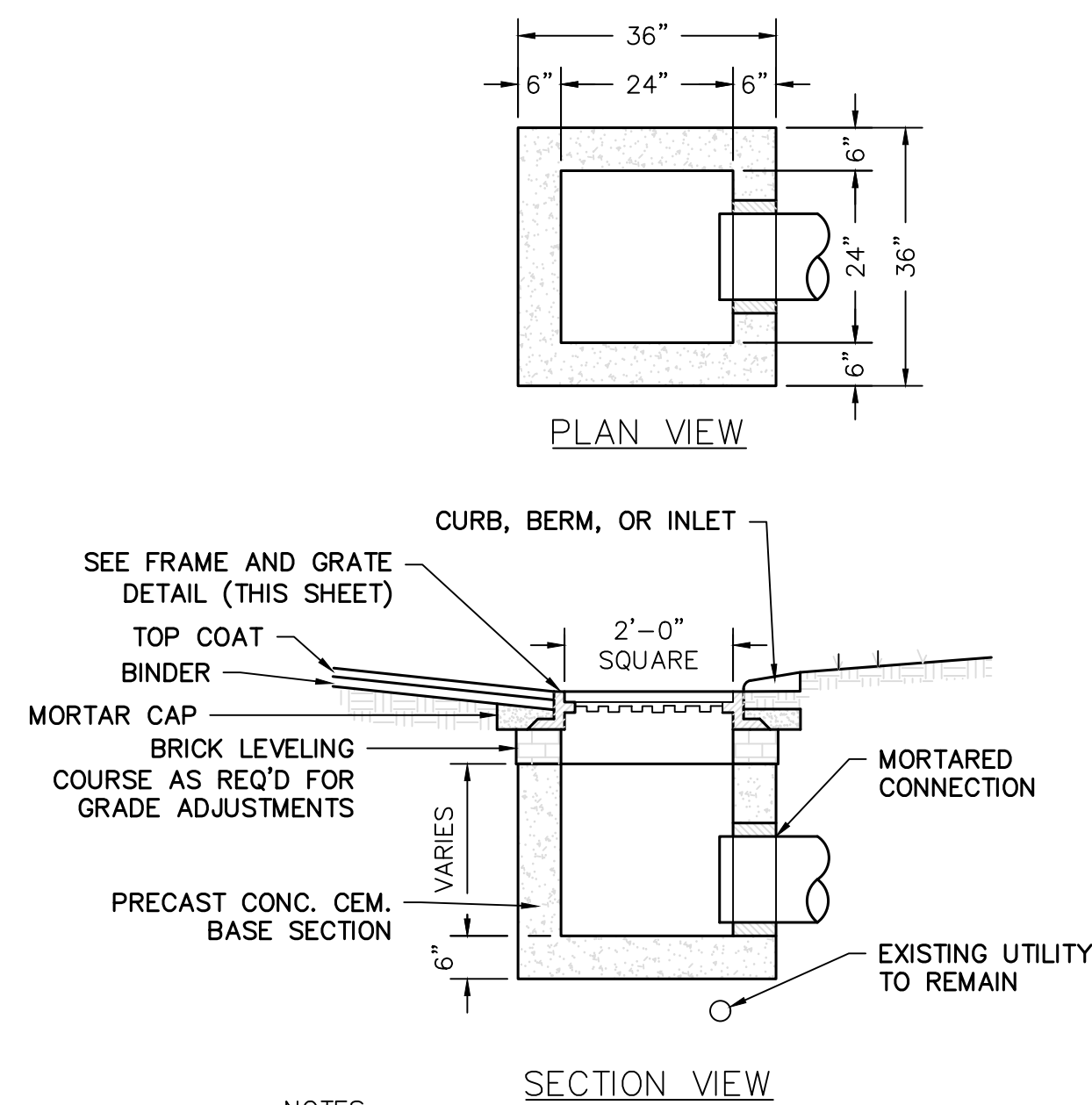
**STANDARD CATCH BASIN DETAIL**

NOT TO SCALE



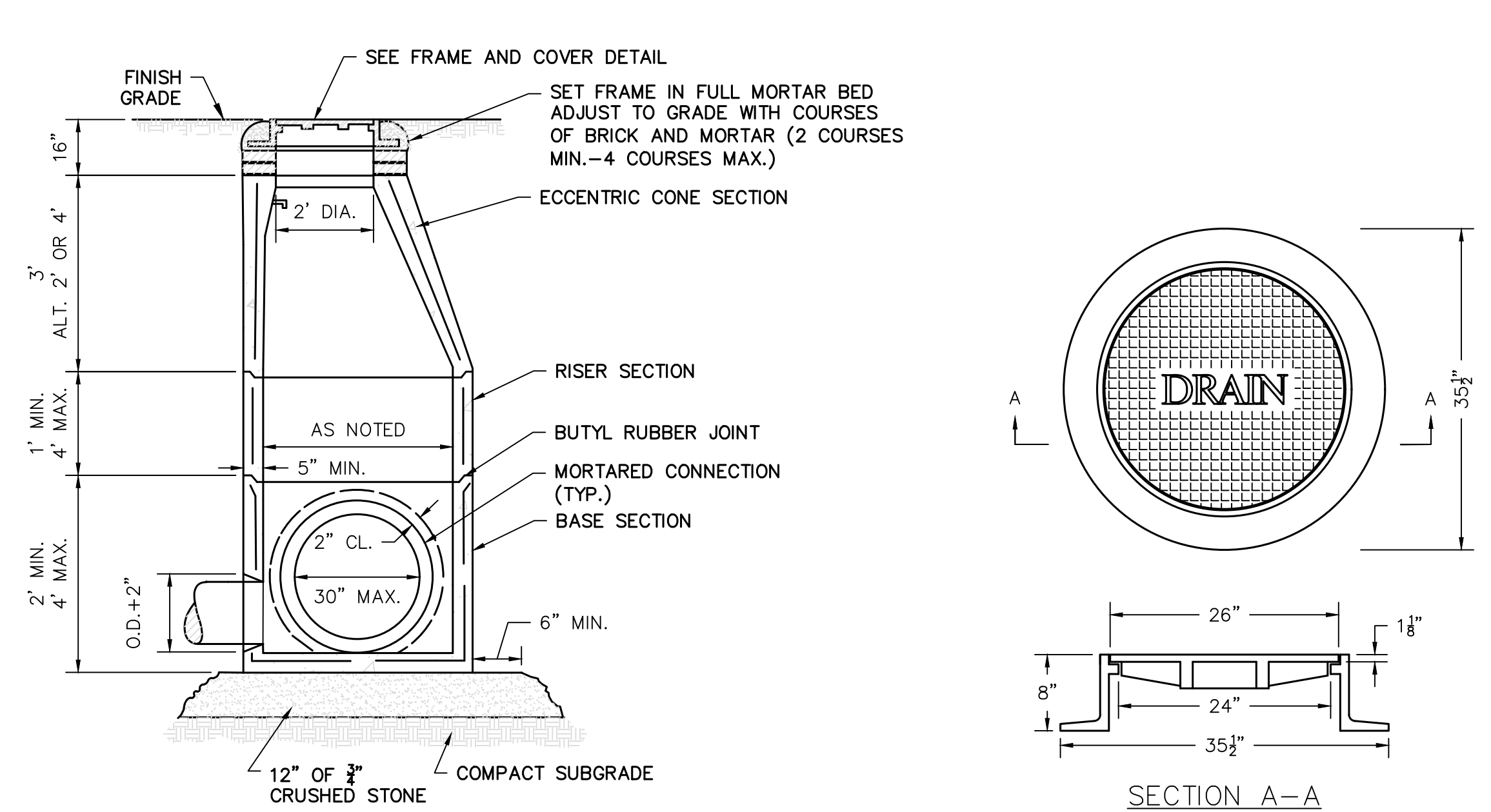
**FRAME AND GRATE DETAIL**

NOT TO SCALE



**GUTTER INLET DETAIL**

NOT TO SCALE

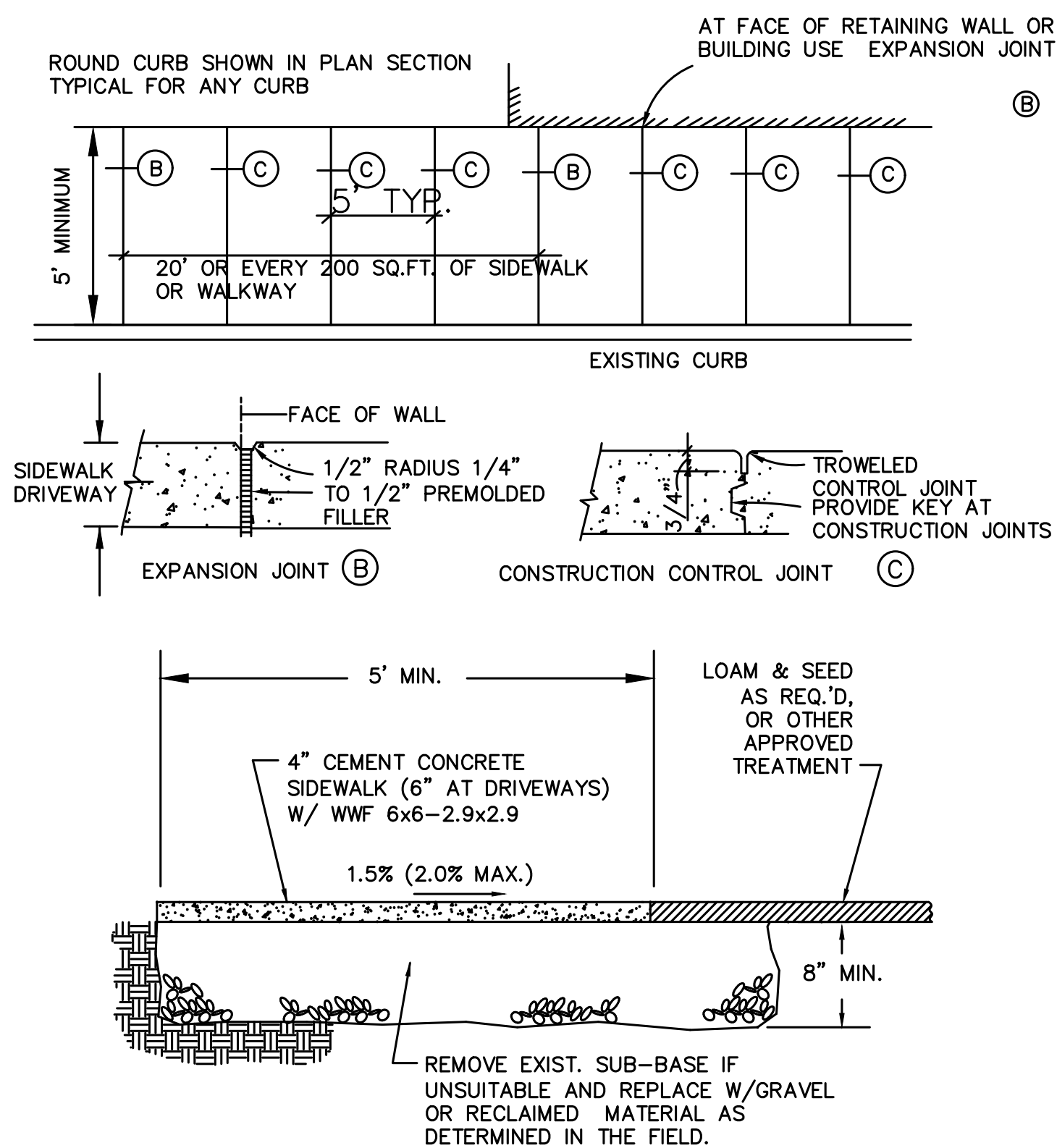


**STANDARD DRAIN MANHOLE DETAIL**

NOT TO SCALE

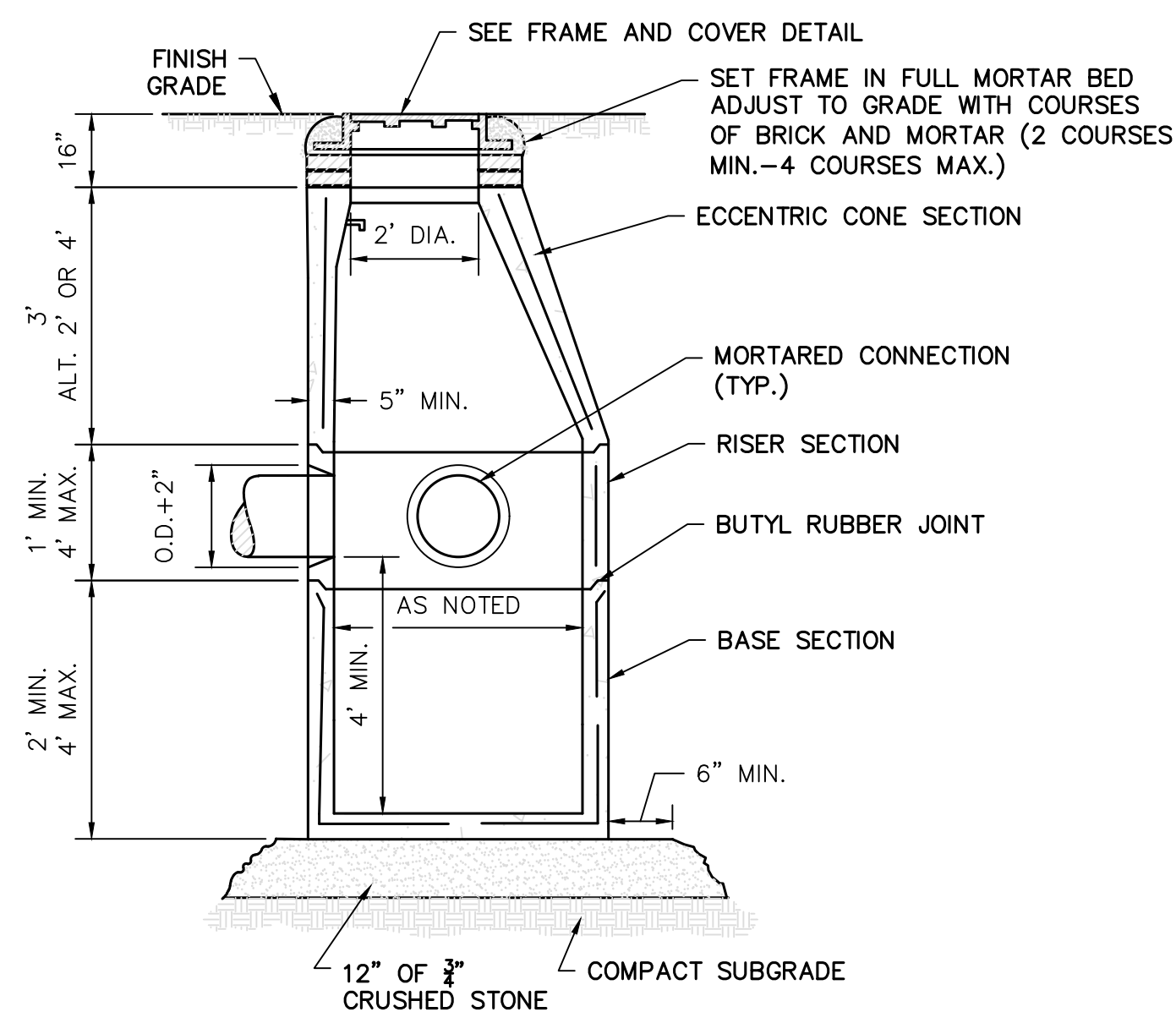
**FRAME AND COVER DETAIL**

NOT TO SCALE



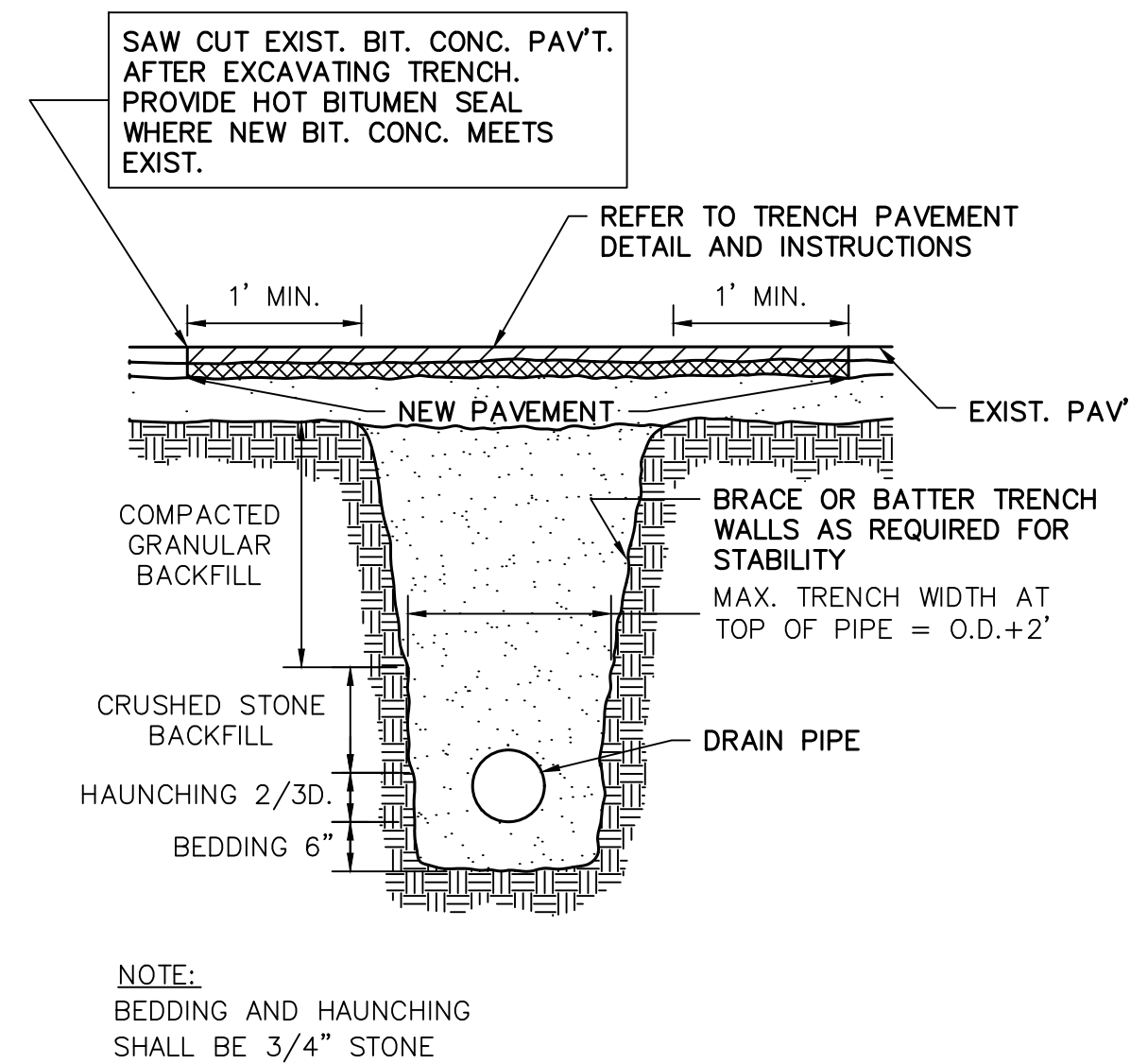
**CEMENT CONCRETE SIDEWALK DETAIL**

NOT TO SCALE



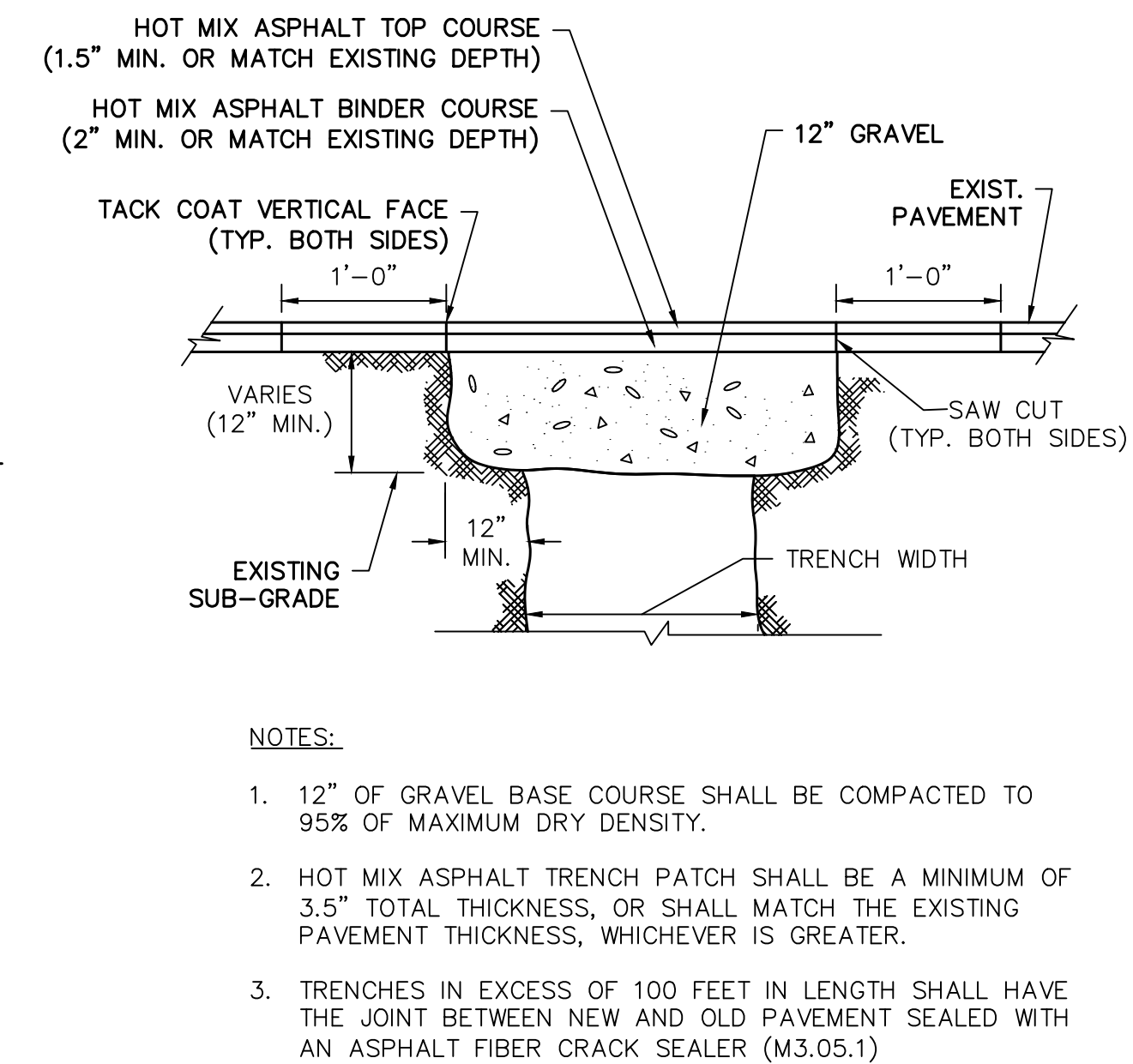
**DRAIN MANHOLE W/ SUMP DETAIL**

NOT TO SCALE



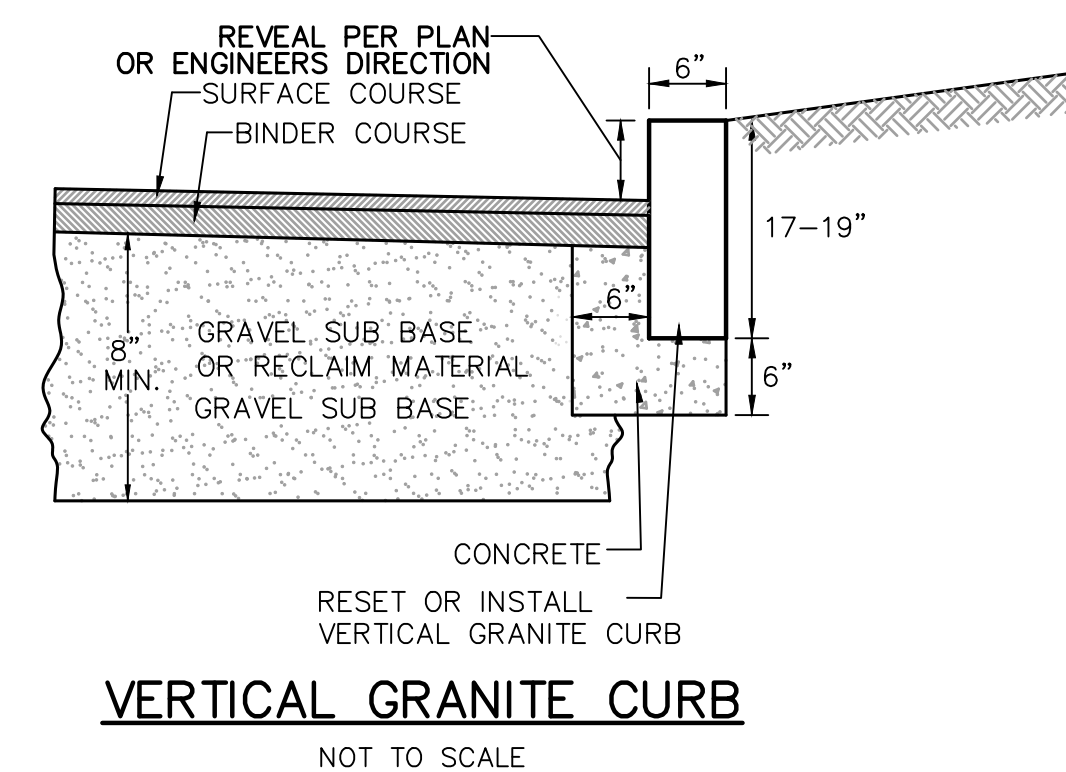
**TRENCH FOR DRAIN PIPE DETAIL**

NOT TO SCALE



**TRENCH PAVEMENT DETAIL**

NOT TO SCALE

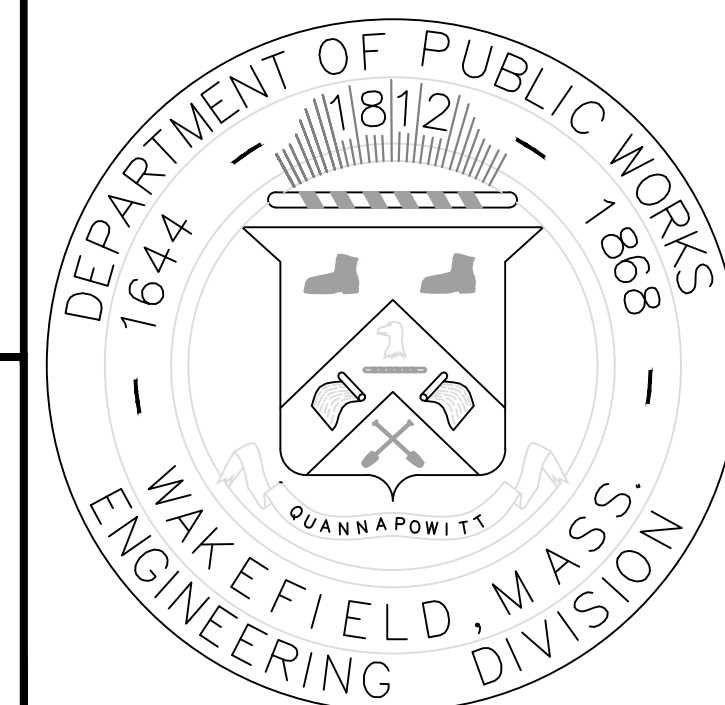


**VERTICAL GRANITE CURB**

NOT TO SCALE

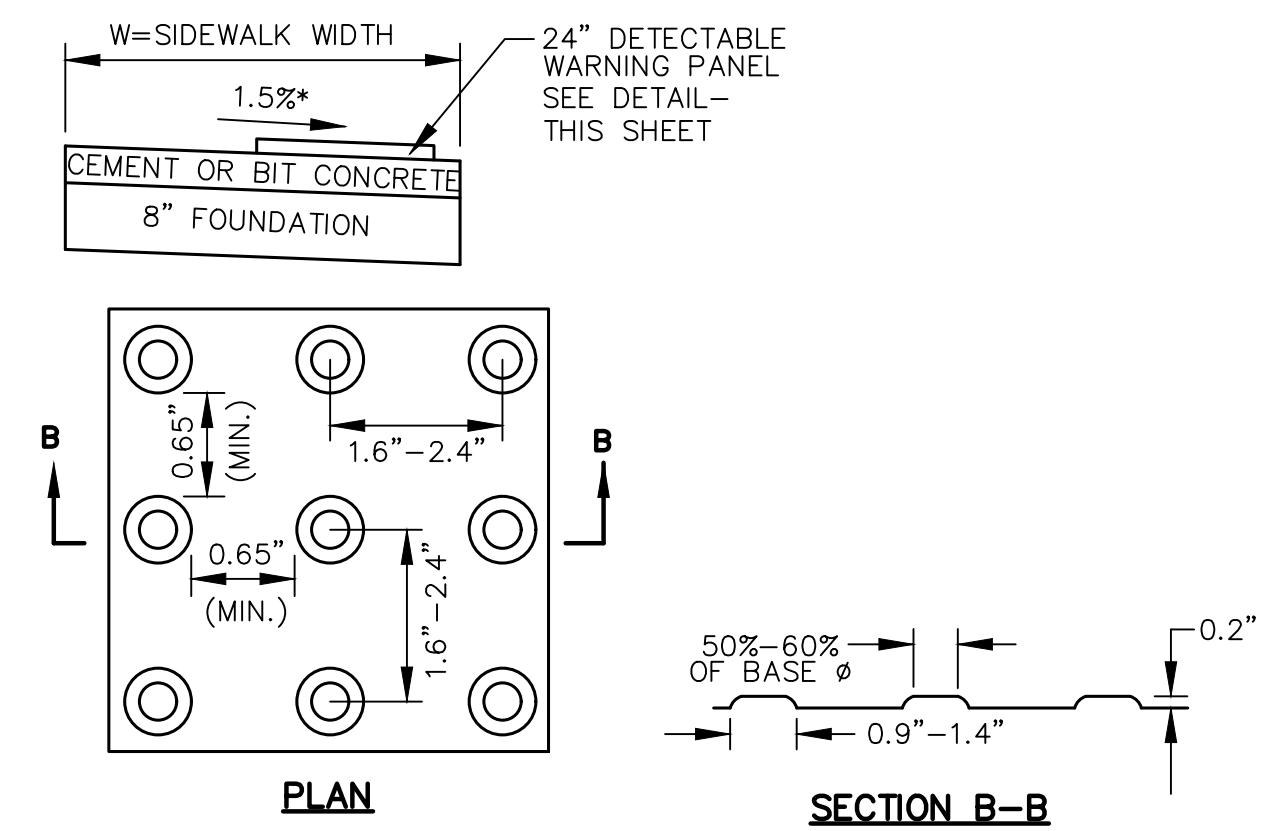
**TOWN OF WAKEFIELD PUBLIC WORKS  
ALBION STREET**

**DETAILS**



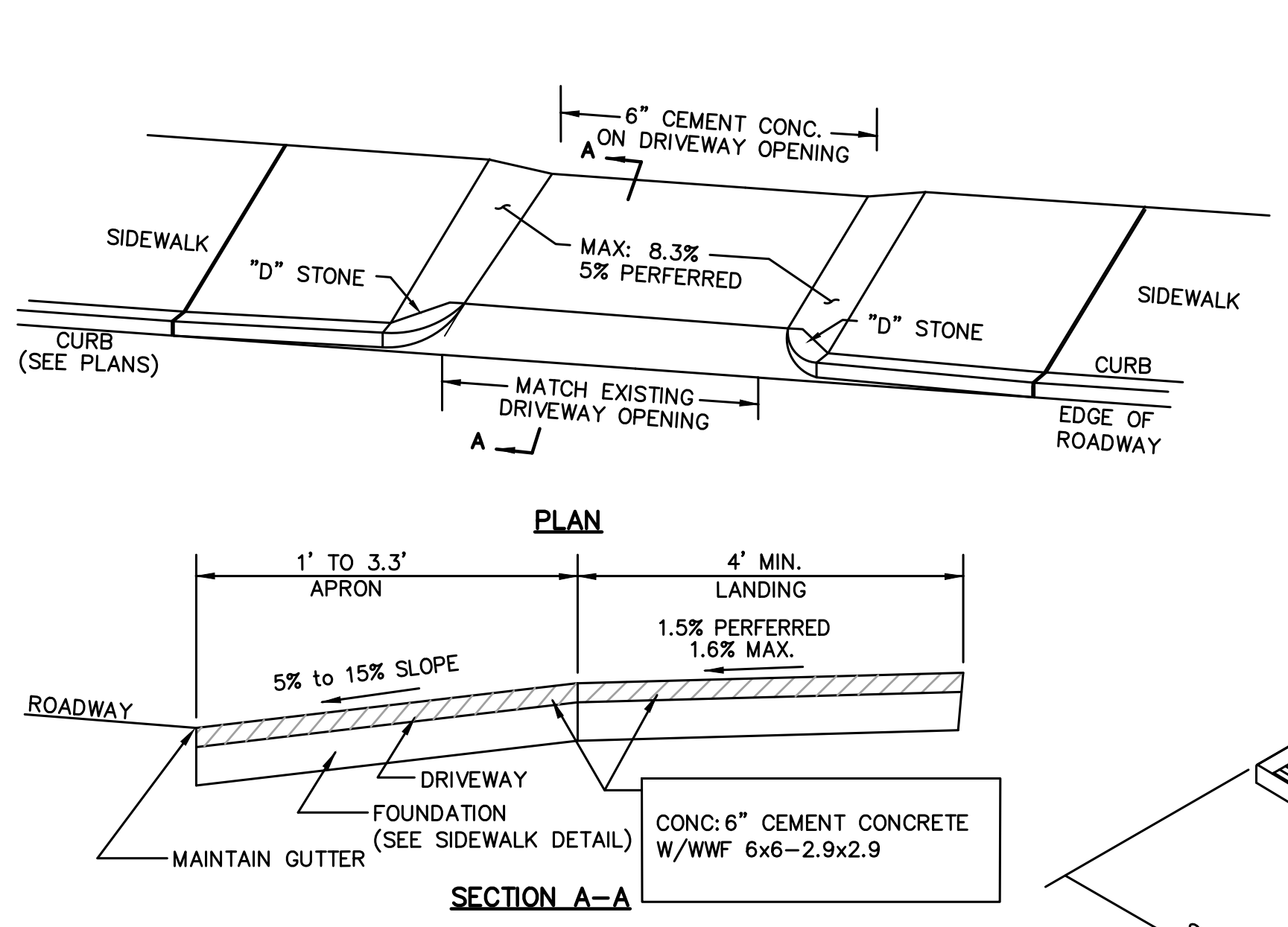
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 SCALE: AS NOTED  
 FILE: 10143-ALBIONST





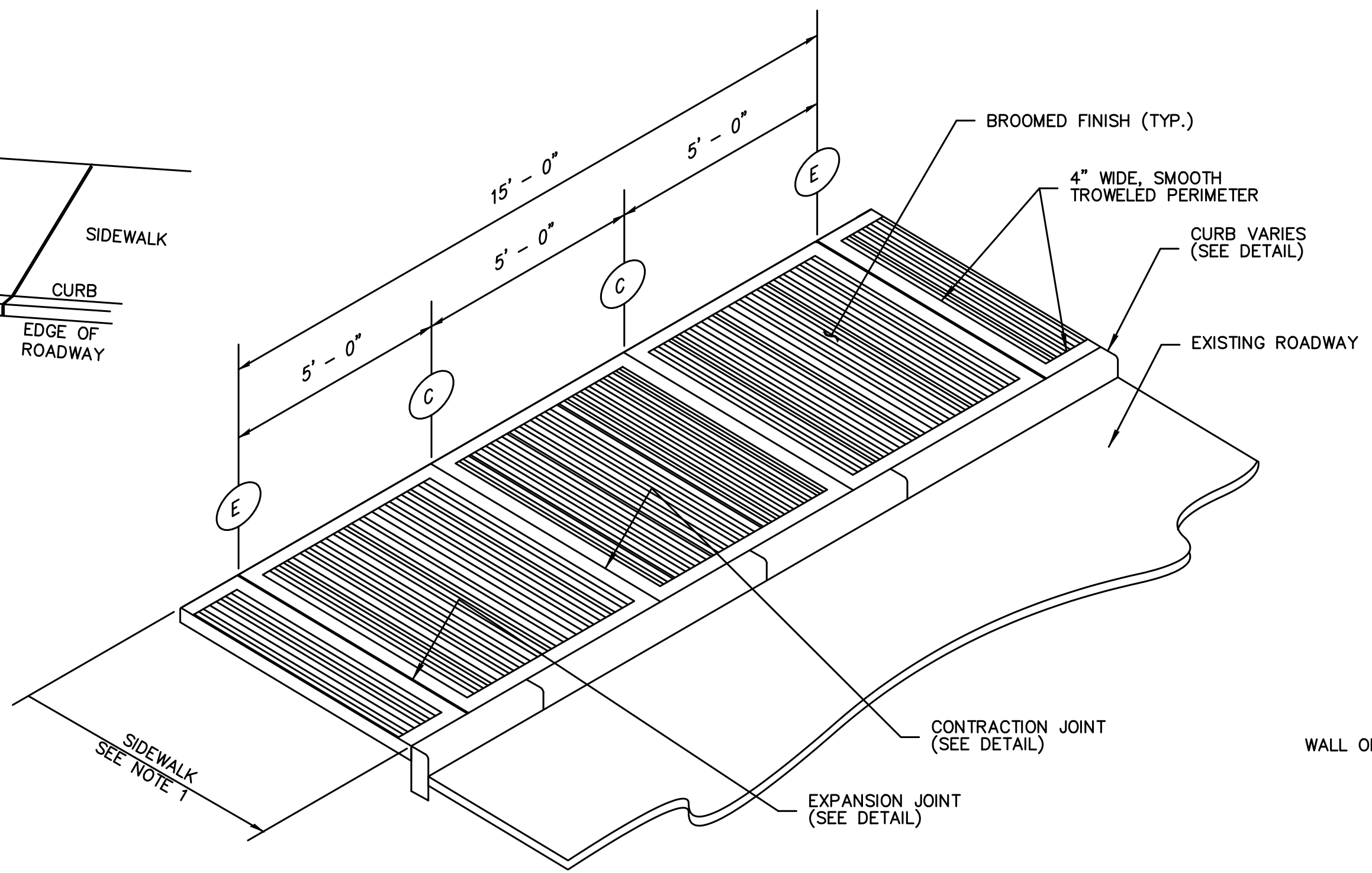
NOTE:  
WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES.  
DETECTABLE WARNING PANEL TO BE WEATHERED CAST IRON AS MANUFACTURED BY NEENAH FOUNDRY COMPANY OR APPROVED EQUAL.

**DETECTABLE WARNING PANEL**  
NOT TO SCALE

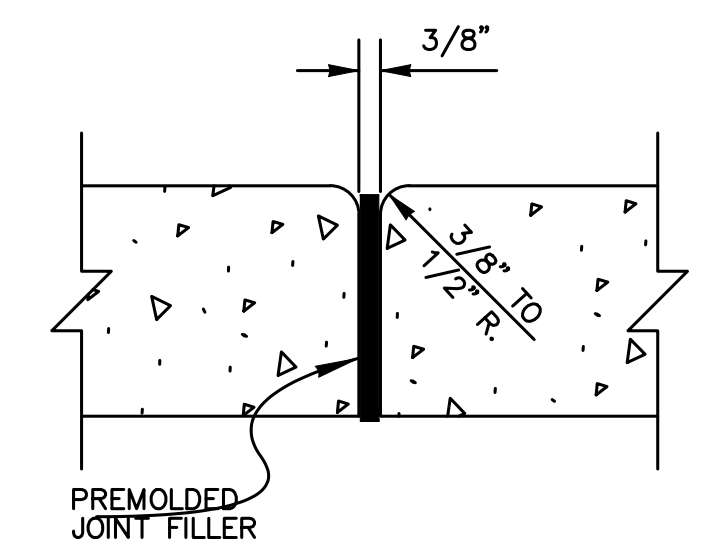


NOTE:  
CONTRACTOR SHALL MAINTAIN EXISTING FLOW PATTERNS AT GUTTER LINES AND FLOW LINES AT ALL DRIVEWAYS; THE SIDEWALK THROUGH THE DRIVEWAY SHALL BE ADA COMPLIANT; THE CONTRACTOR MUST VERIFY GRADES AND WIDTHS AS NEEDED.

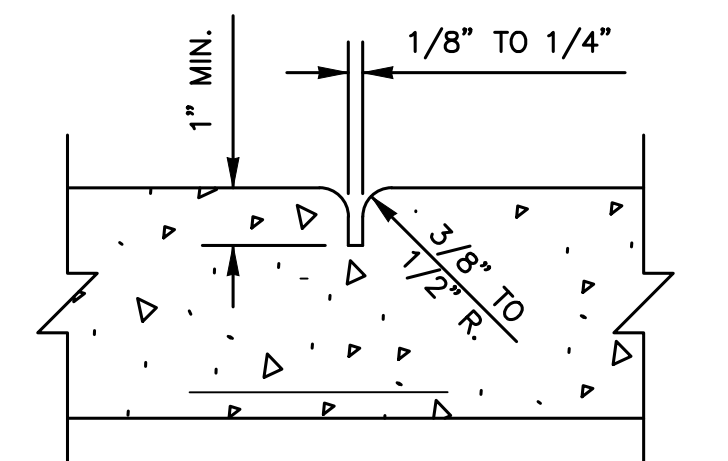
**TYPICAL DRIVEWAY**  
NOT TO SCALE



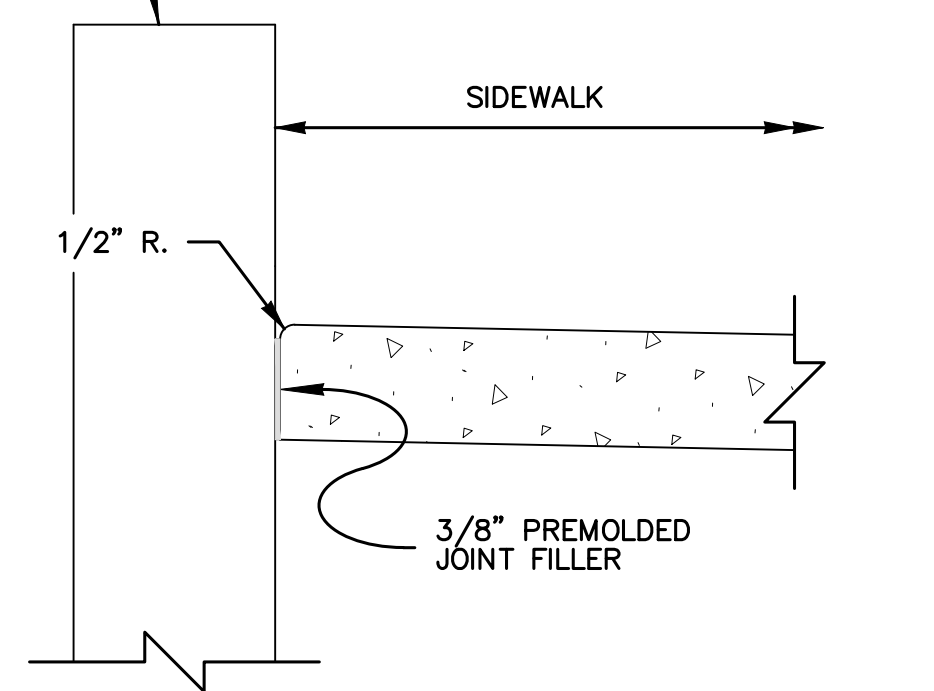
**CONCRETE SIDEWALK ISOMETRIC VIEW**  
NOT TO SCALE



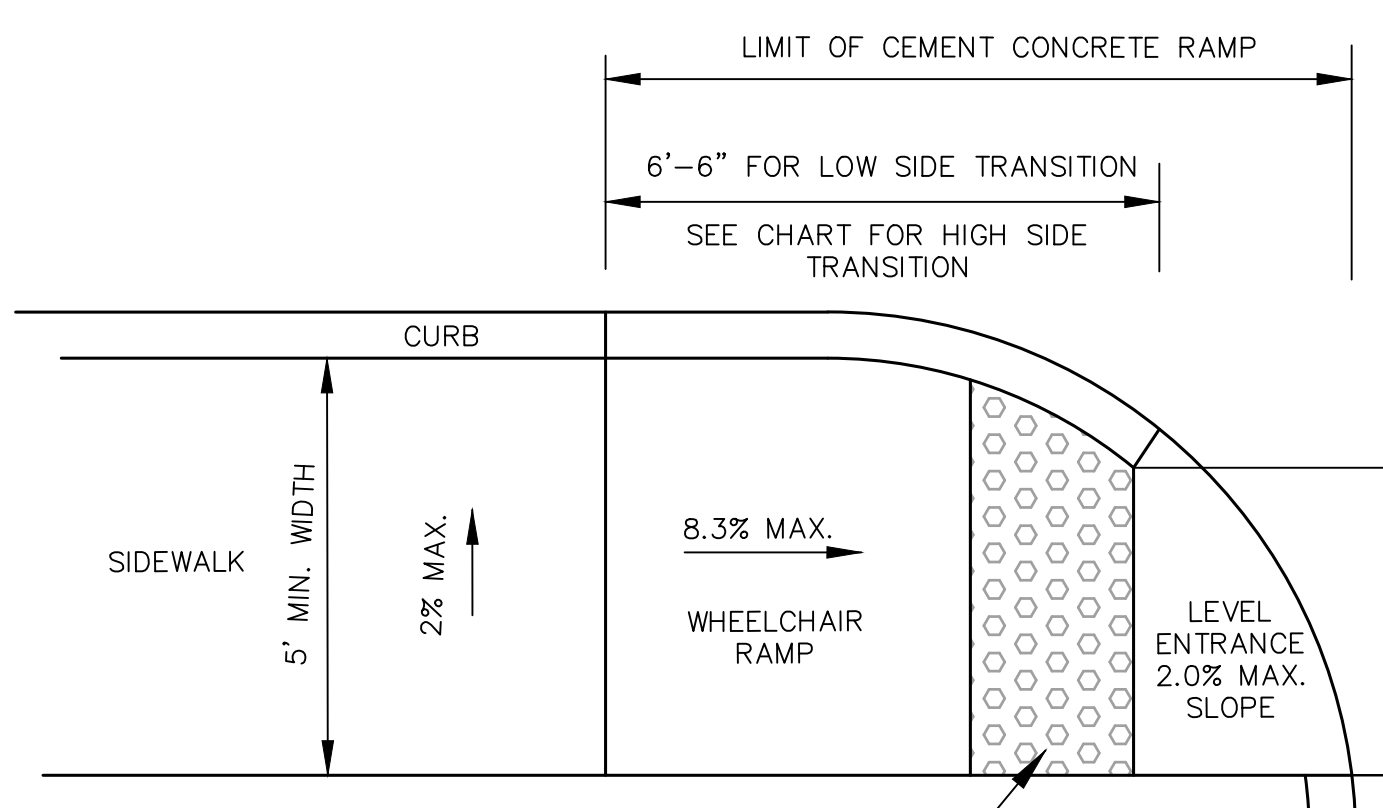
**EXPANSION JOINT**  
NOT TO SCALE



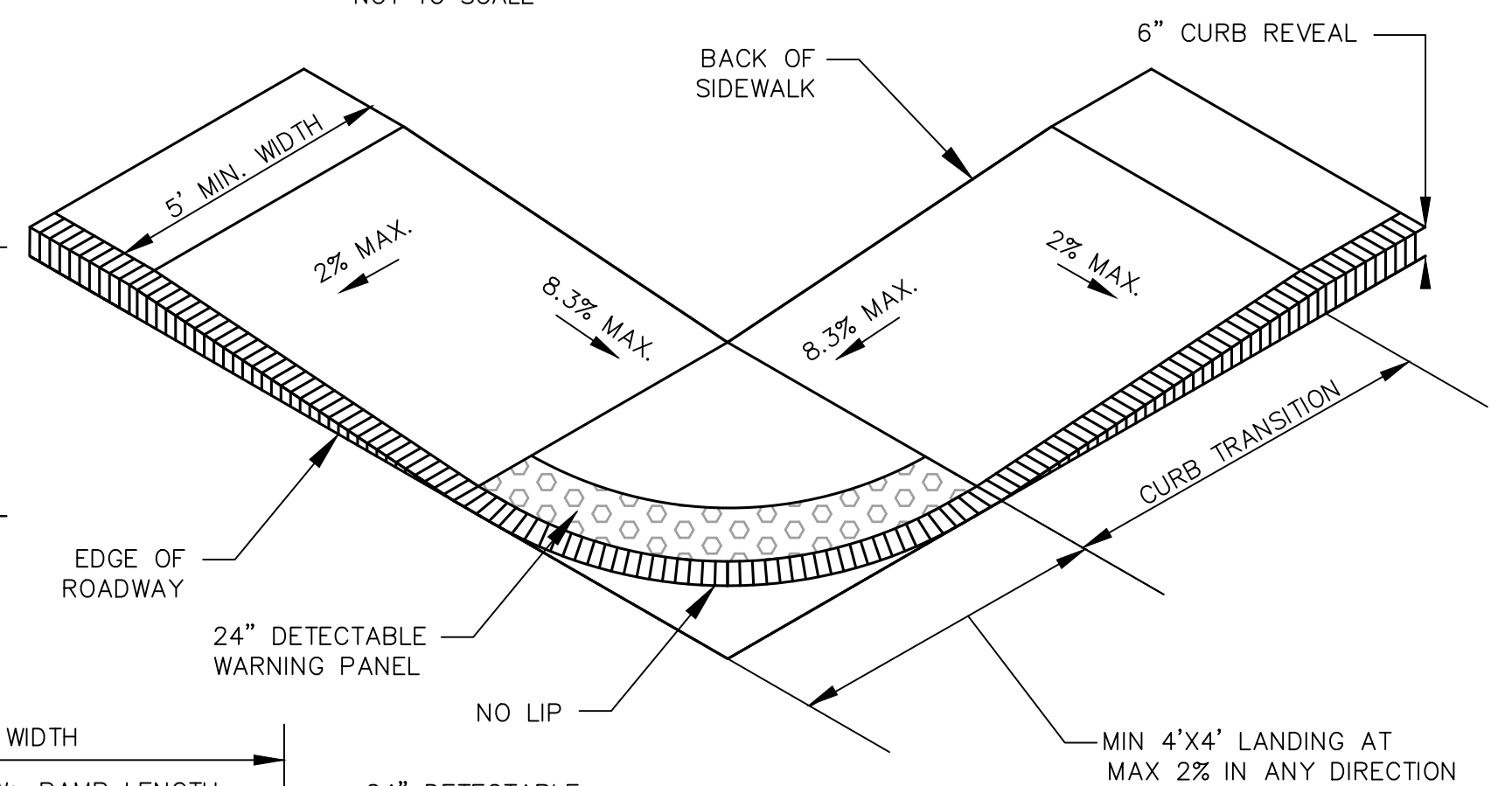
**CONTRACTION JOINT**  
NOT TO SCALE



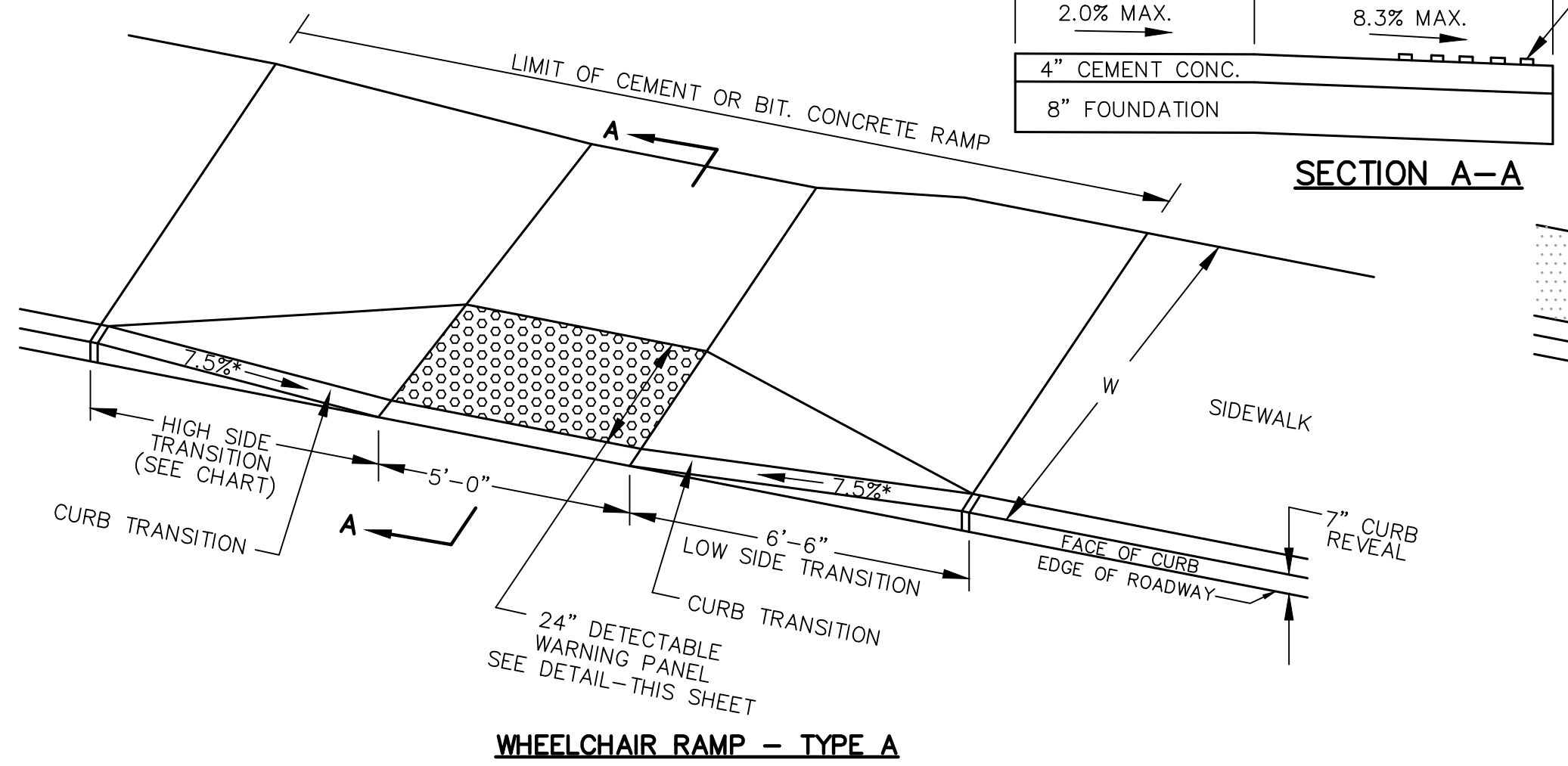
**SIDEWALK ADJACENT TO WALL**  
NOT TO SCALE



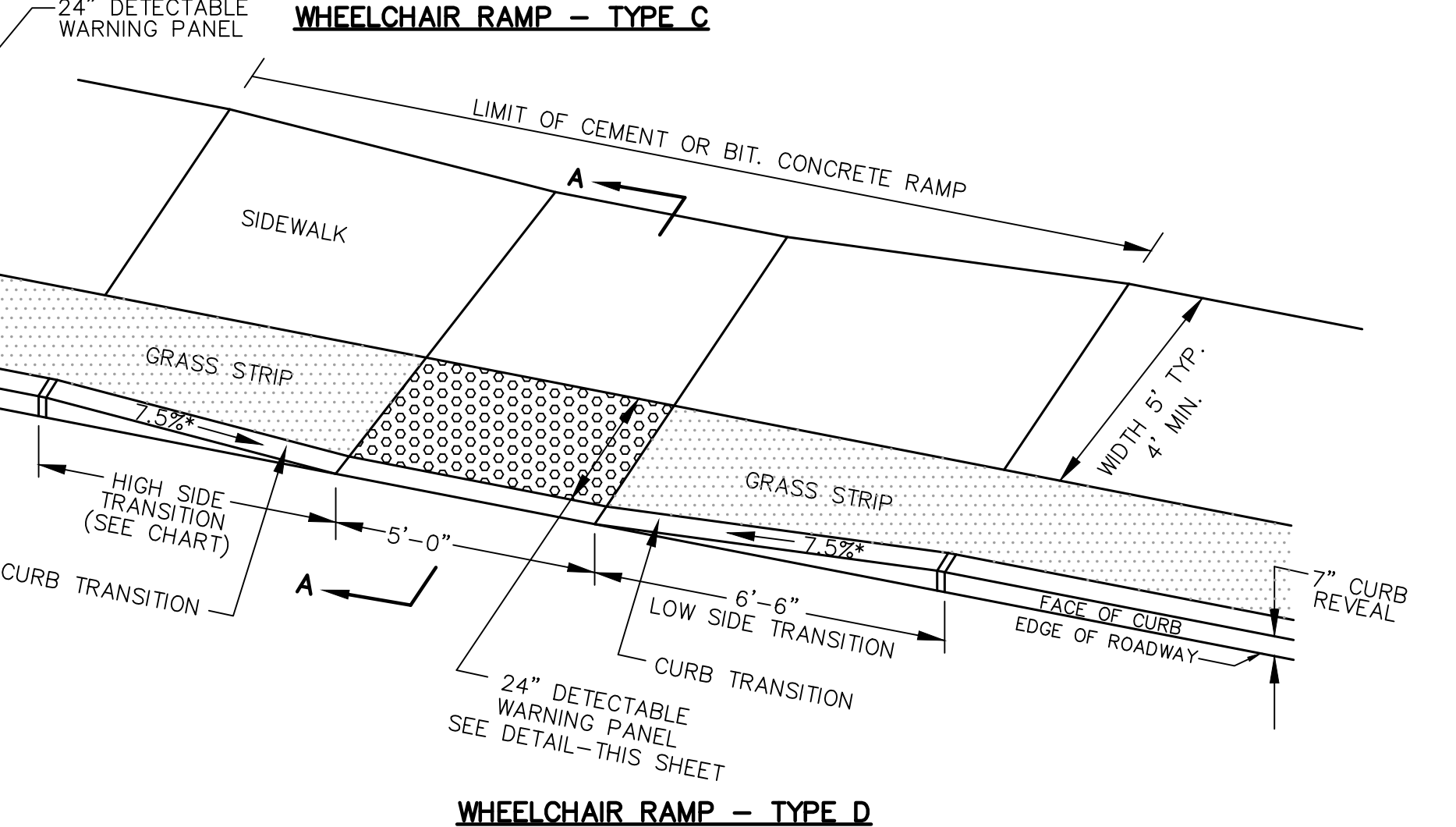
**WHEELCHAIR RAMP - TYPE B**



**WHEELCHAIR RAMP - TYPE C**



**WHEELCHAIR RAMP - TYPE A**



**WHEELCHAIR RAMP - TYPE D**

- NOTES:**
1. THE DIMENSIONS SHOWN AT ROADWAY EDGE ARE FIXED DISTANCES.
  2. RAMP CROSS SECTION TO BE SAME AS ADJACENT SIDEWALK; e.g DEPTH OF SURFACES.
  3. PORTLAND CEMENT CONCRETE RAMPS ARE TO BE TEXTURED BY BROOMING IN A DIRECTION PARALLEL TO THE LENGTH OF THE RAMP.
  4. IN NO CASE ARE THE RAMPS TO BE PLACED BEHIND THE STOP LINE.
  5. SIDEWALKS THAT CROSS DRIVEWAYS SHALL BE RAMPED TO MEET THE GRADE OF THE DRIVEWAY.
- \* THESE DIMENSIONS ARE SUBJECT TO CHANGE IN THE FIELD IF EXISTING APPURTENANCES OR CONDITIONS WILL MAKE THE RAMP LOCATIONS IMPRACTICAL OR UNSAFE.

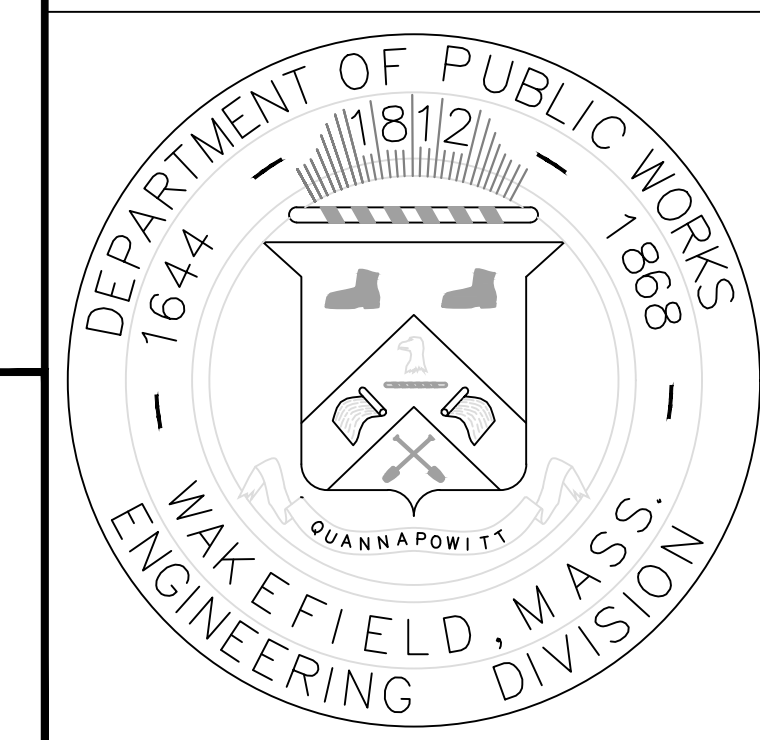
**CONCRETE WHEELCHAIR RAMPS**  
NOT TO SCALE

ROADWAY PROFILE GRADE (%)	HIGH SIDE TRANSITION LENGTH
0	6'-6"
>0-1	7'-8"
>1-2	9'-0"
>2-3	11'-0"
>3-4	14'-0"
>4	15'-0" (MAX.)

\* BASED ON A DESIGN SLOPE OF 7.5% AND 6" OF CURB REVEAL

**TOWN OF WAKEFIELD PUBLIC WORKS  
ALBION STREET**

**DETAILS**



DRAWN BY: TWW  
DESIGNED BY: TWW  
REVIEWED BY: WJR  
APPROVED BY: WJR  
DATE: 10/19/2020  
REVISED 1: ---  
SCALE: AS NOTED  
FILE: 10143-ALBIONST

LANDSCAPED AREA #4  
(SEE DETAIL - SHEET 7)

TIMBER  
RET. WALL

CONC. WALK

PROP. CONC.  
DRIVE (TYP.)

CURB

STUCCO  
2nd FLOOR

CONC. WALK

BRICK  
PROP. C

EHH

PROP. GI

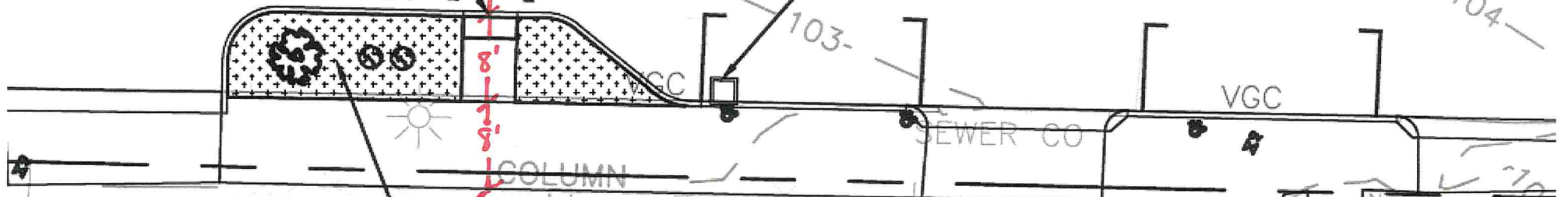
WHEELCHAIR RAMP  
DETECTABLE WARNING  
PANEL

PROP. VGC

PROP. DMH

PROP. VGC

PROP. GI



LANDSCAPED AREA #5  
(SEE DETAIL - SHEET 7)

BIT.  
DRIVE

BIT.  
DRIVE

BIT.  
DRIVE

\* THIS DIMENSIONS ARE CONSISTENT  
AT ALL BUMPOLTS.

1 STORY  
STUCCO

CCB

# WAKEFIELD VISION 2030

## Creating a Vision and Values Statement for Wakefield

Town Council Update  
November 23, 2020



TOWN OF  
**WAKEFIELD**  
MASSACHUSETTS



# Progress to Date

- Secured grant from Metropolitan Area Planning Council (MAPC) to provide professional facilitation support
- Worked with MAPC to define a scope of work identifying topic areas for discussion, process, and deliverables
- Identified facilitator (Carlos Montanez - Principal Planner, MAPC)
- Identified representatives for the Vision 2030 Advisory Group

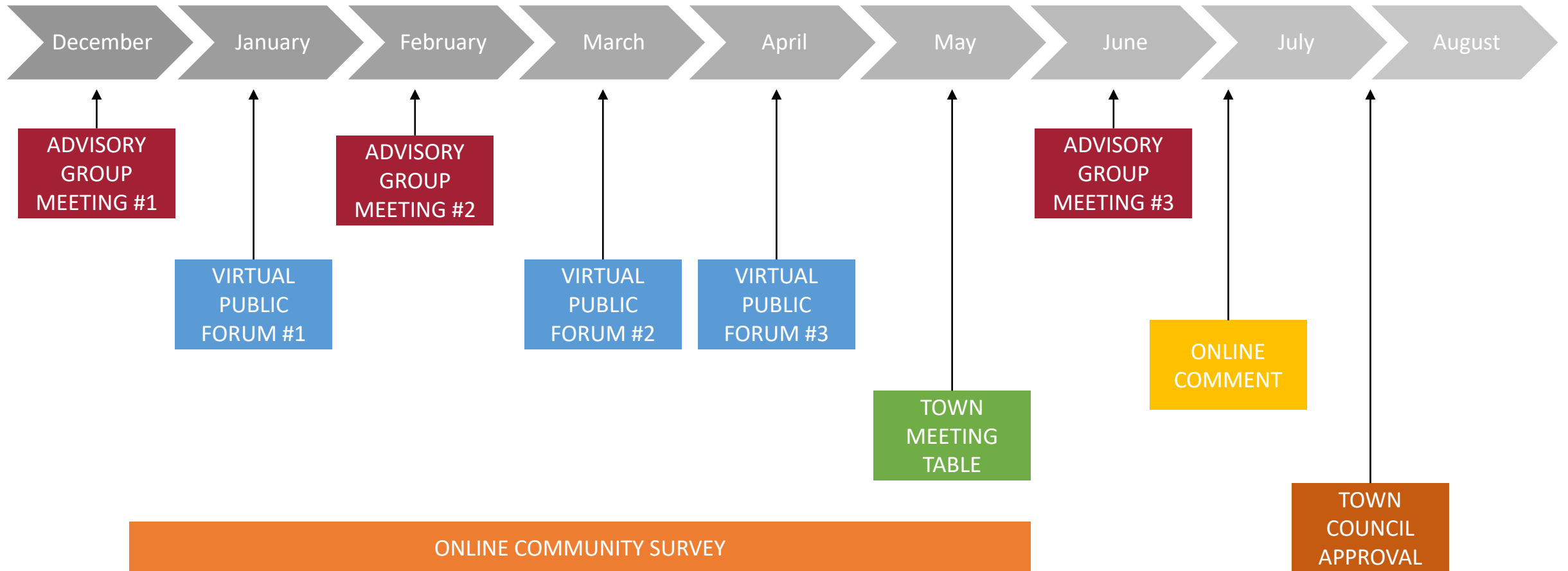


# Topic Areas for Discussion

- Quality of life and shared values
  - Health, safety, and vulnerable communities
  - Lifelong learning and growth
  - Diversity and inclusion
  - Fostering community spirit and volunteerism
- Adapting to environmental changes
- Enhancing business activities and opportunities
- Growth, enhancement, and preservation areas
- Housing options and residential areas
- Mobility options and getting around
- Parks, squares, and leisure
- Expanding the cultural and historical landscape
- Enhancing public facilities and infrastructure



# Process and Timeline



# Vision 2030 Advisory Group

- Town Council – Jonathan Chines and Paul DiNocco
- Board of Health – Candace Linehan
- Chamber of Commerce – Christopher Barrett
- Council on Aging – Susan Jepson
- Council on Disability Issues – Lois Benjamin
- Cultural Council – Sarah Guerin
- Finance Committee – Aimee Forsythe
- Historical Commission – Nancy Bertrand
- Human Rights Commission – Kimberley Ring Allen
- Planning Board – Bill Spaulding
- School Committee – Michael Boudreau
- Wakefield Interfaith Clergy – Glenn Mortimer
- Youth Council – to be appointed
- Zoning Board of Appeals – Ami Wall



# Deliverables

- MAPC will draft a Vision 2030 Plan Report with the following components:
  - Visual executive summary for display on the website, at Town Hall, etc.
  - Summary of purpose, goals, and context
  - Vision and Values Statement
  - Summary of feedback from topic areas for discussion





# Next Steps

- First Advisory Group meeting
- Design and launch of online community survey
- Planning for first virtual public forum





## Liquor Licenses

Artichokes Restaurant  
Bamboo House  
Bellino's  
Blue Moon Grill  
Café Italia  
Cibo Café  
CMRG, LLC d/b/a Tonno Wakefield  
Dockside Restaurant  
Harrington's  
Indian Flames  
Las Chivas, Inc. (Tequilas)  
Massimo's  
Oyes, Inc.  
Public Kitchen  
Sabatino's Restaurant  
Sakura Organic, Inc.  
Sei Bar  
Sonny Noto's  
Hospitality Resources  
Sheraton  
Crystal Community Club  
Knights of Columbus  
West Side Social Club  
Campbell Liquors



D & M Liquors  
Greenwood Wine  
KVP, Inc.  
Prachi Corporation

**Common Victualler Licenses**

Artichoke's  
Bellino's  
Blue Moon Grill  
Brother's Deli & Restaurant  
Café Italia, Inc.  
Charm Thai Bistro  
Cibo Café  
Cravings, Etc.  
Creations Coffee Café  
CMRG, LLC d/b/a Tonno Wakefield  
Crystal Community Club  
Dockside Restaurant  
Dunkin Donuts (225 North Avenue)  
Dunkin Donuts (518 Salem Street)  
Dunkin Donuts (632 Main Street)  
Early Harvest Diner  
Gingerbread Construction Company, Inc.  
Harrington's  
Honey Dew Donuts (142 Lowell Street)  
Hospitality Resources  
Indian Flames, Inc.  
Las Chivas, Inc. (Tequilas)  
Laurie's 909 Catering

Massimo's  
McDonald's  
NexDine, LLC @ Converse  
North Ave. Diner, Inc.  
Oyes, Inc.  
Phu-Ket Thai Restaurant  
Public Kitchen  
Red Sugar Café  
Sabatino's Restaurant  
Sakura Organic, Inc.  
Sei Bar  
Sheraton Colonial  
Sonny Noto's  
The Remedy Exchange  
Zuzu's Café

#### **Lodging House Licenses**

Hospitality Resources  
Sheraton Colonial  
Wakefield Manor

#### **Entertainment Licenses**

Artichoke;s  
Bellino's  
Brother's Deli & Restaurant  
Café Italia, Inc.  
Cibo Café  
CMRG, LLC d/b/a Tonno Wakefield  
Creations Coffee Café

Crystal Community Club  
Dockside Restaurant  
Dunkin Donuts (518 Salem Street)  
Harrington's  
Honey Dew Donuts (142 Lowell Street)  
Hospitality Resources  
Indian Flames, Inc.  
Las Chivas, Inc. (Tequilas)  
Massimo's  
McDonald's  
Oyes, Inc.  
Phu-Ket Thai Restaurant  
Public Kitchen  
Sabatino's Restaurant  
Sakura Organic, Inc.  
Sei Bar  
Sheraton Colonial  
Sonny Noto's

**Fortune Teller Licenses**

Psychic Reading  
Mama Fiya Tarrot

**Automated Devices Licenses**

Crystal Community Club  
Dockside Restaurant  
McDonald's  
West Side Social Club

## Class II Licenses

Broadway Auto Brokers

Capitol Construction Equipment

Elite Auto Service

EMS Direct

Highline Motorsports

J&A Auto Body

King's Auto

Modern Collision Center

Northeast Auto Gallery

Performance of Wakefield

Phil Howe's Towing

Platinum Car Center

Reynolds Auto Sales

Subaru of Wakefield

Tecce's Collision

Tim's Transport

Wakefield Auto Gallery

Wakefield Auto Sales

Wakefield Auto Sales of Main Street

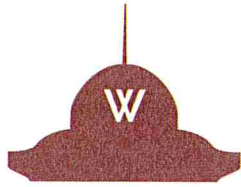
W.W. Industries

## Class I Licenses

EMS Direct

Subaru of Wakefield

Albrecht Buick GMC of Wakefield



## TOWN OF WAKEFIELD

Stephen P. Maio, Town Administrator  
smaio@wakefield.ma.us

Sherri A. Dalton, Executive Assistant  
sdalton@wakefield.ma.us

November 17, 2020

Steve Poftak, General Manager  
Massachusetts Bay Transit Authority  
10 Park Plaza  
Boston, MA 02116

RE: Proposed MBTA service cuts

Dear General Manager Poftak:

I write to express Wakefield's strong opposition to the proposed cutbacks to MBTA service.

As I understand it, the cuts will impact Wakefield in the following ways:

- Elimination of the 136 bus route
- elimination of all weekend commuter rail service;
- elimination of remaining commuter rail service after 9 pm.

The impact on our commuters, neighborhoods, small businesses will be considerable and will slow an economic recovery should a vaccine become available in the next several months. Furthermore, the elimination of Bus Route 136 completely disenfranchises an entire section of Wakefield from public transportation. In fact, recently a low-income housing development was built to specifically take advantage of Bus Route 136. It is appalling that these citizens, who continue to service the public as "essential workers", will be rewarded with the elimination of critical public transportation should the proposed cuts in service be enacted. The argument that there is still "reduced" service available on Bus Route 137 is disingenuous as the nearest stop on route 137 is two plus miles away. I can't stress enough that the removal of the 136 line is going to be devastating to our lower income residents, essential workers, elderly, students, and anyone else who depends on bus transportation in the North Ward of Wakefield. While I appreciate the need to bridge the budget gap, I question why a reduction in frequency of trips on route 136 is not first considered? A complete elimination is too draconian.

The Town of Wakefield has completed an enormous amount of planning work and zoning reform to encourage transit-oriented development. As a community we have adopted zoning changes to take advantage of Smart Growth. We have taken to heart, the Governor's plea to build more market rate and affordable housing. We have hundreds of units currently under construction within walking distance to the commuter rail and bus routes. The elimination of evening and weekend service, will only lead to additional car trips as a recovery takes hold, creating additional challenges to meeting our goals of becoming NetZero by 2050. Or citizens will eschew the extra car trips resulting in less leisure visits to Boston, a fact which will only harm that business



community. For the working class, the lack of night and weekend service, will severely restrict the ability to arrive at work and/or return home as many lack sufficient resources to utilize private transportation. Thus, these proposed cuts are bad housing policy, bad economic policy, bad social policy, and bad environmental policy.

Based on public feedback received during our annual Wakefield 101 events, (a program designed to connect new residents with Wakefield town departments and civic groups) public transit access is one of the main reasons people move to Wakefield. Our housing production goals are primarily focused around transit. These cuts will be a tremendous blow to our efforts and to the Commonwealth's objectives and represent a huge step backwards. While I recognize MBTA faces a significant fiscal challenge, these "temporary" measures create unacceptable obstacles to the economic and environmental future of our Town and the entire region.

I am also curious if with reduced service we will see a reduction in the MBTA assessment?

I strongly urge you to reconsider these cuts and continue to work with our state and federal delegation to find the resources to support these critical transportation services.

Sincerely,



Stephen P. Maio  
Town Administrator

cc: Wakefield Town Council  
Senator Jason Lewis  
Representative Kate Lipper-Garabedian  
Representative Donald Wong





The Commonwealth of Massachusetts  
GENERAL COURT

**SENATOR JASON M. LEWIS**

*Fifth Middlesex District  
State House, Room 511  
Boston, MA 02133  
(617) 722-1206  
Jason.Lewis@MASenate.gov*

**REPRESENTATIVE DONALD WONG**

*Ninth Essex District  
State House, Room 541  
Boston, MA 02133  
(617) 722-2488  
donald.wong@mahouse.gov*

**REPRESENTATIVE KATE LIPPER-  
GARABEDIAN**

*Thirty-Second Middlesex District  
State House, Room 527-A  
Boston, MA 02133  
(617) 722-2020  
kate.lipper-garabedian@mahouse.gov*

General Manager Steve Poftak  
10 Park Plaza  
Boston, MA 02116

November 18, 2020

Dear General Manager Poftak,

We write today to express our deep concern and strong opposition to proposed service reductions and other cuts in the MBTA's Forging Ahead plan, including those directly affecting the Town of Wakefield. As drafted, the proposal will cut in half the available bus service in Wakefield, and the reduction of commuter rail service will significantly challenge the Town's long-standing economic development and housing production efforts. While we understand the global pandemic has caused a significant decline in public transit ridership and reduced fare revenue for the MBTA, we firmly believe these proposed cuts go way too far, are premature, and will inflict major harm on Wakefield. We call on you to immediately shelve this plan or, at the very least, to significantly scale back these cuts.

Reliable, accessible, and affordable public transportation is critical to our residents, businesses, and local economic development. We are particularly concerned about the disproportionate impact that these cuts will have on lower-income residents, persons with disabilities, and small businesses.

Despite the pandemic, many of our constituents still rely on public transportation to get to their jobs, school, medical appointments, and elsewhere. Furthermore, we expect the economy to continue rebounding next year -- particularly once a vaccine becomes available -- and public transit ridership will start growing again just as these harmful cuts are implemented.

Access to public transportation is also critical to our local and regional economic development strategies, including downtown revitalization efforts and the production of badly needed affordable housing. Wakefield has pursued zoning reforms and transit-oriented development, which has been strongly encouraged by the Baker administration, and these efforts will be severely impacted if the MBTA proceeds with these cuts.

Furthermore, use of public transportation is critical to our state's strategy to combat climate change by reducing carbon emissions, improve air quality and public health, and reduce health disparities that disproportionately impact communities of color. Additional cars on the road will return us to the days of grinding road congestion in the greater Boston region.

In Wakefield, the commuter rail and bus routes are an essential part of the town's downtown redevelopment plan. Wakefield has worked for years on the Envision Wakefield initiative, which aims to make the downtown accessible to pedestrians, cyclists, and mass transit riders. Wakefield also has worked hard to introduce more transit-oriented development and to make the commuter rail a more integral part of the community. Hundreds of units are currently under construction within walking distance from commuter rail and bus stops. The commuter rail service reductions and the elimination of bus route 136 will harm both Wakefield's economy and the MBTA's customer base. Any suggestion that bus route 137 can fill the gap created by the loss of bus route 136 is frankly not realistic; large portions of the different lines' route stops are miles away from each other. The added time and hassle this will create for public transit-dependent riders, who are often the most economically vulnerable, is enormous.

Large portions of Wakefield's population commute to Boston using the commuter rail on a regular basis. While many of those jobs are currently remote, the proposed reductions in the commuter rail schedule will kick in right when folks are starting to go back to work in Boston. Many commuters in this area have vehicles, but if they dispense with public transit and drive to work, we will be back to the headache of endless traffic and gridlock. If residents attempt to continue using public transit, and decide that taking the bus to Oak Grove in order to get to Boston works best for their schedule, that will be significantly harder if the 136 is gone. Again, the elimination of that bus route cuts in half available bus service in Wakefield. The result will be a long-term loss of future customers and revenue for the MBTA.

As you consider your proposed service cuts and capital project delays, we question whether these actions now are well timed. The state budget process for FY21 is currently underway; the FY22 budget process will kick off shortly; and there is a strong likelihood that with a new Biden administration there may be additional federal relief funds for public transit agencies. To take drastic action now poorly serves our public and our communities who are working hard to rebuild and recover from the pandemic.

Reducing service levels, closing stations, and shelving critical capital projects will have lasting negative impacts for public transit ridership, local economic development, housing production, and our efforts to fight climate change and improve public health.

We reiterate again our strong conviction that the MBTA not move forward with this current plan.

Best regards,



Jason Lewis  
State Senator  
5<sup>th</sup> Middlesex

Donald Wong  
State Representative.  
9<sup>th</sup> Essex



Kate Lipper Garabedian  
State Representative  
32<sup>nd</sup> Middlesex

Cc:

Secretary Stephanie Pollack

MBTA Director of Special Projects Angel Donahue-Rodriguez

Wakefield Town Manager Steve Maio

Wakefield Town Council Chair Ann McGonigle Santos

Wakefield Chamber of Commerce ED John Smolinsky