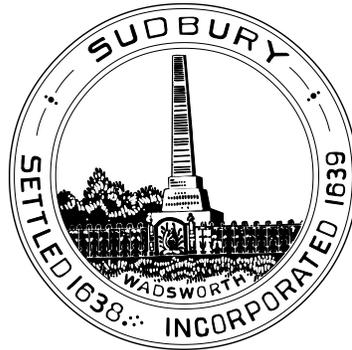


**Town of Sudbury  
Massachusetts**



**OFFICIAL WARRANT**

**SPECIAL TOWN ELECTION**

**TUESDAY, MAY 19, 2015**

**POLLS OPEN 7:00 A.M. – 8:00 P.M.**

Precincts 1, 1A, 2 and 5: Fairbank Community Ctr., 40 Fairbank Rd.  
Precincts 3 and 4: Town Hall, 322 Concord Rd.

If you are not a registered voter, the Town Clerk will have extended voter registration hours from 8:30 a.m. – 8 p.m. on Wed., April 29, 2015 (deadline for registering to vote at the Special Town Election)



**TOWN OF SUDBURY  
SPECIAL TOWN ELECTION WARRANT**

Commonwealth of Massachusetts  
Middlesex, ss.

To the Constable of the Town of Sudbury:

GREETINGS:

In the name of the Commonwealth of Massachusetts, you are hereby required to notify and warn the inhabitants of the Town of Sudbury qualified to vote in Town Elections, that voters residing in Precincts 1, 1A, 2 and 5 should meet at the Fairbank Community Center and voters residing in Precincts 3 and 4 should meet at the Town Hall in said Town on Tuesday, May 19, 2015 between the hours of seven o'clock in the forenoon and eight o'clock in the evening, to cast their votes on the following question:

**BALLOT QUESTION NO. 1**

Shall the Town of Sudbury be allowed to assess an additional \$200,000 in real estate and personal property taxes for the purpose of constructing, reconstructing or making extraordinary repairs to the Sudbury Public Schools and Town driveways, parking lots and sidewalks including the payment of all costs incidental or related thereto for the fiscal year beginning July first, 2015?

YES \_\_\_\_\_

NO \_\_\_\_\_

**SUMMARY:** Under Article 23 of the 2015 Annual Town Meeting, voters will consider funding for constructing, reconstructing or making extraordinary repairs to the Sudbury Public Schools and Town driveways, parking lots and sidewalks, in the amount of \$200,000, contingent upon approval of a Proposition 2 ½ Capital Expenditure Exclusion for FY16 at a subsequent Special Town Election.

This ballot question seeks to increase the amount of property tax revenue the Town may raise in Fiscal 2016 (July 1, 2015 – June 30, 2016) for a one year period only for the stated purpose. It does not increase the Town's levy limit nor does it become part of the base for calculating future years' levy limits.

The estimated impact of increasing the fiscal year 2016 taxes an additional \$200,000 is \$.0476 per \$1,000 assessed value. For example, the tax impact on the 2015 average home value of \$658,974 is estimated at \$31.37 in fiscal year 2016.

A "yes" vote on this question will authorize the Town to increase fiscal year 2016 taxes in order to construct, reconstruct or make extraordinary repairs to the Sudbury Public Schools and Town driveways, parking lots and sidewalks, and a "no" vote will mean the project cannot go forward.

**ARGUMENT FOR PASSAGE:** Many town parking lots, sidewalks and curbs are deteriorated and will require significant investment to maintain. Last year \$330,000 was approved to replace much of the Nixon School parking lot, sidewalks and curbs and to do major repairs at Curtis. This funding request will support an increase in maintenance at these and other sites and prevent the need for complete removal and replacement. This summer, the Curtis School site will be paved and new curbs, drainage

structures and sidewalks will be installed. Some other repairs at the Goodnow Library and the Loring School will also take place this summer. Most schools were new in the late 1990's and the Library was new in 1998, and the lots, curbing and sidewalks were installed at that time. Now, these sites are starting to wear out. This capital expense will ensure proper maintenance and repairs are included in the upkeep of these facilities. The funds requested will provide materials and labor to patch surfaces, replace deteriorated areas keep driveways and parking lots operational and safe. If this is postponed, it will cause more costly repairs in the future. The tax impact on a \$658,974 average home valuation is estimated at \$31.37 for fiscal year 16. This is a one-time tax impact, the total amount of \$31.37 will be a one-time tax assessment.

**ARGUMENT IN OPPOSITION:** The Town has expended a significant amount of money last year and should put this project on hold until it can afford the project without a capital exclusion and an additional tax totaling just over thirty-one dollars next year. Passage of this capital exclusion would increase the tax levy above the amount already required for the fiscal year 2016 operating budget. This extra tax is concentrated in one year and as such will present an additional hardship for those already struggling. There will be no impact on the operations at the town's buildings, and we can get by with some inconvenience rather than an increase in the property taxes. The Town can simply patch pot holes and seal coat the pavement at a much reduced expense.

**BALLOT QUESTION NO. 2**

Shall the Town of Sudbury be allowed to assess an additional \$220,000 in real estate and personal property taxes for the purpose of constructing, reconstructing or making extraordinary repairs to the Sudbury Public Schools for the purpose of building safety, security and access controls including the payment of all costs incidental or related thereto for the fiscal year beginning July first, 2015?

YES \_\_\_\_\_ NO \_\_\_\_\_

**SUMMARY:** Under Article 24 of the 2015 Annual Town Meeting, voters will consider funding constructing, reconstructing or making extraordinary repairs to the Sudbury Public Schools for the purpose of building safety, security and access controls, in the amount of \$220,000 contingent upon approval of a Proposition 2 ½ Capital Expenditure Exclusion for FY16 at a subsequent Special Town Election.

This ballot question seeks to increase the amount of property tax revenue the Town may raise in Fiscal 2016 (July 1, 2015 – June 30, 2016) for a one year period only for the stated purpose. It does not increase the Town's levy limit nor does it become part of the base for calculating future years' levy limits.

The estimated impact of increasing the fiscal year 2016 taxes an additional \$220,000 is \$.0575 per \$1,000 assessed value. For example, the tax impact on the 2015 average home value of \$658,974 is estimated at \$37.89 in fiscal year 2016

A "yes" vote on this question will authorize the Town to increase fiscal year 2016 taxes in order to construct, reconstruct or make extraordinary repairs to the Sudbury Public Schools for the purpose of building safety, security and access controls, and a "no" vote will mean the project cannot go forward.

**ARGUMENT FOR PASSAGE:** The goal of this project is to improve the safety of our youth while at school. As we have unfortunately learned school violence can occur anywhere. Therefore, we must continually reassess how we can do better for our children. In considering a tiered approach, installation

of access control points as well as security cameras is a good starting point in a multiple year overall plan. With the implementation of entry access control and the installation of security cameras, we can be better prepared to deal with and prevent school violence should it occur. There is no 100% guarantee that our schools will be free from violence and there is no easy solution. However, this investment is another step in ensuring we do all we can to protect our children, teachers and parents in our school buildings. This funding will allow the installation of electronic card access and exterior security cameras at the Curtis, Haynes, Noyes, Nixon and Loring schools. In 2012, the front entry doors at the schools were locked and cameras installed to control public entry. This proposal is a continuation of the goal to ensure safety in the schools. We could put it off for another year, however, security and safety is our most important goal in Sudbury. The tax impact on a \$658,974 average home valuation is estimated at \$37.89 for fiscal year 16. This is a one-time tax impact, the total amount of just over \$37 will be a tax in only one fiscal year.

**ARGUMENT IN OPPOSITION:** Passage of this capital exclusion would increase the tax levy above the amount already required for the fiscal year 2016 operating budget. This extra tax is concentrated in one year and as such will present an additional hardship for those already struggling. The schools installed cameras and doorbells a couple years ago and that should be sufficient security and protection. Sudbury is a small community and there is no reason to believe we need to provide these additional measures and to control access to this extent.

### **BALLOT QUESTION NO. 3**

Shall the Town of Sudbury be allowed to assess an additional \$300,000 in real estate and personal property taxes for the purpose of purchase and installation of lighting at the Cutting recreation field and all expenses in connection therewith, including design, engineering, preparation of plans, specifications and bid documents, for the fiscal year beginning July first, 2015?

YES \_\_\_\_\_

NO \_\_\_\_\_

**SUMMARY:** Under Article 28 of the 2015 Annual Town Meeting, voters will consider funding the purchase and installation of lighting at the Cutting recreation field and all expenses in connection therewith, including design, engineering, preparation of plans, specifications and bid documents, in the amount of \$300,000, contingent upon approval of a Proposition 2 ½ Capital Expenditure Exclusion for FY16 at a subsequent Special Town Election.

This ballot question seeks to increase the amount of property tax revenue the Town may raise in Fiscal 2016 (July 1, 2015 – June 30, 2016) for a one year period only for the stated purpose. It does not increase the Town’s levy limit nor does it become part of the base for calculating future years’ levy limits.

The estimated impact of increasing the fiscal year 2016 taxes an additional \$300,000 is \$.0714 per \$1,000 assessed value. For example, the tax impact on the 2015 average home value of \$658,974 is estimated at \$47.05 in fiscal year 2016.

A “yes” vote on this question will authorize the Town to increase fiscal year 2016 taxes in order to purchase and install lighting at the Cutting recreation field and all expenses in connection therewith, and a “no” vote will mean the project cannot go forward.

**ARGUMENT FOR PASSAGE:** The Park and Recreation Commission currently utilizes Cutting Synthetic Turf field for all possible natural lighted hours in the spring and fall and most available hours

in the summer months. Lighting Cutting Field will provide substantially more field space to the Town. During the prime fall and spring seasons the lack of sunlight restricts use of the field during the prime hours of 5 to 9, particularly weekdays. Turf is also used when grass fields are closed. Lighting Cutting Field could increase utilization equivalent to that of a second field – without lights Cutting Field is a gross underutilization of a town asset. The Gale report determined our field deficiencies and lighting this field would help in decreasing some of our field deficiencies in the large multi-purpose rectangular field category. In addition the use of certain types of field lighting are completely maintenance free for 25 years, whereas the town will not even have to replace a light bulb for 25 years and can control the scheduling of the lights going on and off completely via computer and also remotely. This will add substantial capacity to our field inventory at well below the cost of constructing additional field space.

**ARGUMENT IN OPPOSITION:** In the Warrant of the May Town Meeting there was an article to establish a stabilization fund for town-owned synthetic turf fields. This article was introduced because to date no money has been put aside to replace turf fields when the surface deteriorates. Our Parks, Recreation & Aquatics Director has stated that these fields have a life expectancy of 10 years, that once they go there is no repair possible, and that the cost of replacing the Cutting Field’s surface is estimated to be \$300,000 to \$400,000. Cutting Field was opened in October of 2006 and therefore is close to the end of its life expectancy. Before spending money on lights for Cutting Field, the Town needs to be sure we have the money needed to replace the synthetic surface on this field and that we have begun to put money away for the replacement cost of the other town-owned synthetic turf fields. Until the town is presented with a specific plan for funding replacement costs for Cutting, voting to increase taxes for lights on this field seems premature.

#### **BALLOT QUESTION NO. 4**

Shall the Town of Sudbury be allowed to assess an additional \$1,000,000 in real estate and personal property taxes for the purpose of engineering and construction of a completed unpaved “greenway style” multi-use recreational rail trail in the abandoned rail right of way of the Framingham and Lowell Railroad, now known as the Bruce Freeman Rail Trail, running from the Chiswick Park entrance at Union Avenue to the Concord town line for the fiscal year beginning July first, 2015?

YES \_\_\_\_\_

NO \_\_\_\_\_

**SUMMARY:** Under Article 54 of the 2015 Annual Town Meeting, voters will consider funding the engineering and construction of a completed unpaved “greenway style” multi-use recreational rail trail in the right of way of the Framingham and Lowell Railroad, now known as the Bruce Freeman Rail Trail, in the amount of \$1,000,000, contingent upon approval of a Proposition 2 ½ Capital Expenditure Exclusion for FY16 at a subsequent Special Town Election.

This ballot question seeks to increase the amount of property tax revenue the Town may raise in Fiscal 2016 (July 1, 2015 – June 30, 2016) for a one year period only for the stated purpose. It does not increase the Town’s levy limit nor does it become part of the base for calculating future years’ levy limits.

The estimated impact of increasing the fiscal year 2016 taxes an additional \$1,000,000 is \$.2381 per \$1,000 assessed value. For example, the tax impact on the 2015 average home value of \$658,974 is estimated at \$156.90 in fiscal year 2016.

A “yes” vote on this question will authorize the Town to increase fiscal year 2016 taxes in order to fund the engineering and construction of a completed unpaved “greenway style” multi-use recreational rail

trail in the right of way of the Framingham and Lowell Railroad, now known as the Bruce Freeman Rail Trail, and a “no” vote will mean the expenditure cannot go forward.

### **ARGUMENT FOR PASSAGE:**

#### About Rail Trails:

Rail trails are tremendous community assets. Why?

- Improved quality of life, promotion of healthy living and outdoor recreation
- Increased pedestrian mobility and safety, connecting neighborhoods, schools, playing fields, conservation lands, and retail areas
- Potential for increased residential and commercial property values

Stone dust greenways, classified as multi-use recreational trails, are a recreational amenity our community can act on now. If we approve funding, construction would start this year and the trail would be completed in 2016.

#### About Greenway Rail Trails:

A stone dust greenway trail in the Bruce Freeman Rail Trail (BFRT) right-of-way will:

- be built in compliance with MA-DEP Best Practices for Rails to Trails projects
- be Americans with Disabilities Act (ADA) compliant
- have safe road crossings built to Manual of Uniform Traffic Code Devices (MUTCD) standards
- be permitted by the Sudbury Conservation Committee and built in compliance with Sudbury Bylaws
- be a 4.4 miles long, 10 foot wide rolled stone dust path with grassed shoulders and pedestrian bridge crossings

#### About the BFRT:

Sudbury has studied this trail for decades. A MA-DOT paved bike path would open in roughly 10 years if state and federal transportation funds can be secured. According to MA-DOT, construction of a paved bike path would not start before late 2022 or early 2023 and will cost \$6,600,000.

Let's build this trail as a greenway now. A paved bike path is a great long term goal. Support funding for greenways. Bring the trail to Sudbury!

### **ARGUMENT IN OPPOSITION:**

Sudbury has voted three times for the Bruce Freeman Rail Trail to be designed and constructed to MassDOT standards.

In just 7 months there has been great progress toward making the trail a reality: state acceptance of the trail, Town Meeting funding for design, months of design work, field work on wetlands and surveying. A state board has recently approved the full \$6.6 million funding for construction of the Bruce Freeman Rail Trail. Sudbury would pay nothing. We can see the light at the end of the tunnel, with construction possible by 2019.

Now, a private group wants to start all over again with a non-paved trail that obligates Sudbury to pay the full design and construction costs, well over a million dollars. It has offered only a ‘conceptual’ cost estimate, done for free by the company that hopes to get the contract. The town has found such estimates wanting. No vetting has been done by town boards.

MassDOT standards ensure a safe rail trail, easy to maintain and long lasting. A paved trail is low maintenance and is accessible to all residents, especially seniors and disabled persons. A non-paved trail ruts easily and is not suitable for bikes with narrow tires. It needs frequent, expensive upkeep and quickly becomes ADA noncompliant.

Going back to the drawing board now for a more costly, non-paved trail that will not happen any faster does not make sense for Sudbury.

### **BALLOT QUESTION NO. 5**

Shall the Town of Sudbury be allowed to assess an additional \$1,000,000 in real estate and personal property taxes for the purpose of engineering and construction of a completed unpaved “greenway style” multi-use recreational rail trail in the abandoned rail right of way of the Mass Central Railroad, now known as the Mass Central Rail Trail (MCRT) –Wayside Branch, running from the Wayland town line to the Hudson town line for the fiscal year beginning July first, 2015?

YES \_\_\_\_\_

NO \_\_\_\_\_

**SUMMARY:** Under Article 55 of the 2015 Annual Town Meeting, voters will consider funding the engineering and construction of a completed unpaved “greenway style” multi-use recreational rail trail in the right of way of the Mass Central Railroad, now known as the Mass Central Rail Trail, in the amount of \$1,000,000, contingent upon the approval of a Proposition 2 ½ Capital Expenditure Exclusion for FY16 at a subsequent Special Town Election.

This ballot question seeks to increase the amount of property tax revenue the Town may raise in Fiscal 2016 (July 1, 2015 – June 30, 2016) for a one year period only for the stated purpose. It does not increase the Town’s levy limit nor does it become part of the base for calculating future years’ levy limits.

The estimated impact of increasing the fiscal year 2016 taxes an additional \$1,000,000 is \$.2381 per \$1,000 assessed value. For example, the tax impact on the 2015 average home value of \$658,974 is estimated at \$156.90 in fiscal year 2016.

A “yes” vote on this question will authorize the Town to increase fiscal year 2016 taxes in order to fund the engineering and construction of a completed unpaved “greenway style” multi-use recreational rail trail in the right of way of the Mass Central Railroad, now known as the Mass Central Rail Trail (MCRT) –Wayside Branch, and a “no” vote will mean the expenditure cannot go forward.

#### **ARGUMENT FOR PASSAGE:**

##### About Rail Trails:

Rail trails are tremendous community assets. Why?

- Improved quality of life, promotion of healthy living and outdoor recreation
- Increased pedestrian mobility and safety, connecting neighborhoods, schools, playing fields, conservation lands, and retail areas
- Potential for increased residential and commercial property values

Stone dust greenways, classified as multi-use recreational trails, are a recreational amenity our community can act on now. If we approve funding, construction would start this year and the trail would be completed in 2016.

##### About Greenway Rail Trails:

A stone dust greenway trail in the Mass Central Rail Trail (MCRT) right-of-way will:

- Be built in compliance with MA-DEP Best Practices for Rails to Trails projects
- Be Americans with Disabilities Act (ADA) compliant
- Have safe road crossings built to Manual of Uniform Traffic Code Devices (MUTCD) standards

- Be permitted by the Sudbury Conservation Committee and built in compliance with Sudbury Bylaws
- be a 4.6 mile long, 10 foot wide rolled stone dust path with grassed shoulders and pedestrian bridge crossings

About the MCRT:

- January 2014: DCR issued Mass Environmental Policy Act (MEPA) certificate for the project. The project has no funding through DCR or the state. DCR is working with towns to develop the trail.
- Wayland passed funding for their portion of the MCRT at 2015 Town Meeting and will be developing a greenway rail trail this year.

The time for rail trails in Sudbury is now. A greenway style MCRT is the best path forward for initial rail trail development.

**ARGUMENT IN OPPOSITION:**

The reasons supporting a MassDOT standard rail trail with a paved travel surface on the Mass Central are the same as for the Bruce Freeman Rail Trail. For a suburban town like Sudbury, the standards say that the trail should be paved.

There are two options for getting an east west rail trail without cost to Sudbury.

First, NSTAR may use the Mass Central right-of way for a transmission line to Hudson. If it does, NSTAR will design and build a safe, hard surface rail trail for all users. NSTAR will cover most, if not all, of the several million dollar cost.

It is worth waiting a few months to see if NSTAR goes ahead.

Second, the Department of Conservation and Recreation (DCR), wants to build a paved Mass Central rail trail. DCR has done several studies to advance the project and reached out to Sudbury and other towns to make the trail happen. Our state legislators support this approach. When state and federal funds become available DCR will design and build the Mass Central at no cost to Sudbury.

While we all want a rail trail soon, let's work on the two options rather than spending our tax dollars on a project we may get at little or no cost. If we have to go it alone we should have our boards vet the project, have an engineering design, and a reliable cost estimate so we know what we are buying. We need a plan before we spend money.

And you are required to serve this Warrant by posting an attested copy thereof at the Town Hall at least seven days before the time appointed for said election.

Hereof fail not and make due return by your doing thereon to the Town Clerk at or before the time of meeting aforesaid.

Given under our hands this fourteenth day of April, two thousand and fifteen.

SELECTMEN OF SUDBURY:

Charles C. Woodard

Patricia A. Brown

Robert C. Haarde

Lawrence W. O'Brien

Leonard A. Simon



Board of Selectmen  
Sudbury  
Massachusetts

U.S. POSTAGE  
PAID  
Permit No. 4  
Sudbury, MA 01776  
ECRWSS

**POSTAL PATRON  
SUDBURY  
MASSACHUSETTS 01776**

**SPECIAL TOWN ELECTION**  
**Tuesday, May 19, 2015**

