



Should Waverley Station Close?

MBTA to hold November 16 Session on consolidating Waverley, Center stations

By Sue Bass

Should Belmont continue to have two commuter rail stations that people can walk to? Or is it better to have just one station with a parking garage that people can drive to? That's not officially the topic of the MBTA commuter rail presentation on November 16, but it's the question hovering over the event.

Formally, the meeting is about the T's need to spend \$15 million or more on a station that serves only 117 daily riders—or to close the station entirely. This issue arises because, several years ago, the MBTA spent \$353,281 repaving the platform. That was more than 30% of the station's value. In addition, the repaving did not raise the platforms to the level of the trains. Either violation alone—the spending or the failure to raise the platforms—required that the station be made accessible for handicapped people, with an elevator or ramps, according to the state's Architectural Access Board. Appeals have failed. The conclusion seems unassailable—make it accessible or close it. (State Senator Will Brownsberger did what he called “a deep dive” on the issue, available at willbrownsberger.com/waverley-upgrade-obligation/.)

For the T, this situation either adds millions to its billion-dollar bill for system-wide repairs and upgrades—or it offers an opportunity to speed up commuter rail service on the Fitchburg line by eliminating a station that draws relatively few riders. In fact, it dangles the chance to replace two stations with low ridership by a single station in the middle, along south Pleasant Street, with a parking garage that could increase the total ridership. Daily ridership at the Belmont Center station was only 168 in

April 2013, according to the latest data readily available, from the MBTA's fascinating *Ridership and Service Statistics, 2014*, nicknamed the Blue Book, which is available at www.mbta.com/bluebook. The average for the Fitchburg line is 361 boardings per station

For Belmont, sadly, this situation threatens the loss of one or both walkable stations and their possible substitution by a new station to which few could walk—plus a garage that would draw even more traffic to Pleasant Street at rush hours, when it is already jammed.

It's time for us to do what we do so badly and infrequently: try to look ahead and make wise choices about our future.

To start, why is ridership on the commuter rail so low? From Waverley, the train offers a trip of 10 minutes or less to Porter Square and 20 minutes or less to North Station in Boston. It's two minutes quicker from Belmont Center.

Parking might be one reason. The MBTA's Blue Book reports no auto spaces at Waverley, though there are 12 bicycle spaces. It reports 115 auto commuter spaces at Belmont Center, but in fact the police department's traffic office says only 20

MBTA Commuter Rail Presentation

The Future of Commuter Rail in Belmont

Monday, November 16, 7 PM
Beech Street Center
266 Beech Street, Belmont

spaces are available, at \$90 a month—and only a handful of those are spoken for.

Is the price too high, compared with parking downtown? Are people unaware that spaces are available? Would ridership go up if the long-discussed Community Path brings cyclists to the Waverley Square and Belmont Center train stations? Or is the commuter rail service too unreliable, or too infrequent? Do too few people work downtown these days?

Demographically, Belmont should be using more public transportation. “We’re seeing a general trend where the inner core—within

[Route] 128—is growing faster than the outer suburbs,” said Eric Bourassa, transportation director for the Metropolitan Area Planning Council. “Part of it is because people do want to be closer to transit and commute in that way.”

Of course, Waverley Square has one of the busiest bus routes in the state, #73, with 6,424 daily boardings along the whole route and 753 at Waverley Station itself.

At the last meeting between MBTA officials and the Belmont Board of Selectmen, on September 28, T officials said part of the challenge in making the two Belmont stations accessible is that both are on curves. The bend in the tracks makes it much more difficult and more expensive to provide roll-on service to the trains. The straight track along Pleasant Street between Waverley and Belmont Center appealed to the T for that reason.

Several in the audience suggested that a small shift in the location of the stop—a dozen feet or so—might solve that problem, at least at Waverley. Is that true? Would other simple solutions shave millions off the price tags for making Waverley accessible? It’s time to find out.

—Sue Bass is director emerita of the Belmont Citizens Forum.

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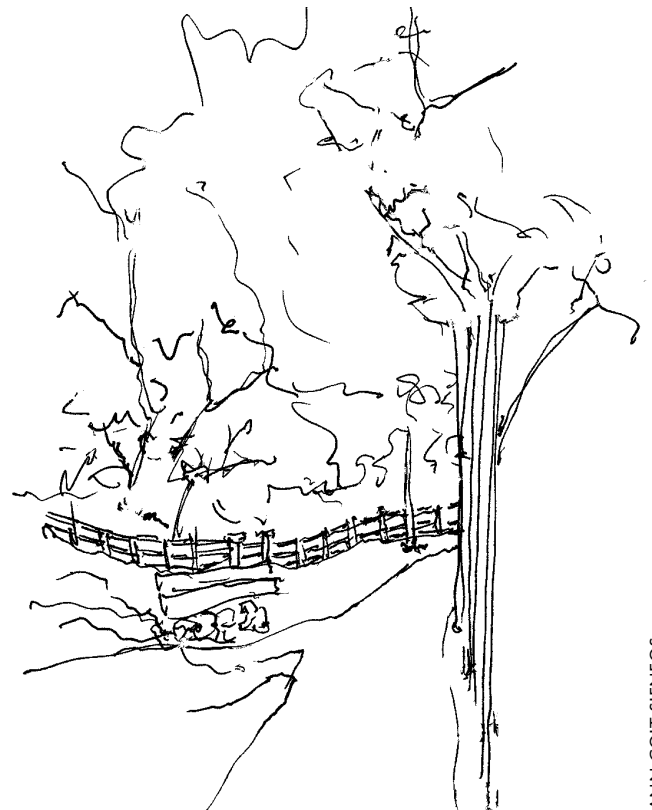
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Belmont Citizens Forum Inc. is a not-for-profit organization that strives to maintain the small-town atmosphere of Belmont, Massachusetts, by preserving its natural and historical resources, limiting traffic growth, and enhancing pedestrian safety. We do this by keeping residents informed about planning and zoning issues, by participating actively in public hearings, and by organizing forums. Our *Newsletter* is published six times a year, in January, March, May, July, September, and November. Published material represents the views of the authors and not necessarily those of the Belmont Citizens Forum.

Letters to the editor may be sent to P. O. Box 609, Belmont MA 02478 or to info@belmontcitizensforum.org.



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Belmont Center Parking: It's Complicated

By *Evanthia Malliris*

It's a common sight in Belmont Center, cars poking along Leonard Street, seeking that sweet reward, an open parking spot! A quick dash to the dry cleaners, pick up a coffee, and you're on your way—and not even late for work.

But what if you can't find that space? Maybe you'll circle the block a few times, and if you're not lucky, just head home. You'll do the errand another time. But why not just park in the large municipal lot behind the Leonard Street businesses, or on a residential side street? After all, it's just a few minutes to walk to the Center.

Not so fast.



A resident at one of the two new metering machines—this one solar-operated—in the Clafin Lot expressed frustration that she had to wait until 8:30 am to get a parking sticker.

A recent parking study of Belmont Center found many barriers to parking in Clafin lot and walking around to the shops, and center. Business owners and Belmont residents resoundingly agree.

Let's go back to 2012, when the town commissioned a parking study from Nelson/Nygaard Consulting (available at www.belmont-ma.gov/sites/belmontma/files/file/file/final_parking_management_plan.pdf), as part of the greater Belmont Center redesign and construction, which is now very visibly underway. As the Belmont Citizens Forum *Newsletter* reported in the May 2014 issue, according to the study, "the problem in Belmont Center is that many of the most attractive, short-term parking spots for customers are monopolized by cars that park for two hours at a time or more. The most obvious and desirable parking closest to stores is free, while the Clafin lot is invisible and has a confusing, poorly signed mix of free and paid parking with no obvious access to Leonard Street."

The study made six recommendations to improve parking in the center, which the Board of Selectmen voted to implement in March of 2012:

- Parking permits for employees and others be revised, with monthly rate discounts
- More convenient customer parking, charging for prime spaces on Leonard Street, with the first 15 minutes free to encourage short stops
- Introduce and charge for commuter parking
- Improve walking connections between the back parking lot and the Center, perhaps with a permanent easement between the two
- Create a signage program to help people get from the back parking lot to the Center, and to clearly differentiate short- and long-term parking
- Implement modern payment technology throughout, and specifically, replace the outdated pay station in the lot

According to Glenn Clancy, Belmont's director of Community Development, the town has already implemented some of these recommendations and has plans to enact the remainder. About a year ago, the town installed new signs to help motorists find

Belmont Center's Parking Signs



the Claflin Street parking lot. However, with the ongoing Center construction, some signs were temporarily removed. Once the project is complete, Clancy said, “we will revisit the signage to see if additions or modifications are necessary.”

There are now two upgraded parking pay stations in the back lot which take both coins and credit cards; metering starts at 8:30 am. In fiscal 2015, parking rates were increased to \$1 per hour, and employee parking permits were increased to \$90 per month from \$60 per month. Employees can also pay for daily parking at \$5 a day (formerly \$3/day). In addition, as of February 2015, commuter parking permits were made available for \$90 per month for the 10 spaces on Royal Road that were previously free, and for 10 spaces in the rear lot. According to the Belmont town parking office, there hasn't been a lot of demand for commuter parking permits.

Parking pay stations are also planned for Leonard Street, and will be installed once the Belmont Center reconstruction project is completed. As recommended by Nelson/Nygaard, the goal is to encourage turnover of on-street parking spaces so that there is more inventory available to business customers. And as a result of the reconstruction work, about eight new parking spaces have been carved out, adding to the on-street inventory. Further, accommodations have been made to provide loading zones on both sides of Leonard Street to help relieve congestion during delivery times.

With Foodies Market scheduled to take over a large chunk of the old Macy's building, there may be an uptick in parking demand by shoppers and employees. Clancy said, “As we learn more about the tenants at the old Macy's site, we will see how that impacts our parking strategy in the center. We will stay flexible in our thinking, and continue conversations with the Belmont Center Business Association to receive feedback on parking issues.”

The town also plans to place bike racks near the green space in front of Belmont Savings Bank, and in several locations along Leonard Street. The racks are fairly mobile and can be relocated and added to as required by demand.

When asked about these six recommendations and how they think their businesses might

be affected by them, center business owners agreed strongly with creating a permanent cut-through from the municipal lot to Leonard Street, as did Belmont citizens in an informal poll. There is general agreement that people just won't walk around the block to get to the Center. Belmont resident Bonnie Friedman said, “It's psychological. If they can't see the store from their car, they think it's far away. I think Lexington does a bit better with parking in the rear because they have clear cut-through walkways. Cutting through Champion's or other stores might feel uncomfortable.”

However, Gerry Dickhaut, Champion Sport's owner and head of the BCBA, is “proud to be the official cut-through of Belmont Center,” and has posted welcoming signs in his windows. Dickhaut agrees that people don't seem to want

Commuter Parking Passes

Last July, Belmont's parking office started selling monthly commuter parking passes. Buyers can park on Royal Road in front of the Belmont Lions Club or in the Claflin Street parking lot. Four passes have been sold—fewer than the 18 that were anticipated, but it is still income for the town.

At present, anyone who wants to buy a parking pass has to appear at the town Parking Office between 8AM and 4PM on a weekday and pay with either cash or check. The program might be more popular if passes were available online and could be purchased by credit card.

Floyd Carman, Belmont town treasurer, says he gets phone calls from commuters “once or twice a week” asking that metered parking in the lot begin earlier than 8:30 AM. Commuters could then pay a daily fee to park all day; however, they would take away parking for shoppers and employees.

For more information, see www.belmont-ma.gov/parking-clerk

to walk at all whether from a side street or from the parking lot.

Nelson/Nygaard identified Citizens Bank or Starbucks as possible cut-throughs. Citizens likely has good security, and might be willing to sell a 24-hour easement to the town. Behind Starbucks, there is a patio fence that could be removed. According to Clancy, the redesign of the Macy's building is also expected to provide a cut-through, but it's likely that it will be part of a larger commercial tenant space.

Some residents think that resistance to parking and walking comes from having only a few minutes to run quick errands. Dealing with the meter machine and walking around from the lot to the Center are real hurdles for senior citizens and parents pushing strollers, and for everyone in the winter.

Others view lot design and access as troublesome: the one-way areas in the lot add to the time getting in and out, and making the turn from the "pizzeria" end of Leonard is tricky during rush hour.

Despite the addition of directional signs, Kristyn Meech, owner of Bells and Whistles, wants to see a more welcoming, attractive, and clear signage program that would help direct drivers to the rear lot. She and other BCBA members have had ongoing discussions about improved signage with the town. In addition, some residents feel that the demarcation for free and metered parking is ambiguous, and well-designed signage would help solve that problem.

Employees Displace Customers

Dickhaut is disturbed that multi-hour employee parking on Leonard Street is taking convenient parking away from shoppers. "It's critical to get them off the street," he said. He thinks that employees should park in the back lot, either for free or for a dollar a day. Other business owners agree that charging employees, many of whom are part time and paid hourly, the current daily rate of \$5 is excessive, as is the monthly \$90 fee, which works out to \$4.50 per day, if an employee works a five-day week for the entire month. In fact, some owners now pay for their employees' parking fees.

Several business owners want free parking for customers. Mary Nielsen, owner of The Chocolate Dream, a 20-year-old Center business, thinks that it's poor customer service to charge for parking on Leonard Street. Dickhaut supports the idea of market pricing on Leonard, that is, the Nelson/Nygaard recommendation to charge more for the most-sought after spaces, with the first 15 minutes free, and paying the least for the spaces farthest away from the center. Meech isn't sure that market pricing would work; the Center might just be too small.

The Nelson/Nygaard report calls for discounted monthly passes for employees, and other options for commuter parking, including use of residential streets, which could "opt in" to accommodate commuter parking. The fees from monthly pass holders who parked on these streets could be used to enhance the neighborhood, based on resident preference.

Evanthia Malliris is a director of the Belmont Citizens Forum.



The Sun Rises for Belmont Solar Customers

By Roger Wrubel

If you are interested in installing solar panels on your roof and saving money while reducing your carbon footprint, the time to act is NOW.

The first reason to act now is that the 30% federal tax credit for residential solar systems expires a short year from now, on December 31, 2016, and may very well not be renewed. To qualify for the credit, your solar system must be operational by the end of the 2016 calendar year.

The second reason to act now is that after several tumultuous years of internal debate and false starts, which discouraged solar vendors from working in Belmont, the Belmont Light Board voted unanimously, on September 30, 2015, for a permanent policy on solar arrays of up to 250 kilowatts (kW).

Although Belmont Light's policy is less financially favorable for solar customers than those of National Grid or Eversource, it may be just attractive enough to draw solar vendors back to Belmont, and could provide homeowners with a reasonable return on their investment. (Eversource and National Grid are investor-owned utilities, bound by Massachusetts laws which are designed to encourage solar installations. Belmont Light is a municipal utility, in theory more responsive to local governance, hence exempt from those restrictions and allowed to set its own policy.)

Belmont's New Solar Policy

If you generate electricity from your solar panels and use the electricity immediately in your home, you avoid purchasing power from Belmont Light at the retail price, which is now about 19 cents per kilowatt-hour. A typical Belmont home uses about 650 kilowatt hours per month.

If, at any moment, you generate more electricity than you use immediately, the surplus goes out onto the grid to be used by your neighbors, and Belmont Light credits your electric bill for this power at 11 cents per kilowatt-hour. The 11 cents represents Belmont Light's avoided cost (i.e., not paid to another supplier) for electricity otherwise generated at remote power plants and transmitted to Belmont.



EMILY WOODS

Solar panels at Iggy's Bread, Fawcett Street, Cambridge, between Concord Avenue and the Alewife MBTA station.



Solar panels on Alexander Road, Belmont.

At night, or other times when the solar panels are not generating enough electricity to power your home, you may draw electricity from the Belmont grid and pay the retail price for what you consume, like all customers.

Power Purchase Agreements, a type of contract some solar vendors offer, will at Belmont Light's insistence not be allowed in Belmont. This may be a problem for financing large solar projects in Belmont (see discussion at the end of this article).

The difference between the retail price for electricity (19 cents/kilowatt-hour) and the price that Belmont Light pays for your surplus solar power (11 cents/kilowatt-hour) represents Belmont Light's charge for distribution (its employees and its in-town wires and other electric infrastructure), plus the debt service to build the new Belmont Light substation off Brighton Street.

How much will your electric bill decrease with solar power? That depends on the proportion of solar energy your home consumes in real time, as it is generated. The percentage will vary from household to household, depending on factors such as the size of the solar array and daily timing of a household's electricity demand. In general, however, a typical single family home uses about 35 to 40% of a typical installed array in real time, with the remainder, 60% to 65%, flowing out to the grid.

What You Can Do Now

1. Contact a solar vendor to determine if your home is suitable for solar. A few local solar vendors are listed, without recommendation, in the box below. If your house receives enough sunlight to make solar panels economical, vendors will provide you with a proposal showing the cost of the system, amount of electricity your array will generate, amount saved each year in electric costs, and length of time to recoup your investment when all appropriate savings and incentives are included. You can



Slade Street solar panels in Belmont.



EMILY WOODS

Belmont Hill School solar panels, Jordan Athletic Center. The Belmont Hill School installed the 14,000-square-foot 186 kW solar photovoltaic system (which provides 20% of the school's annual energy demand) via a Purchase Power Agreement with IRC Solar Roof Systems.

buy a system, finance it, or lease it from some vendors. To get an idea of your own roof's solar potential, consult Google's Project Sunroof, www.google.com/get/sunroof#p=0. It is advisable to compare proposals from at least two vendors and inquire about differences.

2. Wait until January for the Belmont Goes Solar campaign, now being planned. Members of Belmont's Energy Committee, Sustainable Belmont, Belmont Light, and other interested citizens have been meeting to select a "preferred" vendor to offer solar systems to Belmont residents, hopefully at a discounted price. Look for information about Belmont Goes Solar starting in December.

Solar for Belmont Municipal Buildings

Municipal and school buildings can be good locations for relatively large solar arrays, and an

effective way for Belmont to move away from carbon-based sources of energy. For some time, citizens and school department officials in Belmont have been trying to install solar panels on the Wellington School, a project which could number as many as 500 panels

Other communities have installed solar panels on public buildings via a Power Purchase Agreement (PPA). A PPA allows a solar vendor to construct a solar system on a town or school building at no cost to the town. The vendor finances the project by selling the solar-generated electricity to the town at a price below the retail price of electricity. Belmont Light has stated it will not allow PPAs because it feels they infringe on its legal monopoly to be the only company in Belmont to sell electricity and would open them to "retail choice," where any resident is able to buy power from any electricity distributor.

In 2011, when this issue first arose, two lawyers provided Belmont Light with an opinion that the sale of electricity generated from a solar array on a school or other municipal building, through a PPA, did not violate Belmont Light's monopoly rights and did not open Belmont up to "retail choice." This issue continues to be actively argued before the Belmont Light Board and hopefully will be resolved soon. If Belmont

Light prevails in preventing PPAs, it may limit financial options for funding relatively large solar arrays on any of Belmont's municipal or school buildings.

Roger Wrubel is the director of Mass Audubon's Habitat Education Center and Wildlife Sanctuary. Both Habitat and his own home in Belmont have solar arrays providing carbon-free energy.



EMILY WOODS

Solar light tubes at The Loading Dock channel light from roof to restaurant.

Local Solar Vendors

This list is not exhaustive—but here are a few places to start your search.

Direct Energy Solar
www.directenergysolar.com
800-903-6130, Columbia MD

Solar Flair Energy
www.solarflair.com
508-293-4293, Ashland MA

Sunbug Solar
sunbug solar.com
617-500-3938, Somerville MA

The Boston Solar Company
www.bostonsolar.us
617-858-1645, Woburn MA

Snow Shoveling Help

Winter is coming. Belmont residential property owners are required by Belmont's Residential Snow Removal General Bylaw to remove snow from sidewalks abutting their property.

Belmont's Council on Aging has a limited number of volunteers to help with snow removal. If you would like help, or you would like to volunteer to shovel, please call the Council on Aging at 617-993-2970.

Letter to the Editor

To the Editor;

If I were not a very experienced gardener, I wouldn't know from reading Kate Bowen's otherwise excellent article ("Garden in Your Sidewalk Hell Strip" *BCF Newsletter*, September 2015) that hell strips are called hell strips for a good reason.

Growing conditions in these areas are as a rule hellish! Only a few tough-as-nails plants can withstand the salt, CO₂ pollution, and tree root competition that characterize these strips.

It would have been great if the article had acknowledged these challenges, and also provided a list of top 10 hell strip plants that have passed the long-term survival test.

Thanks for the good work you do!

Your loyal reader,

Victoria Thatcher

The Editor responds:

Yes, hell strips are difficult places to garden. But they're not hopeless, and a little work and careful plant selection can make a huge difference.

First of all, you can change the soil. Mixing in compost rich in organic matter will help the soil retain water. You didn't mention dry soil in your letter, but lack of water is an even bigger problem for most hell-strip plants than salt and pollution (and plants are very happy with increased CO₂!) Adding a thick layer of mulch around plantings also helps keep plants' roots moist.

As for a list of Top Ten hell-strip plants—There are more plants that will thrive in a hell strip than you might think. Remember, plants evolved to survive on Cape Cod sand dunes and Mount Washington. In general, though, the plants that survive best in hell strips seem to be prairie natives that evolved to live through dry summers.

Many, many lists of hell strip (or parking strip) plants are on the internet. Plants that turn up



Penstemon canescens.

WIKIMEDIA COMMONS

often include fescue and buffalo grasses, salvias of all sorts, penstemons, sedums, Kniphofia (red-hot poker), and California poppies.

For even more ideas, look at what Belmont Garden Club members have planted in traffic islands—locations that are just as tough for plants as a hell strip!

Here are a few web sites to get you started:
Resilient Plants for Hardy Hellstrips
www.thisoldhouse.com

Taming the Hell Strip
gardenwalkgardentalk.com/2010/08/02/taming-the-hell-strip/

Pinterest Hell Strip Gardening board
www.pinterest.com/mffriedl/hell-strip-gardening/

Evelyn Hadden's 2014 book *Hellstrip Gardening: Create a Paradise between the Sidewalk and the Curb* is available at the Belmont Public Library, and lists 108 plants adapted for curbside conditions. Enjoy!

Shared Street Has More Space for Trees

by Meg Muckenhoupt

In October 2014, the city of Cambridge finished building its first “shared street” on Longfellow Road, a dead-end street across from Mount Auburn Hospital. One year later, the paving and plantings looked as if they’d always been there. . . and as if it is perfectly natural to

have cars, bicycles, pedestrians, and dogs all in the same space.

The project began in 2012, when Longfellow Road residents started considering how to repair their street and sidewalk. Several street trees were unhealthy, and needed to be removed—but new trees couldn’t be planted on Longfellow Road because the sidewalks were too narrow to

accommodate them. City officials including Catherine Watkins, city engineer, and Ellen Coppinger, landscape administrator, worked with residents to come up with a plan for a new street.

Now, Longfellow Road’s sidewalks have disappeared. They’ve been replaced with deep planting beds. The roadway is flat and smooth, with no curbs. It’s accessible by pedestrians, bicyclists, and drivers alike. The wide garden beds in front of houses make the entire street seem greener—more like a space to come home to, not just a place to get through as quickly as possible.

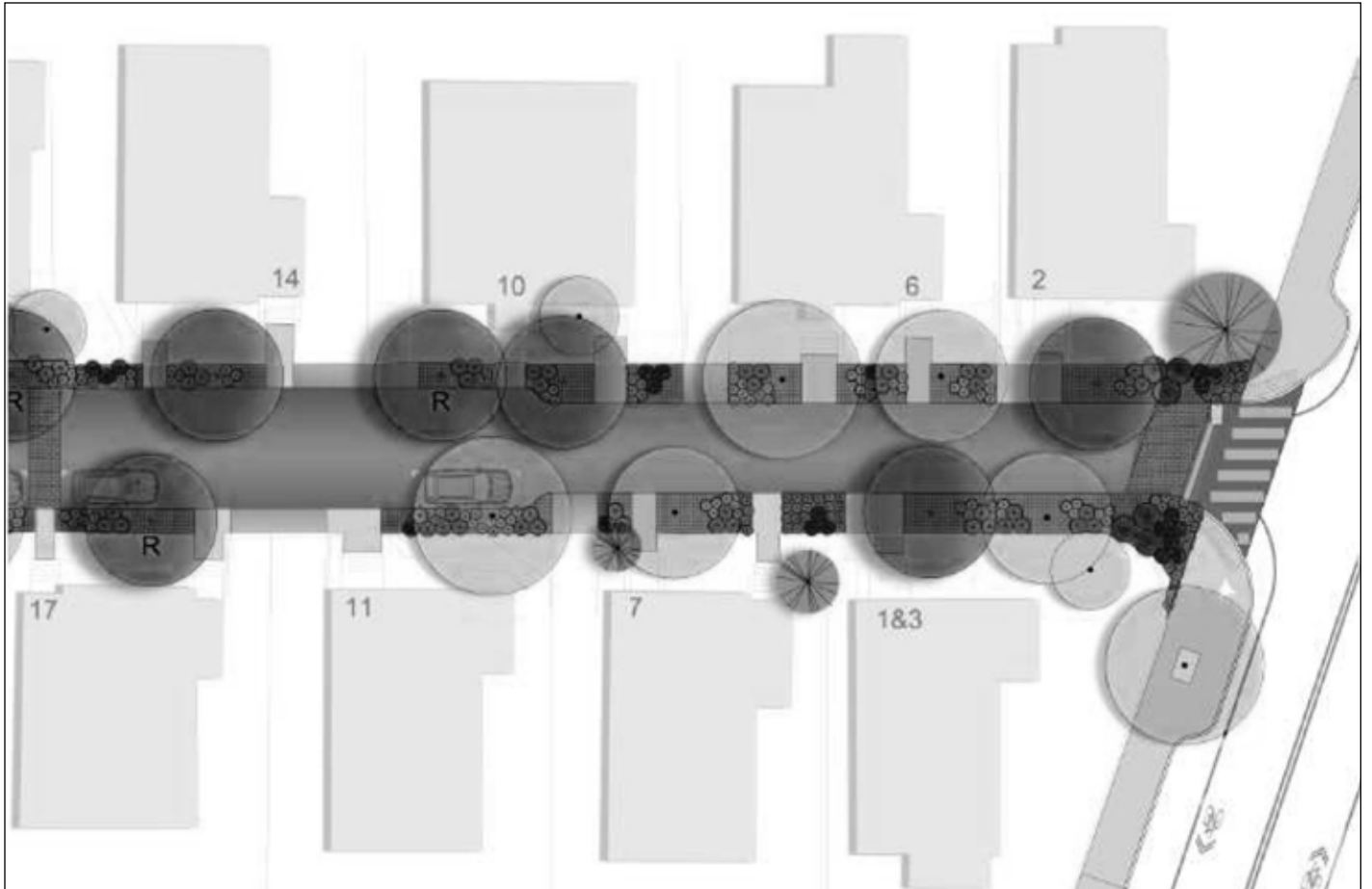
This street configuration works partly because Longfellow Road is a low-traffic street. It’s easy to share a street with cars when they’re mostly driven by your neighbors. But the street’s design tells visitors that they are not on a typical roadway, and they need to think differently when they’re driving. So far, Longfellow Road’s only real challenge has been the fact that last summer’s drought meant that new trees needed a lot of watering—but the neighbors worked together to keep them thriving.

Meg Muckenhoupt is editor of the Belmont Citizens Forum *Newsletter*.



CAMBRIDGE DPW

Longfellow Road looking toward Mount Auburn Street in 2012.



CAMBRIDGE DPW

Overhead sketch of Longfellow Road plan.



MEG MUCKENHOUP

Longfellow Road looking toward Mount Auburn Street, September 2015.

Environmental Events

Climate Change, Energy, and the Outdoors Series: Power Hour

Tuesday, November 17, 7-8 PM

Come to the "Power Hour" for information about reducing your electricity usage/carbon footprint in three ways: energy efficiency, the purchase of local green electricity, and solar installation. The presentation will be given by Maura O'Gara and Erin Taylor of Mass Energy and Banks Poor of Mass Audubon. Cosponsored by the Appalachian Mountain Club, Mass Audubon, and the Union of Concerned Scientists. www.massaudubon.org. *Appalachian Mountain Club, 4 Joy St, Boston.*

Sustainable Belmont Regular Meeting

Wednesday, December 2, and Wednesday, January 6, 7-8:30 PM

Come to Sustainable Belmont's regular monthly meeting to learn about their work. www.sustainablebelmont.net. *Belmont Public Library, 336 Concord Ave, Belmont.*

Autumn Cleanup at Habitat

Saturday, December 5, 10 AM-noon

Clean up Habitat! Belmont's Mass Audubon Habitat sanctuary welcomes hearty folks who like to rake, cut firewood, haul brush, or are skilled with hand tools. Children under 9th grade must be

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accompanied by an adult. Tools and gloves will be provided. Registration required at www.massaudubon.org. *Habitat Education Center and Wildlife Sanctuary, 10 Juniper Road, Belmont.*

Climate Change, Energy, and the Outdoors Series: Impacts of Climate Change in the Northeast

Tuesday, December 8, 7-8:30 PM

Learn about the impacts of climate change on the nature and outdoor recreational resources of the Northeast United States. Robert Buchsbaum, regional scientist with Mass Audubon, will focus on the impacts of climate change on New England States. David Publicover, assistant research director, will focus on impacts in the mountains of the Northeast. Co-sponsored by the Appalachian Mountain Club, Mass Audubon, and the Union of Concerned Scientists. www.crwa.org/events. *4 Joy St, Boston.*

This Changes Everything

Tuesday, December 8, 7-9 PM

This film based on Naomi Klein's book *This Changes Everything* presents seven powerful portraits of communities on the front lines of climate change from Montana's Powder River Basin to the Alberta Tar Sands, from the coast of South India to Beijing and beyond. lexgwac.org. *Cary Memorial Library Large Meeting Room, 1875 Massachusetts Avenue, Lexington.*

Climate Change, Energy, and the Outdoors Series: *Chasing Ice*

Wednesday, December 16, 7-8:30 PM

Chasing Ice is the story of one man's mission to gather undeniable evidence of our changing planet. In 2005, acclaimed environmental photographer James Balog headed to the Arctic on a tricky assignment for National Geographic—to capture images to help document the massive melting taking place in our coldest places. Come learn about the Extreme Ice Survey, a multi-year record of the dramatic changes in the world's glaciers. Co-sponsored by the Appalachian Mountain Club, Mass Audubon, and the Union of Concerned Scientists. www.massaudubon.org. *Appalachian Mountain Club, 4 Joy Street, Boston.*

New Year Trail Tending at Habitat

Saturday, January 9, 1-3 PM

The weather will decide whether we are pruning, repairing trails, and clearing brush or shoveling and packing trails. Children under 9th grade must be accompanied by an adult. Tools and gloves provided. Registration required at www.massaudubon.org. *Habitat Education Center and Wildlife Sanctuary, 10 Juniper Road, Belmont.*

We don't want to lose you!

If you're moving within Belmont or out of Belmont, please take a moment to let us know by emailing bcfprogramdirector@gmail.com or dropping a note to Belmont Citizens Forum, PO Box 609, Belmont.

Thanks for your help.

Thank you for your continued support.

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BCF depends on volunteers.

Join us in helping to maintain Belmont's small-town atmosphere.

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- Community path work
- Newsletter mailings
- Event organizing

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November/December 2015



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