



Town of Danvers
Planning Board

Danvers Town Hall
One Sylvan Street
Danvers, MA 01923
www.danvers.govoffice.com

James Sears, Chairman
Margaret Zilinsky
Kristine Cheetham
William Prentiss
Aaron Henry

**Daniel J. Toomey Hearing Room
January 14, 2014**

7:00 p.m.

MINUTES

Chair James Sears called the meeting to order at 7:00 p.m. Planning Board members James Sears, Margaret Zilinsky, Aaron Henry, Kristine Cheetham and William Prentiss were present. Planner Kate Day was also present.

STAFF BRIEFING

Day informed the Board that things are relatively quiet at present. There is the Special Town Meeting being held on February 3rd to present the zoning articles for the Medical Marijuana Treatment Centers and the rezoning for the Industrial 1 District to add a mixed-use overlay. She encouraged everyone to look at the draft warrant article which will be on the website. Henry stated that he could not attend the Fin Com meeting on Wednesday, February 22nd.

OTHER BUSINESS

12-12 ½ Cherry Street. Request by Nicola Pascuito for establishment of performance guarantee for outstanding items.

Nancy McCann appeared before the Board on behalf of the applicant, Nicola Pascuito. The applicant has completed all site-work at this location, and is looking to get occupancy permits for two of the units. As-Built Plans and a certification have been done that showed some discrepancies to the original approved site plan. The engineer suggested “the introduction of bark mulch landscape beds along the upper edge of the rain garden.” This is not a huge undertaking, or huge change to the plan. They are requesting a bond be established as a cash bond in the amount of \$7,644.00 to complete the work in the spring. Day apologized to the Board that the Engineer’s report was not forwarded since it was not received until late in the day.

Cheetham asked whether there should be a deadline for completion.

McCann said that June 30th would be doable.

MOTION: Zilinsky read the Certificate of Action and moved to approve the Establishment of a Performance Guarantee for 12 and 12 ½ Cherry Street. Prentiss seconded the motion. The motion passed by unanimous vote.

PUBLIC HEARING

50 Spring Street, 55 Spring Street, 21 Spring Street, 35 Spring Street and 65 Summer Street. Request for a Major Modification to an approved Site Plan pursuant to Section 4 of the Zoning Bylaw submitted by St. John's Preparatory School for property located in the R-II Zone District. The applicant proposes to construct a new 73,875 gross square foot Science, Technology, Engineering and Math (STEM) academic building to serve the academic needs of the existing St. John's Preparatory High School. In addition, St. John's will be adding a Middle School for grades 6, 7 and 8 which will be located in the existing Brother Benjamin Hall. (Assessor's Maps 19, Lot 17, Map 26, Lot 167, Map 25, Lot 74, Map 26, Lot 166 and Map 20, Lot 49) (*SPA action date: February 10, 2014*)

Attorney Nancy McCann appeared before the Board on behalf of the applicant, St. John's Preparatory School. She introduced the individuals with her this evening: Steven Cunningham, Assistant Head of School for Facilities at St. John's Prep; Stuart Meurer, from Windover Construction; Vaclav Talacko, Project Engineer from Hancock Associates; Kent Kovacs, Project Architect from Flansburgh Architects; Vinod Kalikiri, Traffic Engineer from Vanasse Hangen Brustlin, Inc.; and Michael E. Sardina, Landscape Architect from Brown Sardina, Inc..

McCann described the overview of St. John's Preparatory School. It is a Catholic boy's school on approximately 178 acres which was established in the early 1900's. It is located at the intersection of Spring and Summer Street. Currently the campus is a high school for grades nine through twelve, with approximately 1,145 students. Most of the academic activity occurs between Ryken Hall, Brother Benjamin Hall and Xavier Hall. Over the years, the school has come before Planning Board for site plan modifications. The tennis courts on the campus were relocated in anticipation of tonight's application.

McCann explained that the proposal consisted of two components. The first is the Science, Technology, Engineering, and Math (STEM) Building which will consist of approximately 74,000 square feet to be located where the tennis courts are. This building is the primary portion of the plan, and is an academic building for the high school population. The second component is the introduction of the middle school at the campus which will have grades six, seven and eight to be accommodated within the Brother Benjamin Hall.

McCann explained that there were two primary changes that brought them for Site Plan Approval. The first accessory change being proposed is to the Spring Street parking lot which will be enlarged and be more user friendly, more attractive. The second accessory change is the crosswalks which will be consolidated and become more efficient. The crosswalks being added on Spring Street will be described later.

McCann explained that without making any physical changes to the crosswalks, this would be an operational change due to consolidating the high school campus population to one side of Spring Street, and keeping the middle school on the other side of the street. Pedestrian traffic would be reduced during peak hours.

The addition of the middle school would add 300 new students and 34 new staff members. As a school, St. John's Prep is exempt from zoning. However, Danvers has adopted dimensional and density regulations in its Zoning Bylaw. McCann stated that the proposal before the Board meets all requirements.

McCann stated that they had a Technical Review meeting, a meeting with the Fire Department, and two meetings with the neighborhood to discuss traffic. There was a meeting prior to the traffic study, and a meeting last week to discuss the findings of the study. They have presented a Community Impact Assessment, a Visual Impact Assessment, and have received comments from the Town Engineer. Vaclav has met with the Town Engineer. The Building Inspector said that the project complied with zoning. The Fire Department is satisfied. She stated that they met with the Fire Department early on in the process to be sure they were satisfied with access.

McCann stated that the application met the requirements for parking and building design. There will be a new 74,000 square foot academic building, a middle school for 300 students in the existing Brother Benjamin Hall, accessory crosswalk designs, and parking lot.

Henry asked what the building was to the left of Brother Benjamin Hall, and McCann replied it was the dining hall.

Vaclav V. Talacko addressed the Board. He described the site being proposed is to the south of Spring Street and west of Summer Street. The topography of the site slopes down from Summer Street. The utilities provided to these buildings come from Spring Street and are municipal. There are presently two entrances into the Ryken parking lot, and two entrances into the Spring Street parking lot. The property drains and discharges into the wetlands west of the Spring Street parking lot. There will be access to the rear of the building from the Spring Street parking lot for maintenance. They are going to construct a sidewalk from the Spring Street parking lot. There will only be one access to the Spring Street parking lot, which will be directly opposite from the entrance to the stadium. There will be a new sewer line serving the new STEM building. A new water line is proposed that would include fire and domestic water. He showed the transformer and generator on the plan, which would be at grade and enclosed. There will be a screen area for the HVAC units.

Talacko described how the drainage would work on the site. The main drainage comes from Spring Street and enters into wetlands. The drainage line will be enlarged, proceed down Spring Street, and discharge into an underground infiltration system. Final drainage will be the same as what is happening today. Talacko stated that Town Engineering understands the intent and performance of the system.

Talacko stated the lighting would be bollard and the ambience of Spring Street would not change from a lighting point of view.

Cheetham asked if the site had been reviewed by the Fire Department, and Day gave her the comments to review.

Zilinsky stated that they were being told there were 94 additional spaces. She wanted confirmation that the parking was for the high school.

Talacko described Brother Benjamin Hall. He stated that they proposed to turn some of the parking lot into a half basketball court. The parking lot will be used for drop-off. He described the walkway and vestibule into the bookstore. A ramp at the rear of the building would provide access to the building. He stated that they were proposing to construct a bus drop-off in front of Brother Benjamin Hall where middle school students could be dropped off. They will be separated from the traffic on Summer Street. He stated there would be no impact on drainage, so no new drainage was proposed. There will be no utility changes.

Sears inquired how many buses were being contemplated due to the nature of the age of the students, and McCann responded that they were anticipating two buses. She stated there are currently five buses for the high school. The school implements buses to eliminate traffic at the campus. She said that this is an ongoing process provided by the school based on what the demand is. Sears confirmed that the drop off was for two buses, and Cheetham confirmed that two buses fit.

Sears asked where the bus drop-off was for the high school, and he was told it was behind the administration building.

Henry confirmed that the buses dropping students at the middle school will need to use Summer Street for access. This was confirmed by McCann, and she stated they would address this later in the meeting.

Talacko stated that the parking numbers were shown on Page 2 of the plans. The snow storage was also shown on the plan. There were some changes to the crosswalks.

Henry asked if there was an ADA accessible plan to the front of Brother Benjamin Hall.

Prentiss stated that the applicant was looking for a waiver to Section 4.9.3(d)(2). He asked if the Town Engineer addressed this and whether the Engineer accepted the idea. Talacko stated they needed to show the groundwater contours across their site: however, he supplied the tested data of the actual water tables. Prentiss stated that he needed to ask since he did not see any comments from the Engineer about the waiver.

Cheetham asked Talacko to show her where the drainage would be on the aerial photo. Cheetham asked if St. John's Prep owned the land, and this was confirmed. Cheetham wanted verification that there were no structures at the drop-off area such as benches or canopies. This was confirmed.

Kent Kovacs addressed the Board and summarized the site at the south side of Spring Street. He described the play area to support the middle school. There would be a screen around the basketball court. A vestibule is being added to allow the high school to enter the bookstore but not enter the middle school. The driveway on the back side of Ryken Hall is to alleviate traffic. The STEM building is a companion building to Xavier Hall, which is a five-story building across the street. There will be a service area to the west of the building. Mechanical units will be on pads that are screened, and these will not be seen from Spring Street. Kovacs said the architecture of campus is beautiful. There are brick buildings that are symmetrical in nature, and

it is important for a new building to reflect that. It will complement the buildings presently on the campus with sloped roofs, pre-cast banding and repetitive windows. This building, however, is downplayed from Xavier Hall. Kovacs showed a view of the front of the building showing the symmetrical gable fronts, pre-cast banding and gambrel roof. He also showed the south elevation which has a terrace near the cemetery. He showed the service area and mechanical equipment. He stated that the Fire Department had requested to have an access to the building. This was provided. The building is simply academic with the first floor having guidance offices, administration offices, and a lobby. The second, third, and fourth floors are rooms and science labs. The fifth floor is faculty locations. The dormers on the roof allow natural light into the fifth floor of the building.

Vinod Kalikiri, from Vanasse Hangen Bruslin, Inc. of Watertown, addressed the Board regarding traffic. He described the streets on the graphs. He stated that this was the study area based on feedback from the neighborhood. The Danvers Traffic Advisory Committee (DTAC) meeting provided more information. St. John's Prep had also provided feedback. The study is in conformance with the Executive Office of Energy and Environmental Affairs/Massachusetts Department of Transportation (EEA/MassDOT) guidelines. He stated that they had an added benefit of the school's database of information which is site specific data. The meetings with the neighborhood, DTAC, and Planning Department were helpful for this study.

He went over the traffic data and described the traffic at specific times during the day. He stated that there are 5,000 pedestrian crossings at Spring and Summer Street. They have the safety data from the Mass DOT database to evaluate the crashes around the campus. They looked at national statistics, and then narrowed it down to the school specific statistics. They needed to see how traffic flowed with the Smith School. He showed a chart how the traffic flows (Traffic Volume Summary). He showed the hourly traffic flow on the streets that serve the campus, and how traffic flows today. He stated there is a peak in the morning. It picks up in the afternoon and has more activity between the hours of 2:00 p.m. and 5:00 p.m. He described the chart. In total there are 50 and 60 cars associated with the middle school program. After school it would be 25 to 30 cars per hour. The project will add 45 to 50 cars at the Maple Street and Summer Street intersection.

Kalikiri stated there is heavy traffic flow at Nichols and Maple Street. He explained that 3,000 cars travel on Route 62 in one hour. He stated that the STEM building would not generate more traffic since it is only shifting students from Brother Benjamin Hall. The study is solely based on the middle school.

Kalikiri went over the improvements that could be made. At North Street, there is a very big footprint for an intersection which creates speeding and radius issues. They recommend signage improvements to define traffic. A left turn and right turn lane could be striped on Summer Street heading towards North Street.

At the intersection of Summer Street and Maple Street (Route 62) there are back-ups on both streets. The primary cause is the lack of gaps of traffic on Maple Street (Route 62). Due to the existing field constraints, the potential to widen Summer Street is limited. St. John's Prep proposes to provide a monetary contribution to the Town to help with this intersection in the future.

Kalikiri showed a chart of the speed profile at the intersection of Nichols and Spring Street. He displayed a speed profile chart which revealed traffic coming down from Summer Street speeding towards Maple Street (Route 62). There are concerns about the site lines due to vegetation. St. John's Prep is going to work with the DPW to identify site line constraints and help with signage and striping. In addition, the school will fund the installation of two radar speed signs to warn drivers that they are driving over the speed limit.

At the Nichols Street and Maple Street intersection, Kalikiri stated that 3,000 vehicles travel this section in an hour. The project adds 40-50 cars. There is a significant queuing of people trying to turn into Nichols Street, and they are looking for ways to improve that intersection.

Cheetham asked that Forest Street crosswalk be included in this study. It is very important for pedestrian activity.

Kalikiri described the expansion of the Spring Street parking lot which has two curb cuts today. The two curb cuts will be eliminated and replaced with one that lines up with the stadium parking lot. The crosswalk pattern on Summer and Spring Street will be improved. There are five crosswalks presently, and he explained that all the pedestrian crosswalks will not be needed with the shift of the high school into the STEM building. There will be three crossings on Spring Street, which will be stamped asphalt with signage.

Kalikiri described the access and circulation of the middle school. The traffic pattern will be reversed to be an entrance only with a drop off under the canopy. He showed the bus drop-off on the site.

Prentiss asked if they had the numbers for queuing at the drop-off at Brother Benjamin Hall. Kalikiri responded that there is adequate stacking to accommodate queuing.

Prentiss asked if the school puts out any information prior to the fall for directional purposes for students and parents coming and leaving the school in terms of methods to get in and out of the area such as right hand turns. McCann responded that the Headmaster, Ed Hardiman, is very pro-active getting information out to students and parents. They have a portal on the website for neighborhood topics. McCann stated that specific direction may not have been given out to date, but it can be considered.

Prentiss stated that there has been discussion regarding the decrease in pedestrian traffic with the change of schools, but what about lunch.

Cunningham stated that they have three lunch periods per day, and there are 400 students per lunch period. Prentiss confirmed that pedestrian traffic would basically be during the lunch hour.

Cunningham stated that the library and store are on the same side as the middle school

Prentiss said that there will be a large migration during lunch, and asked if they were planning on using a crosswalk detail. Cunningham responded yes.

Prentiss asked what was being planned to prevent parents from stopping on Summer Street to drop off a middle-schooler and high-schooler. Cunningham replied that right now they do not have anything in place, but they are thinking about those impacts.

Prentiss stated that most schools have traffic patterns, and sometimes parents do not adhere to them. McCann stated that Hardiman can deal with this with the parents. The school is not averse to having someone staff on the street to direct and monitor traffic.

Zilinsky confirmed the location where the five buses drop off was behind the administration building. She stated that she has been stuck at the Spring and Summer Street intersection often and has been frustrated. She will be glad to see something there.

Zilinsky stated she would seek an alternate route to the school if she was coming from Beverly. She would not come down Summer Street. She would come up Spring Street. She asked if they have taken into account behavioral patterns doing the traffic study. She felt a lot of traffic would be generated on Nichols and Spring Street. She asked if the expansion of the parking lot was for additional student parking. This was confirmed by Kalikiri. She questioned whether a parent might drop off a middle school student in the parking lot on Nichols Street. McCann stated that the parking calculations were from the zoning bylaw.

Henry stated that in theory some of those parking spaces for the middle school could be down the hill or behind the administration building. McCann stated it was a campus wide calculation. He asked if the parking lots could be designated parking for specific use.

Zilinsky felt people will find another way to get where they are going not to hit the traffic at the Prep. She filters through the neighborhoods to circumvent the Prep to not get caught in the traffic. She is concerned with traffic circulation in the whole area.

Kalikiri stated they are not solving all these issues. They are looking at the hot spots.

McCann stated that the traffic data does take present patterns into account. Proportionately the behavioral patterns are happening now.

Zilinsky asked if students currently park on Spring Street, and Cunningham described all the parking areas on the campus.

Kalikiri stated that pedestrian traffic will be much less crossing Summer Street.

Henry stated he is concerned with the sidewalk on Summer Street near the intersection and the sidewalk near Brother Benjamin Hall up to the dining hall. He wanted to be sure if these are moved, and are legally correct. Henry felt this could be a public sidewalk on private property, and he felt this should be thought of.

McCann stated that she does not know if the relocation of the sidewalks was done by the Prep or by the Town. She agreed that a reciprocal easement should be done.

Henry asked who maintains the sidewalk and what happens to the stone wall on Spring Street with the new sidewalk. Talacko stated that 200 feet of the stone wall will be removed, and part of the sidewalk will need to be on the Prep's property. He confirmed that the width of the sidewalk will be four feet wide.

Henry pointed out Engineering's comments which stated that there is a four inch main going into the STEM building. He asked if this was due to heavy water usage. Talacko said that he did not have the numbers and said that Engineering has asked for calculations. They will be provided.

Henry stated that the new water usage and stone wall removal triggers MEPA review.

Henry stated that he had heard a lot of talk about traffic during peak hours. He asked what exactly was being added to the site. Kalikiri stated the middle school would be adding about 445 cars entering the site and about 445 cars would be leaving the site. Henry stated that this is approximately 1,000 new trips. Kalikiri pointed out that the figure was spread over the whole day.

Cheetham wanted to know what the discussion was at DTAC regarding potential improvements at Summer Street and Route 62. St. John's Prep will make a financial contribution to the intersection. This intersection affects the Smith School, Great Oak School, and St. Mary's Elementary School.

Day stated that she will ask DTAC to look at this site specifically. She stated that there is presently \$25,000 in the pot for a mitigation fee.

McCann stated that that mitigation fee was for the assisted living facility, Putnam Farms. St. John's Prep has agreed to match that contribution.

Cheetham asked if the middle school and high school would be starting at the same time. Cunningham responded that it has not yet been nailed down, but there will be staggering.

Cheetham confirmed that the students would only be crossing Summer Street at lunch. She stated that the afterschool sports program will use the whole campus and asked how that is integrated in the pedestrian traffic.

Kalikiri stated for analysis purposes there was some reduction of traffic. There would still be pedestrian traffic with lunch, library and the store, but overall there will be a noticeable reduction.

Cheetham stated that schools getting out at staggered times and kids staying on campus could be crossing the street. Kalikiri stated the school times are going to be staggered. There will be activity on the site, but much lower.

Sears asked McCann what came out of the DTAC meeting. McCann responded that the Technical Review Committee (TRC) is who they met with. McCann stated that the neighbors had started discussions with DTAC, but they have not yet met with them. The Engineer

suggested that they go through DTAC, but the request needs to come from the Planning Board. A DTAC meeting will then be set up.

MOTION: Cheetham moved that the applicant meet with the Danvers Traffic Advisory Committee (DTAC). Zilinsky seconded the motion. The motion passed by unanimous vote.

Michael Sardina, Landscaping Architect addressed the Board and corrected what was said prior in the meeting regarding the lighting. The lighting is not bollards: they are pedestrian lights.

Sardina displayed the landscaping plan. There is a large foreground of lawn that creates a relationship where the building is higher than Spring Street. A line of street trees are being proposed on Spring Street. There are a line of trees framing the building, and the rear terrace is elevated. The Spring Street parking lot is being landscaped, and the edge of the parking lot has flowering trees. There are trees being planted on the islands.

Peter Lovell, 9 Innis Drive. He addressed the Board and presented his comments in writing. He stated that St. John's Prep has been here a long before the neighborhoods were here. Dr. Hardiman has met with the neighbors twice, and he reacted positively regarding their concerns. Traffic is the main concern: specifically the Summer/Maple Street intersection; Spring/Nichols/Maple Street intersection; and Summer/North Street intersection. Neighbors had asked him to do something about the traffic at the Maple Street/Summer Street intersection. On April 10th he met with DTAC. Robert Lee, from the DPW, and Rick Rodgers, Town Engineer, took measurements, and determined there was not adequate space to add road markings to allow left and right turning lanes. A traffic consultant would need to be hired. After bringing these issues before DTAC, the Prep proposed the STEM building. Lovell stated that Route 62 traffic is very high. He described the traffic during the arrival and departure of students from the school. He felt the middle school will exacerbate a bad situation. Other projects that will be completed when the proposed middle school opens are: Conifer Hill, a 90-unit affordable housing development; 44 Summer Street will become a 60-bed memory care center; and Avalon Bay at the former Danvers State Hospital has 50 age-restricted condominiums yet to be built. He asked that the Planning Board ask DTAC if traffic lights can be added to Maple and Summer Street. Lovell stated that the Prep has offered \$25,000 for traffic mitigation. He felt that Planning Board should determine the amount of mitigation once they receive comments from DTAC. He thanked Dr. Hardiman for listening to the neighbors.

Bill Clark, 163 Hobart Street. Clark addressed the Board stating he was a businessman in Town who traveled this area. He felt the mitigation for this project must have a light at Summer/Maple Street. The East/West traffic on Route 62 is at its maximum. The impact of this development is going to be significant on Spring Street, which is going to have a much worse line of sight. He is concerned with cars coming up Spring Street. He felt that even though they are lessening the pedestrians crossing of Summer Street, there are still a lot of students going to lunch. He said that the majority of traffic coming out of Summer Street takes a left on Route 62, and this causes significant backup, sometimes to Seneca Road. He felt the chart presented by Kalikiri was misleading.

Clark said at the Nichols Street intersection, you sometimes can get a break with the traffic lights. Essex Aggie is going to have a significant impact in traffic, and the Cummings Center generates traffic. Traffic is a huge problem in Town. He felt traffic lights, or at least one at Summer/Maple Street will help. He suggested training people to leave through North Street. Clark said that DTAC has spent a lot of time on Summer and North Street. He said that North Street has become an alternate route for Route 62. He felt they have a big problem, and this is an opportunity to help solve the problem at Maple and Summer Street. He said that St. John's Prep has been positive to the community, but it costs the Town money with police, water, sewer, and plowing. His hope is to work together to work out problems. The Town does not have an endless supply of money to work with, and they have been trying to be responsible. The traffic is not all caused by the Prep. Clark asked the Board to hold their ground and get a large mitigation for this project.

Henry wanted to make sure DTAC understood that the Planning Board has the right to have the project peer reviewed. This is a scale project, and we have gone there before. He wanted to let DTAC know if they felt that didn't have the chops to handle it, the Planning Board is not averse to sending the project out for peer review. If Town staff cannot handle it, we are comfortable with that.

Day stated that DTAC may welcome the opportunity to bring in some expertise.

Cheetham pointed out that they are not asking DTAC to review the data. They are being requested to review the improvements.

Henry stated that the applicant said they could give a monetary contribution; however, not much has been done with money that was given for other areas that have problems.

Cheetham stated that \$25,000 was given by an assisted living facility that did not impact this area as much as St. John's Prep is going to, and all they want to give the Town is \$25,000.

Zilinsky stated she thought DTAC had their own outside consultant.

McCann thought that DTAC had a consultant, BETA, that was usually called upon for issues. If they can get the BETA representative to attend the DTAC meeting, that would be helpful. From their standpoint, they can get a DTAC meeting together quickly. She would like to have the discussion and find out where they end up after the meeting.

Zilinsky felt it should be looked at further. She agreed with Cheetham that this is a sizable impact. She felt they should see what needs to be done, and then see what the contribution is going to be.

Tim McLaughlin, 24 Spring Street. McLaughlin addressed the Board and said that he moved into his home in the summer, and he did not realize the danger of the traffic. He cannot get over the speeds for a short, windy road. Due to this, you cannot walk on the street. He asked if sidewalks could be put in. He stated that when people are trying to take a left on Route 62 from Nichols Street at peak hours, traffic is backed up beyond his house. He can't believe that the Prep track kids run down Spring Street.

Tom Tobyne, 8 and 13 Spring Street. Tobyne stated that for years they had asked for sidewalks on Spring Street, and they were told the walls could not be removed because they were historic. They have lived without sidewalks all these years, and he asked if the wall can somehow be preserved. He stated that the proposed building is very nice, but the walls frame the nature of the neighborhood, and asked if the wall can be moved back a little. He also had a concern about the bus turn in front of Brother Benjamin Hall. He stated that more concrete is being added, and he asked if the bus turnaround could be moved behind the building. Tobyne stated that the Prep has been good to us. They address our problems and find solutions. He said he appreciates the neighborhood meetings.

Bill Bates, 14 Lobao Drive. Bates stated that the Summer/Maple Street lights have been needed for a long time. The issues at Summer/North Streets have been before DTAC and Selectmen, and he asked if an island could be put there. Bates also said there is a problem with the intersection at Spring and Summer Street. There is a huge brick pillar on the Prep property that blocks the line of site. He felt this should be looked at because it is dangerous. He also stated that the Prep is a good neighbor.

Joseph Whitney, 26 Greenleaf Drive. Whitney stated that he is in support of the project, but he wants to be sure all issues are addressed.

Bill Bates, 14 Lobao Drive. Bates thanked the Planning Board for their service to the Town.

McCann stated that she was going to request a continuance. She also requested through the Planning Board that DTAC hold a meeting next week to try and make some headway. She stated that they have their list of items that they will have answers to. She asked the Board if there were any other issues that they have not heard.

Sears stated that they have been told that the applicant is willing to contribute \$25,000 for the Summer/Maple Street intersection. He asked if they could put a range on the commitment from the Prep.

McCann stated that the Town wants to control the work done at the intersection, so they are the ones requesting the monetary contribution. She stated that the North Street intersection has nothing to do with them, and she asked if the Board wanted the Prep to take care of the striping. McCann stated that some of these traffic issues are town-wide problems and not caused by the Prep. She asked how, within the confines of their project, St. John's Prep could make the project better.

Zilinsky stated that DTAC should be looking at all the intersections that have been identified.

Sears asked if the signage restricting parking on the side of the street could be looked at. He asked if people could be out there to discourage parking on the side of the street.

Day stated that the soft infrastructure plan should be in writing.

Henry felt the applicant needed to start thinking about where students were going to park. He stated that they had a segregated middle school, but high school students could park behind it.

Bill Bates, 14 Lobao Drive. He asked if DTAC could be asked the requirements concerning crosswalks. Does St. John's Prep need crossing guards?

Cheetham responded that crossing guards are at the elementary schools but not at the middle and high school.

Bates asked if they could find out the requirements.

Henry stated that the traffic is a general big picture topic. There is no ongoing support, and this is a chance for the Prep to help.

Sears stated that the Pilot Program was used for Mass General Hospital and Beverly Hospital, but they make more money than the Prep.

Clark said they have been looking at these programs.

Henry stated that the \$25,000 contribution may not be enough.

Cheetham stated that the project at Essex Aggie did not come through the Planning Board, and that will be a tremendous impact on this community. She is looking for a reasonable mitigation.

MOTION: Zilinsky moved to continue the public hearing to January 28, 2014.
Henry seconded the motion. The motion passed by unanimous vote.

OTHER BUSINESS

Discussion: Zoning amendments for February 3, 2014, Special Town Meeting – preparation for Fin Com review.

Day stated that the Finance Committee meeting is the 22nd of January, and zoning is pretty much all of the Town Meeting warrant. She showed the Board what was being sent to Fin Com. FAQ's were also handed out. She asked Planning Board to let her know if she should add something.

Certificate of Vote authorizing signature of plans and documents.

Day passed out the Certificate of Vote for signature.

MOTION: Henry moved to appoint James Sears as Chair and Margaret Zilinsky as Clerk of the Planning Board. Cheetham seconded the motion. The motion passed by unanimous vote.

MINUTES

December 10, 2013

MOTION: Cheetham moved to approve the minutes of December 10, 2013. Prentiss seconded the motion. The motion passed by a vote of 3-0. Sears and Zilinsky abstained.

ADJOURNMENT:

MOTION: Prentiss moved to adjourn. Zilinsky seconded the motion. The motion passed by unanimous vote.

The meeting adjourned at 9:50 p.m.

Respectfully submitted: Francine T. Butler

The Planning Board approved these minutes on February 11, 2014.