



City Of Attleboro, Massachusetts

PLANNING BOARD

GOVERNMENT CENTER, 77 PARK STREET
ATTLEBORO, MASSACHUSETTS 02703
TEL 508.223.2222 FAX 508.222.3046

MINUTES

JANUARY 7, 2019

In accordance with the provisions of the Massachusetts General Laws Ch. 40A and Ch. 41, as amended, the Planning Board held public hearings on Monday, January 7, 2019 at 6:30 p.m. in the Council Chambers, City Hall, 77 Park Street, relative to the following :

Planning Board Members Present: Chairman Paul Danesi, Vice Chairman Jason Gittle, Secretary Bert Buckley, Sheryl Guglielmo, Scott Jones, Melinda Kwart, and Jim Lewis

Planning Board Members Absent: Elizabeth Kenyon

The Board heard the new public hearing for the application of the City of Attleboro for a Major Project Site Plan Review pursuant to the provisions of §17-15.0 SITE PLAN REVIEW of the ZONING ORDINANCE, for the demolition of the existing high school building and construction of a new high school building consisting of 476,425 square feet and associated sports fields and courts; 687 off-street parking stalls; and associated landscaping, utilities, grading and stormwater management systems; the subject premises being located at 100 Rathbun Willard Drive, more specifically Assessor's plat #44, lot #42, located in the Single Residence-B and Single Residence-D zoning districts.

Speaking in favor of the application was Vice Chairman of the Municipal Building Commission Jack Jacobi of 15 Prince Street who explained the proposal to build a new high school in the current high school's parking lot and adjacent fields. He stated the intent to occupy the new building by September of 2022, at which point the old high school would be demolished and new athletic fields installed. He stated that the project has also filed with the Conservation Commission and they are undergoing the peer review process. He noted that all of Rathbun Willard Drive used to be connected, but that it was cut off in the early 1980's due to a requirement that playing fields not be on both sides of a right-of-way. He stated that the Municipal Council has already approved a new roadway layout that will reconnect the right of way and create a traffic circle that leads to a new entrance to Brennan Middle School. He noted that fields in conjunction with that school are also slated to be renovated due to poor drainage and an electric easement that will be established. He stated that interim parking will be provided on the site for students and teachers and that 350 temporary parking spaces for the construction workers are proposed to be established at the former Highland Country Club.

Jason Gittle questioned the capacity of the existing parking lot that will be constructed upon.

Mr. Jacobi replied 505 spaces, but that the entire site has a total of 548 spaces. He stated that the final proposed parking count when the project is completed is 712. He noted that relief will be sought before the Zoning Board of Appeals to reduce the size of the spaces to 9-feet by 18-feet. He added that a variance will be sought for the height of the building, which is proposed to be four stories tall and for the width of the driveways, which are proposed to be wider than allowed to accommodate bus traffic, as well as signage relief.

Speaking in favor of the application was David McKinley of Kaestle Boos Associates with an office at 16 Chestnut Street, Suite #301 in Foxboro, MA. He noted that the only portion of the site not being altered will

be the existing stadium. He stated that the Bushee Street entrance will be maintained and that proposed parking fields have been distributed throughout to facilitate parking in close proximity to the various features of the site, including the sports fields, school entrances, and CTE mall. He stated that the building is proposed to be 330-feet wide by 850-feet long and four stories tall. He stated that the major entrances will be at the middle of the building, with students entering from the rear and visitors from the front. He added that there is also a proposed service entry and dumpsters at the end of the building and staff entrances at the opposite end. He noted that they have designed a bus route that allows kids to enter the school directly without having to cross traffic. He explained that the CTE mall will include a bank, bistro, cosmetology, graphic arts, automotive, and woodworking for the vocational students and that there are separate entrances to that portion of the building that keep it secured from the rest of the school. He stated that parent drop-offs of students will occur in the one lane, one-directional route in front of the school from Rathbun Willard Drive, which culminates in both left and right-hand turn lanes out of the site back onto the roadway. He stated that this is bordered by a visitor parking area.

Director of Planning and Development Gary Ayrassian questioned whether parents will be able to pick-up kids from the bus service route, as well as from the visitor area.

Mr. McKinley replied no, the bus route is a dedicated route for buses only.

Chairman Danesi noted his appreciation for the dedicated path through the bus loop with pavers to lead students into the school.

Mr. Jacobi stated that the Zoning Ordinance requires about 680 parking spaces, so they are in excess of that number with 712 proposed for the final count, while interim parking will be provided equal to the current parking on site.

Chairman Danesi questioned the capacity in the auditorium and gymnasium for events.

Speaking in favor was Greg Olsen, also of Kaestle Boos Associates, who stated that the auditorium can hold the maximum allowed by the Massachusetts School Building Authority (MSBA), 863 people, while the gymnasium can hold 1,800 people. He noted that the capacity of the gym allows for the entire school population to be in the one location at the same time.

Jason Gittle noted that he felt the parking provided in proximity to the gym of only 218 spaces to potentially be insufficient when such events occur.

Mr. Olsen stated that the school department had weighed in on the parking design and found it to be adequate.

Mr. Jacobi noted that the only time the gym is anticipated to be at capacity is for when a graduation ceremony gets rained out. He noted that there is always a balance between having sufficient parking and minimizing impervious area. He emphasized that the project complies with the Zoning Ordinance and that the school administration is confident with the design. He noted that if it is found to be lacking, they can always look at adding more parking.

Mr. McKinley explained that the staff entrance is on the end with a loading and service access area. He noted that the traffic design includes straight-forward access through the entire site as was required by the Fire and Police Departments. He noted that a few speed bumps and traffic control devices are proposed, as well. He noted that 42 parking spaces are also proposed for low emission and electric vehicle charging spaces.

Mr. Olsen explained that the building is seeking the LEED certification, which will entitle the project to an additional 2% reimbursement from the state.

Bert Buckley noted that currently, many people park down the length of Rathbun Willard Drive. He questioned whether there is a plan to widen the road, install striped spaces, or prohibit parking.

Mr. Jacobi replied that such decisions are entirely up to the Municipal Council. He stated that he didn't feel widening the road is recommended as attempts are being made to lower overall traffic speeds. He noted that speed is also addressed by speed tables throughout the site and the traffic circle at Rome Boulevard. He stated that these features were put in place to appease the neighbors, who are concerned with the speeds of traffic in the area.

Bert Buckley sought to confirm that the adjacent Studley and Brennan schools have staggered start times to minimize traffic conflicts. He noted that the current conditions are mayhem for start and end times at school with only one way in and out of the site.

Mr. Jacobi stated his understanding that school times are already staggered so that a minimal number of buses can service all of the students. He stated that the Mayor is also committed to installing a traffic light at the intersection of Rathbun Willard and Route 123, which should greatly alleviate traffic issues.

Chairman Danesi pointed out that the traffic report appeared to summarize that the traffic is unlikely to improve, but that it also will not be worse.

Mr. McKinley stated that a static monument sign is proposed at the visitor/drop off school entrance and that an LED sign is being donated for the other side of the entrance. He noted that a similar static monument sign is slated to be installed for Brennan Middle School, as the existing sign will be removed during the course of the right of way changes.

Chairman Danesi questioned whether signage is proposed on Route 123.

Mr. Jacobi replied no, that signage is currently located on Rome Boulevard and West Street, but additional signs will be considered for Thacher Street.

Mr. Ayrassian explained that the City has been awarded a grant to cover the cost of redeveloping Rathbun Willard Drive from Thacher Street to the newly approved layout at Rome Boulevard to County Square and the Exit 3 on-ramp for Route 95. He noted that signage for the high school is likely to be included with those improvements. He questioned whether the lighting proposed on site is dark sky compliant.

Mr. Olsen answered yes, that the lights are all LED, dark-sky compliant with cut-off shielding.

Melinda Kwart questioned the thought process behind the overall façade design.

Mr. Jacobi replied that there was a great deal of discussion in the committee over the **façade**. He explained that their goal was a campus-feel that reflects to some degree the existing architecture of the Brennan and Studley schools. He stated that a fairly traditional look was sought.

Mr. Ayrassian questioned the proposed façade materials.

Mr. Olsen replied full bed brick makes up the majority. He stated that they analyzed many of the historical buildings in Attleboro and attempted to create modernized versions of their features. He stated that a lighter red brick is proposed to match the existing materials of Studley. He described the building as containing four interconnected "houses" that create architectural interest by projecting out, which mimics features of the old high school. He stated that a clear line was proposed for the roof to help scale down the building.

Melinda Kwart questioned the materials for the proposed features that are not made of brick.

Mr. Olsen replied that the rest of the façade is made of glass and corrugated metal panel.

Jim Lewis questioned whether solar panels are proposed for the flat roof.

Mr. Jacobi answered no, that solar panels are proposed to top a canopy in the student parking lot.

Jim Lewis sought to confirm that the building's mechanicals will be housed on the roof and if so, what efforts are made to screen them from view.

Mr. Olsen answered yes, and explained that screens are proposed.

Jim Lewis noted that many of the historical buildings in the City have peaked roofs and questioned whether that feature had been considered for the school.

Mr. Olsen stated that the concern with such a feature would be that it would make the building appear even taller and out of character with the surrounding residential neighborhood.

Mr. Jacobi noted that the use of such a feature would also necessitate higher heating costs to temperature control the empty space. He added that solar panels on the building's roof would require additional expense to strengthen the supporting steel, which would outweigh the cost savings benefit. He stated that they anticipate a 5% return from the solar in the parking area.

Mr. Olsen explained that the internal student circulation strives to contain schools within the larger school with four identical houses. He stated that the top three floors house academics, while the CTE mall and central offices are on the first floor.

Mr. Ayrassian sought to confirm the intent for students to have the majority of their classes within one building.

Mr. Jacobi replied yes, that the design strives to cut down on travel time between classes, which is a problem for the existing school. He stated that the school is slated to contain 1,725 children with 24 students per classroom. He stated that with a population of that size, the administration wanted a design that would minimize that scale, especially for the freshmen transitioning to the school.

Jim Lewis sought to confirm that there is flexibility with the design in case the proposed approach is unsuccessful.

Mr. Olsen stated that they recognize that education evolves and that the open space concept once embraced has been found to be unsuccessful. He stated that in this design, each classroom has its own space and then there are collaboration spaces for crossing between the buildings for varied level and topics of courses.

Mr. Jacobi stated that present conditions involve 725 square foot classrooms housing 30 to 32 children. He stated that the new school is proposing 850 square foot classrooms with science labs that are nearly twice as large. He stated that with such numbers, up to 30 children per class could be accommodated.

Mr. Ayrassian questioned application references to the 12+ programs.

Mr. Jacobi replied that it references special education courses for beyond 12th grade. He stated that all of the City's remote courses are proposed to be consolidated in the one building, which will allow the current buildings housing them to be sold.

Mr. Ayrassian questioned the access to the upper floors.

Mr. Jacobi replied that there are three elevators and staircases proposed. He noted that there will be no pool at the new school and only one gymnasium versus the existing condition with multiple, but that overall, there will be more space.

Mr. Olsen explained that with new construction the MSBA requires that all structures have an educational value, which strives to prevent communities from overbuilding outside of their means. He stated that this prohibited the construction of a pool and limited the size and number of gymnasiums.

Mr. Jacobi noted that the new gymnasium will be treated as four teaching spaces that can be divided with moveable screens.

Speaking in favor was Maryann Williams of Skanska who explained that the MSBA has disallowed such features as pools and field houses in the past 5-10 years. She stated that they can only be constructed as standalone buildings after the school project receiving MSBA support has been completed.

Mr. Olsen asserted that the MSBA has been a very supportive partner in this endeavor, providing half of the funding for the school. He stated that they also facilitate and oversee the design to ensure it meets their criteria for the best educational spaces possible.

Jason Gittle stated his concern with the fact that no additional athletic field lighting is proposed.

Mr. Olsen stated that conduit is being provided out to the fields, so it can be installed by the City at a later time, when funding is available and the MSBA has certified the completed project.

Jason Gittle argued that the MSBA's vision falls short of embracing the community building that comes along with sports.

Sheryl Guglielmo questioned the proposed daycare at the high school.

Bert Buckley stated his understanding that it is a part of the early education program.

Mr. Jacobi noted that there is a banking program, medical assisting, dental assisting, HVAC, and robotics, as well, but that the current services are underutilized as they are buried in the depths of the building. He stated that the purpose of the CTE mall is to make them more accessible to the public. He explained the goal of luring students back from South County by providing them with vocational learning opportunities. He stated that the state provides a higher reimbursement rate for vocational students than routine college-prep students. He stated that this approach strives to reduce the strain on the school's operating budget.

Mr. Olsen noted that they have adjusted the entry and exit points on Rathbun Willard to line up with the opposing cross streets. He noted the intent to maintain a large stand of trees that is growing between the sports field and the building to provide a buffer between the school and neighborhood. He stated that they are utilizing a number of features that provide crime prevention through environmental design, like the front entryway that has stairs and a retaining wall in place of bollards to prevent vehicles from accessing it. He noted that a raised table at the visitor drop-off both reduces vehicular speed and creates handicap access.

Mr. Ayrassian stated that the speed table area seems very narrow.

Mr. Olsen noted that it is a one lane road at that point.

Mr. McKinley added that the intent is for vehicles to keep moving over that table and that stopping should only be occurring in the prior stacking lane. He stated that the speed table is 15-feet wide and noted that visitors could pull into the parking area to pick-up or drop-off students, as well.

Senior Land Use Planner Stephanie Davies questioned the number of vehicles that could be stacked in the drop-off lane.

Mr. McKinley replied 20 to 24 vehicles.

Ms. Davies questioned whether striping or demarcation is proposed for the drop-off area.

Mr. McKinley stated that signage is proposed for the stacking and travel lanes.

Mr. Ayrassian questioned whether security is maintained by the Police and Fire Departments.

Mr. Jacobi stated that there will be internal security with monitors on site that will also have a direct feed to the Police Department.

Mr. Olsen stated that a badge is needed to utilize the staff entryway. He stated that the locks record who accesses a door when and an alarm will sound if the door is propped open.

Mr. Ayrassian asked for more details on the roof mechanicals.

Mr. Olsen stated that they have been placed only on roof portions that are not looked down upon by classrooms so as to minimize sound impacts.

Mr. Ayrassian questioned whether the proposed screening also serves as a sound baffle.

Mr. Olsen stated that the system does not run at night, as it has a passive function to maintain temperatures. He stated that the systems are acoustically rated and designed to push sounds upwards.

Mr. Ayrassian questioned whether there is a purpose to the roof being white.

Mr. Olsen replied that it provides LEED benefits. He stated that the roof will have a 30-year warranty on it and also matches the roof of the current high school, which is white. He went on to describe how the archway from the existing main parking lot will be maintained as an entry way to an urban plaza that leads to the stadium and the student entrance. He stated that the trees proposed in that area will serve as crime prevention design features. He stated that the student entrance will only be open for morning arrivals and afterhours use.

Mr. Ayrassian questioned the proposed caliper of the trees in the plaza at the time of planting.

Mr. Olsen stated that the model shows the trees at 10-year maturity, so at the time of planting, they will be much smaller.

Mr. Jacobi noted that the large cafeteria proposed is meant to remedy the current issue at the high school where cafeterias are on three separate floors, requiring that 12 lunch sessions be held. He stated that the new design will allow for lunch to be held in three bouts, all on the first floor of the building.

Mr. Olsen stated that the auditorium can host 863 people and is designed with a balcony to keep the atmosphere intimate.

Mr. Jacobi noted that the carpentry area is directly behind the stage, which allow for collaboration amongst teachers and students for sets for plays, etc. He went on to explain that all of the seats in the gymnasium are motorized, so can be moved to create more floor space.

Jason Gittle questioned the route for accessing the dumpsters and loading dock.

Mr. Olsen stated that the entry point is from the new Rathbun Willard extension.

Mr. Ayrassian questioned whether there is any concern with odors with how the dumpsters are boxed in a small area.

Mr. Olsen replied that the building is designed so that the windows do not need to open, so there will be no nuisance to the students. He noted that the dumpsters will also be covered.

Mr. Ayrassian questioned how the smell has the potential to impact the neighbors.

Chairman Danesi noted that the dumpsters are nowhere near the neighbors.

Bert Buckley agreed, stating that compactors will likely be utilized.

Mr. Olsen reviewed the phasing for the project. He stated that in Phase I during the summer of 2019, they will begin installing the new roadway extension and redeveloping the Brennan school fields. He stated that Phase II during the fall of 2019 will involve construction of the visitor traffic loop and interim parking.

Mr. Jacobi added that they do not intend to take the tennis courts out of operation, but that they can be converted to an additional 60 parking spaces, if deemed necessary.

Jason Gittle questioned if any facilities are being displaced in Phase I.

Mr. Olsen replied the softball field.

Mr. Jacobi noted that Director of the Recreation Department is working out a plan for alternative field use during the displacement period.

Mr. Olsen stated that the next phase will involve the steel installation for the new building. He stated that by spring of 2020, the field near Brennan will be redeveloped and the traffic circle will be completed, but the road extension will not. He noted that the new entrance to the Brennan school will not be open until construction is completed. He stated that from June 2020 through April of 2022, the interior construction will occur on the new school. He stated that in April 2022, they will perform selective demolition of the existing gym and pool area to create the student parking lot.

Mr. Jacobi added that by April of 2022, they are hoping to be able to use the fields for the new school with a temporary occupancy permit.

Mr. Olsen stated that the new school will be in use by fall of 2022 and that once out of session, they will remove the old school's auditorium, large gym, and central offices to install the new bus loop. He noted that a temporary bus loop will be active with access from Bushee Street for several months during the construction and that the final bus access will be installed by November of 2022. He stated that the last phase is in spring of 2023 when the new athletic fields will be installed; the entire school will be completed by November of 2023.

Scott Jones questioned how the various phases will affect the traffic.

Mr. Jacobi stated that Rathbun Willard will always be open, albeit at some points down to just one lane. He stated that the traffic patterns will alter about every three months during construction. He noted that the general contractor had designed a detail plan on this, but it wasn't included in the presentation.

Chairman Danesi sought to confirm that there will always be two ways to get out of the site.

Mr. Jacobi replied yes.

Chairman Danesi stated his sense that the proposed traffic light ant Rathbun Willard and Route 123 is likely to assist with the increased traffic.

Mr. Jacobi agreed that traffic patterns are slated to change to some degree, as access to Studley and Brennan will be altered. He stated that they anticipate this will relieve a lot of traffic pressure from County Square. He stated that a high school with 1,700 students already exists on the site and that they are just attempting to improve circulation slightly.

Speaking in favor of the application was Franciso Lovera of McMahon Associates with an office at 350 Myles Standish Boulevard, Suite 103 in Taunton, MA, who emphasized that the intersections in the area

already perform at a low level of service and that the project is not likely to improve that fact. He agreed that the traffic signal at Route 123 will improve the ability to make turns for those exiting the site.

Sheryl Guglielmo suggested that improved directional signage and traffic patterns on site could be an improvement over the confusion of the existing traffic patterns.

Jason Gittle sought to confirm whether teachers arrive to the site at the same time as students.

Mr. Jacobi replied no, that teachers arrive at 6:30 a.m.

Mr. McKinley noted the intent to forgo installation of the center of the traffic circle until the final construction, to allow large construction vehicles to travel straight across.

Mr. Ayrassian sought to confirm whether the curve radius would require takings.

Mr. Jacobi answered no, that everything is proposed within the existing layout. He stated that at present, there are no stormwater management controls on site, so a robust plan has been proposed. He noted that one feature involves a large underground cistern for collecting roof water, which will in turn be recycled for irrigating the athletic fields.

Mr. Olsen added that there are a number of underground infiltration systems proposed.

Melinda Kwart stated that she wished they had developed a more traditional **façade**, but that overall she is impressed with the plan.

Mr. Jacobi requested that the hearing be continued.

Speaking neither for nor against the application was Cindy Smith of 100 Rome Boulevard who questioned how the visitor parking lot across for her home will be accessed.

Mr. McKinley replied only from the service entrance on the new roadway extension.

Ms. Smith sought to confirm that there will be a buffer of trees between the traffic circle and the adjacent homes.

Mr. McKinley answered in the affirmative.

Ms. Smith expressed concern with potential disruptions in utility service.

Mr. Ayrassian stated that he imagines the utility company must have a policy in place to notify abutters of anticipated windows of service disruption.

Ms. Smith stated her concern with the effects of large construction vehicles traveling past her house for several years. She stated that she has lived at her home for 30 years and is concerned with the length of the project.

Mr. Danesi stated that there will be permit conditions requiring that trucks be cleaned and loads sufficiently secured.

Mr. Ayrassian added that if an issue occurs, there will be a contact provided to the neighbors to seek redress.

Ms. Davies sought to confirm that deliveries and removal of materials are anticipated to occur on the same route.

Mr. Jacobi replied that yes, utilizing Rathbun Willard and Rome Boulevard are the safest route.

Ms. Davies noted that when the school is not in session, the road out to Thacher Street may be a travel route, depending upon where construction debris is being taken.

Jim Lewis questioned how many truck trips per day are anticipated in and out of the site during construction.

Mr. Olsen stated that he was unsure, but that they will have their construction manager attend the next meeting to field questions.

Mr. Ayrassian suggested a written report be submitted.

Speaking neither for nor against the application was Robert Benedetti of 6 Fairway Drive who stated that they had attended the hearing before the Conservation Commission and heard the plans for stormwater. He questioned whether groundwater will be addressed by these plans, as he is concerned that the area is more or less a swamp due to high ground water.

Bert Buckley pointed out that the proposal is likely an improvement over existing conditions as there is presently no treatment of stormwater.

Mr. Benedetti expressed concern that the area's groundwater is at the highest level it has ever been.

Chairman Danesi stated that it is studied as part of the stormwater analysis.

Jason Gittle added that a peer review is performed so all of the calculations are reviewed by two sets of engineers.

Mr. Benedetti questioned whether the building will have a basement like a house.

Mr. Olsen replied in the negative and stated that no piles will need to be driven.

Mr. Benedetti questioned how snow removal will be handled on site. He expressed concern that back in 2015, there was snow on site all the way up until June.

Speaking neither for nor against the application was Karen Benedetti of 6 Fairway Drive who expressed concerns with existing traffic conditions when attempting to drive out of Green Street as there are poor site lines on the left hand side. She also expressed concern with drivers there having to compete with the visitors exiting the one-way lane on the high school's site. She stated that with the amount of traffic during school hours requires drivers to creep out to get on to Rathbun Willard.

Mr. Ayrassian asked whether there is a stop sign or line on Green Street.

Mrs. Benedetti replied no.

Mr. Ayrassian offered to go take a look to see if there are visual obstructions that can be resolved. He stated that from a planning perspective, it is safer to have an aligned four-way intersection as designed, rather than offsetting the cross streets.

Chairman Danesi agreed that it will be a challenge at certain times of day exiting Green Street as two lanes of traffic will be turning out of the visitor lane exit point for the school.

Mrs. Benedetti noted that there is a crossing guard in the area now that helps direct traffic, which is helpful. She asked whether the average number of parent drop-offs have been estimated.

Chairman Danesi replied that the traffic analysis estimated 33 cars northbound and 37 cars southbound per hour.

Ms. Davies encouraged the applicant to ensure that the count is accurate so that the appropriate number of stacking spaces are provided to contain drop-off traffic on site.

Mrs. Benedetti noted that the parents currently drop off and pick up kids in the neighborhood, as well, and that she didn't imagine that would change with the new school.

Mr. Ayrassian reminded neighbors that things are likely to be chaotic for the first few weeks while everyone adjusts to new traffic patterns, but are likely to improve after that.

Mrs. Benedetti asked whether Bushee Street is closed to drop-offs.

Mr. Jacobi said no, but that he didn't imagine it would see much use being the farthest place away to drop students for school access.

Jim Lewis stated his understanding that most people currently drop kids off at the pool door. He stated his opinion that with the new set-up, a left hand turn on to Rathbun Willard will be challenging. He questioned whether a right turn only had been considered in that location. He noted that as designed, it may be a significant safety issue.

Mr. Lovera replied that there will be gaps in traffic caused by turning vehicles.

Jim Lewis replied that he felt that was an optimistic view given the amount of traffic expected. He explained that when people are in a hurry, they are likely to try to force their way into traffic, which could cause accidents.

Mr. Lovera argued that the average driver will seek to take the route of least resistance.

Mr. Ayrassian suggested a compromise could prohibit left-hand turns during the heaviest times of anticipated traffic.

Chairman Danesi suggested that other successful school drop-off systems could be reviewed to compare to this design.

Bert Buckley stated his sense that the reality is that parents are likely to drop children off at Studley and force them to walk from there.

There being no one else to speak, the public hearing was continued.

The Board heard the continued public hearing for the application of UHS of Fuller, Inc. for a Major Project Site Plan Review pursuant to the provisions of §17-15.0 SITE PLAN REVIEW of the ZONING ORDINANCE, for realignment and expansion of two existing parking lots, adding a total of 75 new off-street parking stalls; including associated landscaping, lighting, grading and stormwater management systems; the subject premises being located at 200 May Street, more specifically Assessor's plat #14, lot #75, located in the Single Residence-B zoning district.

Ms. Davies stated her understanding that the project will likely need to undergo a second Horsley Witten Group peer review for the stormwater application before the Conservation Commission.

Jason Gittle made a motion to continue the public hearing to January 28, 2019. Jim Lewis seconded the motion and all voted in favor.

The Board held a business meeting.

The Board discussed the pending petitions of the Municipal Council to amend the ZONING ORDINANCE regarding §17-2.1.3(A) ESTABLISHMENT OF INDUSTRIAL ZONING DISTRICTS and §17-2.1.3(B) ESTABLISHMENT OF INDUSTRIAL ZONING DISTRICTS relative to marijuana businesses.

Melinda Kwart made a motion to recommend that the Municipal Council approve the proposed amendment to the Zoning Ordinance regarding §17-2.1.3(A) ESTABLISHMENT OF INDUSTRIAL ZONING DISTRICTS relative to marijuana businesses. Bert Buckley seconded the motion and all voted in favor.

Melinda Kwart made a motion to recommend that the Municipal Council approve the proposed amendment to the Zoning Ordinance regarding and §17-2.1.3(B) ESTABLISHMENT OF INDUSTRIAL ZONING DISTRICTS relative to marijuana businesses. Bert Buckley seconded the motion and all voted in favor.

The Board heard the appointment to speak of Sean McNamara of 83 Richie Road, regarding the “STONE FIELD ESTATES” subdivision.

Mr. McNamara was not present to speak.

The Board tabled the letter from Bob Catenacci of One Thirty One Pleasant St, LLC, dated January 4, 2019, to the Planning Board, updating the Board on the work completed to date on the “STONE FIELD ESTATES” subdivision.

The Board tabled the notices from Planning Board Clerk Lauren Stamatis, dated October 26, 2018, to Bill Ward of W.B. Construction & Development, regarding the lapsed deadline on September 30, 2018 for the “BRIGHAM HILL ESTATES” subdivision, and the impending deadline on November 30, 2018 for the “BRIGHAM HILL ESTATES, PHASE II” subdivision , pending the submission of 81-W plans .

The Board reviewed the letter from John Marchand of Farland Corp. on behalf of Woodlark Development Corp., dated December 20, 2018, to Assistant Director Everose Schluter of Executive Office of Energy and Environmental Affairs, relative to the Environmental Notification Form Alternatives Analysis for the “COOPER FARM” subdivision.

Ms. Davies informed the Board that she had attended a meeting on site regarding this matter earlier in the day. She explained that upon filing for a street opening permit, several thresholds were triggered that required the project file for MEPA permitting. She stated that those included altering more than 25 acres, creating more than 5 acres of impervious area, and the level of traffic generation. She stated that there will be a public comment period through January 15th and a decision anticipated by January 25th. She stated that she didn’t anticipate any issues, as the Conservation Commission and Planning Board have already granted approvals for the project.

The Board tabled the notice of default form Kevin Freytag of Murphy Hesse Toomey & Lehane, LLC, dated August 6, 2018, to Fred Bottomley, relative to the “CAMERON WOODS” definitive subdivision and the memorandum from Planning Board Clerk Lauren Stamatis to Public Works Superintendent Michael Tyler, dated September 11, 2018, regarding the as-built Mylar submitted for the “CAMERON WOODS” subdivision.

The Board tabled the memorandum from Public Works Superintendent Michael Tyler, dated January 7, 2019, to the Planning Board, providing a recommendation to issue, with consideration of several items,

a FINAL release in the amount of \$142,186.80 plus interest relative to the “AVALON ESTATES” subdivision.

The Board agreed to request Superintendent Tyler’s attendance at the next meeting to discuss the issues raised with the policy changes relative to bond releases. The Board tabled his memo in the interim.

The Board reviewed all remaining correspondence.

The Board approved the minutes of November 20, 2018 and December 17, 2018.

The meeting was adjourned at 9:35 p.m.