

**CITY OF BEVERLY  
DRAFT  
PUBLIC MEETING MINUTES**

**Board:** Beverly School Building Committee – Meeting #13  
Joint Meeting of the School Building Committee, Beverly School  
Committee

**Date:** October 13, 2015

**Location:** Beverly High School, Media Center 100 Sohier Road – 6:30 p.m.

**Members Present**

Mayor Michael Cahill  
Paul Manzo, President Beverly School Committee  
Dave Gelineau, City of Beverly Purchasing Agent -Member  
Bryant Ayles, Finance Director  
George Binns, School Building Committee Member  
Raymond Bouchard, School Building Committee Member  
Sue Charochak, Assistant Superintendent of Schools  
Mike Collins, Beverly Commissioner of Public Services  
Maria Decker, School Building Committee Member  
Betsey Desmond, School Building Committee Member  
Roy Gelineau, School Building Committee Member  
Joanne Murphy Scott, School Building Committee Member  
Stephanie Williams, Beverly City Solicitor  
Judy Miller, Director of Technology, Beverly Public Schools  
William Guzowski, School Building Committee Member  
Matthew Poska, Briscoe Middle School Principal  
Joseph Remondi, School Building Committee Member  
Jean Sherburne, Director of Finance and Operations, Beverly Public Schools  
Kris Silverstein, School Committee  
Councilor Don Martin  
L. Scott Dunlap, Ai3 Architects, Partner  
Troy Randall, Ai3 Architects, Partner  
Tom Ellis, Heery Area Manager  
Robert Gilcrest, Agostini - Bacon, Project Manager  
Stephen Agostini, Agostini –Bacon, Principal  
Denise Deschamps, Economic Development Planner  
Marc Gabriel-Pare Engineering

**Recorder:** Eileen Sacco

Mayor Cahill called the meeting of the Beverly School Building Committee to order at 6:30 p.m.

**Approval of Minutes**

The minutes of the BSBC meeting held on June 9, 2015 were presented for approval.

**Motion:** Binns approval of the minutes of the June 9, 2015 meeting. Manzo seconds the motion. The motion carried.

The minutes of the BSBC meeting held on July 28, 2015 were presented for approval.

**Motion:** Bouchard moved approval of the minutes of the July 28, 2015 meeting. Binns seconds the motion. The motion carried.

### **OPM/Designer Update**

Lydon addresses the Committee and reported that the Beverly City Council unanimously approved the project funding for the new middle school. He reported that a significant amount of people spoke in favor of the project at the City Council meeting. He commended the administrative staff of the Beverly Public Schools on their presentation to the City Council.

Lydon reported that the feasibility and schematic design phase of the project was completed on time and within budget. He explained that the project team will now move on to design and development and early packages are being prepared. He states that they expect the demolition of the Memorial Building to commence by the end of January and reviews the timetable for the project. He notes that the design phase will be completed by the fall of 2016 and the trade contracts and bids will be awarded in the fall.

Scott Dunlap addresses the Committee and explains that he has three main topics to discuss this evening. He notes that Marc Gabriel of Pare Engineering is present this evening, as well as Art Eddy of Landscaping Design, and Amy Archer of Pare Engineering who will report on the traffic study that was done.

### **Review of Traffic Study**

Amy Archer of Pare Engineering addresses the Committee and made a presentation on the Traffic Study that was done for the middle school project. She reported on the following:

### **Data Collection**

It is anticipated that the busy times for the traffic movements into and out of the proposed school will mimic those of the existing school operations, which occur on weekday mornings and afternoons. As such, manual turning movement counts (MTMC) were completed at the following five (5) study area intersections:

- Cabot Street at County Way/Longmeadow Road/Dodge Street
- Cabot Street at Russell Street
- Cabot Street at Kittredge Street
- Cabot Street at Balch Street
- McKay Street at Balch Street

The counts were performed on Wednesday, October 8, 2014, Thursday, October 9, 2014 and Wednesday, June 3, 2015, during the peak periods. The morning peak was captured from 7:00 a.m. to 9:00 a.m. and the afternoon peak was captured from 2:00 p.m. to 6:00 p.m. to account for school dismissal as well as the commuter peak.

Additionally, automated traffic recorder (ATR) counts were collected from Tuesday, October 7, 2014 to Thursday, October 9, 2014 along Cabot Street, in front of the existing Memorial Building. This data was used to determine the average daily traffic (ADT), for the basis of traffic model projections and volume distribution.

Furthermore, the City of Beverly Public Works Department and the Massachusetts Department of Transportation (MassDOT) were contacted to obtain existing traffic signal plans for the relevant MTMC intersections. The signal plans obtained included timings for roadway projects under design within the study area. These timings were used for all analyses.

Crash data for the roadway network in the vicinity of the project site was requested and received from MassDOT and the City of Beverly Police Department for January 2010 through December 2013. Additionally, dangerous intersections were identified using the MassDOT Highway Safety Improvement Program's (HSIP) interactive top crash locations database. These top crash locations are classified as clusters and can be triggered by high occurrences of incidents involving vehicles, pedestrians or bicyclists.

The City of Beverly Planning Department was contacted to determine the presence of planned or proposed developments within the city that may generate additional traffic in the vicinity of this project. The department confirmed that there are currently three projects or developments in the planning or construction phase within the vicinity of the proposed middle school site. The first project is located in the southeast quadrant of the intersection of McKay Street and Balch Street which will convert an old elementary school building into 32 residential units. The second project is located in the northeast quadrant of the intersection of McKay Street and Elliott Street (Route 62) and will consist of a 73 unit condo complex. The third project is a roadway reconstruction of Cabot Street/Rantoul Street (Route 1A) which will add dedicated and shared bike lanes.

A field review of the study area was conducted, with geometric measurements and other field observations recorded along the roadways and at the significant intersections that provide access to and egress from the proposed school site. Observations were also made pertaining to the bus and parent drop-off and pick-up at the existing school. The information obtained was used in the analysis of the study area.

Additionally, bus routes were reviewed for both the Beverly School Department and the Massachusetts Bay Transportation Authority (MBTA).

### **Existing Roadway Conditions**

The study area is defined as the significant roadways and intersections in the vicinity of the proposed Beverly Middle School site that may be impacted by

traffic due to its expansion and relocation. The following roadways and intersections are included in the study area for the proposed site:

#### Study Area Roadways

- Cabot Street (Route 1A) from County Way/Dodge Street to Balch Street
- Balch Street from McKay Street to Cabot Street

#### Study Area Intersections

- Cabot Street at County Way/Longmeadow Road/Dodge Street – Signalized
- Cabot Street at Russell Street – Unsignalized
- Cabot Street at Kittredge Street - Unsignalized
- Cabot Street at Balch Street - Signalized
- McKay Street at Balch Street - Unsignalized

#### *Cabot Street and County Way/Dodge Street/Longmeadow Road*

The intersection of Cabot Street (Route 1A/Route 97) with County Way, Dodge Street (Route 1A), Longmeadow Road and Scott Street forms a six-legged signalized intersection located to the north of the existing Memorial Building. Scott Street is a one-way road that departs from the intersection to the west. Volumes for access to this street are included in the right-turn movements from Cabot Street southbound and Dodge Street (Route 1A) westbound. Therefore, from an analysis perspective, the intersection operates as a five-legged intersection. Cabot Street runs in a north/south direction and County Way/Dodge Street accounts for the primary east/west movement. Longmeadow Road serves a residential neighborhood east of the intersection. The northbound approach, on Cabot Street (Route 1A), consists of a 12-foot southbound lane, a 12-foot northbound left/through lane and a 12-foot northbound right-turn lane. There is a 5-foot shoulder adjacent to the southbound lane and a 1-foot offset adjacent to the northbound right-turn lane. The southbound approach on Cabot Street (Route 97) consists of a 15-foot northbound lane, an 11-foot southbound left/through lane and an 11-foot southbound right-turn lane. There is a 2-foot offset adjacent to the southbound right-turn lane and a 1-foot offset adjacent to the northbound lane. The eastbound approach, on County Way, consists of a 13-foot westbound lane, an 11-foot eastbound left-turn lane and an 11-foot eastbound left/right-turn lane. There are 1-foot offsets adjacent to the westbound lane and the eastbound left/right-turn lane. The westbound approach on Dodge Street (Route 1A) consists of a 20-foot eastbound lane and a 12-foot westbound lane that splits into a through lane and a channelized right-turn lane. There is a 1-foot offset adjacent to the eastbound lane and a 6-foot shoulder adjacent to the westbound lane, prior to the split. Scott Street and Longmeadow Road are each 24 feet wide with no striping.

There are sidewalks present on both sides of each of the roadways with the exception of Scott Street, which has sidewalk on the north side only. The posted speed limits near this intersection are 25 miles per hour on County Way, 30

miles per hour on Dodge Street (Route 1A), 30 miles per hour on Cabot Street (Route 97) and 35 miles per hour on Cabot Street (Route 1A). There were no speed limits posted on Scott Street or Longmeadow Road. Cabot Street (Route 1A) and Dodge Street (Route 1A) are classified as urban principal arterials. This route is under MassDOT jurisdiction and is part of the National Highway System (NHS). Cabot Street (Route 97) and County Way are classified as urban minor arterials while Scott Street and Longmeadow Road are classified as local roads. These four legs are under City jurisdiction and are not part of the NHS.

### **Existing Site Observations**

As part of the field review of the existing middle school and Memorial Building sites, observations were made pertaining to the operations, circulation and capacity of the existing Beverly Middle School during the morning drop-off and afternoon pick-up that may influence the development of the future site and pertaining to the layout and circulation of the existing Memorial Building mid-day.

During the morning drop-off at the Beverly Middle School the following observations were made:

- School drop-offs were performed by standard buses, special needs buses/vans and several parents.
- Parent drop-offs were scattered and did not seem to cause any substantial queueing.
- Crossing guards were present on both roadways abutting the school.
- Several students walked or biked to school.

During the afternoon pick-up at the Beverly Middle School the following observations were made:

- Buses arrived to the school prior to dismissal and queued on-site.
- The lack of on-site queueing areas for parents forced lines of parents onto adjacent and nearby streets as they awaited dismissal.
- Crossing guards were again present in the same locations as the morning.

In addition to observing the drop-off and pick-up, staff members of the school as well as the crossing guards were questioned regarding the operations, circulation and capacity. They offered the following:

- According to the school district's transportation department, approximately 45% of the students (416 of 917) take the bus. The remainder are driven, walk or bike, but no breakdown of those modes was available.
- The on-site bus storage lot currently accommodates approximately 45 buses/vans. These are a combination of the buses used for student pick-up/drop-off for the district's elementary, middle and high schools as well as spare buses, spare vans and large buses used only for sports team transfers.
- The district's pick-up/drop-off begins with the elementary school, followed by the high school and ends with the middle school.
- Although the number of students attending the middle school is expected to

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increase with the addition of grade 5, the district's overall fleet needs will not differ immediately.

- The number of students walking/biking to school decreases slightly during inclement weather, but remains relatively high year round.

In the mid-day at the Memorial Building the following were observed:

- The area in front of the building is divided into two drive aisles, one along the building face with a few handicap parking spaces and one closer to the street with approximately 60 parking spaces.
- Each drive aisle is approximately 350 feet in length.
- The building has two distinct driveways, both on Cabot Street. Vehicles generally access the site via the northern driveway and exit the site via the southern driveway, with a small number of official use vehicles exiting via the northern driveway.
- There is a notable frequency of illegal u-turns on Cabot Street adjacent to the flexible bollards near the railroad track.

### **Existing Traffic Volumes**

According to the traffic counts completed, the a.m. peak hour was generally 7:30 a.m. to 8:30 a.m., the p.m. school peak hour was 3:00 p.m. to 4:00 p.m. and the p.m. commuter peak hour was generally from 4:30 p.m. to 5:30 p.m. To provide a conservative analysis, the peak hour at each intersection was used in the analysis of the a.m. and p.m. commuter peak hours and the school dismissal was standardized across all intersections to the defined peak.

ATR counts collected on Cabot Street in the vicinity of the proposed site were used in the analysis to determine directional percentages for trip distribution and volume distribution by percent throughout the day.

All counts were completed mid-week of a standard, non-holiday week during the school year. Therefore, no adjustment factors were applied to the existing count data.

Count data showed the highest volumes for all intersections typically occurred during the p.m. commuter peak hour.

### **Safety Analysis**

Crash data was received from MassDOT and the City of Beverly Police Department for January 2010 through December 2013 for the intersections and roadways in the vicinity of the proposed site. Crash data was reviewed to determine the presence of safety concerns within the study area. A summary table of all crash data reviewed and crash rate calculations are provided in Appendix B.

According to the data received, there were 86 incidents on roadways within the study area that were not specifically at one of the study area intersections. There were 81 incidents on Cabot Street and five (5) incidents on Balch Street. Of these

incidents, 27 resulted in non-fatal injuries, with a total of 37 injured persons, and none resulted in fatal injuries. Four (4) of the incidents on Cabot Street involved a pedestrian. A breakdown of the number of injuries and type of incident can be seen below.

Of the incidents involving pedestrians, one had no further explanation; one was an errant vehicle striking a gas pump and its attendant on the east side of Cabot Street; one was a drunk and disorderly individual struck by a homeowner who was backing out of a driveway; and the last was a seven-year-old who was admittedly not paying attention and ran into the side of a vehicle while trying to run across a side street. These incidents are all isolated and do not have any relation or trend.

### **Future Conditions**

To account for background growth along the roadways within the vicinity of the project site, the existing traffic volumes were projected over a five-year horizon from 2014 to 2019. Recent Census data for the City of Beverly were reviewed and the City of Beverly Planning Department was consulted to determine the appropriate growth rate. The available Census data, provided as Appendix D, showed a growth rate of -0.9% from 2000 to 2010. To provide a conservative analysis of the project area, a growth rate of 0.5% per year was used for the five-year projection. This rate was recommended by the Beverly Planning Department.

The future 2019 no-build condition represents the existing conditions, inflated by the recommended growth rate. Traffic projections for the proposed residential properties to be located in the southeast quadrant of the intersection of McKay Street and Balch Street were computed. The generated volumes were negligible and were not added to the 2019 no-build volumes. Additionally, the traffic impact analysis study for the proposed condos to be located in the northeast quadrant of the intersection of McKay Street and Elliott Street (Route 62) was reviewed and also showed negligible volumes, if any, entering the study area. Therefore this development was not included in the 2019 no-build condition. It is reasonable to assume that these minor volumes generated by the two proposed developments are already captured in the annual growth projection. Traffic volumes for the future 2019 no-build condition are shown in Figures 5 and 6.

### **Build Conditions**

The future 2019 build condition represents the future 2019 no-build condition plus traffic increases associated with the proposed expansion and relocation of the middle school.

#### *Site Description*

The proposed layout will maintain the loop currently located at the front of the building, with two driveways along Cabot Street. An additional driveway will be added on Balch Street to help circulation and distribution of traffic. It is intended that both buses and parents will be able to enter and exit to and from both Cabot Street and Balch Street. Two drop-off areas are provided on-site, one along the

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eastern side of the building, intended for bus drop-offs, and one along the southeastern side of the building, intended for parent drop-offs. The parking lot in the northwestern corner of the site is for the City's relocated school bus storage facility. Though designation has not been specified for the other parking areas, they are sufficient to accommodate the anticipated needs of a large event at either the auditorium or sports fields.

The excess of on-site parking spaces in conjunction with the drive aisle length will be adequate to accommodate queuing associated with student pick-up, particularly given the high turnover rate of the pick-up procedure. The proposed site will contain 271 parking spaces; 146 spaces will be for staff and day-to-day visitors and an additional 125 spaces will be provided for events. These additional spaces will be available on a daily basis for parents waiting to pick up their children.

The drive aisle in its entirety, measured from the southern driveway on Cabot Street around the building to the northern driveway on Cabot Street, is approximately 2,000 feet. This length could accommodate up to 80 vehicles.

### **Trip Generation**

The number of new trips expected at the proposed site was estimated using a combination of data obtained from the school's transportation department and the industry standard Institute of Transportation Engineers (ITE) *Trip Generation, 9<sup>th</sup> Edition*.

The Beverly Middle School currently accommodates 917 students in grades six (6) through eight (8) and has a teaching staff of 80 personnel. Of that total, 416 students, approximately 45 percent, utilize the school's transportation, which consists of 16 buses and seven (7) handicap accessible vans. The remaining 501 students are a combination of walkers, bikers and pick-up/drop-off. The school's transportation department did not have any information pertaining to the distribution between these three (3) modes. A percentage of walkers/bikers was assumed to be 15 percent on a typical school day based on observations at the school and discussions with the crossing guards. A common carpool factor of 1.5 students per car was also applied.

Trip generation calculations for the existing Memorial Building were completed utilizing Land Use Code 710, General Office Building. Because the busiest times for such use are the weekday morning and afternoon commuter peak hours, trip generation was completed for the a.m. peak and p.m. commuter peak hour.

The proposed school is intended to accommodate grades five (5) through (8), with a capacity of 1,400 students and a teaching staff of 110 personnel. It was assumed that the proposed site will have the same distribution percentages of students taking the bus, walking and carpooling as the existing school.

### **Warrants**

Due to concerns expressed by the City and the Mayor, the intersections of Cabot Street with Russell Street and McKay Street with Balch Street were assessed to determine suitability for

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signal installation. These intersections were assessed using warrant analyses as outlined by the Manual on Uniform Traffic Control Devices (MUTCD). The warrants considered included Warrant 1, Eight-Hour Vehicular Volume, which requires at least eight (8) hour of a given day to exceed given limits; Warrant 2, Four-Hour Vehicular Volume, which requires at least four (4) hours of a given day exceed given limits; Warrant 3, Peak Hour, which requires at least one (1) peak hour exceed given limits; and warrant criteria for an all-way stop, which requires at least eight (8) hour of a given day to exceed given limits.

At the intersection of Cabot Street and Russell Street, the volumes met Warrant 1 for only one (1) hour under Condition A and only five (5) hour under Condition B; met Warrant 2 for only one (1) hour; and did not meet Warrant 3 for any interval. This intersection does not meet any of the volume based warrants under existing conditions, and will not change under proposed conditions, as volumes are expected to increase along Cabot Street only and not along the Russell Street approach. Furthermore, as the intersection of Cabot Street with Russell Street serves as egress from the high school, and the intersection of Cabot Street with Kittredge Street serves as entrance to the high school, there would be no traffic benefit to closing or prohibiting traffic along either street. Both intersections perform at acceptable LOS under existing conditions and are not worsened by the build condition.

At the intersection of McKay Street and Balch Street, the volumes met Warrant 1 for 11 hours under Condition A and all 12 hours reviewed under Condition B; met Warrant 2 for all hours reviewed; and met Warrant 3 for both peak hours. This intersection meets all of the volume based warrants under existing conditions, and will still meet under proposed conditions, as volumes are expected to be added from the expansion of the proposed site. Due to the high volume of both westbound and southbound left-turn movements, this intersection was also assessed for the justification of an all-way stop. Using the MUTCD criteria, the intersection is warranted for 10 of the 12 hours reviewed.

### **Mitigation**

There are two intersections within the study area that operate at poor LOS, Cabot Street (Route 1A/Route 97) at Dodge Street (Route 1A)/County Way/Longmeadow Road and McKay Street at Balch Street. Mitigation measures were assessed at these two intersections to help alleviate existing and future congestion.

At the intersection of Cabot Street (Route 1A/Route 97) at Dodge Street (Route 1A)/County Way/Longmeadow Road there are buildings and parking lots abutting the back of sidewalk along each leg of the intersection. This makes right-of-way acquisition for the addition of designated turn lanes challenging. Therefore, timing adjustments alone were considered. Modifications in timing to allow greater passage from the primary approaches, Route 1A and Route 97, would reduce delay significantly. Specifically, during the p.m. school peak, which experiences the worst LOS under both existing and build conditions, the delay would be reduced by up to 90 seconds per vehicle, bringing it within 30 seconds of the no-build scenario. It should be noted that both of these values are likely exaggerated, as Synchro tends to inflate delay once LOS F is surpassed.

At the intersection of McKay Street and Balch Street there is also limited road width to accommodate designated turn lanes. Widening in this area may be possible, but would yield minimal relief to westbound and southbound left-turn movements that face heavy opposing movements. The installation of either a signal or an all-way stop is warranted to mitigate congestion that exists at this intersection today. The installation of a signal would decrease overall delay and would balance delay for westbound and southbound left-turn movements. However, preliminary Synchro analysis shows the same benefits may be obtained from invoking an all-way stop at the intersection.

### **Conclusions**

The crash data received from MassDOT and the City for the study area indicated a considerable number of crashes at the intersection of Cabot Street (Route 1A) with County Way/Dodge Street (Route 1A)/Longmeadow Road. This intersection was also identified as an HSIP cluster location for vehicles. However, the intersection was within the average crash rate for the state. There were also a considerable number of crashes along Cabot Street. Considering this is a long segment of roadway with several intersecting streets, the average number of crashes per mile or per intersection is reasonable. The increase in both vehicular and pedestrian volumes associated with the expansion of the middle school may result in some increase in incidents. It is expected that any increase in incidents would be proportional to the increase in volume and would not change the rate of incidents compared to the state and district averages.

The available stopping sight distances from the proposed driveways exceed the AASHTO requirements for the posted speed limits and the selected design speeds.

The intersections of Cabot Street (Route 1A/Route 97) with County Way/Dodge Street (Route 1A)/Longmeadow Road and McKay Street with Balch Street, which are already over capacity, are expected to get worse. Signal timing adjustments, optimized to accommodate the school destined movements, would provide some relief at the former, while conversion to an all-way stop or installation of a signal is warranted.

### **Recommendations**

Restripe the eastbound approach to the intersection of Cabot Street (Route 1A) and County Way/Dodge Street (Route 1A)/Longmeadow Road to indicate a left-turn lane and a through/right- turn lane to minimize confusion and potentially avoid some of the incidents at this location.

Enhance control at the intersection of McKay Street and Balch Street to an all-way stop prior to the implementation of this project. Monitor the intersection for improvement and install a signal if necessary, as warranted under existing conditions. This mitigation should not be considered the responsibility of this project.

The following recommendations are made for the expanded and relocated middle school:

- Optimize the signal timing at the intersection of Cabot Street and County Way/Dodge Street/Longmeadow Road for the school destined movements during the peak hours.

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- Consider removing the right-turn-on-red restrictions from the intersection of Cabot Street and Balch Street.
- Provide a crossing guard at the intersection of Cabot Street and Balch Street.
- Add school zone speed limit signs to Cabot Street in both directions approaching the site.

Mayor Cahill asked if there were any questions from the members of the Committee at this time.

Mr. Binns noted that fifth grade parents are concerned about bussing 5<sup>th</sup> graders with older kids and noted that we may see more drop of parents than we think.

A committee member asked if future activity in the area took into account the merging of St. Mary's and St. John's schools to the St. John's campus. Archer reported that they were not informed of that noting that they met with the City Planner regarding development in the area. Mayor Cahill noted that although there had been rumors of the schools merging this is a recent announcement that it would be going forward.

It was noted that there are railroad tracks close to the school and was that taken into consideration when planning the driveways for the site. Archer stated that they did consider them and notes that there is over 250 feet between the south driveway and the railroad tracks.

### **Design Development**

Dunlap reported that there are two isolated wetlands on the site and they are presenting a Request for Determination of Applicability this evening with the Beverly Conservation Commission. He explains the process and notes that for the second phase of the construction they will be filing a full Notice of Intent with the Commission. He states that they expect to do that in December or January.

Dunlap explains that they are proposing to fill a small wetland and replicated it at a 2-1 ration in another area on the site.

Dunlap explains the plan for the drop off and pick up at the school and notes that there will be one way in and one way out on the site during a.m. and p.m. drop off and pick up. He notes that the existing curb cuts will be widened and reviews the circulation on the site.

Mike Collins notes that in all cases the students will be dropped off on the passenger side of vehicles.

Dunlap reviews the utilities for the site noting the locations of the gas lines and fire hydrants and notes that they will be connected from Balch Street. He also notes that they will be using the existing sewer line.

Dunlap explains the drainage for the site and notes that it is designed accordance with stormwater management standards and notes that there will be two detention systems for stormwater management.

Binns questions how they will enforce traffic circulation on the site. Dunlap reported that

there will be signage at the front entrance directing people where to go.

Siemasko asked if they have been assured that the isolated wetlands can be moved. Dunlap notes that it would be up to the Conservation Commission, but notes that it is not a great wetland.

Manzo notes that the School Committee is planning for a robust extra curricular activities program for the school and notes that it would spread out parent pickup of students over a longer period of time.

### **Review of Landscaping**

Arthur Eddy addresses the Committee and explains the landscaping plan to the Committee. He notes that they are planning an evergreen screen around the building. He notes that there will be a series of walkways which will be continuous to eliminate ramps.

Mr. Bouchard stated that a lot of snow in the winter will damage some of the landscaping.

Mr. Eddy reported that they are trying to find easy to maintain plantings and notes that there are large snow storage areas located on the site. He notes that when choosing locations for snow storage they consider how long it might be there and that plants that can withstand the rigor of winter.

Ms. Scott noted that we know the number of kids who take the bus to school and asked if the location of the new school will affect the transportation numbers. Mayor Cahill agreed that it needs to be taken into consideration and suggested that a conversation with Bill Burke needs to take place.

### **Design Review**

Dunlap reviews the design for the Art and Technology Labs and the dining area

Dunlap explains that the cafeteria remains a two story volume design. He notes that the acoustics of the space is easier to deal with and is significantly better than having a contiguous space. He notes that it has the same volume and notes that the fifth and sixth graders will be together. He also notes that they are proposing to use as much natural light as possible.

Mayor Cahill suggested that the Committee take a five minute recess at this time.

Mr. Binns moved for a five-minute recess at this time. Mr. Bouchard seconds the motion. The motion carried.

The School Building Committee reconvened at 8:05 p.m.

Ms. Decker asked how the two story technology layout will be used as part of the curriculum. Dunlap explains that it will be consistent with the educational program and will not deter from the course offerings.

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It was noted that the Committee has discussed a greenhouse for the science curriculum. Dunlap explains that there is no dedicated greenhouse proposed but notes that plants, vegetation and vegetables can be integrated into a variety of locations throughout the school.

Mr. Siemasko notes that there does not appear to be any exclusive floor for the 7<sup>th</sup> and 8<sup>th</sup> grades.

Mr. Binns stated that he is concerned that the design process is running backwards. He notes that the education plan specifies that classes will be taught in each room. He expressed his concern about the STEM program and notes that he feels that one technology lab is not enough noting that one lab, once in a while is not enough. He also stated that he is concerned about the price of the building.

Mr. Binns also expressed concern that the Green Team has only held one meeting.

Ms. Miller stated that we need to keep the space as flexible as possible, noting that she cannot recommend a program at this time because technology changes all the time.

Dunlap agrees noting that they have been meeting with groups of teachers in each department and grade level and they have expressed a need for flexibility as well.

Dunlap also noted that MSBA considers the Beverly program to be a very thoughtful and creative program and uses it as an example to other communities.

Mayor Cahill asked if there were any questions from members of the Committee at this time.

Ms. Scott asked if there was any possibility that the bus depot could be moved to the McKeown School. Mayor Cahill stated that if they move the bus depot to the McKeown School it would take away the play area and green space, noting that there are students at that building.

Mr. Binns suggested that the city pave the city owned land that has been set aside for the a new public safety building and use that for bus parking until they need it.

Mike Collins explains that the lot is already paved, and explains that the site cannot be used for anything but a public safety building.

Mr. Manzo stated that at the beginning of the meeting we talked about the City Council approval of the project and stated that he would like to give credit to the project management team as well as the Architect for all of the work they have done on the project.

Mayor Cahill agreed noting that this has been a great process and the project received overwhelming support at the City Council meeting and thanked those

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involved in the process. He further notes that we are moving ahead with a solid project.

**Next Meeting**

Mayor Cahill reported that they will be scheduling a meeting for November and will be scheduling that and will notify members.

**Adjournment**

There being no other business to come before the New Beverly Middle School Building Committee this evening, Mr. Binns moved to adjourn the meeting. Mr. Bouchard seconded the motion. The motion carried.