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# CST project oversight, Atwater Ave. Debated



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**Beverly attorney Mark Glovsky, representing Danvers-based biotech company Cell Signaling Technologies before the Manchester Planning Board on August 12.**

Posted Monday, August 26, 2024 7:33 am

**By Jeff Pope**

While blasting was the main topic of debate at the Aug. 12 Manchester-by-the-Sea Planning Board (see last week's Cricket for details), several other issues were discussed, including oversight of the Cell Signaling Technology project and traffic on Atwater Avenue.

CST is seeking a comprehensive special permit from the Planning Board for its proposed research and development laboratory to be built off Atwater Avenue, just north of the Manchester Athletic Club.

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CST project oversight, Atwater Ave. Debated (</stories/cst-project-oversight-atwater-ave-debated,39895>)

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CST attorney Mark Glovsky presented the board with 14 possible conditions CST was willing to accept in return for approval of the permit. This was in response to a list of conditions Town Planner Marc Resnick had sent to CST.

Concerning the project oversight, Resnick suggested that CST pay for a third party to inspect the construction.

Glovsky responded that it was a "controlled construction project" with the building inspector supervising the project.

Greg Keller of Columbia Construction, a CST consultant, said that any project greater than 35,000 cubic feet was automatically a "controlled construction project with a professional design engineer that oversees the project.

But Resnick said there should be "some site inspections by our engineers," with electrical engineers inspecting the wiring, plumbing inspectors checking the piping, the Fire Department checking that it meets the fire codes, etc.

Keller said it was standard operating procedure for the town inspectors to be onsite for testing of everything installed.

Concerning Atwater Avenue, Resnick had suggested at a previous meeting a sidewalk should be added to allow for pedestrians and joggers.

Sam Gregorio of TEC, a CST consultant, said that there just wasn't the room for a sidewalk. He presented a map of Atwater Avenue, showing that much of it is last than 25 feet wide. The widest section was only 25.1 feet wide.

He said that at least 11 feet is needed for each lane, especially since tractor-trailer trucks are expected to be traveling to and from the CST site. With two lanes of 11 feet, that did not leave the necessary five feet or more for an ADA-compliant sidewalk.

Instead, Gregorio suggested speed suppressing measures, including a white stripe down the middle of the road, stripes along the edges, speed limit signs, radar signs (similar to the ones on School Street), three sets of rumble strips and bicycle marking on the roadway.

Doug Osther, a traffic engineer with Weston & Sampson, the town's consultant, agreed that the stripes and signs were good ideas to slow traffic but did question the rumble strips, especially ones near curves in the road. He also said the rumble strips may be a detriment to bicyclists.

Resnick suggested the Planning Board meet with the Conservation Commission about the possibility of widening the road, since there are wetlands on either side of the road.

Planning Board Chairman Sarah Creighton, who attended via Zoom, wondered if the proposed work to Atwater Avenue was all CST's responsibility. She noted that the proposed MBTA Zoning may allow residential development of the storage facility next to the proposed CST site.

"The town may need to cover some of the work," said Creighton.

Planning Board member Laura Tenney said that if a sidewalk is not feasible, that the

E-EDITION



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**A Pickleball**  
**Clarification**  
Last week we briefly updated readers on the status of the new regulation concerning pickleball on the tennis courts. The new regulation states that the courts are to be used for tennis only. The new regulation also states that the courts are to be used for tennis only. The new regulation also states that the courts are to be used for tennis only.



**Elder Brethren**  
The 10th annual Elder Brethren Dinner will take place in the Grand Ballroom of the Manchester Convention Center on Friday, September 13th at 6:00 PM. The dinner will feature a variety of entertainment and a silent auction. Tickets are \$100 per person. For more information, contact the Elder Brethren Committee at 603-751-1000.

**Gearing Up**  
Lovers may be able to smell back to school in the air again. The town is gearing up for the start of the school year. The town is working on various projects to improve the school environment. The town is also working on various projects to improve the school environment.

**CST Project Oversight, Atwater Avenue Debated**  
By Jeff Pope  
While planning was in progress, the Planning Board for its project oversight. The project oversight is a key component of the town's planning process. The project oversight is a key component of the town's planning process.

**Last Call! Lobster on the Harbor Sunday, Aug. 25**  
The Manchester Lobster and Seafood Company is offering a special lobster dinner on Sunday, August 25th. The dinner includes a live lobster, a choice of steak or salmon, and a variety of sides. The dinner is available from 4 to 7 PM. For more information, contact the company at 603-751-1000.

**Gavel to Gavel**  
This week's Town Meetings will be held on Monday, August 26th at 7 PM and Tuesday, August 27th at 7 PM. The meetings will be held in the Grand Ballroom of the Manchester Convention Center. For more information, contact the town clerk at 603-751-1000.

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differing parties, including Resnick, Public Works Director Chuck Dam and the CST consultants get together to discuss other options before the next Planning Board meeting.

Dean Nahatis said a solution to the lack of room for a sidewalk would be to build a walkway over Route 128 from the end of Atwater Avenue to Mill Street, allowing pedestrians and perhaps bicyclists to bypass Atwater Avenue.

Planning Board Vice Chairman Sue Philbrick, who was running the meeting, said that the Finance Committee had concluded in a report that the CST project would bring in between \$370,000 to \$430,000 in annual tax revenue after Phase 1 is completed in 2027 and \$750,000 to \$900,000 after phase 2 is completed in 2033. In addition, the building permit fees would bring in about \$300,00 in both 2026 and 2027.

Glovsky added that CST had received a requested condition from the Finance Committee for the town's emergency response personnel to be trained in the features and layout of the buildings to prepare them for any public safety response.

Glovsky said CST was happy to comply with this request and that similar actions are already taken at CST's buildings in Beverly and Danvers.

The CST hearing was continued until Sept. 9 at 7 p.m.

**Morss, Reed piers**

Harbormaster Bion Pike discussed options for lighting on the new dock extensions proposed at Morss and Reed piers. He showed examples that other marinas and yacht clubs use, that only shine down at the floats and do not add to light pollution.

He also said that the rates charged to visiting boaters would cover their water and electricity usage and could be easily adjusted if those costs change.

He added that as in the past, if the town has a water ban, then visiting boaters would not be allowed to wash their boats but would still have access to water for drinking, washing and toiletry.

Philbrick said an order of conditions for the work at Reed Pier would be ready to be voted on at the Sept. 9 meeting at 8 p.m. and the board would receive the order of conditions for Morss Pier by the next meeting.

**MBTA Zoning studies**

Planning Board member Chris Olney, also the chairman of the MBTA Zoning Task Force, said that Resnick had received a grant from the Massachusetts Housing Partnerships for a study on the propensity for development should the town approve the MBTA Zoning proposal, currently being studied by the state.

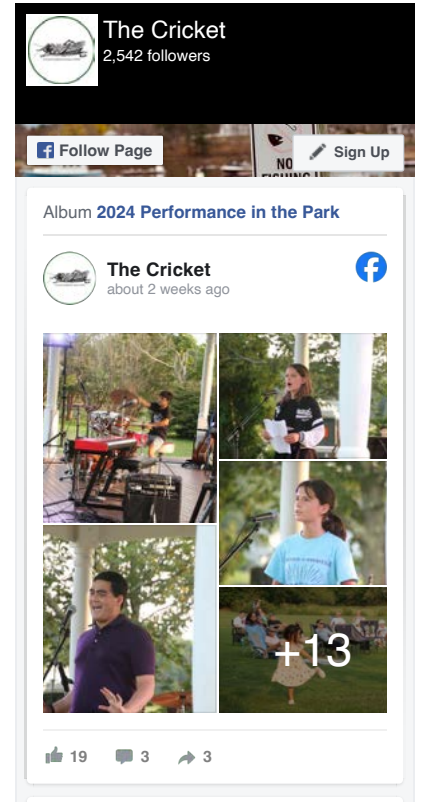
Olney said that study may be done by the end of September, but he said that it was unknown when the state may complete its study of the town's proposal. Olney said the state was currently going over proposals from more than 100 communities.

The board voted 7-0 to ask the Finance Committee to conduct an economic feasibility study based on the results of the propensity for development study.

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The FinCom would study the cost of services—water, sewer, education, etc.— the town may face from any increase in population as a result of the MBTA Zoning. It would also study what new tax revenue it may mean for the town. Emily Innes, the town MBTA Zoning consultant, will assist the FinCom with the study, said Olney.

Olney said that study might be ready by Nov. 1. The town is hoping to vote on the MBTA Zoning proposal at a special Town Meeting in November.

## OTHER ITEMS THAT MAY INTEREST YOU

**Blasting Regulations Explained**  
(/stories/blasting-regulations-explained,38191)

**Inventory Uptick Welcomed by Local Real Estate Agents**  
(/stories/inventory-uptick-welcomed-by-local-real-estate-agents,37019)

**CST Project May Result in Town's First Traffic ...**  
(/stories/cst-project-may-result-in-towns-first-streetlights,33526)

**Q&A: Massachusetts Sen. Bruce Tarr**  
(/stories/qa-massachusetts-sen-bruce-tarr-mbta-zoning-law-41-housing-bond-bill,29090)



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PO Box 359.  
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