



*Town of Danvers*  
**Planning Board**

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

Margaret Zilinsky, Chair  
Kristine Cheetham  
William Prentiss  
Aaron Henry  
James Sears  
John Farmer, Associate

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**Daniel J. Toomey Hearing Room**  
**February 23, 2016**  
**7:00 p.m.**  
**MINUTES**

Chairman Margaret Zilinsky called the meeting to order at 7:00 p.m. Planning Board members Kristine Cheetham, William Prentiss, James Sears and Associate Member John Farmer were present. Kate Day was also present.

**STAFF BRIEFING**

Day told the Board that there was an important meeting on February 29<sup>th</sup> at the Senior Center on the subject of the Community Preservation Act. The Town of Danvers is contemplating adopting the Community Preservation Act as a source of funding for historic preservation, open space preservation and affordable housing.

Cheetham asked if the meeting was posted so public boards can be present.

Day said that as long as the boards are not deliberating as a group, it is not a problem.

**FORM A**

**15 Purchase Street.** Request by Eduardo M. Pereira for endorsement of Form A plan to alter the lot lines. (Assessor's Map 51, Lot 147). (*Approval Not Required Action Date: March 3, 2016*)

Eduardo Pereira appeared before the Board and said that they are buying property from both neighbors to increase the square footage on his lot.

Zilinsky pointed out that this brings the other lot into compliance.

Day said that it makes the lots more even.

**MOTION:** Cheetham read the Certificate of Action and moved to find that Planning Board approval is not required for the ANR for 15 Purchase Street. Prentiss seconded the motion. The motion passed by unanimous vote.

## **OTHER BUSINESS**

**Bridle Spur Extension.** Request by Bridal Spur Extension, LLC for reduction of performance guarantee for completed site improvements for the Definitive Subdivision known as Bridle Spur Extension. (Assessors Map 24, Lot 1).

Dan Lemieux, the Manager of Bridal Spur Extension LLC, appeared before the Board. He said that they have reduced the bond to \$13,000. The subdivision is finished, but because it is registered land, they ran into a slight delay doing the easements. Lemieux said they could not get the street plans approved to be accepted at the Town Meeting in May. They will have to wait until the next Town Meeting to have the street plan accepted.

**MOTION:** Prentiss read the Certificate of Action and moved to approve the extension of the Reduction of Performance Guarantee for Bridle Spur Extension. Cheetham seconded the motion. The motion passed by unanimous vote

## **MINUTES**

February 9, 2016

**MOTION:** Sears moved to approve the minutes of February 9, 2016. Prentiss seconded the motion. The motion passed by unanimous vote.

## **STAFF BRIEFING**

Day said that she has been giving a lot of thought as to how to advance the zoning forward. We have discussed the overlay zone and 40R. They also have the MAPC report that was done on a preliminary level. She is sensing from the Board that it might be productive to move this discussion to another level. Day said that she has been speaking to the Department of Housing and Community Development (DHCD) who sponsored the 40B and 40R programs. They also want to encourage multi-family housing in appropriate smart growth areas. She said after the site visit and discussion of 40R, they went back to their office. They said that it was a good project that could be a 40R or could be a classic overlay zone. Day said she senses some concerns about issues with density, parking and the impact of development in this area. She felt that they needed more work and were not ready to jump into crafting zoning. She asked the Board if they felt the same way and told them that they were presently not ready to go to Town Meeting.

She handed out a description of the PATH Program, which is the successor to the PDF Program. This is an effort to encourage communities to do consulting work to stimulate housing growth in smart growth areas. They give the town up to \$25,000. They are looking for projects, and they

like the fact that the Town of Danvers is moving forward on a mixed-use district in the downtown area. She sees this as a way to carry their efforts forward.

She wanted to consult with the Board about this application to see if it is an appropriate next step. There is a rolling deadline. She told them to look at the application and the language that she crafted that described where they were. She told them that Item 1 was original language. Item 4 described community support and described that they are under some pressure from downtown property owners, residents and the Selectmen to move this forward. She noted that they were successful with the Tapleyville effort. She wanted to go over Item 5 with the Board which described why they were looking for the PATH funding. We are all concerned how visible this area is and how they want to get it right. She suggested using the \$25,000 for three different aspects. It would be helpful to have the consultant work on what is an appropriate density for that area. She felt that they should develop some design guidelines to be sure of the outcome of what this would look like. They could create a visual representation of what you want or do not want to see. The final item would be to have the consultant work with them to craft zoning language. She felt that they could ask the consultant to make a recommendation whether a 40R approach would be suitable. This is to advance the overlay and work through the details a little more deeply.

Day proposed allocating \$4,000 to get the consultant up to speed, and include mapping and reviewing reports to help them understand where they are in the process.

The next task is how to get the vision. They can ask the consultant for forms and recommendations. She put \$8,300 into this effort.

Day said that she did not put a lot of money in design guidelines because a consultant should have a lot of ideas regarding this.

She put the same amount of funds into crafting the zoning change code.

Day said that she felt the \$15,000 from the MAPC grant may be a little short given the importance of this district and the vision they want. She felt it may be time to look into putting out an RFP with other consultants. She said that the MAPC did not have a strong staff depth for design.

Cheetham said that she would like to see a build-out. Her concern about 40R is the redevelopment of four to five sites. She felt that they were not just talking about the I-1 area. They also were talking about other parts of town. She wanted to be sure that they are getting the right result with the right examples and ideas.

Day said that is what she meant under Task 2 where it states sketch map and renderings.

Cheetham said that she wanted to have the feeling of what a site would look like when it was transformed. She asked if they had a baseline underway for Maple Street. Is the money more useful to look at the downtown area as well?

Day said that they have talked to the MAPC about working with the District Local Technical Assistance Program (DELTA) again. They think that they can give us \$40,000 to \$50,000 under the DELTA Program. This was a useful base. It gives the consultant a platform to move into specifics. She said that they were hoping to get the money together for fiscal 2017 to launch the MAPC on the analysis of the High Street corridor.

Zilinsky confirmed that the MAPC would look at the High Street corridor as well as the downtown area.

Day felt if they get good design guidelines out of this grant, it would be useful for extending down to High Street.

Prentiss asked if they were looking at areas outside of I-1. Zilinsky said not right now. They agreed to focus on this area first. The \$40,000 to \$50,000 grant would be next year for the downtown area and High Street. She agreed with Kate that they look at an area differently than the MAPC. She would like to see some sort of design guideline for that area.

Prentiss knows it is down the line, but has the Downtown Committee talked about the non I-1 areas of Maple Street.

Day said not right now. The word on the street is that people want more mixed-use and housing. There is interest in having the other I-1 area that includes pockets of C-1 and C-1A. She felt it was wise to stick to this and stay focused.

Zilinsky felt that they should keep the 40R on the table.

Day said that those were the issues they needed to answer. The draft recommendation in the MAPC study was 14 units an acre due to Tapleville being 14 units an acre. It may be that a higher number is correct, but it needs to be simulated.

Day said that tonight she was asking for guidance whether she should take a shot at the PATH grant.

Sears said that he sees a distinction between the I-1 and downtown area. He does not want a 45-foot tall building. That is not our vision for the Town. The Town can't handle parking and density. He felt they were going to have different discussions for different groups.

Prentiss said that this was touched on with the Waterfront District. There were a few areas that were not I-1.

Zilinsky felt this is why this study would be useful. The guidelines can provide a vision. This is more in-depth from a design and a build-out standpoint from what we have seen before.

Sears said that while the 40R is an interesting concept, he is not sure it works in a non-MBTA dependent town. While there are density bonuses, he is not sure it would fit since people do not use public transportation.

Zilinsky said that she would like to see what other communities have done that do not have a strong transportation hub. There are many communities that have 40R. She felt that there may be a 40R in Lynnfield.

Cheetham said that a lot of those other communities that have interesting sites are near a highway. They are not utilizing the train to Boston. The downtown is not being overburdened with the high density of housing.

Day felt this is why they needed to do more work on this. There are consultants that can look at these issues.

Farmer asked if the reports specify the size of the projects so that they are economically viable.

Day agreed that a project needs to be economically viable. The other thing to think about with a 40R is that it compels a 20% affordability mechanism. We need to be mindful of the fact that we are close to being on the line of the 10% requirement. This could open the Town up to an unfriendly 40B. If we continue to add housing, we need to keep up with the 10% requirement.

Zilinsky said that there was an article in the newspaper regarding the strong need for apartments. She told Day that the Board thought she should proceed with application.

Day felt more illustration of a project is needed.

Sears asked that in the area from Lyons Ambulance to the Bank, if we allowed buildings to go to 45 feet and are encouraging housing with reduced parking requirements, where is everyone going to park? He struggles with the fact that people are going to use public transportation. He questioned where the cars are going to go and how it was going to work. He said that he does not want to have a wall of 45-foot buildings.

Zilinsky said that she can see a second story added for residential uses. She wants to stay in the character of the existing area. She does agree with Sears regarding transportation. She sees a lot of parking that is empty in the evenings. They need to keep an open mind that there are alternatives to parking.

A discussion ensued regarding the 45 foot height allowed for buildings.

Farmer said he was impressed with the Town of Newburyport the last time he was there.

Day said by getting their feet wet in this district, it may allow the broader conversation in the community for design guidelines.

Prentiss asked if they were getting closer to the discussion of having a design committee.

Zilinsky said that this was not received well at Town Meeting.

Cheetham thought it would be helpful to have the Downtown Committee participate in the discussion concerning design guidelines.

Day told her that they are regularly invited.

Sears felt if there is a uniform look to the downtown, more people would want to invest and move to the downtown area. He asked what the goal was for the plan. Are they trying to attract more businesses downtown? What are the objectives?

Zilinsky said that they are looking at the I-1 zone. It is a good point for the downtown area.

Farmer asked what comes first, the business or the residents. Most people think the residents will drive the business. He felt Danvers would be a boutique destination.

Day said that she has heard the desire for people to move downtown. Let the market dictate what the area needs.

Sears asked when the conversation about the train depot was going back before the Selectmen.

Day said it was going out to citizen's petition since the Selectmen are reluctant to take a position on it. She said this is how the rail trail happened. The petition can bring it to Town Meeting.

Zilinsky said that the parking at McKinnon's is terrible and could something be done.

Day said that they had them in a corner because they paved a portion of the parking lot. This is an enforcement issue. They need to come back in for a modification to the site plan or take out the parking lot.

A discussion ensued regarding the bus stop at the Hyundai dealership.

Sears said that the traffic islands on Endicott Street are still a mess. They had tried to pressure Simon Properties to take over the landscaping of the islands.

Day said that they lost staff for the adopt-an-island program. Hopefully the replacement will take charge of this issue.

## **ADJOURNMENT**

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

The meeting adjourned at 8:00 p.m.

Respectfully submitted: Francine T. Butler

The Planning Board approved these minutes on March 8, 2016.