



Town of Danvers
Planning Board

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

Planning Board Members:

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

NOTICE OF PUBLIC MEETING
Daniel J. Toomey Hearing Room
August 15, 2017
7:00 p.m.
MINUTES

Margaret Zilinsky called the meeting to order at 7:00 p.m. Planning Board members Kristine Cheetham, James Sears, Aaron Henry and William Prentiss were present. Planning and Human Services Director Karen Nelson was also present.

Zilinsky told the audience that there was going to be a presentation and workshop regarding the 40R Overlay in the Industrial-1 area on Maple Street and Hobart Street. She said that they were going to have the formal public hearing on September 5 at the Senior Center, but with this type of initiative the Board felt it was important to have one larger group session targeted to the Town Meeting Members since they will be voting on this in December. We want to provide as much clarity and opportunity for input on this strategic zoning matter.

She told the audience that they were going to start the meeting with some regular agenda items.

OTHER MATTERS

142 Holten Street. Request by Thomas Berube to extend completion date of remaining improvements and Tripartite Agreement from July 1, 2017 to October 13, 2017.

Thomas Berube addressed the Board and said he was here to ask for an extension to the Tripartite Agreement and completion date from July 1st. Nelson said that the documents presented identified the date of October 13th as the completion date. Berube felt the work would be done before that date. Nelson told him if that did happen, he could come back before the Planning Board before that time.

Cheetham asked if there was anything remaining to be done. Berube stated that he planted seed that did not take well. He has to wait for the hydroseed to start to grow.

MOTION: Cheetham read the Certificate of Action and moved to approve the Extension of Completion Date for Tripartite Agreement to October 13, 2017. Prentiss seconded the motion. The motion passed by unanimous vote.

CONTINUED PUBLIC HEARINGS

4 East Coast Road. Request for Site Plan Approval pursuant to Section 30 and Section 4 of the Zoning Bylaw submitted by Alvelo Enterprises, LLC for property located in the Highway Corridor. The applicant proposes to use this property as a contractor's yard and construct a new 4,400 square foot building to provide office space, together with vehicle and equipment storage. (Assessor's Map 54, Lot 5) (*SPA action date: August 18, 2017*) (**Continued without discussion at the applicant's request to September 12, 2017. Request to extend the action date to September 18, 2017.**)

MOTION: Henry moved to continue the application for the Site Plan for 4 East Coast Road to September 12, 2017 and extend the action date to September 18, 2017. Cheetham seconded the motion. The motion passed by unanimous vote.

PUBLIC HEARINGS

197 Newbury Street. Request for Site Plan Approval pursuant to Section 4 of the Zoning Bylaw submitted by JD Design d/b/a Signarama for property at 197 Newbury Street located in the Highway Corridor. The applicant proposes to construct a 7,280 square foot building to be occupied by a mixed-use of commercial and light industrial tenants. (Assessor's Map 24, Lot 21B) (*SPA action date: September 8, 2017*) (**Continued without discussion at the applicant's request to September 12, 2017. Request to extend the action date to September 15, 2017.**)

Zilinsky read the legal notice.

MOTION: Cheetham moved to continue the application for the Site Plan for 197 Newbury Street to September 12, 2017 and extend the action date to September 15, 2017. Prentiss seconded the motion. The motion passed by unanimous vote.

85 Newbury Street and 41 Popes Lane. Request for a Major Modification to an approved Site Plan pursuant to Section 4 of the Zoning Bylaw submitted by Lou DiLuigi of DiLuigi Foods for property at 85 Newbury Street and 41 Popes Lane, pursuant to Section 4 of the Zoning Bylaw. Said property is located in the Highway Corridor District. The applicant proposes to construct a 15-foot by 17-foot metal shed (255 square feet) to be used for a new treatment plant designed by Northeast Environmental Laboratory Inc. The proposed shed will be located in front of the existing building at 41 Popes Lane. (Assessor's Map 48, Lot 28B) (*SPA action date: September 12, 2017*) (**Continued without discussion at the applicant's request to September 12, 2017. Request to extend the action date to September 15, 2017.**)

Zilinsky read the legal notice.

MOTION: Henry moved to continue the application for the Site Plan for 85 Newbury Street and 41 Popes Lane to September 12, 2017 and extend the action date to September 15, 2017. Cheetham seconded the motion. The motion passed by unanimous vote.

PUBLIC WORKSHOP

Maple Street Traditional Neighborhood Overlay District (MSTND) Presentation. The Planning Board has invited Town Meeting Members and community members to learn more about the proposal to rezone this area of the downtown by an overlay district. The overlay provides for a mix of residential and small to medium size commercial uses to be integrated into a traditional neighborhood development pattern. The MSTND includes the Industrial-1 (I-1), and limited portions of abutting Commercial-1 (C-1), Commercial-1A (C-1A) and Residential-1 (R-1) zoning districts. These underlying districts will remain unchanged by the proposed overlay district. We will be joined by Brovitz Community Planning and Design for a formal presentation followed by an open forum for questions. All material is available for viewing on the Town Website at www.danversma.gov

Zilinsky told the audience that they are in the process of analyzing and reviewing land use patterns to better utilize certain Industrial-1 Districts. The Industrial-1 District was established years ago. In 2004, a planning study was done where a consultant looked at these Industrial-1 zones that were underutilized. There were eleven (11) Industrial-1 zones which do not allow any residential uses. Creese and Cook was in the Danversport area. Town Meeting rezoned a portion of Danversport as the Waterfront Village District and Danvers Industrial District. The Planning Board then continued Industrial-1 review in the Tapleyville area and crafted an overlay district. The underlying Industrial-1 uses remain, but the overlay allows for mixed-use. There were property owners that asked to go into this area before it was rezoned.

Zilinsky stated that they did a workshop session regarding future development with bankers, builders and developers. They said that the market indicated the need for smaller housing choices with higher density near the downtown area. In the Industrial-1 area, there are existing residential homes, but they are legally non-conforming uses. They had a use study done by the Metropolitan Area Planning Council (MAPC), a comprehensive parking study done by Nelson Nygaard, and then they hired Ted Brovitz team. They have had numerous meetings including four public workshops. They hosted a visioning workshop last fall. They are now at a point where they have designed the zoning based upon input and the community's vision. Brovitz will discuss this tonight. She explained that they are drafting the overlay as a 40R Smart Growth district and due to the complexity of this, they wanted to provide continuous outreach to all the Town Meeting Members to review the design guidelines, zoning language and map. She told them that they would welcome questions, comments and concerns. This is a final draft based upon all the work the Planning Board has incorporated and public input to this point.

Brovitz started the presentation.

Brovitz said that he has been working with the Planning Board and the community since last fall. They targeted this area for revitalization years ago. They do not expect to see industrial development looking to locate in this district of the downtown. They want to find out what the community vision is for this area. He described the boundaries for this district. They have done a lot of research of property trends and values. They have spoken with stakeholders and businesses for the realities of the future. This is a historic area. The Industrial-1 zone is an inhibitor to reinvestment based upon the uses allowed. They are trying to put something together that will complement the downtown. They want to make sure that it is compatible with neighborhoods and fills the need.

Brovitz said that they have conducted many workshops, and prepared a vision model that is on display in the Town Hall foyer. The intent was to mix and match the types of things the attendees were looking for in this area. There are opportunities for creative and sound reinvestment and redevelopment. They interviewed people to see what they would like to see here. They did a visual preference survey to see what people wanted for this area, and we assembled this concept to produce the work being presented this evening.

Brovitz described the area. He said that this was a concept plan representing the visions that people had. They were looking to consolidate parking to maximize the spaces and pavement. He felt they could create some shared parking opportunities in this area. They want to create inviting open spaces.

Brovitz explained that they had to translate all the ideas into zoning and design standards. They wanted to create an opportunity in the private realm, but they wanted to have a strong relationship with the private development and investment within the public realm; set the tone for reinvestment in the area. They have created design standards for streets and outdoor amenity spaces. In order to have a strong relationship, the neighborhood development and mixed-use development need to support each other.

Brovitz said that they were trying to establish a gateway into the downtown area. He explained there is a lifecycle of housing choices from starter homes, apartments and townhouses. The intent is to expand opportunities for small locally-owned businesses and entrepreneurial activity. The proposed zoning will take advantage of the 40R Smart Growth program that allows somewhat higher density and diverse housing stock with a 20% affordability factor. You can shape development along with the developer, but there is also incentive payments and implementation payments made to the Town to adopt this type of district.

Brovitz described the density per acre. The minimum density is 20 units per acre which is similar to the project at 20 Locust Street. He explained that 20% of the units must be available to people that make 80% of the median income. He described the income limits.

Brovitz said that there are payments made to the Town by the State. Full build out of this project would result in 211 new units. The incentive payment would be \$350,000. For every unit issued

an occupancy permit, there would be an additional payment of \$3,000 per unit. At full build-out, the Town could receive over \$900,000.

Some communities have demonstrated an interest in the Chapter 40S program. Additional supplemental resources will be paid if there are extra school costs.

Brovitz said that this district includes 49 properties on 17 acres of land. He said that along Hobart and Maple Street, they would look to have a pedestrian frontage zone. This is the best place for commercial development.

He explained that the potential build-out of 211 new dwelling units could be up to 30 years from now.

Brovitz explained that this is a form-based zoning code. There are ten different building types, and there are different purposes for these buildings. The commercial buildings would be closer to the street with good window space at ground level to create a nice pedestrian neighborhood environment. He explained 'gas backwards' buildings, where the pattern is reversed. You would put the convenience store up towards the street and the pumps behind. He showed the use table for the area. He explained that you do not want to compete with the downtown but complement it. He explained that there are standards for the placement and height of buildings. The height needs to be graduated to avoid a canyon effect.

Danvers has fairly high parking standards. This zoning pattern provides an opportunity to off-set those requirements. The lots would be used at different times for residential and commercial uses. It is an opportunity to maximize current parking spaces. The parking study showed that the Hobart Street parking lot has a great amount of occupancy and vacancy.

Brovitz said that there are design guidelines to reinforce the public side of development scenarios, much different than in any other district. They want to make sure the buildings face the street and that they are creating active storefronts. They want to have attractive streets and open space areas for community interaction. There are standards for the various open spaces. The space needs to have a purpose.

Brovitz said that the Town does not allow blade signs. If you are walking or driving, you cannot see what is ahead of you. There are also design guidelines for the streets and sidewalks.

To date there are 38 40R Smart Growth Districts that have been adopted by the state, and 24% of them have been built. Over the last eight years, there has been a significant amount of development in these districts. The 40R allows a viable alternative to 40B projects, and developers are starting to use it more often. He stated that to date 99% of the buildings built are multi-family units. Most of the units are small. Ninety-two percent of the units are rentals, and 48% of the units meet the affordability requirements.

Brovitz showed several slides with examples of 40R projects.

30 Haven Street in Reading is a mixed-use project of 50 units near a train station. There are four stories that are set back. The total project is 26 acres.

State Hospital in North Hampton are small cottages along with townhouses. There are some mixed-use and fabrication/light industrial spaces. This is an area of 16 acres with 156 units.

Brookside Square in West Concord is not a 40R. It is next to a train station. It was developed into small scale businesses. These were old storage buildings that were dilapidated. The developer made arrangements with the tenants that he would redevelop the property and invite businesses back in. There are 74 apartments that consist of studios and one and two-bedroom units. There is underground parking and shared parking factor.

Linden Street in Wellesley is next to the train station and they determined that they had too much parking. They decided to do an overlay to allow mixed-use in this area. They are looking to create units at a smaller cost. The only parking added was along the street.

16 Cross Street in Darien, Connecticut is a small mixed-use property. They created tandem parking for people in the same unit. He hears that there are no problems with this type of parking.

Brovitz explained that this is a transitional area between the downtown and neighborhoods. We want reinvestment in this area. This is an opportunity that has a lot of potential.

Zilinsky said that this area is the gateway to Danvers from the West. The only development that can go into this area now is predominantly industrial. We would like to see mixed-use. There is a need in Danvers for smaller apartments in the downtown for older and younger people. This type of project would provide funding into the Town for reinvestment.

Zilinsky told the audience that the traffic consultant from BETA, Inc., Justin Curewitz, was here this evening. A traffic study was done and they looked at existing traffic counts and what intersections may currently be deficient. She stated that the overly has transition zones. They do not want all buildings to be uniformly tall buildings. She felt the design standards were an intended asset to the design and redevelopment of the area.

Zilinsky said that they were also going to look at High Street to Route 128. This whole area will be cohesive with our downtown. We also have engaged a consultant to assist in wayfinding and branding studies. She told the audience that they are here to answer questions and concerns.

Jim Morose, 20 Hardy Street. Morose said that he is concerned with a canyon effect. He asked if there was some sort of metric so that when the building went up it would not cause shadows to be casted. How will trash and deliveries be handled in this area?

Brovitz explained that they have standards regarding the placement of buildings. When a building is built, it has to be below the 30% angle from the street on each side. Daylight is trying

to be maintained. Each building will be limited to a maximum of 24 units. Regarding trash, there are standards in place so that the trash will be in enclosures and will be shared.

Zilinsky said that each project would need to come before the Planning Board. She explained that an example of a 40B project in Danvers is the old Swing-away property on Route 1. One of the concerns the Town has is falling below the 10% threshold for affordable housing. She explained that 40B projects override zoning, and they do not have to come before the Planning Board for scrutiny.

Nelson said that individual projects in the proposed rezoning district still need to come back through the permitting process for review and compliance with the standards.

John Toomey, 9 Franklin Street. Toomey asked if there was any way to control parking. Does the developer need to provide parking for multiple units.

Brovitz explained that there are parking standards for all the uses. The difference is that there is the opportunity for shared parking.

Zilinsky said that they are not giving up site plan requirements by doing this. They now will have guidelines and criteria to work with.

John Almeida, 4 Eden Glen Avenue. Almeida said that a lot of the examples shown in the presentation were built near a rail line. He felt they should be cautious for requirements for parking. Even with smaller units, everyone will have cars. People still need cars for their transportation.

Brovitz agreed that there were no commuter train stations nearby. A lot of things could be done for parking such as issuing residential parking permits. Developers have to follow the parking standards, unless it can be proven that they do not need the required amount of parking.

Matt Duggan, 41 Chase Street. Duggan said that density will be increased in the downtown area. What happens now with developers is that they go before the Zoning Board of Appeals (ZBA) and convey some sort of hardship and variances are easily granted for setbacks and the number of units allowed. There are a dozen properties in Precinct 1 where single-family homes have been converted to multi-family units. People park on sidewalks and there is no enforcement of this. He felt they need to have a discussion with the ZBA to not allow these types of projects.

Zilinsky said that this will stop the ZBA from being involved in these types of projects on an individual basis. However, she noted that multi-family homes are allowed by right.

Sears said that an applicant needs to show a hardship. This is a large reuse of an area. These are the two remaining areas where we are trying to provide alternatives to industrial use. We are allowing the opportunity for including residential use by right. This area may never be built out. It allows another avenue for a property owner to have this type of use offered.

Henry said that the Planning Board typically has a joint meeting with the ZBA to remind our colleagues what the responsibilities are in certain areas. He said that they are actually looking to add an amendment to the inclusionary zoning language at Town Meeting.

Duggan asked if the objective is to create the overlay and to entice developers to come. He asked if the Town was looking for tax breaks.

Zilinsky explained that this is an opportunity for building owners to allow different utilization for the area. There is the question of when developers will come in and when. She knows that there is a trend for smaller type housing choices near downtowns. That trend is very strong right now.

Nelson said that this has a positive effect for the downtown community. This provides for the transition zones in the bylaw that fosters the continuity within the existing neighborhood. It allows the Town and the Planning Board the ability to manage and craft what is proposed by a developer in that zone as it comes back to the Planning Board for review under an application.

John Toomey, 9 Franklin Street. Toomey said he would like to back up what Duggan said regarding what is happening in Town at the present time. You can see parking on the sidewalk on Franklin Street. Lawns are being made into parking lots.

Zilinsky said that if we follow the standards, we will have control over what is going on and where parking will be. They cannot do anything about someone paving their lawn.

Henry said he knows the property he is talking about. The site has not been through a site review process. That is more of a parking enforcement issue.

Toomey said the development of the downtown is going to affect the surrounding areas. He said that the Boston Globe had an article where people are leaving the city and going to the surrounding small towns. They do have to create some sort of control.

Zilinsky said that this will give them more control. She said that Boston is trying to create buildings where people can live and work in the city. There are people that live in big houses that want to move to smaller apartments. There are younger people who don't want to live with their parents and this is a viable alternative.

Toomey said if you look around Danvers square, you see a lot of elderly people.

Zilinsky said that the bike trail is a huge draw to get people out of their vehicles. The Town does not have a rapid transit or train going into Boston, but there is a means to get around Town with the bike trail.

Toomey told the Board to keep up the good work.

Zilinsky said that the participation in this effort has been incredible this year. People have been forthcoming with their comments.

Henry said that when they did the rezoning of Danversport, the tone in the meetings was different. It is nice to see this much participation.

Clarissa Pesa, 20 Maple Avenue. Pesa asked if another industrial company can move into this area. A developer bought two homes near hers, and she asked if he could develop it as industrial or residential.

Zilinsky said that right now that area is industrial. This would give a developer an opportunity to build residential.

Henry said that there are other land uses in the Industrial-1 area.

Zilinsky said that she hoped a developer would look at mixed-use.

Cheetham pointed out the two houses Pesa was referring to were in a residentially zoned area.

Zilinsky told Pesa that a developer would not be able to put in industrial. The underlying residential zoning would remain.

Cheetham thanked everyone for coming. She shares the concern with density, height and traffic in the area. She is concerned with this plan. They have done four conversions on Cherry Street. This would allow 20 units per acre by right. That is a lot of density. She has a lot of reservations about this.

She asked the Board why they thought this area was suitable for 40R zoning.

Henry said he looks at the downtown and likes the pattern. This area is adjacent to the downtown. He felt the downtown should be an 18-hour district. Encouraging something like this at the end of the district is a smart planning approach. He thinks this is appropriate. The 40R program is a boom to us if we do it right. We are on the cusp of allowing a 40B to come into Town. He described a 40B project as a community by chance and a 40R project as a community by choice. This is the most comprehensive work that this Board has done so far. It has a uniquely comprehensive design review component like no other. They need to think about the next 100 years for this Town. There is a lot of opportunity for this Town to grow. He thinks they are on the right path to growing smart.

Sears said that he was surprised with Cheetham's concerns since this was the 6th or 8th time they have seen this presentation. He said that 55 feet in height is what is allowed currently. He said that they are talking about 35 feet or three stories. We have always talked about the maximum being three stories. The Board told Sears that the language does allow 55 feet in this district and to minimize the visual view to less and avoid a canyon effect. They agreed that it would only be three stories.

Zilinsky said that there is a significant design model that is involved.

Brovitz said that he understands Cheetham's concerns. He tried to find examples of this type of design that have helped their community. This is an opportunity to put people in the downtown. There is the concern about the unknown. It has been a boost to the downtown area of Scituate.

Prentiss said that he was concerned with the plan that came before him, but when he saw what a build-out looked like for the project at 20 Locust Street, it calmed his concerns. He is now more amendable to looking at 20 units per acre. There are many quality design buildings in Town that are 55 feet. He has converted to being more comfortable with the numbers due to the projects that have been in front of them. He is more comfortable with the 20 units per acre.

Zilinsky said she is more comfortable with 20 units per acre. She is always concerned with height, scale and design. She is excited and confident with the design guidelines. This allows us to maintain the character of the area.

Prentiss said he would feel more uncomfortable if this was High Street and Maple Street. Given the location, he is comfortable with it.

Zilinsky said that High Street is a different area.

Nelson said that the design code eliminates the speculation. It gives them the references and tools to be creative. It defines in great detail what we would be looking for in new developments. It gives tools to the professionals that would come before the Planning Board for new developments. It is the opportunity to provide a positive impact to that area of the downtown with the resources necessary to accomplish what the Board and the Town has set out to do with the zoning package.

Jim Morose, 20 Hardy Street. Morose said that they are looking at 17 acres with 49 properties. This would allow 211 units. What are they looking at today?

Brovitz said that there are 61 dwelling units in the district presently. Under the new standards, 211 units would be allowed. He described the different building types and what the density would be for each type. The State is trying to encourage more affordable housing choices. The trade-off for the density is that they are giving the Town the opportunity to shape these projects. These are not guidelines, they are standards. You will get a denser project, but you should get better designed projects.

John Almeida, 4 Eden Glen Avenue. Almeida asked if they had heard from property owners in this area about interest in redevelopment.

Zilinsky said that all property owners have been notified of these meetings. They have spoken to people in the district. Everyone has had the opportunity to talk to Brovitz in workshops. All these plans are on the website. We have Frequently Asked Questions (FAQ's) available here in the meeting room and online.

Brovitz said that they have spoken with most of the property owners in the district. Most of the people said they wanted the option to have this overlay district. There is a level of interest.

Zilinsky said that they will have 20% affordability with a 40R. This is good for Danvers. It helps people who can't afford to purchase a home.

She told the audience that there is a meeting on September 5th at the Senior Center. If people are interested there are other zoning initiatives that the Board will be undertaking. These will be coming before you at the Town Meeting in December.

CONTINUED PUBLIC HEARINGS

135 Andover Street. Request for a Major Modification to an approved Site Plan pursuant to Section 4 of the Zoning Bylaw submitted by McDonald's USA, LLC. for property at 135 Andover Street, pursuant to Section 4 of the Zoning Bylaw. Said property is located in the R114-A Zone District. The applicant proposes to add a side-by-side ordering station, upgrade the building façade, new signage and minor site improvements to ensure compliance with accessibility regulations. (Assessor's Map 55, Lot 24) (*SPA action date: September 12, 2017*)

John Kucich, from Bohler Engineering, addressed the Board. With him this evening was his colleague, Brandon Barry and Rhona Murray from McDonald's.

Kucich explained that McDonald's is looking to make improvements. They have been before the Zoning Board of Appeals (ZBA) and received their approval last night. The site is located at the corner of Andover Street and Garden Street. He explained the driveways into the site. The lot is 70,000 square feet. There are currently 72 parking spaces with a tandem drive-thru which is inefficient. They are looking to upgrade the efficiency of the drive-thru, renovate the building and make sure it is in compliance with ADA regulations.

He showed the Board the proposed plan. They are modifying the side-by-side drive-thru. They are going to change the curbing to provide this lane. Cars can continue after ordering to keep the process going. They have found this works well. They reconfigured some of the parking stalls, and they reduced the number down to 66 stalls. The number of parking spaces still complies with code. He showed the landscaped areas.

Sears asked Kucich if they needed all that parking. He felt it was too much. He asked if there was any opportunity to put it in a landscape state. Kucich said that the parking area does not fill up.

Sears asked if there could be an opportunity to have reserve parking. Kucich said that the parking requirement was 39 spaces. They can talk to McDonald's about eliminating some of the parking. They would be happy to discuss this with them and see if they are amendable. Sears felt it was less maintenance for the driveway and would alleviate snow removal concerns.

Zilinsky said that she noticed that the ZBA did not approve the arches on the building. Kucich said that they did not approve the signage on the building.

Zilinsky asked the colors. Kucich said that they were the same colors that were approved for the High Street McDonald's. The major color would be gray.

Sears said the main question was the parking. He hoped they could entertain reserving some of that parking.

Henry said he had no issues. He felt the redos of the McDonald's were coming out good. He is not opposed to some further reduction of parking.

Zilinsky said that the applicant is required to have 39 parking spaces and they have 66. They could have a condition that they are going to do reserve parking.

Cheetham questioned the dumpster pad. Kucich said that the dumpster is in the same location, but it is oriented differently. He described how the trash would be picked up.

Cheetham confirmed that there was enough area in the lane to get by the dumpster. Kucich confirmed this.

Cheetham asked the applicant to revisit the landscaping along the front on Route 114 due to the plants inhibit the site visibility.

Kucich said that when the parking spaces are dug out, they will redo the landscaping.

Prentiss asked the applicant to explain the waiver for the drive-thru. Kucich described the queuing through the drive-thru.

Prentiss asked if there were a lot of double drive-thrus in Town. Sears said there was another one on Endicott Street.

Prentiss said that when we discuss queuing, it is due to the queue falling into the street. He felt if there are going to be more double drive-thrus coming before them, they may need to readjust the queuing in the bylaws. He has no problem with this waiver.

Henry asked if it was possible to get some help with the connection to the bike path. He asked if there could be a more factual design.

Kucich said that McDonald's did not want to be responsible for designing a connection to the Rail Trail.

Zilinsky said that Mass General has helped with a walking trail. She felt this connection could help McDonald's. They could possibly get more business.

Henry pointed out that they do not have design services available to them. There are steps that have shown up for a connection. We are trying to provide a pedestrian connection.

Cheetham asked if they could get a bike rack. Murray said they could definitely provide a bike rack.

Kucich said that when the connection was requested, they topoded the area, and came up with a switchback design. The estimate was done. McDonald's has tried to be a good citizen, but you can't ask them to do a design for a Rail Trail connection.

Zilinsky said a connection would be for people walking the trail to come down to McDonald's to purchase food.

Sears asked who built the bridge at Agway. Nelson said that Timberland built the structure. Sears pointed out that McDonald's has three to four locations in Town.

Murray said that this is a franchise. Anything more will be paid for from the franchisee. She herself does not have a checkbook for this.

Nelson asked if there were any recommendations as to how to involve McDonald's or the franchise owner to work with the Rail Trail Committee.

Murray said that she can convey this request to the owner.

Nelson said that the means to partnership does not have to be in dollars. It would be hopeful for that door to remain open for a partnership.

Murray said that it does seem like a complicated connection. She will deliver the message to the operator.

Nelson pointed out that the Rail Trail is a direct abutter.

Murray said that people park in the McDonald's lot to go onto the Rail Trail. She is not opposed to the connection, but she cannot bankroll it.

Matt Duggan, 41 Chase Street. Duggan is a member of the Rail Trail Committee and has been involved for more than 15 years. There is a large amount of trash along the perimeter of this property. In late fall, and winter into spring you see a large amount of trash that is windblown into the right of way. There are several abandoned shopping carts next to the dumpster. He does not like seeing this type of situation where there is disregard for this. He felt there should be a stepped-up effort from the franchisee. He would like to see some type of condition for this proposal to have them maintain that area.

Zilinsky thanked Duggan for bringing this up since someone else had pointed this out as well. She would like to see that the site is better maintained.

Duggan felt that there had been some type of stairwell in the past that was removed. An elderly gentleman built the stairwells that are there now, but they are not appreciated by the Town because they are not up to code. He said that the Rail Trail Committee would like to see some type of partnerships. If McDonald's wanted to be a good neighbor, they could step up to make this a worthwhile project. A lot of people come over from Brooksby Village. This is not a safe location for pedestrians. McDonald's could leverage the Rail Trail to bring in more business.

Zilinsky asked the applicant to speak to the franchisee to make a donation. She is glad Duggan brought up the issue regarding trash.

Duggan said this should be an annual effort. Maybe it could be done twice a year.

Sears pointed out that at other sites they have the cement trash containers to prevent the seagull and wind problem, or fencing to stop trash from blowing.

Kucich said the trash could be coming from above.

Nelson said that many local businesses have reached out to the Rail Trail Committee to work with them on projects. The key is communication and getting the right match-up of work tasks.

MOTION: Prentiss moved to close the public hearing for the Major Modification to an Approved Site Plan for 135 Andover Street. Sears seconded the motion. The motion passed by unanimous vote.

MOTION: Henry read the Certificate of Action and moved to approve the Major Modification to the Approved Site Plan for 135 Andover Street. Sears seconded the motion. The motion passed by unanimous vote.

Prentiss asked about the changes to the reduced parking, or putting it into reserve. Nelson said she would handle this administratively.

MINUTES

July 25, 2017

MOTION: Prentiss moved to approve the minutes of July 25, 2017. Henry seconded the motion. The motion passed by unanimous vote.

August 1, 2017

MOTION: Prentiss moved to approve the minutes of August 1, 2017. Cheetham seconded the motion. The motion passed by unanimous vote of 4-0. Sears abstained since he was not present at this meeting.

BRIEFING

Planning staff and chair will update the Board of various items of interest. This agenda item may include requests to set public hearing and workshop dates; sign plans, informal discussion regarding future projects and current projects under construction.

Nelson reminded the Board of the meeting on September 5th, and thanked them for accommodating and attending that meeting. Their regular monthly schedule would resume after this meeting.

Nelson told the Board that they would have written language on other zoning initiatives available. These will be forwarded to them for the meeting of September 12th.

ADJOURNMENT

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

The meeting adjourned at: 9:40 p.m.

Respectfully submitted: Francine T. Butler

The Planning Board approved these minutes on September 5, 2017.