



Town of Danvers
Planning Board

Danvers Town Hall
One Sylvan Street
Danvers, MA 01923
www.danversma.gov

Planning Board Members:

William Prentiss, Chair
Aaron Henry
James Sears
Margaret Zilinsky
John Farmer
Charles Smith, Associate

Danvers Senior Center/25 Stone Street
May 22, 2018
7:00 p.m.
MINUTES

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

OTHER BUSINESS

Sears recused himself from the meeting.

313 Maple Street. Request by KDC Realty Trust for endorsement of Form A plan to separate the existing single-family dwelling from remaining land. (Assessor's Map 33, Lot 21) (*Approval Not Required Action Date: June 5, 2018*)

Scott Cameron, from the Morin-Cameron Group, Inc., appeared before the Board on behalf of the applicant, Dan Corbett, Trustee of KDC Realty Trust who was also present. The purpose of the ANR plan was to separate the existing single-family dwelling from the remaining land.

MOTION: Henry read the Certificate of Action and moved to approve the application for the Approval Not Required for 313 Maple Street. Zilinsky seconded the motion. The motion passed by a unanimous vote.

CONTINUED PUBLIC HEARING

Isle of Skye Estates Definitive Subdivision f/k/a Putnam Hill Estates Definitive Subdivision (105 Dayton Street). Request for Definitive Subdivision Plan Approval submitted by 115 Dayton St LLC for property at 105 Dayton Street, pursuant to the Rules and Regulations Governing the Subdivision of Land, Town of Danvers Planning Board. Said property is in the R-III Zoning District. The applicant proposes to develop a six (6) lot single-family residential subdivision on the property located at 105 Dayton Street. The site consists of approximately

5.03 acres of land improved with a single-family dwelling which will be removed. (Assessor's Map 31, Lot 61) (*Definitive Subdivision action date: May 4, 2018*)

Nancy McCann appeared before the Board on behalf of the applicant, 115 Dayton St LLC, regarding the property located at 105 Dayton Street. With him was John Thomson, Gordon Thomson, and Cheryl McDonald. This project began with a Technical Review Committee (TRC) meeting in October. This was the third hearing before the Planning Board. We continued the hearing to complete one final issue with the Engineering Department.

McCann said that this is a six-lot subdivision that is being proposed. There is one single-family home that will be removed. All the lots are fully conforming. Single-family homes can be built on each of the lots that will conform with the setback requirements in this district. McCann said that they have received favorable comments from the Fire Department, Building Department and Engineering Department dated May 18th after the one final issued was resolved. The Town Engineer issued the final comments regarding the flow test. *In response to comments from the Developer and their engineer consultant, the Morin-Cameron Group, the Town of Danvers Engineering Division made provisions to assess the current condition of the water main infrastructure servicing the proposed Isle of Skye subdivision. Two separate water hydraulic modeling flow reports confirmed the existing domestic service pumps could provide adequate water pressure to the pressure zone encompassing the following streets: Putnam Lane, Danielle Drive, Anna Drive, Saratoga Lane, Taryn Drive and the proposed Scotland Road. Fire Flow supplied from the fire pump in the booster station will provide the required flow rate under the current Danvers Subdivision Regulations.*

McCann said that they were waiting for this piece of information from the Engineering Department. This process has been well vetted, and they are looking to proceed forward. McCann said that Cameron would give specifics to the flow tests and any revisions to the plans since the last meeting.

Cameron addressed the Board and said there was an open comment with the Engineering Division. They had submitted the results of their flow test, and it was their finding that there was no issue. The Engineering Department, working with their consultant, met at the pump station. They found it was a robust pump station, but some changes could be made to upgrade it. They evaluated the station and concluded that this would not affect the neighborhood. As they fine-tune the project, he felt the pump station will work better. One of the abutters, Mitch Abbatessa, had asked that the Department of Environmental Protection (DEP) look at the site. They looked at how the swale would be constructed. Cameron said that they provided more details on the contours at the request of the DEP. There will be an access easement for access to the drainage system. Water will be collected in the swale. They will be replacing a catch basin where the water will end up. They provided previous calculations. They have added more emphasis for an earth berm. There will be a low point and a high point before you get to the neighbor's property.

Henry said that there has been a lot of conversation about drainage. He asked if DEP has closed this out. Cameron said that he was going to confirm this and needs time to coordinate.

Farmer asked what the procedure was, given all the concern about drainage. He wondered if it was unusual that the Planning Board did not get a copy of the Order of Conditions in their package.

Nelson said that that conservation agent, Susan Fletcher, went out to the site to provide additional contours on the grading area.

Farmer asked who reviews the DEP finding when an abutter is appealing to the DEP.

Nelson said that it will come back to the Conservation Commission and will be posted at the site.

Prentiss said that if it created a change of plans, it would come back to the Planning Board.

Cameron said that this has been reviewed by the Town Engineer.

Farmer said that he would like to see the approval.

Zilinsky said that when the Planning Board is approving a project, and the Conservation Commission has not yet approved the project, it has to come back to the Planning Board. Being able to coordinate with them would be nice. She has never seen a letter come to the Planning Board from Conservation.

McCann said that the plans presented to the Conservation Commission and Planning Board are consistent.

Zilinsky said that she was comfortable with the drainage as presented. The Town Engineer approved the drainage and waivers. Zilinsky said that the construction hours of operation are in the Certificate of Action. She has a concern regarding irrigation systems. There is language in the Order of Conditions that they cannot tap into the Town water system for irrigation. She is concerned with the impact of water use. She relies on the Town Engineer. She knows that you cannot make a water situation worse for the residents. She is comfortable the way it is.

Tracy Parent, 6 Putnam Lane. Parent pointed to the area with the two lots on Dayton Street and asked why this area could not be used for the entrance to the subdivision. Currently, the water sheets towards her home. She felt that the developer was planning on building two more houses in this area. She felt there was not enough water pressure.

Prentiss told her that the plans are presently set up for six houses.

Cameron said that the homes on Dayton Street are on a different water system. A valve closes out the Dayton Street supply from the rest of the neighborhood. At the last meeting, he presented some watershed exhibits. Cameron showed a colored plan. The red area is a tributary to the homes on the corner of Putnam Lane while the gold area flows towards Putnam Lane. The blue area flows to Dayton Street, while the green area flows down into the lower properties. Cameron said they are picking up 100% of the flow of the red area with this design. Any water running over the land is being picked up and intercepted with the road drainage and subsurface

drains. They have added a swale. All of this will be picked up in the system and brought down to Dayton Street. He expects the water issues to get better. There are rocks on the corner of the Parents' land which is attracting water to this location. With the road construction, there will be a drain to bring the water to the drainage system.

Mitchell Abbatessa, 4 Putnam Lane. Abbatessa said that he submitted 31 questions and comments at the last meeting to be answered. Prentiss said that these were addressed with the Engineer's comments with the revision of the plans.

Abbatessa felt his questions were not addressed. Regarding the contours of the land, there is still an increased slope aiming at his and the Parents' backyards. The steepness has been increased. Water will flow faster towards their direction. The DEP law states that you cannot do that.

Abbatessa said that the plans have the water retention system lined on the backside with an impervious membrane. He asked if the length of the swale could be lined with impervious membrane.

Abbatessa asked about an underdrain under the swale. He understands what the swale is designed to do. He felt the neighbors would be more at ease if they lined the swale with an impervious membrane, and put an underdrain under the swale to have the water flow to Dayton Street instead of it running into a pervious surface. Water flows downhill. The water is going to go into the swale. He felt water would percolate through to his backyard. He confirmed that the water retention system is going to be underground. He felt the water would flow into that through sewer lines and catch basins and back into the groundwater and eventually seep into his property. Why not install the impervious membrane, make the swale deeper or put a drain under the swale? He asked if they would do a few more things for protection.

Abbatessa said that he has new questions. He asked if there was any consideration to the impact of residents on Dayton Street. Why is the entrance to the subdivision not on Dayton Street? Was there consideration to 2 and 6 Putnam Lane about the road that is being squeezed between these two properties. Have those considerations been fully met? He questioned the runoff prevention methods being used during construction. He spoke with Bill Clark who is having water issues with another development. Sediment-laden water is flowing onto his property from the Whipple Hill subdivision. Silt fences and hay bales did not cut the mustard. He hopes the protocols used on Whipple Hill are not used on this project. Abbatessa asked that if the neighbors have water issues, will the approval from the Planning Board have a legal footing in the court of law.

Prentiss said that the plans are set, and the applicant will have to follow them. As long as the developer is working within the letter of what the bylaws say, this should be able to be handled out of court.

Abbatessa asked about catastrophic flooding. Prentiss responded that they would not take responsibility and comment on this.

Abbatessa asked who would be responsible if there is flooding. Prentiss said that if they make water issues on their property worse, the developer is responsible. Any problem with the building of this subdivision, or after it is built, the developer is responsible and will have to rectify it. He told Abbatessa that the place to start would be with the Building Inspector at Town Hall.

Abbatessa asked if video documentation that they had could be used. Prentiss said that anything would be useful. Prentiss said that he has been on the Board for 12-13 years, and he cannot think of anything that has come up. They rely on the Engineering Department heavily to avoid the situation that is being described.

Cameron said that they went over most of the comments at the last meeting. He will cover the ones that were brought up tonight.

Regarding the contours of the land, they talked about this at length. Contours are parallel with Abbatessa's lot line. They are putting in a lot of things to stop the water from going onto this lot. The area of water that drains towards his property has been reduced significantly. This is a massive swale. They brought the berm up higher to have an extra measure for the water.

Cameron said that the request for membrane is not an unreasonable idea. They did extend the membrane on the underground tank system. He said there was no consideration when the prior development cut into the slopes. This land is perched on a water table that is coming out of the hill. They will be intercepting the water. The road drainage system will manage the water. The reason they did not put the membrane in the swale is that they want the water to go into the swale. The pipe is surrounded by gravel. The drain will carry water down the swale, so they want the water to go into this swale. A membrane would stop the water from getting into the swale. It would be a mucky mess. The stability and design of the swale is made to handle this. Water is not going to flow uphill. The Town Engineer has reviewed this. They have documented this to death as to how this development will not impact other properties.

Cameron said that the swale is going to be the first thing they are going to put in for the construction. It will be lined with hay bales. Regarding the other development mentioned, they were out working during the storm Abbatessa referenced. They take a lot of responsibility to be sure there are no problems.

Prentiss said that there have been other sites where there have been silt issues. He asked if they had other options if the silt fence or hay bales did not work.

Cameron said that they put emergency hay bales on site. They will keep an eye during rain events. There have been minimal discharges. It gets cleaned up, and the work proceeds. They will be out at the site on a weekly basis. They are going to minimize the clean cutting of the lots that will be developed. Before they break ground, they will have a meeting with Town Hall and all parties to go over the game plan. They stay on top of the process.

Cameron said to answer the questions regarding the entrance of the subdivision coming from Dayton Street versus Putnam Lane; they compiled a list of benefits and analysis of what they went through to make this determination.

Cameron said that they had a Technical Review Committee (TRC) meeting last fall. There are a lot of reasons why this design was the best for this site. Cameron handed out the comparison of Design Alternatives. This comparison is attached to the end of these minutes as Exhibit "A."

McCann said that the reason they designed the entrance to the subdivision off Putnam Lane was due to an ANR plan endorsed by the Planning Board in 1961. This plan created the access point that they are using. It was the intent that this strip serves as access to the back land for development. This is why they chose the entrance on Putnam Lane.

Zilinsky confirmed that this is a 50-foot right of way. Cameron said that the road is below grade. You cannot see the road from either property.

McCann said that the roadway is buffered with trees on both sides.

Henry said that there is a lot of grading on the individual lots. He questioned the expectation of individual home construction. How does this affect the grading shown on the plan as well as the two ANR lots?

Cameron said that the process is that a buyer hires an architect. The plans are then submitted to them. Morin-Cameron does the grading plan and plot plan to make sure it works. They looked conservatively at the lots. This is usually the process on a lot-by-lot basis. They will be careful of what is being clear-cut. They will clear-cut three lots in the beginning.

Henry asked if an owner could pitch a house another way.

Cameron said that if that is done, they will be sure that the water is mitigated.

Henry asked if this goes to the Town Engineer for review.

Cameron said that they are not required to do this, but where they have drainage questions, they run it by the Engineering Department.

Henry said relating to the ANR lots, his only concern is the manufactured grade on the downslope side of the lot. Lots 2 and 4 on the subdivision plan, he would assume that the grading on the back side of that system is a 3 to 1 slope. What would stop him from purchasing Lot B and cutting into that?

Cameron said that both of those lots would have to go before the Conservation Commission.

Henry said that the system was designed with a 30-foot run of a 3-to-1 slope. What if someone cuts into the slope. How would that affect the stability of the infiltration system for the subdivision?

Cameron said that the system is sitting on earth. Those lots have to go before the Town Engineer and the Conservation Commission to make sure that situation does not happen.

Henry said that the drainage easement will always be there. He thought that was needed for the stability of the infiltration system.

Cameron said that was the reason for the extra membrane.

Farmer asked if a developer sells a lot to another developer, what controls are in place to be sure that this system does not get compromised.

Cameron said that they are showing lot design on the plans. They need to comply with the spirit of these plans. There is a note on Sheet 2 of the plans speaks to this.

Farmer said that he is comfortable since Cameron is controlling the build-out of this. It sounds like they have protection.

Smith asked if anything been done to mitigate the effect of water pressure and water quality relative to the Putnam Lane fire hydrants.

Prentiss said that this was one of the reasons why this application was continued to today.

Cameron said that the water department regulates the use of water usage from the hydrant. The Fire Department puts a meter on the hydrant to bill them. Water quality should be good until next spring.

Smith confirmed that the roadway is 26 feet wide which allows 13-foot lanes for cars going each way. This is the average size of a highway lane. This would make drivers more likely to speed. He questioned why the lanes were so wide.

Cameron responded that this is the standard in the subdivision regulations.

McCann said that this is the requirement in the subdivision rules and regulations. Most developers would be happy to narrow the width of the pavement.

Cameron said they put some curvature in the road to stop the speeding.

Hank Farrell, 7 Putnam Lane. Farrell's concern is with the road excavation on Putnam Lane with the new storm drains. When the project is done, they will be patching the cuts. He requested that the length of the road be resurfaced when they are doing their new road. The water main is going around his driveway. Any cut will become a pothole. There is a 50-foot strip that will be dug for the water main. He would like to request the developer resurface the road. In 1961, Putnam Lane was only going to be 17 feet wide.

Prentiss asked what the plans were for repairing the road.

Cameron said that the adjustment that Farrell was referring to is the water main extension. When they were doing the hydrant testing, Aaron Cilluffo from the Water Department was present. They will be replacing the size of the main. They are proposing full-width repaving. They pave, and then they allow it to settle before the final coat.

Prentiss asked how long it takes between patching and street work.

Cameron said the longer you let the patch sit, the better. Typically, it takes a season to finish.

Henry asked if they were going to the catch basins with the full reconstruction.

Cameron referred to Sheet 5. They are going to do trenching. There will be a binder for the road. Then they will finish construction. A top coat will be done, and then they will do the patching.

Henry said that they install the utility connections quickly. This summer and winter the neighbors will be dealing with a patched road. He would expect that there would be a top coat done next fall. He confirmed that it would be a year time frame to complete.

Cameron said that the Town Engineer inspects the work before signing off on it.

Henry confirmed that this year there might be a trench, and at the end of construction, the road would be redone.

Cameron said that the settlement could be 2 to 3 inches. He said the patch would not be a full roadway width. They should be able to seam the trench. A full-width replacement is done when the pavement is old. They should be able to patch this since it is new pavement.

Henry said that they do not have the authority to ask the applicant to do a full patch, but wouldn't you want to pave curb to curb? He felt it would not be a big deal.

Cameron responded that you try not to do more work than you have to.

Steve Parent, 6 Putnam Lane. Parent said that the proposed street is 18 feet from his property. He asked about fencing and shrubbery at a previous meeting and has not received any answers. Right now, the property is in full bloom and grown in. In the fall, it is entirely bare. They are eye-level with the road when they are on the deck. They asked if they could have a higher fence. They would prefer not to have a chain-link fence. Due to the traffic going up and down the road, is there any dust mitigation?

Prentiss said that the dust mitigation would be done with the Town fire hydrant. The road is going to be set lower, and there are going to be trees and fencing.

Cameron said that there would be a fence on top of the wall. You will be seeing the tops of trees growing along the wall.

Prentiss asked what type of fence would be used. Cameron said it would most likely be black vinyl chain link.

Tracy Parent, 6 Putnam Lane. Parent said that the trees are being cut, and they will be looking at a chain link fence.

McCann said that the subdivision rules and regulations show street trees. That is what is being shown on the plan. They are meeting the requirements.

Prentiss asked if there was a consideration for a different type of fencing - something that could block a little more of the roadwork.

Cameron asked the Board if they could recess for two minutes to have a conversation with the applicant.

Cameron said they would insert slats in the chain link fence to have a solid screen. This way there would be a wall and a four-foot fence with slats along the roadway.

Prentiss asked how often do the slats break or need to be replaced.

Cameron responded that he could not give a life cycle for the slats.

McCann said that the slats usually break down with snow plowing and vehicles. There will be trees in front of the fence. The maintenance should be low. This will be a Town road.

Zilinsky asked since the Town is going to be accepting the fence and retaining wall, do they need to go back to the Engineer?

McCann said that the Engineer has dealt with this before.

Abbatessa said that when you are landscaping, sometimes rocks shoot through the slats. He asked who would cut the grass patch on one side of the street near the sidewalk.

Prentiss said it would be cut by the homeowner closest to the grass strip.

Zilinsky confirmed that the fence and the slats would be on a four-foot high wall.

Cameron drew the fence and sidewalk for the Board to see. He felt maintenance of the fence would be minimal.

Steve Parent, 6 Putnam Lane. Parent asked what price the homes were going to be marketed for? The fencing is only around the road at that section. He would want something more attractive if he were marketing these houses.

Henry pointed out that the fence must have structural stability.

Prentiss said that there are other types of fences that are more attractive than the other.

Hank Farrell, 7 Putnam Lane. Farrell said that he has never seen a road cut that did not cause a pothole.

Cameron said that if the Town Engineer determines that the road needs to be planed, they will do it. The Town Engineer will make that call.

Farrell had a question concerning the fire hydrant and water usage. The last time they flushed the hydrant the water was dirty for three to four days. They flushed the hydrant three days later. If they start using the water, they will disrupt the pipes again which will cause dirty water. He felt they may require additional flushing to be done on that line.

Prentiss said that if this occurred, they should speak with the developer or the Town Engineer.

Abbatessa said that he would like to go back to the question about an additional catch basin at the base of the water recharge system. He asked why another catch basin could not be put in.

Abbatessa commented on the school bus issue. He asked if the construction vehicles could not be on the roads at certain times for the safety of the children in the neighborhood. He asked if construction was going to start on Dayton Street or Putnam Lane.

Prentiss said that there are certain times that they can drive the vehicles into the site. He is not sure of the process of what is being started first.

Cameron said that is the reason to have a pre-construction meeting. He would expect that they would want to get in and get as much of the roadway finished before the winter comes. They will start on Dayton Street to install the swale. They need to get this stabilized before the next weather system.

Prentiss asked when the trucks come in, do they come and leave or do they remain on site. How does this work?

Cameron said that they want to minimize the earthwork on the property. They want to minimize the truck traffic. Soil will be used on the site. Loam will be screened. They import materials such as gravel for the road base, sand and gravel for utility trenches and asphalt when they pave the road. The intent is to minimize truck traffic as much as possible. They want to schedule the sequence in steps.

Prentiss does not have a problem with the times of construction which are 7:00 a.m. to 5:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday.

Zilinsky asked if they have a potential time for getting the road in.

Cameron felt that the summer months would be when the significant work would be done.

Zilinsky confirmed that they were anticipating starting as soon as they receive approval.

Abbatessa asked if was possible during the school year that the start time be from 8:00 a.m. to 5:00 p.m. to alleviate the truck traffic at the time when buses may be picking up children.

Prentiss said that he is comfortable with the hours of 7:00 a.m. to 5:00 p.m. The Town has these regulations and has not seen any issues with these times. He polled the Board, and they agreed.

Abbatessa asked how often dust mitigation would happen. Cameron responded that this would happen as needed. Abbatessa asked if they could use water trucks instead of hydrants.

Prentiss said that the Town Engineer would demand a water truck if needed. They are planning on using the hydrant. He informed Abbatessa to contact the Engineer if he wasn't happy with the dust mitigation.

Abbatessa again asked about having membrane on the back surface. He suggested that the membrane be the first thing put in.

Prentiss said that they are trying to reduce impervious membranes or impervious roadways because it diverts water where they do not expect it. It will be an issue.

Cameron explained to Abbatessa that it would not be in his benefit to do that. In all the stormwater management that is being done, they are drawing the water away from the properties. Right now, the water that falls on your property is going to go towards the subdrain in the swale. If they put in a barrier, they will put a dam on his property. The condition will be worse. It sounds like it might work, but it will have the opposite effect. The water will follow the path of least resistance.

Abbatessa questioned the hay bales and the silt fences and asked about emergency plans. There are other methods besides hay bales and silt fences. Would those come into play?

Prentiss said they may be considered if it gets bad.

Cameron said that the EPA regulates this. The stormwater controls are thick. With the swale going in first, this will be the main catch-all. Silt fences and hay bales are proven methods. They will stay on top of it and be preventative.

Abbatessa felt there was a pattern of responses of best efforts, minimum requirements and Town requirements regarding questions that the residents brought up. What is stopping the applicant from not doing what is required and go the extra mile for the abutters that have some issues with this project? They have brought other questions to the meetings, and they are ignored. What is coming across is minimal. They are just going to do enough. There are better water retention systems that could be used to appease the residents that have lived there for years.

Prentiss can only speak for himself. He strives and pushes applicants to move to make the abutters as comfortable as possible. The fence is for safety, not for an appearance standpoint. That is why the standards are made the way they are. They must be addressed on the site. They are not asking them to do the bare minimum. The Engineer is there for the Town, and they are on the site. It may be the bare minimum, but as the site changes, they may make changes. He can't think of a question that was ignored.

Abbatessa asked if they have looked at porous asphalt for the driveways and roadway.

McCann told the Board that the Town had not accepted a road with porous asphalt.

Abbatessa said that this would allow water runoff from roofs to go back into the system. If the driveways are porous asphalt, it could percolate into the groundwater.

Prentiss said that the individual owners of the lots would decide to have a porous asphalt driveway. The Town would not accept a road with porous asphalt.

Sara Anderson, 18 Putnam Lane. Anderson said that they own the property north of the property line, and they lived through the Anna Drive construction. A lot of materials were not stored on site.

Prentiss said that they have to keep everything on site.

Henry said that there is a no-cut zone that the developer would have to go through. It would be less likely to happen with this project.

MOTION: Henry moved to close the public hearing for the Definitive Subdivision Plan for Isle of Skye Estates Definitive Subdivision f/k/a Putnam Hill Estates Definitive Subdivision (105 Dayton Street). Zilinsky seconded the motion. The motion passed by unanimous vote.

MOTION: Farmer read the Certificate of Action and moved to approve the application for a Definitive Subdivision plan for Isle of Skye Estates Definitive Subdivision f/k/a Putnam Hill Estates Definitive Subdivision (105 Dayton Street).

Zilinsky said that additional comments needed to be added from the Town Engineer's Memorandum regarding traffic management and the water main.

MOTION: Farmer seconded the motion as amended. The motion passed by unanimous vote.

75 Sylvan Street. Request for a Major Modification to an approved Site Plan pursuant to Section 4 of the Zoning Bylaw submitted by Brookwood Sylvan, LLC for property located in the Industrial-II Zone District for the construction of two new loading docks on the south side of Building 'A', relocation of an existing site driveway along Sylvan Street and reconfiguring the parking layout in the southerly portion of the site. (*Site Plan action date: May 21, 2018*)

MOTION: Zilinsky moved to extend the action deadline to June 15, 2018, and continue the application for the Major Modification to Site Plan for 75 Sylvan Street to the next Planning Board meeting scheduled for June 12, 2018, Farmer seconded the motion. The motion passed by unanimous vote.

MINUTES

May 8, 2018

MOTION: Zilinsky moved to approve the minutes of May 8, 2018. Farmer seconded the motion. The motion passed by unanimous vote.

BRIEFING

Planning staff and chair will update the Board on various items of interest.

Nelson said that she had sent an email reminder about some June dates for the C-1 and C-1A workshop, and they are looking to June 21st for the date. They will try to schedule it for 6:30 p.m. to 8:30 p.m. conducted and managed by Ted Brovitz and Peter Flinker. She will try to set up stakeholder meetings. On June 26th MAPC staff will present their High Street Corridor recommendations in a report given to you tonight. If there are any questions, please submit them to her to forward to Sam Cleaves. They will be scheduling a tri-board meeting to get together with the Board of Selectmen and Zoning Board of Appeals about their common goals and objectives regarding zoning and planning.

Nelson said that this would give people the opportunity to discuss things.

Zilinsky said that she will be away from the 8th to the 19th, and she would like to attend the meeting. She wants to attend the tri-board meeting.

Prentiss told the Board and audience that they have a member of the board that is leaving and this is his last meeting. Henry will become the Director of Land Use and Community Services for the Town of Danvers.

Henry thanked the Board. He said he has been on the Board for eight years and until December, he had been the junior member of the Board. He learned a lot professionally serving on this Board. He has gained a great deal of understanding regarding the responsibilities of the Board members, and the experience has assisted his professional practice. He is excited about switching hats.

Prentiss said that Henry's experience outside the Board had helped them.

ADJOURNMENT

MOTION: Henry moved to adjourn. Farmer seconded the motion. The motion passed by unanimous vote.

The meeting adjourned at 9:45 p.m.

Respectfully submitted: Francine T. Butler

The Planning Board approved these minutes on June 26, 2018.

EXHIBIT "A"

Comparison of Design Alternatives: Proposed Putnam Lane Entrance vs Alternative Dayton Street Entrance
 Prepared by: The Morin-Cameron Group, Inc.
 Date: May 22, 2018

Benefit	Key		Notes
	Proposed Putnam Lane Entrance	Alternative Dayton Street Entrance	
1 Improves surface runoff conditions for abutters on Putnam Lane	YES	NO	The Putnam design will capture 100% of surface stormwater runoff currently inundating 4 and 6 Putnam by adding a swale along the easterly boundary. The road will also capture all surface runoff impacting those properties and direct it into the closed drainage system. The project will also reduce runoff to 10 Putnam considerably.
2 Improves groundwater conditions for abutters on Putnam Lane	YES	NO	The Putnam design will capture and redirect seasonal high groundwater currently inundating 4 and 6 Putnam with the road subdrainage system. The subdrainage will also improve groundwater issues at 10 Putnam.
3 Improves surface runoff conditions on Putnam Lane	YES	NO	The Putnam design will replace catch basin grates on Putnam Lane to properly remove stormwater runoff from the street surface. This will have an indirect benefit of removing street stormwater runoff that currently inundates 4 Putnam Lane.
4 Improves Surface runoff conditions on Dayton Street	YES	NO	The Putnam design will improve stormwater runoff on Dayton Street by adding a new drainage swale on the shoulder and replacing a catch basin. This will not be possible with a Dayton entrance because that land area will be necessary to grade detention pond berms.
5 Preserves trees on the property	YES	NO*	*100% of the land area will be needed to accommodate slope and earthwork challenges
6 Improves sight distance on Putnam Lane	YES	NO	Sight distance on Putnam lane will be improved by removing the vegetation overgrowth.
7 Improves sight distance on Dayton Street	YES*	NO	*By leveling shoulder, adding drainage swales, replacing catch basin
8 Increases tax revenue	YES	YES*	*Poor topography will reduce the market value of the homes, reduced tax revenue

9	Fits the topography of the property	YES	NO	The Putnam design matches the topography of the site. Road is designed to follow the existing contours. This minimizes earthwork for the road construction
10	Reduces earthwork	YES	NO*	*25-foot cut necessary at cul-de-sac
11	Easily manages stormwater runoff	YES	NO	Better to design parallel with existing contours than perpendicular to them
12	Minimizes the steepness of the road	YES	NO	Putnam design: Max 7.5% and average 4.7%; Dayton design: Max 10% and average 6.5%
13	Optimizes lot designs by reducing slopes and maximizing flat usable space	YES	NO	The Putnam design optimizes the aesthetic appeal and functionality of the house lots. There will be more usable yard area, flatter driveways and better curb appeal.
14	Intersection is on side street instead of collector road	YES	NO	Not only will the Putnam design be flatter, it will also be on a side street so incidents of vehicular or pedestrian accidents will be minimized. The development team is very concerned about the safety of children riding bikes down a steep road with an intersection on Dayton Street.
15	Design minimizes work within the 100-foot buffer zone to a wetland	YES	NO	A Dayton Street entrance will include the road surface, more grading for stormwater detention ponds and all the utility infrastructure connections (water, sewer, electric, etc)
16	Stormwater management is accomplished below ground	YES	NO	Due to the significantly higher site costs to construct a road from Dayton Street, surface detention ponds would be utilized as a cost saving measure. These have a negative aesthetic impact on the project and also expose areas of potential standing water which is a negative impact on mosquitoes and pet/child safety.
17	Design minimizes housing massing along the perimeter	YES	NO	The houses are oriented perpendicular to the Putnam Lane dwellings in the Putnam Design. The Dayton alternative would result in the houses being parallel with the Putnam Lane dwellings.