



Town of Danvers

Office of the Town Manager

Steve Bartha | Town Manager

1 Sylvan Street, Danvers, Massachusetts 01923 | p: 978-777-0001 | f. 978-777-1025

www.danversma.gov | sbartha@danversma.gov

January 16, 2019

Dear Town Meeting member,

Please find enclosed a copy of your **Warrant & Explanation Report** along with **Finance Committee Recommendations**. This document replaces the Warrant & Explanation Report dated December 30, 2019. Also enclosed is a copy of the Town's Fiscal Year 2019 Annual Report and 2020 Calendar.

The new warrant booklet contains additional information provided by the Planning Department based on comments and questions from the Board of Selectmen at their January 7, 2020 meeting regarding the scope and dimensions of the downtown zoning. It also reflects the recommendations made by the Finance Committee following their meeting on January 14, 2020.

As noted in both the Explanation Report and Finance Committee Recommendations:

The proposed zoning language (97 pages) and design standards (89 pages) are available electronically on the Town website: <https://www.danversma.gov/downtown-corridor-rezoning/>. For hard copies of one or both documents, please contact Ann Freitas in the Town Manager's Office by email (afreitas@danversma.gov) or by phone (978-777-0001 x3069). In addition, copies are available at the Peabody Institute Library, at Town Hall in the Manager's Office, Clerk's Office and the Planning Department.

Leading up to the February 10, 2020 Special Town Meeting, you are cordially invited and encouraged to attend an informal zoning workshop to discuss the proposed zoning with staff, Planning Board members, and our planning consultant.

When: Saturday, February 1, 2020

Time: 9 A.M. to 12 Noon (or so)

Where: Daniel J. Toomey Hearing Room at Town Hall

Join us for coffee and conversation about this project; we hope to see many of you on the 1st.

Sincerely,

Steve Bartha
Town Manager

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Special Town Meeting - February 10, 2020

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Warrant & Finance Committee Recommendations

Special Town Meeting

February 10, 2020

Article 1: Unpaid Bills. To see what sum the Town will vote to appropriate for the payment of certain unpaid bills for previous years, or take any other action thereon.

We recommend that the Town vote to appropriate sums for the payment of certain unpaid bills for previous years, as follows:

<u>From</u>	<u>To</u>	<u>Amount</u>	<u>Note</u>
LUCS-Office Equip. Maint.	Tri State Hood & Duct	\$450	Kitchen Exhaust Cleaning
Recreation-Endicott Park Maint.	Northeast Nursery	\$ 38	Endicott Pk. Sod

Article 2: Budget Transfers – Fiscal 2019. To see if the Town will vote to amend the actions taken under Article 2 of the May 20, 2019 Annual Town Meeting by adding certain appropriations or by reducing certain appropriations, by transfer among accounts, by transfer from prior appropriations under articles, or from available funds, or take any other action thereon.

We recommend that the Town vote to amend the vote taken under Article 2 of the May 20, 2019 Annual Town Meeting by increasing certain appropriations, or by reducing certain appropriations, by transfer among accounts, by transfer from prior appropriations under articles, or from available funds as follows:

<u>Amount</u>	<u>From</u>	<u>To</u>
Dept. Head – Salary & Wages	HR – Salaries & Wages	\$22,000
Dept. Head – Salaries & Wages	HR – Personnel Admin	\$ 8,000

Article 3: State Public Works Grant. To see what sum the Town will vote to appropriate for public works projects, such sum to be reimbursed by the State Transportation Bond Bill, or take any other action thereon.

We recommend that the Town vote to appropriate the sum of \$89,494 for public works projects, such sum to be reimbursed by the State Transportation Bond Bill.

Article 4: Land Swap. To see if the Town will vote (§ 1) to authorize the Board of Selectmen to petition the General Court to enact legislation in substantially the following form [**Appendix 4.2 (pg. 4)**], provided that the General Court may reasonably vary the form and substance of the requested legislation within the scope of the general public objectives of the petition and (§ 2) to authorize the Board of Selectmen to act within the scope and intent of the general public objectives of the petition to the General Court [**Appendix 4.3 (pg. 5)**], or take any other action thereon.

We recommend that the Town vote to authorize (§ 1) the Board of Selectmen to petition the General Court to enact legislation in substantially the following form [Appendix 4.2 (pg. 4)], provided that the General Court may reasonably vary the form and substance of the requested legislation within the scope of the general public objectives of the petition and (§ 2) to authorize the Board of Selectmen to act within the scope and intent of the general public objectives of the petition to the General Court [Appendix 4.3 (pg. 5)].

Article 5: Character Based Zoning Districts (CBZD). To see if the Town will vote to amend the Zoning By-law and Zoning Map by: Moving Section 18, “Maple Street Traditional Neighborhood Development Overlay District” to empty Section 22; inserting new Section 18 “Character Based Zoning Districts”; inserting new Section 19 “Danvers Town Center – Core District”; inserting new Section 20 “Danvers Town Center – Live/Work District”; inserting new Section 21 “High Street Corridor Mixed Use District”, and other technical changes required to maintain internal consistency within the Zoning Bylaw, or take any other action thereon.

We recommend that the Town vote to amend the Zoning By-law and Zoning Map by: Moving Section 18, “Maple Street Traditional Neighborhood Development Overlay District” to empty Section 22; inserting new Section 18 “Character Based Zoning Districts”; inserting new Section 19 “Danvers Town Center – Core District”; inserting new Section 20 “Danvers Town Center – Live/Work District”; inserting new Section 21 “High Street Corridor Mixed Use District,” and other technical changes required to maintain internal consistency within the Zoning Bylaw, as approved and voted by the Planning Board on December 10, 2019 and subsequently amended and voted by the Finance Committee on January 14, 2020.

The proposed zoning language (97 pages) and design standards (89 pages) referenced above are available electronically on the Town website <https://www.danversma.gov/downtown-corridor-rezoning/>. For hard copies of one or both documents, please contact Ann Freitas in the Town Manager’s Office by email (afreitas@danversma.gov) or by phone (978-777-0001 x 3069).

Finance Committee

/s/ *C.R. Lyons*

C.R. Lyons, Chairman

/s/ *Sally Kerans*

Sally Kerans

/s/ *Theodore Blake*

Theodore Blake

/s/ *Michael R. Landers*

Michael R. Landers

/s/ *Sally Calhoun*

Sally J. Calhoun

/s/ *Gina McCusker*

Gina McCusker

/s/ *Michael A. Daley*

Michael A. Daley

/s/ *Paul Pawlak*

Paul Pawlak

Article 4: Land Swap (§ 1): To see if the Town will vote (1) to authorize the Board of Selectmen to petition the General Court to enact legislation in substantially the following form, provided that the General Court may reasonably vary the form and substance of the requested legislation within the scope of the general public objectives of the petition...or take any other action thereon.

AN ACT authorizing the Town of Danvers to convey and acquire certain property

SECTION 1. Notwithstanding the provisions of Chapter 30B, section 16 (c), (d), (e) and (f) of the General Laws, Chapter 132A, Section 11 of the General Laws, or any other general or special law to the contrary, the Board of Selectmen, on behalf of the Town of Danvers, is authorized to convey to the Danvers Historical Society, two (2) parcels of land located between Ingersoll Street and Forest Street in the Town of Danvers, reserving to the Town of Danvers and its successors in interest an easement shown as Access Easement A within Parcel A on the plan described below to use the gravel roadway located within said Access Easement A for all purposes for which streets are commonly used in the Town of Danvers. Said parcels of land are shown as Parcel A, containing approximately 127,475 square feet (2.926 acres) and Parcel C, containing approximately 42,163 square feet (0.968 acres) on a plan entitled "Plan of Land of Danvers Historical Society prepared for the Town of Danvers" Scale 1" = 40', dated June 17, 2018, prepared by Hancock Survey Associates, Inc., 185 Centre Street, Danvers, Massachusetts 01923; said conveyance shall be subject to the restriction that no building shall be located on said Parcel A and said Parcel C; and

SECTION 2. Notwithstanding the provisions of Chapter 30B, Sections 16 (c), (d), (e) and (f) of the General Laws, the Board of Selectmen, on behalf of the Town of Danvers, in consideration for the conveyance authorized in Section 1 above is authorized to accept a conveyance from the Danvers Historical Society of two (2) parcels of land located between Ingersoll Street and Forest Street in the Town of Danvers. Said parcels of land are shown as Parcel B, containing approximately 1,588 square feet (0.036 acres) and Parcel D, containing approximately 128,638 square feet (2.953 acres) on a plan entitled "Plan of Land of Danvers Historical Society prepared for the Town of Danvers" Scale 1" = 40', dated June 17, 2018, prepared by Hancock Survey Associates, Inc., 185 Centre Street, Danvers, Massachusetts 01923. Said conveyance shall include the gravel roadway located within Parcel B as shown on said plan. Said conveyance shall reserve to the Danvers Historical Society and its successors in interest an easement shown as Access Easement D within said Parcel D on said plan, for access to Parcel E shown on said plan;

SECTION 3. The authorization conferred by this Act is contingent upon a certain Preservation Restriction Agreement described below being amended to include within its scope Parcel A and Parcel C described in Section 1, and to exclude from its scope Parcel B and Parcel D described in Section 2. Said Preservation Restriction Agreement is entitled "**PRESERVATION RESTRICTION AGREEMENT** between the **COMMONWEALTH OF MASSACHUSETTS** by and through the **MASSACHUSETTS HISTORICAL COMMISSION** and the Danvers Historical Society," is dated July 3, 2017, and is recorded with the Southern Essex District Registry of Deeds at book 36015, page 155.

SECTION 4. This act shall take effect upon its passage

Article 4: Land Swap (§ 2). To see if the Town will vote... (§ 2) to authorize the Board of Selectmen to act within the scope and intent of the general public objectives of the petition to the General Court, or take any other action thereon.

1. To see if the Town will vote to authorize the Board of Selectmen, on behalf of the Town of Danvers, to convey to the Danvers Historical Society two (2) parcels of land located between Ingersoll Street and Forest Street in the Town of Danvers, shown as Parcel A, containing approximately 127,475 square feet (2.926 acres) and Parcel C, containing approximately 42,163 square feet (0.968 acres) on a plan entitled "Plan of Land of Danvers Historical Society prepared for the Town of Danvers" Scale 1" = 40', dated June 17, 2018, prepared by Hancock Survey Associates, Inc., 185 Centre Street, Danvers, Massachusetts 01923, which conveyance shall reserve to the Town of Danvers and its successors in interest an easement shown as Access Easement A within Parcel A on the plan described below to use the gravel roadway located within said Access Easement A for all purposes for which streets are commonly used in the Town of Danvers; said conveyance shall be subject to the restriction that no building shall be located on said Parcel A and said Parcel C; and further

2. To see if the Town will vote to authorize the Board of Selectmen, on behalf of the Town of Danvers, in consideration for the conveyance authorized in item B above, to accept a conveyance from the Danvers Historical Society of two (2) parcels of land located between Ingersoll Street and Forest Street in the Town of Danvers, shown as Parcel B, containing approximately 1,588 square feet (0.038 acres) and Parcel D, containing approximately 128,638 square feet (2.953 acres) on a plan entitled "Plan of Land of Danvers Historical Society prepared for the Town of Danvers" Scale 1" = 40', dated June 17, 2018, prepared by Hancock Survey Associates, Inc., 185 Centre Street, Danvers, Massachusetts 01923. Said conveyance shall include the gravel roadway located within said Parcel B as shown on said plan. Said conveyance shall reserve to the Danvers Historical Society and its successors in interest an easement shown as Access Easement D within said Parcel D on said plan, for access to Parcel E shown on said plan. Said authorization is on such terms and conditions as the Board of Selectmen shall deem to be in the best interests of the Town of Danvers, provided that the Town of Danvers shall not pay any money for the acquisition of Parcel B and Parcel D;

3. The authorization conferred by this article shall include the authorization for any applicable Town of Danvers board, commission or employee to seek any federal or state permit or other approval necessary to accomplish the purposes of this article;

4. The authorization conferred by this article is contingent upon a certain Preservation Restriction Agreement described below being amended to include within its scope Parcel A and Parcel C described in item B above, and to exclude from its scope Parcel B and Parcel D described in item C above. Said Preservation Restriction Agreement is entitled "**PRESERVATION RESTRICTION AGREEMENT** between the **COMMONWEALTH OF MASSACHUSETTS** by and through the **MASSACHUSETTS HISTORICAL COMMISSION** and the Danvers Historical Society," is dated July 3, 2017, and is recorded with the Southern Essex District Registry of Deeds at book 36015, page 155.

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Special Town Meeting - February 10, 2020

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Warrant & Explanation Report

Special Town Meeting

February 10, 2020

Article 1: Unpaid Bills. To see what sum the Town will vote to appropriate for the payment of certain unpaid bills for previous years, or take any other action thereon.

This Article is on the warrant if previous years' bills are identified. At the time of the printing of this warrant, two bills from the prior year have been identified:

<u>From</u>	<u>To</u>	<u>Amount</u>	<u>Note</u>
LUCS – Office Equip. Maint.	Tri State Hood & Duct	\$450	Kitchen Exhaust Cleaning
Recreation – Endicott Park Maint.	Northeast Nursery	\$38	Endicott Park Sod

Article 2: Budget Transfers – Fiscal 2019. To see if the Town will vote to amend the actions taken under Article 2 of the May 20, 2019 Annual Town Meeting by adding certain appropriations or by reducing certain appropriations, by transfer among accounts, by transfer from prior appropriations under articles, or from available funds, or take any other action thereon.

At the time of the printing of this warrant, one Town department requires operating budget transfers prior to the end of the fiscal year:

<u>From</u>	<u>To</u>	<u>Amount</u>
Dept. Head - Salary & Wages	HR – Salary & Wages	\$22,000
Dept. Head – Salary & Wages	HR – Personnel Admin.	\$8,000

These transfers were necessitated by the reorganization of the HR Office in the fall of 2019. With the departure of the HR Director, the Assistant Town Manager absorbed the general oversight of the office, the admin position was elevated to HR Assistant, and the Director position was redeployed as an HR Generalist. These changes resulted in a net savings to the operating budget.

Article 3: State Public Works Grant. To see what sum the Town will vote to appropriate for public works projects, such sum to be reimbursed by the State Transportation Bond Bill, or take any other action thereon.

The Legislature has authorized an additional appropriation of \$20 million from the Commonwealth's supplemental budget. These Chapter 90 funds will be used for roadway-related improvements, as part of the Town's ongoing pavement management program. We recommend that the full amount of the Town's apportionment of **\$89,494** be authorized by Town Meeting.

Article 4: Land Swap. To see if the Town will vote (§ 1) to authorize the Board of Selectmen to petition the General Court to enact legislation in substantially the following form [**Appendix 4.2 (pg. 7)**], provided that the General Court may reasonably vary the form and substance of the requested legislation within the scope of the general public objectives of the petition and (§ 2) to authorize the Board of Selectmen to act within the scope and intent of the general public objectives of the petition to the General Court [**Appendix 4.3 (pg. 8)**], or take any other action thereon.

This article seeks Town Meeting's approval to reaffirm an exchange of certain parcels between the Danvers Historical Society's (DHS) property at Glen Magna Farm and the Town's Endicott Park. The exchange was previously approved by Special Town Meeting in June of 1986, but was never finalized and subsequent changes to State law around that time regarding procurement rules and the disposition of parkland has prevented the completion of the deal. To comply with the new laws, a Home Rule Petition to the State Legislature was prepared and is required to complete the exchange.

The need for the exchange can be traced back to when the properties were acquired by the Town and DHS in the early 1960s, when what is now Endicott Park was slated to be developed into single-family housing subdivisions. The Town acquired the yet-to-be-built lots, while the Historical Society acquired the parcel containing the mansion and Tea House. Subsequently, this arrangement revealed a flaw: the Town owns the parking area used for Glen Magna, while DHS owns a portion of the meadow area and activity field that is used for programming and treated as part of Endicott Park.

To address the details of this swap, the article also seeks permission to create easements to ensure no loss of access occurs for either party, as well as deed restrictions on the parcels the Town is conveying to DHS to ensure that the land is preserved as is and not subsequently developed.

Please refer to Appendix 4.1 (pg. 6) for a map depicting the existing and proposed conditions.

Article 5: Character Based Zoning Districts (CBZD). To see if the Town will vote to amend the Zoning By-law and Zoning Map by: Moving Section 18, “Maple Street Traditional Neighborhood Development Overlay District” to empty Section 22; inserting new Section 18 “Character Based Zoning Districts”; inserting new Section 19 “Danvers Town Center – Core District”; inserting new Section 20 “Danvers Town Center – Live/Work District”; inserting new Section 21 “High Street Corridor Mixed Use District,” and other technical changes required to maintain internal consistency within the Zoning Bylaw, or take any other action thereon.

The proposed zoning language (97 pages) and design standards (89 pages) referenced above are available electronically on the Town website: <https://www.danversma.gov/downtown-corridor-rezoning/>. For hard copies of one or both documents, please contact Ann Freitas in the Town Manager’s Office by email (afreitas@danversma.gov) or by phone (978-777-0001 x 3069).

Overview

This zoning article, building off the Maple Street Traditional Neighborhood District (MSTND) adopted by Town Meeting in December of 2017, is intended to satisfy several community goals and objectives. Now, as then, a primary goal is to support the downtown economy by promoting more compact, mixed-use development (meaning commercial and residential uses incorporated in the same building or site). The Planning Board and the Planning and Economic Development Division have held more than a dozen public meetings and workshops over the last eighteen months to discuss expanding mixed-use development to the remainder of the downtown area. Having received valuable and mostly positive public feedback from these meetings, the Planning Board and Town staff are putting forward this article.

This proposal is intended to help create some diversity in the Town’s housing stock while simultaneously locating new housing units in an area to support new and existing downtown businesses. Roughly two-thirds of the Town’s 11,000 housing units are detached, single-family homes, but there is growing demand – particularly by retirees and empty-nesters wishing to downsize and stay in town after raising their families here (aging in place) or, conversely, by young adults looking to relocate or return to the area – for smaller housing options closer to downtown amenities like restaurants, banks, retail, and public transit.

Principally, this zoning amendment is aimed at the existing Commercial I, Commercial IA, and Industrial I zoning districts in the downtown area (along Maple Street and High Street). Most residential uses are not permitted in the C-1A district, and all residential uses are prohibited in the C-1 and I-1 districts. These existing zoning districts were developed post World War II and allow many intense commercial and industrial uses that are no longer appropriate for the downtown, such as manufacturing, self-storage, warehouses, boatyards, and fuel storage facilities.

The marketplace is signaling for an increase in downtown residential development, but because residential uses are currently prohibited or strictly regulated in the downtown, proposed residential developments, which are supposed to be directed by a community-based plan (this proposal), must instead apply for a use variance with the Zoning Board of Appeals (ZBA). This results in inconsistent development patterns in the downtown that can lead to uneven transitions between residential, commercial, and industrial uses, and inconsistent design standards from one property to the next. The CBZD proposal is intended to bring predictability to future development by providing detailed regulations and design standards for the downtown.

The proposed Downtown Corridor (DTC) zoning regulations and design standards are identical to those of the Maple Street Traditional Neighborhood District (MSTND) approved by Special Town Meeting in December 2017. These regulations/standards serve to:

- Expand downtown housing choices not currently permitted in the downtown
- Ensure compatibility with the current uses in surrounding traditional neighborhoods
- Encourage public/private passive/active open space
- Enhance streetscapes and public ways to improve connectivity
- Provide design standards specific to building scale and height, landscape and screening, setbacks, façade, streetscapes, and parking
- Formalize a Planning Board development review process
- Diversify the mix of goods, services, dining, and residential choices in the downtown and respond to market opportunities in an attractive and functional way
- Calibrate scale, density, and design standards that are appropriate and unique to Danvers

In addition to promoting appropriate residential and business development, the proposal aims to address concerns raised during the public input process; namely, traffic, parking, affordability, and scale (i.e. preventing the “canyon” effect). Concerns about the “canyon” effect (i.e., scale) are addressed specifically in FAQ #5 on pg. 16 of the warrant.

The proposed zoning text expressly provides for parking demand management (i.e., developments must accommodate their own parking) and traffic mitigation by contributing to a community-designed plan. This aspect of the proposal ensures that when development occurs, traffic management must consider the pedestrian and streetscape experience in order to simplify moving cars through the development area as efficiently as possible.

The zoning proposal also includes requirements regarding how developments will contribute to the Town’s affordable housing obligations under MGL Chapter 40B by requiring that at least 12.5% of the housing units created in the district qualify for inclusion on the state’s affordable housing inventory. Like the Town’s existing Inclusionary Zoning Bylaw requirement, smaller developments will be required to pay an in-lieu-of fee, while larger proposals will need to provide a portion of the units built within the project.

Understanding the Technical By-Law Change

The Planning Board has been extensively discussing the proposed zoning regulations and design standards for the Downtown Corridor (DTC) and its three associated districts: the Core District (DTC-C), the Live/Work District (DTC-L/W), and the High Street Mixed Use Corridor District (HSMUC). These regulations aim to promote walkable, mixed-use development at a scale appropriate for Danvers.

Because the proposed DTC zoning regulations and design standards are identical to that of the Maple Street Traditional Neighborhood District (MSTND) adopted by Special Town Meeting in December 2017, the Planning Board recommends that the design standards in Section 18 of the zoning bylaw (MSTND) also apply to the three new DTC districts.

The language in **Section 18** will stay the same, but it will be renamed “Character-Based Zoning Districts” and apply to the three new DTC districts (in addition to the MSTND). The new Section 18 will thus outline

the overarching regulatory framework, site development, public realm, and affordability standards for all four CBZDs.

Sections 19-22 (currently unused in the zoning by-law) will articulate those technical regulations that are specific to each district and its unique location within the downtown.

Section 18 – Character-Based Zoning Districts (CBZD)

Section 19 – Danvers Town Center – Core District

Section 20 – Danvers Town Center – Live/Work District

Section 21 – High Street Corridor Mixed-Use District

Section 22 – Maple Street Traditional Neighborhood Development Overlay District

As noted above, digital versions of these sections can be found on the Town’s website or requested through the Town Manager’s Office.

Board of Selectmen

/s/ Daniel C. Bennett

Daniel C. Bennett, Chairman

/s/ David A. Mills

David A. Mills

/s/ William H. Clark, Jr.

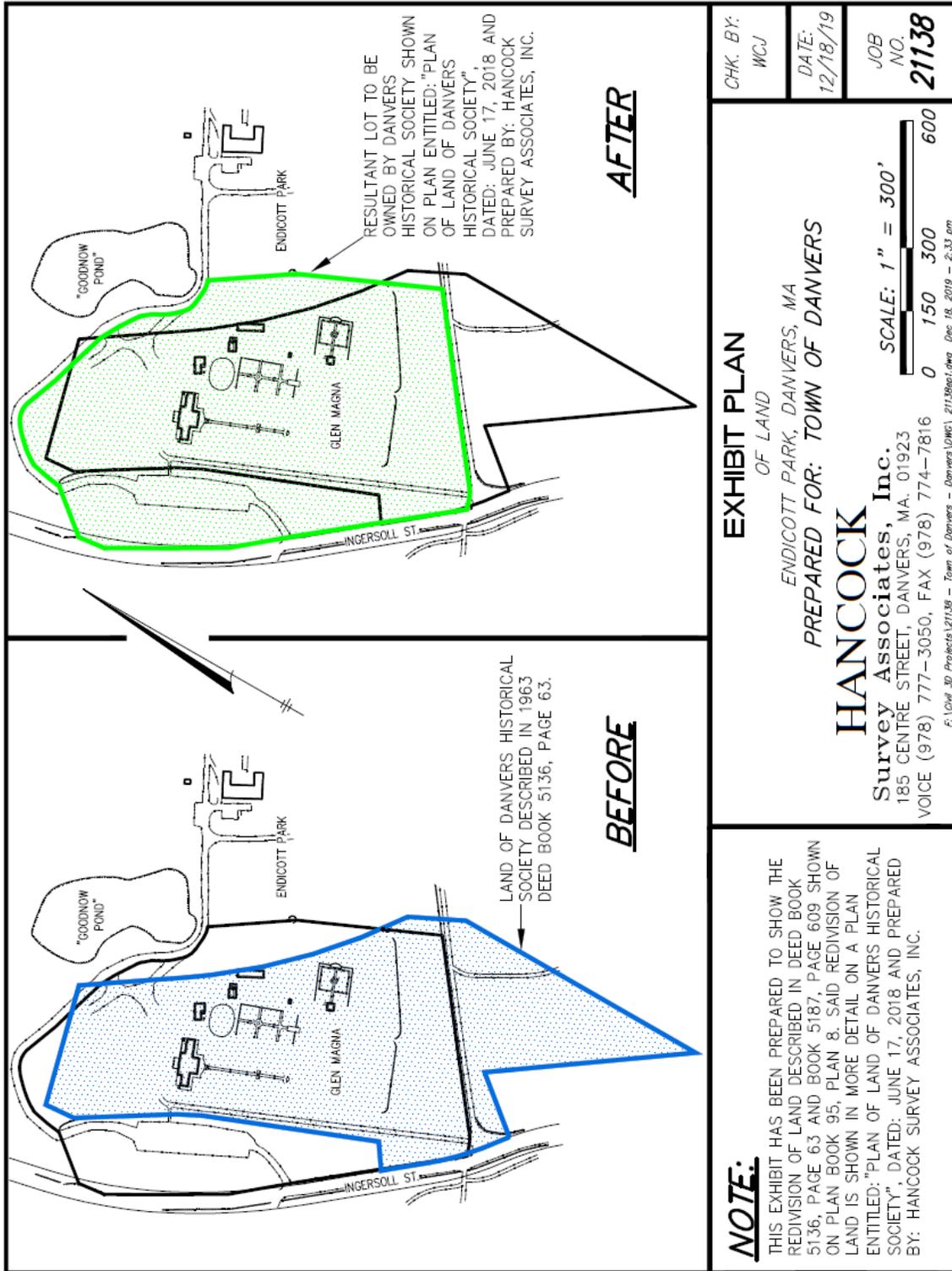
William H. Clark, Jr.

/s/ Gardner S. Trask III

Gardner S. Trask III

/s/ Diane M. Langlais

Diane M. Langlais



NOTE:
 THIS EXHIBIT HAS BEEN PREPARED TO SHOW THE REDIVISION OF LAND DESCRIBED IN DEED BOOK 5136, PAGE 63 AND BOOK 5187, PAGE 609 SHOWN ON PLAN BOOK 95, PLAN 8. SAID REDIVISION OF LAND IS SHOWN IN MORE DETAIL ON A PLAN ENTITLED: "PLAN OF LAND OF DANVERS HISTORICAL SOCIETY", DATED: JUNE 17, 2018 AND PREPARED BY: HANCOCK SURVEY ASSOCIATES, INC.

EXHIBIT PLAN
 OF LAND
 ENDICOTT PARK, DANVERS, MA
 PREPARED FOR: TOWN OF DANVERS
HANCOCK
 Survey Associates, Inc.
 185 CENTRE STREET, DANVERS, MA. 01923
 VOICE (978) 777-3050, FAX (978) 774-7816
 SCALE: 1" = 300'
 0 150 300 600
 F:\Local_30_Projects\211306 - Town of Danvers - Danvers\DWG\ 211306.dwg Dec 18, 2019 - 2:33 pm

CHK. BY: WCJ
 DATE: 12/18/19
 JOB NO. 21138

Article 4: Land Swap (§ 1): To see if the Town will vote (1) to authorize the Board of Selectmen to petition the General Court to enact legislation in substantially the following form, provided that the General Court may reasonably vary the form and substance of the requested legislation within the scope of the general public objectives of the petition...or take any other action thereon.

AN ACT authorizing the Town of Danvers to convey and acquire certain property

SECTION 1. Notwithstanding the provisions of Chapter 30B, section 16 (c), (d), (e) and (f) of the General Laws, Chapter 132A, Section 11 of the General Laws, or any other general or special law to the contrary, the Board of Selectmen, on behalf of the Town of Danvers, is authorized to convey to the Danvers Historical Society, two (2) parcels of land located between Ingersoll Street and Forest Street in the Town of Danvers, reserving to the Town of Danvers and its successors in interest an easement shown as Access Easement A within Parcel A on the plan described below to use the gravel roadway located within said Access Easement A for all purposes for which streets are commonly used in the Town of Danvers. Said parcels of land are shown as Parcel A, containing approximately 127,475 square feet (2.926 acres) and Parcel C, containing approximately 42,163 square feet (0.968 acres) on a plan entitled "Plan of Land of Danvers Historical Society prepared for the Town of Danvers" Scale 1" = 40', dated June 17, 2018, prepared by Hancock Survey Associates, Inc., 185 Centre Street, Danvers, Massachusetts 01923; said conveyance shall be subject to the restriction that no building shall be located on said Parcel A and said Parcel C; and

SECTION 2. Notwithstanding the provisions of Chapter 30B, Sections 16 (c), (d), (e) and (f) of the General Laws, the Board of Selectmen, on behalf of the Town of Danvers, in consideration for the conveyance authorized in Section 1 above is authorized to accept a conveyance from the Danvers Historical Society of two (2) parcels of land located between Ingersoll Street and Forest Street in the Town of Danvers. Said parcels of land are shown as Parcel B, containing approximately 1,588 square feet (0.036 acres) and Parcel D, containing approximately 128,638 square feet (2.953 acres) on a plan entitled "Plan of Land of Danvers Historical Society prepared for the Town of Danvers" Scale 1" = 40', dated June 17, 2018, prepared by Hancock Survey Associates, Inc., 185 Centre Street, Danvers, Massachusetts 01923. Said conveyance shall include the gravel roadway located within Parcel B as shown on said plan. Said conveyance shall reserve to the Danvers Historical Society and its successors in interest an easement shown as Access Easement D within said Parcel D on said plan, for access to Parcel E shown on said plan;

SECTION 3. The authorization conferred by this Act is contingent upon a certain Preservation Restriction Agreement described below being amended to include within its scope Parcel A and Parcel C described in Section 1, and to exclude from its scope Parcel B and Parcel D described in Section 2. Said Preservation Restriction Agreement is entitled "**PRESERVATION RESTRICTION AGREEMENT** between the **COMMONWEALTH OF MASSACHUSETTS** by and through the **MASSACHUSETTS HISTORICAL COMMISSION** and the Danvers Historical Society," is dated July 3, 2017, and is recorded with the Southern Essex District Registry of Deeds at book 36015, page 155.

SECTION 4. This act shall take effect upon its passage

Article 4: Land Swap (§ 2). To see if the Town will vote... (§ 2) to authorize the Board of Selectmen to act within the scope and intent of the general public objectives of the petition to the General Court, or take any other action thereon.

1. To see if the Town will vote to authorize the Board of Selectmen, on behalf of the Town of Danvers, to convey to the Danvers Historical Society two (2) parcels of land located between Ingersoll Street and Forest Street in the Town of Danvers, shown as Parcel A, containing approximately 127,475 square feet (2.926 acres) and Parcel C, containing approximately 42,163 square feet (0.968 acres) on a plan entitled “Plan of Land of Danvers Historical Society prepared for the Town of Danvers” Scale 1” = 40’, dated June 17, 2018, prepared by Hancock Survey Associates, Inc., 185 Centre Street, Danvers, Massachusetts 01923, which conveyance shall reserve to the Town of Danvers and its successors in interest an easement shown as Access Easement A within Parcel A on the plan described below to use the gravel roadway located within said Access Easement A for all purposes for which streets are commonly used in the Town of Danvers; said conveyance shall be subject to the restriction that no building shall be located on said Parcel A and said Parcel C; and further

2. To see if the Town will vote to authorize the Board of Selectmen, on behalf of the Town of Danvers, in consideration for the conveyance authorized in item B above, to accept a conveyance from the Danvers Historical Society of two (2) parcels of land located between Ingersoll Street and Forest Street in the Town of Danvers, shown as Parcel B, containing approximately 1,588 square feet (0.038 acres) and Parcel D, containing approximately 128,638 square feet (2.953 acres) on a plan entitled “Plan of Land of Danvers Historical Society prepared for the Town of Danvers” Scale 1” = 40’, dated June 17, 2018, prepared by Hancock Survey Associates, Inc., 185 Centre Street, Danvers, Massachusetts 01923. Said conveyance shall include the gravel roadway located within said Parcel B as shown on said plan. Said conveyance shall reserve to the Danvers Historical Society and its successors in interest an easement shown as Access Easement D within said Parcel D on said plan, for access to Parcel E shown on said plan. Said authorization is on such terms and conditions as the Board of Selectmen shall deem to be in the best interests of the Town of Danvers, provided that the Town of Danvers shall not pay any money for the acquisition of Parcel B and Parcel D;

3. The authorization conferred by this article shall include the authorization for any applicable Town of Danvers board, commission or employee to seek any federal or state permit or other approval necessary to accomplish the purposes of this article;

4. The authorization conferred by this article is contingent upon a certain Preservation Restriction Agreement described below being amended to include within its scope Parcel A and Parcel C described in item B above, and to exclude from its scope Parcel B and Parcel D described in item C above. Said Preservation Restriction Agreement is entitled “**PRESERVATION RESTRICTION AGREEMENT** between the **COMMONWEALTH OF MASSACHUSETTS** by and through the **MASSACHUSETTS HISTORICAL COMMISSION** and the Danvers Historical Society,” is dated July 3, 2017, and is recorded with the Southern Essex District Registry of Deeds at book 36015, page 155.

Downtown Corridor Executive Summary

Location: The Downtown Corridor (DTC) primarily encompasses the existing Industrial I-1 (I-1), Commercial-1 (C-1), and Commercial-1A (C-1A) zoning districts found in the downtown area from Maple Street to High Street. A map of the DTC can be found in the 2020 Special Town Meeting warrant book.

Purpose: To support the downtown economy by providing opportunities for living units and small to medium-sized local businesses to be integrated into a traditional neighborhood development pattern characterized by:

- Moderate Density
- Horizontal and vertical mixed-use close to and within the downtown core
- Encouraging alternative transportation modes to the private automobile
- Public services and recreation amenities
- A transitional area from surrounding residential neighborhoods

An important goal of the DTC zoning initiative is to provide a more consistent and predictable framework for future development opportunities.

Intent and Benefits: Danvers is and will continue to be dominated by family-oriented housing. Of the Town's 11,000 housing units, roughly 7,000 are single-family detached homes. This zoning proposal is intended to create some diversity in the Town's housing stock while locating new units in an area that will help the vitality and quality of new and existing businesses downtown. The new zoning will also:

- Offer a full range of housing choices for households of all incomes, ages, and sizes to meet the goal of preserving local character and diversity. The new units in the corridor will offer alternatives to empty-nesters wishing to stay in town and young adults who are looking to return home but cannot afford the price of a traditional single-family home
- Promote low-impact, sustainable redevelopment that is pedestrian-friendly
- Provide development standards to allow context-sensitive design, predictability, and creative site planning
- Encourage quality redevelopment of building stock and new opportunities for business growth and local job creation
- Encourage incentives for developers to invest in downtown through façade programs, streetscape improvements, additional green space, traffic-related improvements, etc.

Timeline for Build-Out: Approval of the DTC proposal will kick-off the gradual redevelopment of this area over the next 30 to 50 years. Typical additions to the local housing stock in Danvers are in the range of roughly 25 units annually. While the Planning Division aims to help regulate, guide, and encourage growth, it has no control over the timing of development. The pace of redevelopment in the Tapleyville and Danversport areas since they were rezoned serves as an example of the expected gradual pace of redevelopment.

Overview: Danvers has been active in planning and implementing zoning changes for some of its Industrial-1 zoned land since 2006 to promote safe, well designed, mixed-use projects throughout downtown and

waterfront neighborhoods. The current zoning initiative builds upon the successful Maple Street Traditional Neighborhood model adopted by Special Town Meeting in December of 2017. The DTC builds upon the core concepts of creating thriving mixed-use and pedestrian-friendly neighborhoods that enhance the livability of our community.

Current Uses: The downtown area spanning from Maple Street to High Street is primarily comprised of the Industrial I-1 (I-1), Commercial-1 (C1), and Commercial 1-A (C1-A) zoning districts. Within the existing Industrial I-1 Districts, uses such as self-storage/warehouses, car washes, and wholesaling are allowed by-right. Most residential uses are not permitted in the C1-A district, and no residential uses are permitted in the I-1 or C-1 districts. Several of the single-family residences within the I-1, C-1, and C1-A pre-date current zoning and are considered “pre-existing, non-conforming,” meaning they were built before residential uses were prohibited. Newer residential developments within these districts were approved through findings or use variances from the Zoning Board of Appeals. This system of seeking zoning relief has sometimes resulted in mismatched downtown neighborhoods that have uneven transitions between residential, commercial, and industrial uses. The DTC zoning proposal is intended to bring predictability to future development.

DTC Zoning Bylaw and Design Standards

Building Types: The proposed zoning allows many different building types, including residential, commercial, fabrication/flex space, and civic buildings. Unlike most current zoning regulations that have one dimensional standard for all buildings (i.e., lot size, frontage, setback, and height), each building type in the DTC has its own dimensional and design standards. For example, residential buildings have a deeper setback, lower height limit, and are above grade to provide a sense of privacy and compatibility with the surrounding neighborhood. Commercial and mixed-use buildings have little or no setback with large windows at grade with the sidewalk to create an attractive pedestrian environment and take advantage of business visibility from the street.

Setbacks: Unlike most current zoning regulations that have a minimum setback, the proposed DTC has a Build-To-Zone (BTZ) which established a minimum and maximum setback where the front of the building must be placed. The purpose of this standard is to ensure that new development is pedestrian-oriented and creates a strong relationship with the sidewalk and street. This is a common and critical design characteristic in traditional villages and neighborhoods.

Building Height Limit: Each allowable building type in the DTC has a specific height limit. Building height maximums in the DTC range from 1.5 stories (20 ft) to 4 stories (45 ft). The purpose of setting these limits is to balance the goal of creating a comfortable level of street enclosure for pedestrian enjoyment without creating a “canyon effect” where tall buildings at the property line overwhelm the street.

Residential and Bonus Incentives: The residential density in the proposed DTC is like that of the Tapleyville or Maple Street overlay districts. Under the new zoning, the Planning Board may allow higher densities up to the maximum established in the bylaw if the applicant can provide specific Public Realm Improvements (PRI) that provide benefits to residents and businesses in the DTC and surrounding area.

Eligible Public Realm improvements include the following:

- Improvements to designated Civic Zones
- Land acquisition or donation to the Town or a designated non-profit agency for publicly accessible active or passive recreation in desirable locations within the DTC or surrounding area.
- Sidewalks and pathways
- Streetscape improvements such as street trees and furnishings on public streets or contribution of land suitable for a public way or public streetscape improvements
- Public parking spaces and publicly-accessible parking facilities
- Additional affordable housing units above the number required

Design Standards Guiding Principles: The proposed zoning will provide the flexibility to adapt to changing market conditions to allow for downtown “lifecycle” housing and business choices by creating a template for an attractive, economically supportive core, including:

- A mix of uses and flexible building space
- Architectural context and adaptive reuse of historic structures
- Relationship with downtown core and surrounding neighborhoods
- Accessible, attractive, active, open, and civic space
- Landscape and streetscape character
- Alternative modes of transportation
- Downtown and neighborhood gateways

General Design Standards: General Design Standards cover building and site design techniques such as building placement and orientation, façade articulation, fenestration, massing, roof forms and pitch, and the visual harmony between the individual elements of a building. Standards also integrate best practices in site design, including energy efficiency, sustainable stormwater management techniques, landscaping, and low impact development (LID) techniques.

Building Frontage and Façade Standards: The building frontage and façade standards provide a gradual transition and substantial connection between the yards and building interiors and the sidewalks, and civic spaces. Different frontage and façade design standards are coupled with specific building types to ensure privacy for residential buildings, permeability for commercial and mixed-use buildings, and prominence for civic and community buildings.

Sign Standards: Within the DTC, there are principal and accessory signs permitted. These include Sandwich Board Signs, Blade and Projecting Signs, Window Signs, Outdoor Displays, and others that are common in traditional village and neighborhood centers, and that contribute to walkability and an attractive pedestrian environment. For example, projecting blade signs allow pedestrians (as well as drivers) to see businesses ahead on both sides of the street. This is important for a pedestrian-oriented district, as well as providing opportunities for businesses to express their unique identity and creativity through context-based design standards.

Open Space: Unlike most current zoning regulations that have a minimum percentage requirement for landscaping, the proposed DTC design standards allow for a variety of Outdoor Amenity Spaces (OAS) that must be included in new development projects. OAS range from neighborhood parks, playgrounds, and community gardens, to plazas, rooftop terraces, courtyards, outdoor dining areas, or even common yards for

private residences. The overall purpose is to ensure that the DTC includes a variety of passive and active recreational space.

Public Realm Standards: The Public Realm includes publicly-owned or publicly-oriented spaces and facilities such as streets, open spaces, and utilities. The purpose of the Public Realm Standards ensures the development of a well-connected and multi-modal travel network that reinforces the standards designed to create a positive relationship between streets, open spaces, parking, and private development. Design standards for existing and new streets, crosswalks, curb cuts, pedestrian passages, public utilities, and outdoor seating are intended to bolster traditional village and neighborhood center character and activity and to promote the social, environmental, and health benefits provided by a walkable development pattern.

Affordability Provisions: The new base zoning includes requirements regarding how developments will assist the Town in ensuring that a portion of the units created in the district will qualify for inclusion on the State's Subsidized Housing Inventory (SHI). The 12.5% affordability requirement for development within the proposed district will help us stay in compliance with Chapter 40B, which requires that 10% of housing units qualify under SHI (currently, the Town is at 10.3%); like the Town's existing Inclusionary Bylaw, smaller developments pay an in-lieu-of fee, more extensive proposals will contribute a portion of the units built toward the SHI.

DTC Districts

The DTC includes three districts. The districts outlined within the DTC are areas where specific uses, development patterns, and building characteristics are desired or intended to be protected. Each of the three districts has specific development standards, as outlined below, that incorporate existing design elements and create transitions between existing and new commercial/residential uses.

- Danvers Town Center – Core District (DTC-C): The Core District is regulated for mid-scale commercial uses and denser residential development. This district builds upon what is already present in the downtown area by incorporating higher density limits and allowing specific commercial uses by right. The standards for the Core District aim to protect the historic character of existing buildings, improve walkability, enhance public civic spaces, and foster new mixed-uses.
- Danvers Town Center – Live/Work District (DTC – L/W): The Live/Work District aims to provide a range of housing choices and small-scale commercial uses that are compatible with the traditional building forms found in downtown neighborhoods today. The by-right development scales and densities within the L/W District are less than that of the Core District and serve to facilitate reinvestment in downtown neighborhoods by expanding small-scale uses and housing choices. Providing different housing options appeals to a broad range of age, income, and household types that otherwise may not be able to afford to live in the downtown. Encouraging differing housing and commercial uses within the L/W district will also serve to enhance the vitality of the downtown – an overall goal of the DTC.
- High Street Mixed-Use Corridor (HSMUC): Unlike the other districts within the corridor center, the HSMUC District serves to encourage more commercial development rather than dense residential development. Although this District provides more opportunity for commercial development, it also seeks to transform the existing auto-oriented corridor into an attractive, walkable, mixed-use district. Within the HSMUC District, certain household types (townhouses and multi-family) are allowed by Special Permit and commercial uses (fabrication and civic) are allowed by right.

Traffic and Parking in the DTC

One of the top concerns voiced by participants in this planning process has been parking and traffic. The proposed zoning text expressly provides for parking demand management (i.e., developments must accommodate their own parking) and traffic mitigation by paying into a Town-controlled fund. This aspect of the proposal ensures that when new development occurs, it is contributing to improvements in traffic management to be used in the DTC. The parking standards and regulations within the DTC also provide incentives for new commercial developments that implement alternative transportation mode programs (carpooling, car-share, public transit reimbursement). Based on data and experience, it is expected that some residents drawn to these districts will seek to live, work, and shop with reduced dependence on personal vehicles.

The DTC bylaw also includes site planning and development standards specific to parking (e.g., a minimum of 1.5 spaces per 1 bedroom dwelling unit and 2 spaces per 2 bedroom dwelling unit). These standards include requirements relating to access, screening, capacity, setbacks, circulation, and the number of spaces in relation to varying commercial or residential uses. Alternative parking types, programs, and structures are also encouraged under the new proposed zoning. These alternatives include:

- Shared Parking and Mixed-Use
- Car-Sharing Programs
- Stacked and Valet Parking
- Tandem Parking
- Street Side Parking on privately-owned lots
- Alternative Fuel Vehicle parking

In 2015, the Town published the *Downtown Parking Study*, which provided steps the Town could take to improve parking availability, use, and programs. *One of the key takeaways from this report is that downtown Danvers has significant amounts of parking (1,700[±] public and private parking spaces within 0.2 miles of the Square) but is not currently maximizing its use and availability (around 60% utilization).* Some of the suggestions to improve the efficiency of its use included zoning for shared parking, creating a “fee in lieu of” program, improving parking signage, and encouraging better use of off-street parking. The suggestions outlined in the Study were implemented into the new proposed base zoning.

Downtown Corridor FAQs

1. What area are we talking about? For the sake of brevity, we’re calling this base rezoning project area “The Downtown Corridor” (DTC). The boundaries of the DTC run along Elm, High, and Maple Street, as shown above in **Appendix 5.1**. The proposed DTC is further separated into districts, which are explained below in **FAQ #6**.

2. Why are we proposing zoning changes for this area? Much of our current zoning was adopted in the decades after WWII. Since 2006, the Planning Board has been working systematically with the support of the Board of Selectmen to rezone our existing Industrial-1 districts. This proposal builds upon the successful model adopted by Special Town Meeting in December 2017; the Planning Board has crafted new base zoning regulations for the defined DTC area, which would allow for more pedestrian scale, mixed-use, affordable development. These regulations also serve to support the downtown economy by permitting more compact, mixed-use development. This zoning proposal is intended to create diversity in the Town’s housing stock and locate housing units in an area that will help the vitality and quality of existing and new businesses downtown. These regulations were drafted based on input from numerous public workshops and meetings and have been crafted to reflect the community’s vision for the downtown, at an appropriate scale and density.

3. What uses are currently allowed in the area? The downtown area spanning from Maple Street to High Street is primarily comprised of the Industrial I-1 (I-1), Commercial-1 (C1), and Commercial 1-A (C1-A) zoning districts. Within the existing Industrial I-1 Districts, uses such as car dealerships, self-storage/warehouses, car washes, and hotels/motels are allowed by-right. Most residential uses are not permitted in the C1-A district, and no residential uses are permitted in the I-1 or C-1 districts. Any current residential uses in these districts were either present prior to the adoption of the zoning code (74 years ago) and considered “pre-existing, non-conforming” or else approved by the Zoning Board of Appeals through findings or use variances.

4. What if we do nothing? As noted above, newer residential developments within these districts were approved through findings or use variances from the Zoning Board of Appeals, with more in the pipeline. Relying on this system as the primary permitting track is not only difficult for property owners and abutters to navigate, but it puts unfair pressure on the ZBA and has led to uneven results when looking at key metrics, like density, and, because of the lack of an overall plan, inconsistent transitions between residential, commercial, and industrial uses. The table below summarizes a few of these projects.

ADDRESS	DATE	TYPE	UNITS	AREA	DU/AC
12 CHERRY STREET	2010	Res	5	0.53	9.4
83 HOLTEN STREET	2011	Res	5	0.19	26.3
78 HOLTEN STREET	2013	Mixed	6	0.41	14.6
15 CHERRY STREET	2014	Mixed	11	1.18	9.3
11 & 20 LOCUST STREET	2015	Mixed	24	1.00	24.0
25 CHERRY STREET	2017	Res	6	0.32	18.8
44 & 50 MAPLE STREET	2018	Mixed	16	0.41	39.0

An important goal of this proposal is aimed at creating a more predictable and consistent permitting environment downtown. Most development projects need multiple permits from multiple boards. While this is intended as a safeguard for the community, the recent permitting downtown has had more to do with the

current rules being incompatible with the demand for more housing units closer to amenities. In fact, it has been more of an obstacle for the Town in terms of hosting quality projects. This proposal seeks to ensure that future development occurs within a broader framework that considers the aggregate impacts in ways that case-by-case approvals cannot address. While the Planning and Economic Development Division, at the direction of the Selectmen, intends to increase its investment in board training and development, establishing predetermined rules applicable to the entire area may help minimize some of the unintended or unavoidable impacts inherent in the status quo.

5. How do we know that the development within the new district will be attractive, will fit the character of Danvers, and won't result in a Rantoul Street-like canyon? While developing this proposal over the past year, residents regularly said “we like the concept, but please don't turn our downtown into another Rantoul Street.” Although capturing some of the vibrancy and thriving local business climate on Rantoul Street reflects part of this proposal's vision, the scale, density, height restrictions, and set back requirements in this proposal were designed to be unique to Danvers based on the overwhelming feedback (i.e., smaller scale, less dense, etc.) The proposed zoning reduces the height limits in the existing Industrial 1 district, requires upper floors to be stepped back from the street to ensure that the canyon-like effect tall buildings create is eliminated, and includes extensive Design Standards that provide predictability for developers, the Planning Board, and residents as projects go from concept to approval. These standards were continually refined throughout the public input process and address details such as building treatments, signage, and facades. These standards also aim to preserve the historic character of Danvers by requiring designs that incorporate turn of the century architectural elements.

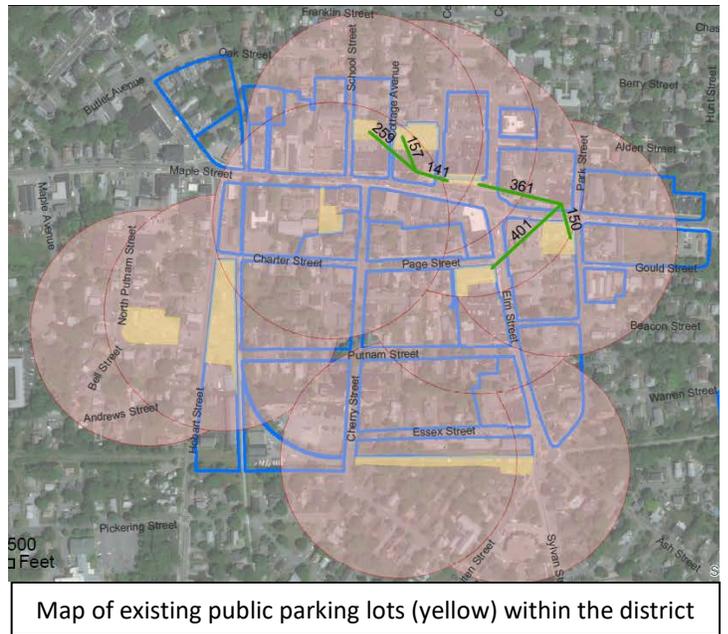
6. Won't this make the parking situation in the downtown worse? Currently, there are more than 1,700 public and private parking spaces within 0.2 miles of the Square, but utilization of our existing parking infrastructure is inefficient, at roughly 60%. The current proposal strengthens the requirements for parking by setting appropriate parking rates and explicitly establishes stronger parking demand management – that is, it requires applicants to consider a variety of strategies that will encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users, and improve parking facility design.

The proposed new base zoning requires parking that, on average, will largely mirror current standards and introduces many tools for managing parking demand more effectively across the districts, rather than on a parcel-by-parcel basis. The Town will also be implementing wayfinding (signage) later this year to direct residents, visitors and workers to the ample off-street parking that already exists. For those wishing to review our findings in detail, please see the 2015 *Downtown Parking Study* posted to the Town's website.

Better management and wayfinding is needed, but that does not equate to more supply. On the following page is a map showing the publicly controlled lots (in yellow), each ringed by a circle of 500 feet in diameter. While one may not always be able to park directly in front of the business one is trying to patronize when one wants to, almost all of the Maple Street corridor falls within multiple rings. As previously acknowledged, the Town needs to better manage the spaces we have and ensure that future projects enhance the broader system.

A more nuanced concern discussed throughout the process focuses on the perception that the residential aspects of these projects will need more parking than will be built. While the proposed parking rate is graduated, over time it should average out to about two spaces per unit. If the actual units that get built are small (studio or one-bedroom), then that number will be lower (but never less than 1.5), if the units are bigger (2+ bedrooms) than that average will be two (or close to it). Given the market we are trying to encourage (downsizing baby-boomers and young adults), we think we've correctly set these thresholds. These standards do, however, require a trade-off for those looking to live downtown – the benefits of compact living may come at the expense of a third vehicle.

Similar to the density table above, this table details the variability on the residential parking numbers for the same projects.



ADDRESS	DATE	TYPE	UNITS	PARKING	#/DU
12 CHERRY STREET	2010	Res	5	12	2.4
83 HOLTEN STREET	2011	Res	5	10	2.0
78 HOLTEN STREET	2013	Mixed	6	12*	2.0
15 CHERRY STREET	2014	Mixed	11	26*	2.4
11 & 20 LOCUST STREET	2015	Mixed	24	47**	1.9
25 CHERRY STREET	2017	Res	6	12	2.0
44 & 50 MAPLE STREET	2018	Mixed	16	20*	0.8

* - RESIDENTIAL COMPONENT ONLY

** - TOTAL PARKING COUNT

7. What about traffic and congestion? A significant portion of our local congestion on High Street is caused by pass-thru traffic accessing Route 128, which is exacerbated (a) by the fact that the circa 2012 MassDOT project to rebuild the ramps and raise/widen the bridge (in order to add lanes beneath) was only partially complete: the ramps were done but the bridge was deferred and (b) by unreliable rail service that puts more people in cars. The gradual redevelopment of these districts will not have a noticeable impact on this condition, nor will maintaining the status quo. The Town continues to pursue additional remedies to address local congestion, including working with our legislative delegation on transportation policy and funding, pursuing completion of the 2012 project with MassDOT, and partnering with neighboring communities to seek regional solutions. In April 2019, the North Shore communities, including Danvers, committed to a shared vision and transportation related actions items, which can be seen at the link below:

<http://www.mapc.org/wp-content/uploads/2019/11/NSC-Transportation-Vision-04.29.2019-FINAL.pdf>

Although addressing transportation issues like congestion is bigger than any one community or subregion, this proposal goes further than prior initiatives by requiring proposed developments to assist the community in enhancing the downtown streetscape rather than merely offering improvements that will maximize the

particular site's access and egress. These improvements will balance the desire of the community, as input throughout the planning process has taught us, to have a safer, more enjoyable, and walkable corridor. While the congestion problem may not be of our making, there is more that could be done to improve the experience of those in the corridor and several incremental improvements that can be made to mitigate the traffic. We aim to ensure that as new development projects occur, these small improvements are made.

8. Will there be improvements to the streetscapes and public ways? What about open space? Unlike most conventional zoning regulations that have a minimum percentage requirement for landscaping, the proposed DTC design standards allow for a variety of Outdoor Amenity Spaces (OAS) that must be included in new development projects. OAS range from neighborhood parks, playgrounds, and community gardens, to plazas, rooftop terraces, courtyards, outdoor dining areas, or even common yards for private residences. The overall purpose is to ensure that the DTC includes a variety of passive and active recreational spaces.

9. Why do we need to consider including an affordability provision in our new zoning? The new base zoning includes requirements regarding how developments will assist the Town in ensuring that a portion of the units created in the district will qualify for inclusion on the State's subsidized housing inventory (SHI). The 12.5% affordability requirement for development within the proposed district will help us stay in compliance with Chapter 40B, which requires that 10% of housing units qualify under SHI (currently, the Town is at 10.3%); like the Town's existing Inclusionary Bylaw, smaller developments pay an in-lieu-of fee, bigger proposals will contribute a portion of the units built toward the SHI.

10. If I rent or own space in the proposed district (a business, house, apartment), what impact would the new downtown re-zoning have on me or my property? Changes in the new base zoning will not affect existing residential or commercial properties within the DTC if those properties maintain their existing uses. For example, an existing commercial use in the downtown can continue to operate business as usual under the new zoning, essentially in perpetuity, but if they chose to expand their building to accommodate residential units above their business, they would be required to meet the neighborhood scale design standards under the new DTC zoning. In simple terms, the new zoning will have no impacts on existing properties *unless* those properties choose to change their existing uses (i.e., residential converting to commercial, etc.).

11. What are the different "districts" within the DTC? Within the DTC, there are three districts. These districts help to separate design types appropriate to each area, providing varying residential densities, and allow for a better transition between commercial, residential, and public space developments. Each district has its regulations, density limits and design standards, which help to shape the overall attractiveness and navigability of the Downtown Corridor. The districts are as follows:

- **Danvers Town Center – Core District (DTC-C)**

The Core District is regulated for mid-scale commercial uses and denser residential development. This district builds upon what is already present in the downtown area by incorporating higher density limits and allowing specific commercial uses by right. The standards for the Core District aim to protect the historic character of existing buildings, improve walkability, enhance public civic spaces, and foster new mixed-uses.

- **Danvers Town Center – Live/Work District**

The Live/Work District aims to provide a range of housing choices and small-scale commercial uses that are compatible with the traditional building forms found in downtown neighborhoods today. The by-right development scales and densities within the L/W District are smaller than that of the Core District and serve to facilitate reinvestment in downtown neighborhoods by expanding small-scale

uses and housing choices. Providing different housing options appeals to a broad range of age, income, and household types that otherwise may not be able to afford to live in the downtown. Encouraging differing housing and commercial uses within the L/W district will also serve to enhance the vitality of the downtown – an overall goal of the DTC.

- **High-Street Mixed-Use Corridor District (HSMUC)**

Unlike the other districts within the corridor center, the HSMUC District serves to encourage more commercial development rather than dense residential development. Although this District provides more opportunity for commercial development, it also seeks to transform the existing auto-oriented corridor into an attractive, walkable, mixed-use district. Within the HSMUC District, certain household types (townhouses and multi-family) are allowed by Special Permit and commercial uses (fabrication and civic) are permitted by right.

12. What does a “mixed-use” building look like? The Tapleyville Overlay provides an excellent example at *78 Holten Street*, with a café (Daniella’s) on the first floor and six units of housing above. The site is 0.41 acres with a building design that complements the surrounding neighborhood. This building is 51 feet tall, where the proposed maximum building height in the DTC is limited to 45 feet. The project at 20 Locust Street is a similar example, which was approved (through use variance) in 2016. This project is a mixed-use building with commercial space on the first floor and 24 residential units above.



13. What timeframe(s) are we talking about? Will Danvers Square be completely redeveloped in a few years? No, it is likely to take many years to achieve anything close to build-out in the DTC. A reasonable timeline for build-out could be in the range of 30 to 50 years. Tapleyville and Danversport area redevelopment provide notable examples of the pace of redevelopment since adoption. Typical additions to the local housing stock in Danvers are in the range of 20-30 units annually. The Planning Division aims to help regulate, guide, and encourage growth, but it has no control over the pace of development.

14. Have there been any additional studies or plans that address Downtown initiatives and re-zoning? There have been a number of studies and reports over the past ten years that relate to both re-zoning industrial districts and downtown revitalization:

- **2006:** Danvers Zoning Bylaw Review & Recommendations
- **2009:** Danvers Mixed-Use Industrial-1 (I-1) Study (2009)
- **2015:** (1) Danvers Maple Street I-1 District Action Plan; (2) Downtown Danvers Parking Study; (3) Danvers Bicycle Network & Pedestrian Priority Plan
- **2017:** (1) Maple Street I-1 Area Placemaking Audit and Vision Plan; (2) Maple Street I-1 Area Draft C40R Zoning Code and Design Standards; (3) Downtown Area Traffic Management Report

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Danvers aims to rezone downtown corridor to allow housing

By Ethan Forman Staff Writer



Rezoning plans for Danvers Square and the rest of the downtown area will allow for mixed-use buildings, including adding apartments. [Ryan McBride/Staff photo]

DANVERS — While there are some homes and apartments in and around Danvers Square, a quirk of the neighborhood's zoning is that most residential uses are forbidden in the immediate downtown.

And that poses a barrier to the type of mixed-use developments, with shops on the ground floor and apartments above, that are seen as a way to boost the economic fortunes of a community's downtown.

There are some single-family homes in the area – they were built before zoning prohibited them.

Over the years, some housing has been approved through variances, but overall, development has been a mishmash of uneven transitions between homes, shops and industrial uses. After years of

talking about rezoning the downtown to encourage mixed-use, Danvers is on the verge of doing so early next year.

Town planning staff and consultant Ted Brovitz have crafted new "Downtown Corridor" zoning rules that would stitch together a hodgepodge of zoning districts downtown. The goal is to make the downtown more livable and walkable, while providing for a mix of uses and affordable housing.

The area is made up of Industrial-1, Commercial-1 and Commercial 1-A zoning districts that pretty much rule out housing or mixed-use developments, except with variances.

The new Downtown Corridor would encourage a mix of uses by changing the underlying zoning of the downtown into three new "subdistricts." The new zoning would also come with new affordability provisions to help the town meet its state affordable housing requirements.

After a public hearing on Tuesday, the Planning Board voted 5-0 for the new zoning proposal, said Aaron Henry, the town's director of Land Use and Community Services. Town Meeting members will get a chance to vote on these zoning changes at a Special Town Meeting on Feb. 10.

"It's all good stuff," said Dan Bennett, chairman of the selectmen.

About a year ago, Bennett said, selectmen asked the Planning Board to not only tackle the downtown, but rezone the High Street corridor as well, which this zoning proposal does.

However, if an existing residential or commercial property maintains its use, it will not be affected. If a commercial building were to expand to become a mixed-use building with apartments on the upper floors, it would have to meet the zone's new design standards.

Henry said there are some other changes in that the new rules do not allow for the development of a marina, warehouse or self-storage facility, which he said are not uses present in the downtown.

Henry said any loss of a potential use would be more than offset "once you add in the ability to add residential."

The standards look at such things as building treatments, signage and facades. As far as parking goes, developments could pay into a transportation fund in lieu of providing the minimum required parking spaces. There would also be incentives for developments that encourage carpooling, car-share programs and the use of public transit.

Residents may be familiar with the Downtown Corridor zoning rules in that they are essentially the same ones approved two years ago for the Maple Street Traditional Neighborhood

Development Smart Growth Overlay District adjacent to the downtown in an area of the intersection of Hobart and Maple streets. This zone was created at the end of 2017.

The difference is the Downtown Corridor zoning would change the underlying zoning of the neighborhoods. It would also create three new "subdistricts" called Danvers Town Center — Core District, Danvers Town Center — Live/Work District, and High-Street Mixed-Use Corridor District.

Each "subdistrict" has its own design types with their "own regulations, density limits and design standards," according to a "frequently asked questions" flyer provided by Henry.

Here is a snapshot of the three new subdistricts and where they are located:

The Core District would encourage "mid-scale commercial uses and denser residential development," according to a description in the "frequently asked questions" flyer. These rules build on what is already in the downtown by allowing increased density limits (more units of housing) and certain commercial uses by right. The Core District would include Danvers Square and a section of both sides of Maple and High streets. It would be bounded by Hunt Street to the south, Hobart and Locust streets to the north, the intersection of Sylvan, Holten and Ash streets to the west and roughly a block wide stretch east of Maple Street.

The Live/Work District would offer a wide range of housing choices and small-scale commercial uses that fit in with the present neighborhood. This zone would be made up of several blocks around the intersection of Cherry and Putnam streets.

The High Street corridor rezoning would include both sides of High Street and run south of Porter Street to Route 128. It's meant to encourage commercial development in what is an Industrial-1 zoning district dominated by banks, gas stations, a shopping plaza, restaurants, an appliance store, a liquor store, and a truck dealership. The zoning would provide for more commercial uses, which would be allowed by right, while housing would require a special permit. Still, the zoning aims to make High Street, which sees heavy traffic, more attractive and walkable with a mix of uses.
