



*Town of Danvers*  
**Planning Board**

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

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

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**Daniel J. Toomey Hearing Room**  
**May 27, 2014**  
**7:00 p.m.**  
**MINUTES**

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

**STAFF BRIEFING**

Day told the Board they had a long agenda for this evening's meeting. She thanked the audience in advance for their patience. She told the Board that the next meeting will have a lighter agenda. The Page Street matter was on this evening's agenda, but the applicant asked to continue without discussion until the meeting on June 10<sup>th</sup>. She also reminded the Board that the draft Housing Production Plan will be presented by the Danvers Affordable Housing Trust at that meeting. This should allow the Planning Board to have an in depth discussion with the Trust.

Sears told the audience that the Board would take an item out of order on the agenda.

**OTHER BUSINESS**

**Request for Acceptance of Planning Board Covenant and Endorsement of Plans for the 33 Princeton Street Definitive Subdivision by New England Land Trust.**

Chair James Sears recused himself.

Attorney Nancy McCann appeared before the Board on behalf of John Thompson, Trustee of New England Land Trust. A Covenant Agreement has been submitted by the applicant, and they asked that it be accepted for surety for ways and services. She stated that the submittal of restrictive covenants was a condition when this subdivision was approved; these have been submitted to the Board with the revised plans.

Zilinsky stated that Town Counsel had determined that the subdivision plans should be endorsed. It seems there is no time limit for the applicant to make the changes required in the Certificate of Action, and the Board is under obligation to endorse the plans.

Henry asked for an explanation.

McCann stated that the subdivision was approved in 2006, and no appeal was filed. She stated that New England Land Trust is in the process of acquiring the project to finish it.

Patty Knickle and Carol Gomez addressed the Board. They live on Perkins Road which is across the street from the development. They understand that the development is going to happen. They were here in 2006, and back then there was a sewer line problem. Knickle stated it backs up. Waste bubbles up and it overflows in front of their homes. The Engineering Department knows it is very hard to add more homes to this sewer line, and since 2006 this has gotten worse. She felt this subdivision was being approved when a lot of time has lapsed. She stated that the sewer line needs to be addressed. She also felt that a four-way stop sign was needed.

Zilinsky stated that she remembered these issues being brought up when this subdivision was before the Board in 2006. The Town Engineer has approved the revised plans. She told Knickle that her concerns are noted, but the Board is under obligation to endorse. Zilinsky suggested that she go to the Engineer and address her concerns. Knickle said they will go to the Town if there are issues.

Cheetham confirmed that there was a lot of debate in 2006 regarding the sewer line. She said that they modified the site plan with landscaping and sloping. They also addressed the traffic issues, and they had received recommendations about there being a four-way stop sign.

Knickle asked who would be responsible for maintenance of the catch-basins. Zilinsky said her advice would be to contact the Town if the maintenance is not satisfactory.

Zilinsky said that Rodgers reviewed the revised plan and did not have a problem endorsing the plans.

Knickle asked if the sewer line was going to be connected with Princeton. Day advised her to take this up with Engineering.

**MOTION:** Henry moved to accept the Covenant and Restrictive Covenants. Cheetham seconded the motion. The motion passed by a vote of 4-0.

**MOTION:** Henry moved to endorse the subdivision plans. Cheetham seconded the motion. The motion passed by a vote of 4-0.

## **PUBLIC HEARINGS**

**256 Andover Street.** Request for a Special Permit for a Common Drive under Section 30.2.9 of the Zoning Bylaw submitted by Calvary Chapel North Shore for property located in the Residential IIIA Zone District. The application is to allow a small portion of the existing driveway to serve as a common/shared driveway for a new lot being created for a parsonage and an abutting single-family home. (Assessors Map 47, Lot 21) (*SPA action date: June 18, 2014*)

Sears read the legal notice and opened the hearing.

Nancy McCann appeared before the Board on behalf of the applicant, Calvary Chapel North Shore. With her this evening was Richard Salvo, Project Engineer, and Pastor Matthew Nadworthy. She stated that the ANR and Site Plan Modification applications were presented at the last meeting. A 32,000 square foot lot was being taken from the major parcel to build the parsonage. McCann stated that they did not present the Special Permit Application for the common drive due to an error with the legal ad.

McCann stated that the present curb cut would become a common drive to service the parsonage and to eliminate the need for another curb cut on Route 114. She stated that all requirements have been met.

The Engineer, Rick Salvo, stated that they appeared before the Conservation Commission regarding this application, and they have been issued an Order of Conditions. He described the existing dwelling on the plan as well as the driveway going to the residence. Salvo stated that they did get comments from Engineering about a pervious driveway which they incorporated into the plan. He stated that the driveway is 22.8 feet wide where it is common to both residences. The majority of the drive is located on the subject property.

Prentiss asked if the applicant saw the note about speaking with the Assessor. McCann responded that the Assessor has already assigned the property the address of 252 Andover Street.

Farmer confirmed that there is “No U-turn” sign when you leave the site. He confirmed that there would be no change of signage.

Henry asked about the easement. McCann stated that financing the construction of the parsonage was the reason the lot was carved out. The property would be transferred into a different ownership, and then an easement would be granted. She suggested that the easement go in as a condition.

**MOTION:** Henry moved to close the public hearing for the Special Permit Application for 256 Andover Street. Zilinsky seconded the motion. The motion passed by unanimous vote.

**MOTION:** Henry read the Certificate of Action and moved to approve the Special Permit Application for 256 Andover Street. Zilinsky seconded the motion. The motion passed by a unanimous vote.

**15 Cherry Street & 4 Charter Street.** Request for Site Plan Approval pursuant to Section 4 of the Zoning Bylaw. The applicant Donald Burnett, Trustee of First Charter Realty Trust, proposes to construct a new two-family residence on Cherry Street. The rear of 15 Cherry Street will be improved by removing the large storage building, material storage area and commercial truck parking lot, and replacing those commercial elements with a two-unit townhouse and a three-unit townhouse. The 4 Charter Street property will be renovated back to a single family three-bedroom home; the barn will be renovated into a small one-bedroom unit. (Assessor's Map 43, Lots 380 and 393) (*SPA action date: May 30, 2014*)

Sears read the legal notice and opened the hearing.

Attorney Nancy McCann appeared before the Board on behalf of the applicant, Donald Burnett, Trustee of First Charter Realty Trust. The engineer, Scott Cameron, and the architect, Dan Skolski, were also present. McCann stated that they were here to allow the redevelopment of 15 Cherry Street and 4 Charter Street. They are looking to combine the property into one parcel. Currently, the property is being used by Jones Brothers Insulation in a very non-conforming way. A finding was received from the Zoning Board of Appeals to allow what is being proposed this evening. There are presently three antique structures on the site. The property located at 15 Cherry Street presently has two commercial units and two residential units. The existing home at 4 Charter Street is used for commercial office purposes. The old barn structure is presently used for storage. They are proposing to replace the non-conforming uses with residential uses. They are looking to renovate the property back to its original use, which was a three-bedroom home, and create a single-bedroom home. They are proposing to remove the storage structure and eliminate all the non-conforming uses going on for Jones Boys. They will be replaced with two townhouse structures and three townhouses in the rear. A duplex will be constructed with two three-bedroom units.

The original 15 Cherry Street property was built in 1844 as a sea captain's house known as the Putnam-Crosby House. It was then turned into a funeral home and has been used for commercial purposes ever since. The renovated building will contain two residences.

The property at 4 Charter Street was built as a single family home. It will go back to a single family home with three bedrooms. There will be a total of eleven units with two existing commercial units. McCann stated that they met the requirements for setback, parking and landscaping. She stated it would be an improvement to the neighborhood. A finding was granted by the Board of Appeals. There are presently 31 diesel trucks on site which start as early as 5:30 am. They have daily box truck deliveries. It is a very intense commercial use. This was re-zoned into a residential area. The proposed redevelopment of the property is in keeping with what the Town had intended through current zoning.

McCann stated that stormwater calculations and a landscaping plan had been submitted to the Board. The comments from Engineering, the Building Inspector, and Fire Department are favorable.

Scott Cameron, from the Morin-Cameron Group, Inc. addressed the Board. He stated that presently the majority of the property is pavement, and what is not pavement is dirt. He showed the parking on the existing site as well as landscaping, which is only on the perimeter.

Cameron showed the Site Layout Plan to the Board. The majority of the property will be landscaped, which he described. He stated that there is about a 4,000 square foot increase in open space. The restoration and landscaping is the emphasis, and parking meets Site Plan Approval requirements. Cameron said there are 31 trucks presently on the site today. The site generates 300 trips today. They were able to estimate the existing use. Employees park on the street or on the municipal parking lot.

Cameron stated that traffic should decrease on the site to 10 trips per unit, which is 200 trips per day. The site can accommodate parking on the premises. Since it is a designed redevelopment project, they do not have to meet stormwater guidelines. They did add underground storage, which is 100% for treatment and discharge from the site. Cameron said they met with the Engineering Department, and they added 25% of storage for the drainage system. They wanted to bring the site to compliance as best they could. Cameron said the stormwater system was reviewed and approved by Engineering.

Cameron described the Utility Plan. The water system has an eight-inch water main to service the proposed dwellings. There are existing services and new services proposed. Two additional fire hydrants are being added to the site.

The Landscaping Plan showed that there is plenty of room on site for snow storage. This should not be an issue.

The proposed lighting is residential sconces. There are free-standing light poles for safety in the parking areas. There will be a screening fence around the perimeter. Cameron stated that they will try to preserve some of the trees on the site.

The architect, Dan Skolski, from DMS Design, LLC, addressed the Board. He showed what the buildings would look like. There will be a duplex on Cherry Street which will be a classic colonial. Even though it is going to be a two-family, it will look like a classic one-family colonial. He took care to vary the design of the new buildings. The mixed-use building on Cherry Street will stay as it is. The home that was an office will stay as is. He showed the Board the barn that would be converted to a single-family residence, and he showed what the townhouse units would look like.

Cheetham asked if the trees on the border of the property were existing trees. She asked for more detail on the lighting and lamp posts.

McCann stated they were going to try to retain as much as they could around the border for landscaping. She passed out pictures of the trees they were going to retain.

Cameron stated that the lamp posts in front of each townhouse unit would be six feet in height. All other lighting would be residential downcast.

He stated that a majority of mature trees were being preserved. They will add perimeter screening, and the streetscape will be fully maintained.

Henry asked why the principal structure was being “horseshoed”, and why there was a connection with the two parking lots. Cameron responded that this was so a firetruck and ambulance could get to the back of the site. They also wanted to separate the commercial and residential use.

Henry pointed out that there were going to be several utility cuts across Cherry Street. He asked if the Town had any regulations other than just patching and trenching. He felt it would be nice to see a more comprehensive treatment of Cherry Street. He pointed out that the trenches run from curb to curb.

McCann stated that there are no set regulations they need to meet. She stated that the site will want to have an appeal to it, and they will do what needs to be done to make it look attractive and meet DPW requirements.

Henry pointed out that there were going to be three trench cuts which total a 48 foot patch. He would like a condition for curb to curb. He felt it would look like spaghetti in front of the property. He felt the Town was going to be left with a problem.

McCann asked Cameron for his opinion. He stated that there were multiple services that were going to be consolidated. They would try to bring together what they could, but there would be at least three main patches.

Henry questioned the type of fence material that would be used. Cameron said they had not yet determined the type, color and make. The intent was to have a six-foot screening. They want to present a nice project, and they do not want to cut corners. He stated that the fence may be vinyl since it is low maintenance.

Henry asked for a condition to protect trees where possible. He felt if they did not commit to saving some trees, the applicant could take them all down. He wanted the applicant to show what trees they were going to save. He felt the language needed to be strengthened, and saving the trees would be great for the project. Cameron stated that some of the trees straddle lot lines. McCann stated that they could address this when they get into the site, but they would take a condition to work with staff. They could deal with saving trees of a certain caliper. With some additional thought and input, they could take a condition of that type.

Zilinsky had questions concerning traffic circulation. She asked how people would access the condominiums. Cameron showed the present curb cuts. Cameron stated the long dead-end was to provide emergency vehicles the opportunity to get to the back of the site. He described the parking circulation. Zilinsky asked about access from Charter Street. Cameron responded that they were going to widen it to be able to park three cars.

Cheetham asked what if someone comes in for the business on the site. She does not see the need for a one-way. Cameron described the reason for residential and commercial parking. Cheetham felt it was unfriendly, and felt that if it was 24 feet wide, they could drive both ways.

Zilinsky felt they would drive both ways anyways. She liked the "One Way" and "Residents Only".

McCann stated that the one-way was 18 feet.

Zilinsky questioned whether an area was visitor parking, and McCann stated it was business parking. There is also a municipal parking lot near the project. Zilinsky questioned the height of the buildings, and was told the tallest was 29 feet to the roof line. Cameron stated that the tallest building is the existing front building. A discussion ensued about the height of the buildings.

McCann stated that the Zoning Board of Appeals asked for confirmation that the new structures would be lower than the existing Putnam Crosby Building.

Zilinsky would like the mature trees saved. She felt the traffic impact would not be significant. She liked the landscaping. She is concerned with the density and number of units, and she asked about an affordable housing unit.

McCann responded that the project did not require an affordable housing component. Zilinsky asked if they would contribute to the housing trust.

McCann stated that they originally went to the ZBA with 12 units. They met all the dimensional, landscaping, and parking requirements. The ZBA asked them to consider a reduction in the number of units, and they came up with the 11 unit design. She stated that there was discussion if they could contribute an affordable unit. The applicant asked the ZBA if they wanted to increase the number of units back to 12, and then they would offer the affordable unit. The finding was granted for 11 units. McCann stated that they have a small one-bedroom unit that would be of an affordable nature.

McCann stated that other towns restrict when the affordable unit is applicable. They met the bylaws with this project. This has been in the design stages for a year. If they are required to give away a unit, that has to be in the mix up front.

Cheetham stated that three or four projects have come through the ZBA without an affordable unit.

Zilinsky said she was liked the landscaping and buffers.

Prentiss wanted the mature trees addressed, and was disappointed that an affordable housing unit was not being offered. He asked where the catchbasins were going to be, and Cameron showed him.

Prentiss stated abutters were concerned with the runoff from the snow storage area. Cameron responded that everything drains towards the parking.

Farmer asked if any amenity packages were planned, and is there anything preventing them. McCann stated that they would need to modify the site plan.

Sears asked if the snow storage which was mainly at the rear of the site was adequate. Cameron showed the areas where snow could be moved and stored. Sears asked how emergency vehicles would be able to get in when there were 10 foot high snow piles. Cameron said there were enough areas for snow storage on the sides of the site.

Henry asked if the units were going to be rental or ownership. McCann stated it was suggested that they were going to be condominiums.

Sears stated that he had an issue with the density. There is a lot of use of the site. Sears asked if the commercial tenant was going to remain, and McCann responded that they intended to.

Sears asked how many parking spaces were for the residential units and how many for the commercial units. Cameron responded ten spaces.

Sears asked if they had decided on colors, and Skolski stated that this had not yet been confirmed.

Sears asked if there was going to be a dumpster or trash container, and McCann responded that there would be private pick-up. Sears questioned the commercial unit, McCann stated that it currently has Town pick-up. McCann stated that they did not want to have a dumpster on the site, which can be avoided by having private pick-up.

Dan Bennett, 12 Page Street, Selectman. Bennett stated he was confused whether these were going to be apartments or condominiums. McCann stated that there were two existing apartments now, but they were going to have condominiums.

He pointed out that the property at 12 Cherry Street went through Site Plan review, and three sides of the property were stripped.

Bennett had concerns that the ZBA did not give up one unit for affordable housing. They were not concerned how dense this site was.

Bennett stated that trash pick-up should not be before 7:00 a.m.

Bennett stated that the Affordable Housing Trust needs to look at affordable housing issues. The Planning Board created a mechanism for projects over five units with the intent to give the Town an affordable housing piece. This needs to be corrected. It is unfortunate for a developer to come to Town without giving an affordable unit for this project. The Town needs to maintain 10% affordable housing. Bennett stated that they did not need a project like this. This project is driven by profit, and it is not giving the Town an affordable housing unit.

Alan Draper, 9 Cherry Street. Draper stated that he was confused by the drawing and asked if there was a new unit at 4 Charter Street. McCann said the exterior would look the same. There would be interior renovations. Draper said he was surprised that nothing was being done with that property when so much work was being done to the site. McCann responded that all historic structures were not being changed. Skolski stated that they would be doing cosmetics. Draper said that Charter Street becomes a mess in the winter with snowbanks. He felt there was not a need for the middle two units, and he felt the bare minimum was being done for greenscape.

McCann said this needed to be a financially viable project. The property presently has a very intense commercial use right now. She stated that this property could continue to be have a commercial use. The developer is trying to do a residential use, but it has to be financially viable.

Bill Bradstreet, 18 Essex Street. Bradstreet stated that the area around this site has been described as dense and busy. He felt another busy location is not going to improve the area. If it is bad, adding another bad site is not going to make it better. He felt this was going to be imposing in an already busy neighborhood.

Day said that there are long term concerns with stormwater infrastructure at sites like this. The applicant has set up a protocol for stormwater management. They need to make sure these are being met because there are weak points in even the best developments.

Day stated that they would discuss the affordable unit at the next Planning Board meeting where they will be discussing the Housing Production Plan. The Planning Board wanted to amend the bylaw with a reach-out provision to compel the ZBA to have affordable units in their findings, but Town Counsel ruled out such a measure. She said she will get more information for the Board.

Day asked how many employees were parking in the Hobart Street parking lot. She was told there are 40 drivers and 12 office staff.

Cheetham said she was at a workshop recently with Susan Fletcher. Many towns and cities have stated that the inclusionary zoning on the books is so onerous that they have given up on the bylaws and allow the developer tell you what they can give you. She said that these cities and towns are having a lot of success with this. Rather than trying to re-write the bylaws, there are other ways to get affordable housing.

**MOTION:** Prentiss moved to close the public hearing for Site Plan Approval for 15 Cherry Street and 4 Charter Street. Zilinsky seconded the motion. The motion passed by unanimous vote.

**MOTION:** Zilinsky read the Certificate of Action and moved to approve the Site Plan for 15 Cherry Street and 4 Charter Street. Prentiss seconded the motion. The motion passed by a unanimous vote.

**161 Andover Street.** Request for a Major Modification to an approved Site Plan pursuant to Section 4 of the Zoning Bylaw submitted by CarMax Auto Superstores, Inc. for property at 161 Andover Street located in the Route 114 Corridor -Zone A Corridor. The applicant proposes to redevelop the existing automotive dealership (Toyota) into a new dealership by demolishing two existing dealership buildings (approximately 63,000 square feet) and constructing a smaller single dealership building containing 20,221 square feet. A security inventory storage area will be created. (Assessor's Map 48, Lot 16) (*SPA action date: June 23, 2014*)

Sears read the legal notice and opened the hearing.

McCann appeared before the Board on behalf of the applicant, CarMax Auto Superstores, Inc. for redevelopment of the property located at 161 Andover Street. The property started off as a Grossman Home Improvement Center. A finding was issued to allow a change from outdoor storage of construction materials to outdoor storage of vehicles. They have been looking at this site since 2011 because they wanted to bring the CarMax experience to the North Shore area. CarMax has been working on the plans since 2011. Comments from various departments have been incorporated into the plan being shown tonight. They have had numerous meetings with Captain Brooks for circulation for emergency vehicles. McCann said that they needed to go to the ZBA because this site was a non-conforming use, and they received a finding for the redevelopment. There will be no increase for inventory vehicles. It will remain the same as the Toyota dealership. There is a full movement traffic signal, and there are no changes to the curb cut and traffic signal. McCann said that the Grossman buildings will be removed and be replaced with one efficient building. McCann stated that one of the main components of the site layout is the way CarMax operates. It separates the vehicles for sale from customer and employee vehicles. She said it is a safer operation for customers walking in and out. McCann said that a very comprehensive Site Plan was submitted. John McNamara from CarMax was here this evening. Jake Hertz will go through the plan in detail. McCann said that they met with Town departments on several occasions. They are requesting a waiver for traffic impact analysis since nothing is being changed. A waiver was also requested for visual impact assessment. The waiver for the parking lot design was a result of a meeting with Captain Brooks for emergency vehicles.

John McNamara, the real estate manager with CarMax, addressed the Board. He said that they have a store in North Attleboro, and they are very excited about this store. They started in 1993 in Virginia, and their business is focused on used cars. They consider themselves a retailer rather than a car dealer. They are very transparent; there are no games with financing or trade-ins. They back the cars with a five day money-back guarantee. They provide 30-day bumper to

bumper warranties. The corporation has grown from 31 stores to 60 stores, and they are growing at a rate of three per month. They are a Fortune 100 company and listed as one of the top one hundred companies to work for. They have a great presence, and they look the same after 10 years. They have no sales and no flags. They have a clean retail look that goes with their sales model and customer experience.

Sears asked the hours of operation. McNamara responded that it varies based on the market, but generally the hours are from 10 a.m. to 9 p.m.; Saturday 9 a.m. to 9 p.m.; and Sunday 1 p.m. to 9 p.m.

Prentiss asked if the cars come from the same area (Virginia). McNamara responded that they get half of the vehicles from regional auctions, and a great source comes from customers. Prentiss confirmed that once the inventory is set, half of the vehicles would come from auctions and the other half would come from customers.

Sears asked if they recondition vehicles on site, and McNamara responded no.

Farmer asked the average age of the used vehicles, and McNamara responded they were between one to six years old and had less than 60,000 miles. He stated that the cars they purchase from customers are shipped off-site. They are a wholesaler. Auctions will not take place at this site.

Jake Hertz, from Centerpoint Intergrated Solutions, LLC, addressed the Board. He described the existing access at the site today. Mass DOT advised them not to change the intersection. They are, however, changing the geometry of the entrance. As a customer pulls onto the site, they will be directed to employee and customer parking areas.

At one of the meetings with Captain Brooks, they decided to add another gate to the site. There is full access to the front of the site. All car carriers can access the back of the parking lot to be safe loading and unloading cars. Customers will be directed by signage into the sales building to the sales associates, who work on a set commission. The customer then proceeds out to the inventory area, which is separated for security. They want to have it set up as a retailer. All the similar cars are together. Within the sales building, they have a lot of touch screens which allow them to search vehicles at the site. There are smaller drive aisles since there is no public access in this area. Captain Brooks wanted a fire lane which provided for access to the building. All gates can be opened by the fire department with a key in an emergency. The staging area was described. CarMax will purchase a car from someone whether they want to buy a car or not. The vehicle purchased will be brought back and staged until it can be shipped off. The car wash is only for sales inventory vehicles. They provide very minor service, and it is primarily for their own vehicles. Any warranty work is shipped out to other dealers.

Hertz said that they have a fuel dispenser. He said that Captain Brooks had concerns and they proposed to put the tank underground. It is a double-walled tank, made of fiberglass, and fully alarmed. What is paved today is what is being paved in the future. They have added more landscaping as well as more landscape islands.

Nancy pointed out building elevation drawings with the landscaping sheets to the Board.

Hertz said the building will be made of a split-faced concrete block and a smooth-faced concrete block. He stated that the mechanicals on the roof were screened.

Farmer asked what the setback of the new building was compared to the old building. McCann stated that the existing buildings are non-conforming while the new buildings will be fully conforming.

Prentiss asked about the present landscaping and what percentage of landscaping will exist after the site is developed.

Hertz said there would be a two percent decrease in impervious area.

Zilinsky had no questions. She liked that customers were segregated from the inventory. She felt it would be an improvement to the site.

Cheetham had questions concerning the photometrics. She asked where the lights would be, how tall, and how bright. Hertz stated that they were not proposing LED lights. They will be on a 23 foot pole standing on a 2 foot base for lamp having a total height of 25 feet. He stated that they are meeting the code. When the dealership closes, the lights turn down 25%. They drop another 25% after the employees leave.

Prentiss asked if there was going to be a lit sign. Hertz said that there is a monument sign that is lit internally.

Zilinsky asked if the tall Toyota sign was going, and this was confirmed that it was not. It was going to be changed to read CarMax.

Hertz said that all lights are shielded. They are full cut off downcast fixtures.

Zilinsky asked about the landscaping along Route 114. Hertz said that they would be low plantings and trees around the customer/employee parking. There would be low plantings in front of the cars.

Henry is pleased with the site, and felt it was an improvement.

Sears liked the separated parking for inventory. He asked for more details for the circulation/signage.

Hertz said there are arrows to direct carriers, customers and employees for sales and service. At the gated entrance there will be "STOP" / "DO NOT ENTER" signs. There is a separate entrance/exit to reduce conflicts. An associate drives the vehicles to the gate together with the customer, and then they switch places and pull out. The employee returns the car to the space from which it came.

Sears asked about snow storage. Hertz said they will be utilizing the same area being used now. He stated that the back of the site is not paved and will remain that way. They will, however, stabilize it.

Sears asked about the dumpster adjacent to the service building. Hertz said it would be surrounded by concrete walls, and a gate will enclose the dumpster. Hertz said there was a reclaim tank system for fluids and oils. These are all double-walled containers within concrete pits.

Sears asked where the underground gas tank would be located. Hertz said it would be at the back of the site. The full tank would be underneath a striped stall, and fuel trucks can easily access the 4,000 gallon tank.

Sears confirmed that there was no outdoor audio, and they would accept this as a condition. Hertz said that they do have a security system that has a voice warning instructing people to leave the property. The site is monitored 24/7.

Cheetham asked for an explanation about stabilizing the area they use for snow storage. Hertz said they would stabilize it with gravel since right now it is a mud pit. The gravel will help filter and disperse water. McCann stated that they have an upcoming meeting with the Conservation Commission regarding this issue.

**MOTION:** Zilinsky moved to close the public hearing for the Major Modification to Site Plan Application for 161 Andover Street. Henry seconded the motion. The motion passed by unanimous vote.

**MOTION:** Cheetham read the Certificate of Action and moved to approve the Major Modification to Site Plan Application for 161 Andover Street. McCann asked that the outdoor audio be changed to reflect security. Henry seconded the motion as amended. The motion passed by a unanimous vote.

**22-24 Page Street.** Request for Site Plan Approval pursuant to Section 4 of the Zoning Bylaw submitted by John Ciampa and Joseph Ciampa for property at 22-24 Page Street located in the C-1A Zoning District. The applicant proposes to raze the three buildings presently on the site and construct a three-story mixed-use building comprised of two residential levels above and office/retail space on the street level. (Assessor's Map 43, Lot 369) (*SPA action date: June 20, 2014*) (**Continued without discussion at the applicant's request to June 10, 2014.**)

Sears read the legal notice and opened the public hearing.

**MOTION:** Henry moved to continue the hearing for Site Plan Approval for 22-24 Page Street to June 10, 2014. Cheetham seconded the motion. The motion passed by unanimous vote.

## **OTHER BUSINESS**

**Wadsworth Farm – Saratoga Lane.** Request by Artisan Development LLC for release of performance guarantee for completed site improvements for the Definitive Subdivision known as Wadsworth Farm (Saratoga Lane). (Assessors Map 24, Lots 9 and 10).

McCann addressed the Board and said that this was the final bond release for Saratoga Lane which was approved as a public way. She is asking the Board to release the funds being held in the amount of \$1,300. Town Engineer, Rick Rodgers, sent a memo recommending release of the bond.

Cheetham stated that she spoke with one of the neighbors who said they were happy with the project and glad that it is done.

**MOTION:** Prentiss read the Certificate of Action and moved to approve the request for release of the performance guarantee for Wadsworth Farm – Saratoga Lane. Zilinsky seconded the motion as amended. The motion passed by a unanimous vote.

## **MINUTES**

May 13, 2014

**MOTION:** Prentiss moved to approve the minutes of May 13, 2014. Henry seconded the motion. The motion passed by a vote of 4-0. Zilinsky abstained.

## **ADJOURNMENT:**

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

The meeting adjourned at 10:40 p.m.

Respectfully submitted: Francine T. Butler

The Planning Board approved these minutes on June 10, 2014.