

# Danvers

## SECTION 32

### HATHORNE WEST

#### 32.1 Purpose

The purpose of this district is to manage the redevelopment of a portion of the former Danvers State Hospital campus. It is the intent of this by-law to retain the site's open and natural landscape, while allowing redevelopment to enhance historic preservation of buildings and historical features, vistas, and the natural character of the site. Section 32 incorporates findings from the Danvers State Hospital Re-Use Study, dated March 25, 1993, and the Danvers State Hospital Re-Use Implementation Report, dated July 29, 1994. In the Hathorne West District, a developer may choose to conform to either all of the controls which govern the base District and as set forth in Sections 32.2 through 32.5 below, and/or the Planned Development Area (PDA) development controls and processes as set forth in Sections 32.6 through 32.12.

#### 32.2 Uses Permitted by Right

1. Specialized Elderly Residence and Care Facilities
2. Nursing Homes
3. Daycare Facilities
4. Hospital and Healthcare Facilities
5. Agricultural, Floricultural and Horticultural Uses, provided there are no retail sales from the premises (unless otherwise allowed under MGL 40A, S.3)
6. Educational Facilities
7. Wireless Communication Link:
  - (a) Ground mounted.
  - (b) Roofline mounted allowed as an accessory use.
8. Accessory uses, not to exceed 15% of the gross floor area of the structures on the lot; the provisions of this Section 32.2 (7) shall not apply to parking structures.

#### 32.3 Dimensional Requirements for Uses Permitted by Right

Minimum Lot Area 8 Acres

Maximum Building Height for new construction 36 feet

This height restriction shall not apply to any structures existing as of November 29, 1999, even when such structures are modified, reconstructed or restored, so long as the height thereof is not increased.

Maximum Height for Wireless Communication Link 12 feet

(If the link is located outside the building, the measurement is twelve (12) feet from roofline or ground). One (1) exterior roof mounted wireless communication link per each primary tenant. Interior (not visible from the exterior)

links, as accessory to the primary use, are unlimited as to the number or height.

Maximum Lot Coverage for all impervious surfaces 50 percent

This maximum lot coverage restriction shall not apply to any structures existing as of November 29, 1999, even when such structures are modified, reconstructed or restored, so long as the lot coverage is not increased.

Maximum Floor Area Ratio 0.20

Minimum Setbacks

Front

Structures	30 feet
Parking	30 feet

Side and rear

Structures	20 feet
Parking	20 feet

These setback requirements shall not apply to any structures existing as of November 29, 1999, even when such structures are modified, reconstructed or restored, so long as the setback thereof is not decreased.

Minimum Frontage 300 feet

This requirement shall not apply to any structures existing as of November 29, 1999, even when such structures are modified, reconstructed or restored, so long as the frontage thereof is not decreased.

Minimum Distance Between Structures 30 feet

This requirement shall not apply to any structures existing as of November 29, 1999, even when such structures are modified, reconstructed or restored, so long as the distance thereof is not decreased.

**32.4 Parking**

In developments where Section 4, Site Plan, is applicable, the Planning Board shall review the adequacy of parking using the following parking and parking lot design criteria:

1. Parking requirements as found in Section 4.5.1 of this zoning by-law as most recently amended;
2. Review of possible shared parking on the same lot options for uses on that lot with differing peak usage for possible reduction in parking requirements;

3. Location of parking areas for the safety and convenience of the users of the site by means of proper setbacks, buffering and screening;
4. Review of benefit to overall site design, other visual impacts, and convenience for the siting of a structured parking facility and/or surface parking;
5. To promote inbound and outbound traffic flow within the lot, so as not to create conflicting movements;
6. To promote inbound movement for less backup onto the streets fronting the property, and to avoid conflicts with the inbound flow of cars;
7. To locate the project access point, to provide visibility of the site before access is reached, to prevent difficulties of motorists missing the access point, and creating congestion on the streets;
8. To ensure the convenience and safety of pedestrians traversing through the site;
9. To create parking that is buffered and screened from adjacent land uses.

The following parking requirements shall be adhered to for the uses permitted by right:

Specialized Elderly Residence and Care Facilities	1 space per employee on the largest shift, plus one space per four units/beds for assisted living, nursing care, acute and specialized care; plus one space per unit for independent living and congregate living
Nursing Homes, Hospital and Healthcare Facilities	1 space per employee on the largest shift, plus one space per four beds
Daycare Facilities	1 space per employee on the largest shift, plus one space per 300 gross square feet with associated drop off area
Agricultural, Floricultural, and Horticultural Uses	1 space per employee on the largest shift, plus one space per 200 gross square feet of retail area
Educational Facilities	1 space per employee on the largest shift, plus one space per 4 seats of auditoriums and gymnasiums with associated drop off area
Demand Based Parking (By Special Permit)	The ability to provide less than the required number of parking spaces listed above is governed by a Special Permit granted by the Planning Board, under the procedure of Section 30 of this by-law

A request for a Demand Based Parking Special Permit shall include:

- (a) Site Plan showing the following:
  - (1) Existing/Proposed Building and entrance points
  - (2) Existing/Proposed Parking Layout with Calculation Table
- (b) Letter of explanation with data supporting the proposed parking needs at the site in relation to the land use, operational needs, and the number of employees.

The Special Permit, if granted, shall be conditioned on the property's use. If said use changes, the property owner shall apply for a modification to the Special Permit.

### 32.5 Signage

The following signs shall be allowed in the Hathorne West District:

1. A maximum of one (1) identifying sign shall be allowed for each lot.
  - (a) Identifying signs may be placed on the building wall or may be a ground sign between the street and the building.
  - (b) If the lot fronts on two (2) or more streets, one (1) sign facing each street shall be allowed, up to a maximum of two (2) signs per lot, provided both are ground signs.
  - (c) The area of any wall sign shall not exceed thirty-two (32) square feet. A wall sign shall be attached directly to the face of the building, and may not project more than twelve (12) inches from the wall to which it is attached. A sign shall not project beyond outside edge of wall(s).
  - (d) The area of any ground sign shall not exceed thirty-two (32) square feet, and shall be set back a minimum of ten (10) feet from the street line. Maximum ground sign height is five (5) feet.
  - (e) No sign, portion of a sign, or structural support for such sign may extend above the lowest point of the roofline of a building.
2. Signs necessary to give clear directions to a parking lot or building entrance on the premises or lot are permitted. Such signs shall not exceed four (4) square feet in area, nor shall they stand more than four (4) feet high. No advertisement of the business/establishment is allowed for this type of signage.
3. One memorial sign or tablet per building indicating the name of the building and/or date of erection, if not exceeding two feet by three feet (2' x 3') in size and if carved into or attached in such a way as to be an integral part of the building, and without separate illumination, shall be allowed.
4. General Requirements
  - (a) Any lighting of a sign shall be constant (non-blinking), stationary and installed in a manner that will prevent light from falling on any street or adjacent property. Lighting shall be directed solely at or be internal to the sign.
  - (b) No sign shall be illuminated between the hours of 11 p.m. and 6 a.m. except signs on premises open for business and signs as provided for in Section 32.5.2.
  - (c) Signs shall not be designed, colored, or placed to create a hazardous condition for motor vehicle traffic. Illumination of signage shall conform to the lighting requirements of Section 4 of this by-law, as most recently amended.
  - (d) No animated, moving, or flashing signs shall be permitted on the building or in the building to be seen from the outside, on the lot or the adjacent lot. Traditional holiday decorations and lights, when in season, are allowed.
  - (e) Temporary real estate signs advertising rental, lease, or sale of the property, or part thereof, shall be allowed for each use for up to ninety (90) days by application to the Building Inspector. Such signs shall be set

back a minimum of ten (10) feet from the street line, shall be unlighted and shall not exceed twelve (12) square feet in area. Renewals of temporary real estate signs shall be allowed by application to the Building Inspector.

- (f) No window signs or any other signage that is visible from the outside is allowed.
- (g) The Building Inspector is authorized to order the repair or removal of any sign and its supporting structure that, in the judgment of the Building Inspector, is dangerous or in disrepair or which is erected or maintained contrary to this by-law. Such repair or removal shall be the responsibility of the building owner, and must be completed within thirty (30) days of notification by the Building Inspector. Appeals from the Building Inspector's order shall be held by the Zoning Board of Appeals.
- (h) Within one hundred and twenty (120) days of the closing of a business, all wording must be painted over or obliterated by the building owner.

**32.6 Special Permit in Planned Development Area (PDA)**

In this District, a Special Permit may be granted by the Planning Board to allow for single or multipurpose integrated commercial, and/or residential uses on a lot as a Planned Development Area. This Special Permit is not limited to an individual lot, but one application may be submitted and reviewed for a single Special Permit for multiple lots.

**32.7 Uses Allowed in Planned Development Area**

1. Listed below are primary uses in the PDA.

Offices, research laboratories and establishments for the sale and dispensing of services, including offices of all types of businesses and professions, excluding services involving any type of repair of motor vehicles.

Convention/Conference/Meeting Facilities

Hotels/Motels

Nursing Homes

Daycare Facilities

Educational Facilities

Hospital and Healthcare Facilities

Specialized Elderly Residence and Care Facilities

Single Family Cluster Subdivisions, subject to the requirements for cluster subdivision in the Residence III district per Section 33 - Cluster Development

Multiple-Family Dwellings

- 2. Listed below are secondary uses in the PDA. Secondary uses may not exceed thirty (30%) percent of the gross floor area of the PDA.

Light Manufacturing, if an accessory to Primary Use

Arts and Crafts Studios

Movie/Video/Theater Production Facility

- 3. Listed below are tertiary uses. Tertiary uses provide minor support to the primary and secondary uses and may not exceed fifteen (15%) percent of the gross floor area of the PDA.

Stores or establishments for the sale at retail of merchandise or goods of every nature

Restaurants

Indoor/Outdoor Entertainment/Recreation/Sports Facilities

- 4. Structured Parking Facilities and Surface Parking Areas, whether or not they are located on the same lot as the facilities they serve, provided they are within the zoning district
- 5. Wireless Communication Link

**32.8 Signage in the PDA**

The signage regulations specified in Section 32.5 of this by-law apply to signage proposed within the PDA.

**32.9 Dimensional Criteria for Uses in the PDA**

Listed below are the dimensional requirements in the PDA.

- 1. Minimum Planned Development Area 8 acres
- 2. Minimum Lot Area 4 acres  
The Planning Board may approve a lot of less than four acres, but no less than two acres, provided there is an increase in the contiguous, usable open space and/or a reuse of the existing buildings, building design, and/or building siting.
- 3. Minimum Setbacks  
Structures (including Structured Parking Facilities)  
Front 30 feet  
Side and rear 20 feet

The Planning Board may approve reduced building setbacks where either clustering of buildings are shown to reduce additional impervious surface and/or if there is re-use of the existing buildings, building design, and/or building siting.

Surface Parking Areas

Front	30 feet
Side and rear	20 feet

The Planning Board may approve reduced setbacks for Surface Parking Areas in cases where parking shall serve buildings on two (2) or more lots and/or parking shall be shared among uses with different peak occupancy times.

4. The Maximum Building Height of any newly constructed building shall be no more than four (4) stories, not to exceed fifty (50) feet. This height restriction shall not apply to any structures existing as of November 29, 1999, even when such structures are modified, reconstructed or restored, so long as the height thereof is not increased.

Structures located within two hundred fifty (250) feet from the R.O.W. for Maple Street/Route 62 shall not exceed thirty-six (36) feet in height.

A determination of building height excludes architectural features (including but not limited to cornices, cupolas, domes and other ornamental features), facade treatments, and building entranceway enhancements extending above rooflines, that do not constitute gross leasable space and are not designed for human occupancy and excluding mechanical penthouses.

Architectural features described above shall not extend more than ten (10) feet beyond the roofline of the structure (except for wireless communication links).

Maximum Height for Wireless Communication	12 feet
Links (rooftop or ground installation) twelve (12) feet (from roofline or ground). One (1) exterior roof mounted wireless communication link is allowed per each primary tenant(s).	

Structured Parking Facilities, including height of barrier, screening and/or parapet	30 feet
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5. Maximum Lot Coverage for all impervious surfaces shall be no more than fifty percent (50%), except as noted below:

For PDA applications using the Kirkbride building (or any historically significant portion thereof as determined by the Planning Board in consultation with Mass Historical Commission), Maximum Lot Coverage shall be no more than sixty percent (60%).

The Planning Board may allow up to sixty percent (60%) maximum lot coverage on PDA applications where: (1) no less than ten percent (10%) of the area of the PDA is to be granted by deed or easement for public recreation, access to or use of existing cemeteries or open space, and (2) where the Planning Board judges that the area dedicated to such purpose meets a significant and demonstrable public need.

In any instance, no more than fifty percent (50%) of the Maximum Lot Coverage of the PDA shall be dedicated to Surface Parking Areas and/or Structured Parking Facilities.

6. Maximum Floor Area Ratio 0.20

The Planning Board may consider a floor area ratio up to and including .25 for a PDA where at least fifty percent (50%) of the historically protected portions of the Kirkbride Building is preserved for reuse or at least forty percent (40%) of the PDA is devoted to Specialized Elderly Residence and Care Facilities, and/or multiple-family dwellings.

7. Minimum Frontage 150 feet

The Planning Board may approve a reduction in frontage in concert with a reduction in the minimum lot area.

**32.10 Parking**

The Planning Board shall review the adequacy of parking provided using the following parking and parking lot design criteria:

1. Parking requirements as found in Section 4.5.1 of this zoning by-law as most recently amended;
2. Review of possible shared parking options for uses with differing peak usage for possible reduction in parking requirements;
3. Location of parking areas for the safety and convenience of the users of the site by means of proper setbacks, buffering and screening;
4. Review of benefit to overall site design, other visual impacts, and convenience for the siting of a structured parking facility and/or surface parking;
5. To promote inbound and outbound traffic flow within the lot, so as not to create conflicting movements;
6. To promote inbound movement for less backup onto the streets fronting the property, and to avoid conflicts with the inbound flow of cars;

7. To locate the project access point, to provide visibility of the site before access is reached, to prevent difficulties of motorists missing the access point, and creating congestion on the streets;
8. To ensure the convenience and safety of pedestrians traversing through the site;
9. To create parking that is buffered and screened from adjacent land uses.

**32.11 Criteria and Procedures for Review of Special Permits**

1. The procedural criteria for approval of a Special Permit is through the submission of a Site Plan and Community Impact Assessment as described in Section 4 of this by-law, as well as MGL Chapter 40A. In addition to this submittal, the applicant shall submit the following:
  - (a) Statement of development concept, including the planning objectives and the character of the development to be achieved through the PDA;
  - (b) Development schedule indicating the date when construction of the PDA would commence and expected completion, including any proposed phasing of development;
  - (c) Statement of how utilities and other infrastructure will be provided, including design standards;
  - (d) Impacts of, mitigation and benefits from, the PDA;
  - (e) Public access and recreation opportunities resulting from the PDA.
2. Applicants for PDA Special Permits shall comply with the Planning Board's Development Guidelines Manual in effect upon the application date.
3. Design and construction shall comply with the regulations set forth in Section 4 of this by-law.
4. The Planning Board may require the use of consultant(s) to assist in its review of the PDA. This shall be at the expense of the applicant, in accordance with applicable rules and regulations. The applicant's refusal to fund this effort shall be considered cause for denial.
5. The Planning Board shall make a determination that the benefits of the proposed PDA will outweigh any adverse effects of the PDA on the Town. The Planning Board's determination shall include review of the following:
  - (a) Quality of site design to enhance the area, including integration of a variety of land uses, building types and densities, and preservation of natural features;
  - (b) Compatibility with adjacent land uses;
  - (c) Compatibility with existing historic features;
  - (d) Traffic flow and safety;
  - (e) Adequacy of utilities and other infrastructure;
  - (f) Impact on existing public services;
  - (g) Potential economic impact to the Town.
6. The Planning Board shall issue a decision with findings and conditions as regulated under Section 30 of this zoning by-law, and MGL Chapter 40A.
7. Commencement of Construction - The applicant shall begin construction of the PDA within twelve (12) months after the date of the granting of the Special Permit. The Planning Board has the right to grant an extension to the period of up to an additional twelve (12) months upon determination of good cause.

Application for such an extension must be filed with the Planning Board prior to the expiration of the twelve- (12) month period following the issuance of the Special Permit. If the applicant fails to commence construction during this period, the Special Permit shall lapse. If the PDA is proposed for phased development, then each sequential phase is subject to the period set forth in the Special Permit to commence construction.

### **32.12 Signage Review for PDA**

The Planning Board shall conduct design review of the signage within the PDA. Below are the criteria the Planning Board shall use to review signage:

1. The Planning Board shall review all signage to meet the minimal requirement of clear direction to the site and through the site.
2. Signage shall be designed so as not to detract from the view shed of Route 1 and Maple Street.
3. The Planning Board shall also consider the following criteria in its review of signage:
  - (a) Sign scale is appropriate in relation to development scale, viewer distance and travel speed, and sign sizes on nearby structures.
  - (b) Sign size, shape and placement serves to define or enhance such architectural elements of the buildings as columns, sill lines, cornices and roof edges, and not to interrupt, obscure or hide them.
  - (c) Sign design is not wholly discontinuous with other signage on the same or adjacent structures, providing continuity in mounting location and height, proportions, materials or other important qualities.
  - (d) Sign materials, colors, lettering style and forms are compatible with building design and use.
  - (e) Sign content does not overcrowd the background.
  - (f) Sign legibility is not impaired by excessive complexity, multiple lettering styles or colors or other distracting elements.

### **32.13 Other Signage by Special Permit in Hathorne West**

1. The Zoning Board of Appeals may grant a Special Permit for the following other types of signage within the Hathorne West District:
  - (a) One ground sign that does not need to meet the setback requirements and stating the name of the commercial, institutional or residential development (but not stating the name of any business establishment).

This sign shall be located at the entrance to the lot or overall development area. This sign shall not exceed twenty (20) square feet; maximum sign height is five (5) feet.

- (b) One ground sign that does not need to meet the setback requirements for the purpose of a business directory at or near the entrance to the commercial, institutional or residential development.

This sign shall be no larger than one (1) square foot per tenant, with a maximum size of thirty-two (32) square feet. Maximum sign height is

five (5) feet. Sign shall be set back at least ten (10) feet from the roadway entrance and a maximum of thirty (30) feet. All occupants shall have the same size space on the directory for identification.

- (c) For each building within the district, one additional wall sign for each separate entrance facing a parking lot available for use by the public (and not fronting on a street), located to designate the entrance. Such additional sign shall not exceed ten percent (10%) of the size of the identifying sign as provided in Section 32.5.1.
- (d) For each building within the district, signs located at the entry door of specific tenants in a multi-tenant building (excluding fire exits), size not to exceed one foot by three feet (1' x 3').
- (e) For multiple buildings on a lot, with a single tenant, a sign located at the main entrance, size not to exceed sixteen (16) square feet.

2. Review and Criteria for Special Permits for signs:

The Zoning Board of Appeals shall use the criteria set forth in Section 32.11 in their determination, as well as the criteria below:

- (a) The purpose of the sign is to facilitate public and private convenience and necessity; to provide direction and facilitate proper traffic flow; to alleviate congestion on public streets; to provide sufficient access to private lands and businesses; to minimize curb cuts to public streets; or to encourage utilization of fewer (or a single) curb cuts by more than one user.
- (b) In cases where access to a public street is pursuant to Massachusetts State Curb Cut, the Massachusetts Highway Department shall be consulted.
- (c) The Board of Appeals shall ensure that maintenance and expense of any such sign is not a public expense.
- (d) In determining the allowable dimensions, the Board of Appeals will consider, among other factors it deems relevant, the following:
  - (1) The number and size of buildings and lots to be served by the sign.
  - (2) The effect of the topography of the lot as it relates to the siting and visibility from the adjacent roadways.
  - (3) The effect of the topography of the lot as it relates to the siting and visibility from adjacent residential uses.
  - (4) The utility of the sign as it relates specifically to the purposes stated in paragraph a. above.
- (e) Any lighting of a sign shall be constant (non-blinking) stationary and illuminated only during business hours.
- (f) Signs shall not be designed, colored, or placed so as to create a hazardous condition for motor vehicle traffic.
- (g) No animated, moving, or flashing signs or "attention catching" devices shall be permitted.
- (h) Repair and Maintenance - The Building Inspector is authorized to order the repair or removal of any sign and its supporting structure that, in the judgment of the Building Inspector, is dangerous, or in disrepair, or which is erected or maintained contrary to this by-law. Such repair or removal

shall be the responsibility of the building owner, and must be completed within thirty (30) days of notification by the Building Inspector. Appeals from the Building Inspector's order shall be held by the Zoning Board of Appeals.

- (i) Within one hundred and twenty (120) days of the closing of a business, all wording must be painted over or obliterated by the applicant for the PDA special permit and/or the building owner.

**32.14 Prohibition of Nuisance in Hathorne West**

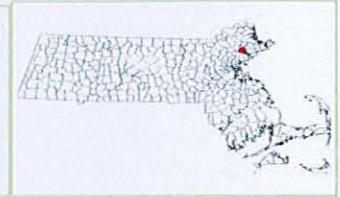
1. All dust, fumes, odors, smoke, or vapor shall be effectively confined to the premises or disposed of to prevent intrusion on neighboring residential properties.
2. Any noise, vibration, or flashing shall not be normally perceptible without instruments (and shall have a decibel level of fifty-five (55) or below) at a distance of one hundred (100) feet from the source.
3. Properties shall be adequately maintained to provide for consistent buffering as required in this section, as well as parking lot pavement, all other landscaped areas, and building facades as reviewed under Section 4 of this zoning by-law.

# Danvers- State Hospital Reuse (Avalon Danvers)



**Site Details:** 500 Acre site- 77 acre former state hospital reuse, 497 apartment units  
**Zoning:** Hathorne West District, commercial and business, special permits

**Funding:** Private developer  
**Date(s):** 2006-2008  
**Goals:** reuse state hospital, site revitalization, expand and diversify tax base



The restored Kirkbridge building of the original Danvers State Hospital, 2011.

## Background

The former site of the Danvers State Hospital, notorious for its grim past as a state asylum, has now completely transformed into luxury style apartments and condominiums overlooking the town of Danvers at the top of Hathorne Hill. The former hospital opened its door in the late 1800s and during its heyday in 1950 it served as a state of the art facility that helped to cure over 3,000 mentally ill patients. However it slowly deteriorated because of lack of funding and attention, and finally closed its door in 1992. For many years this facility has gained fame not only for its historical significance, but for the daunting price and size associated with the task of trying to redevelop the site, which was about 77 acres of an almost 500 acre site. Since the 1990s the City of Danvers had been envisioning the potential benefits of revitalizing the site. However real progress could not begin until the state legislation passed in 1997, allowing the state owned facilities to be put up for sale for development.

## Site Development

The property was initially sold in 2001 to Archstone Developers who proposed a mix of homes and office space for the hospital site. They had planned to preserve the central building of the state hospital, the former administration building, and two adjoining wings; however with the costs associated with the preservation and

the market downturn, the developers pulled out of the project. Three years later the site was sold to AvalonBay Communities for 18.1 million dollars and in 2006 they embarked on one of the largest state hospital reuses. They spent over \$80 million dollars on the largest product ever undertaken, and the end product was 497 units, including market rate and affordable apartment units as well as an adjacent condominium community by a different developer, Aria.

When the enabling state legislation was passed in 1997, the bill required the property to allocate a portion of the development for employment, housing and job training for the mentally ill as well as provide affordable housing. This was to ensure that the legacy of the facility and who it served would still live on after its redevelopment. Many felt like this compromise would allow the original purpose of the facility not be forgotten. In conjunction with the state legislation, 20% of the housing were set aside for people ages 55 and older, and 15% of the apartments were set aside as affordable housing units. In addition to the development, AvalonBay was extremely generous and donated \$1 million for Danvers' education system and \$500,000 to both affordable housing and historic preservation in the town. The development is now 95 percent leased and 90 percent occupied.

## Development Process

Before the state legislation was passed, the Danvers State Hospital Re-Use Committee worked closely with the planning board and the community to come up with alternative



Danvers State Hospital Site before and after, 2011.



Separate on site condo developments from developer Aria, 2011.

ways to reuse and rezone the existing site for redevelopment. The original committee never envisioned the site to be zoned solely for residential development, but rather for commercial office space. The final and revised plan that took into consideration concerns of the town residents and officials was to rezone the whole site as the Hathorne West District, which would allow for a diverse array of mix use developments on the site. The new plan allowed for residences and special care facilities for elderly as well as hospital and health care facilities, service businesses and research labs. Offices, commercial space and residential developments would be allowed by special permit only. To help calm density concerns, the plan reduced the amount of density on the site. The existing zoning stated that the gross floor area ratio and the size of the development

should not exceed 33 percent; however the revised plan proposed to reduce that level to 20 percent on site. In addition to the Avalon Danvers residential component, the Beverly Hills Hospital was also built on site. The Town of Danvers, along with the State and developers have worked very closely to ensure the success of this district to both reap the benefits of boosting the tax revenue and creating jobs for the town of Danvers, but also improving the quality of life for its citizens, who have tremendously benefited from the infusion of mixed use development in this area.

## Avalon Danvers and MetroFuture Goals

### Community Vitality

In addition to redeveloping and reusing the derelict site of an old state hospital, AvalonBay Communities generously donated over 2 million dollars to the Town of Danvers for historic preservation, educational, and affordable housing needs. They also helped with traffic improvements in and around the development which has aided congestion and flow into adjacent highways.

### Housing Choices

AvalonBay has helped to provide 15% affordable units to the development, both in part to increase the availability for residents with diverse incomes, but also as a mandate as part of the state legislation. In addition to having both market rate apartment units and affordable ones, there are also single family condominiums available to purchase that are leased from a different developer.

### Contact Information

For more information about the Danvers Town Planning Director, Karen Nelson at [Knelson@mail.danvers-ma.org](mailto:Knelson@mail.danvers-ma.org).



Housing unit architecture mimics and blends with original Kirkbride building, 2011.

*“This project represents a close collaboration between the State, the Town and an imaginative and far-sighted developer. The preservation of key elements of the former State Hospital provides a dignified tribute to the property's past, and the mix of uses resulting from the flexible zoning have proven very successful even during a difficult economic period. We feel this is an outstanding example of adaptive re-use and successful investment in a prominent Danvers location.”* – Kate Day, Senior Town Planner, Danvers