
Bridge Street Neck Zoning

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Executive Summary

In 2012, Salem received a District Local Technical Assistance grant from the Metropolitan Area Planning Council for technical assistance in preparing new zoning for the neighborhood, with the basic recommendations from the 2009 Bridge Street Neck revitalization plan to be used as a starting point.

As noted in the *2009 Bridge Street Neighborhood Revitalization Plan*, the Bridge Street Neck neighborhood has both strengths and weaknesses:

Strengths: “The Bridge Street Neck neighborhood has significant strengths in its amenities, location, planned projects and existing assets and is well positioned for improving upon its already strong neighborhood character and resources. The neighborhood possesses an excellent location, adjacent to downtown Salem, with direct access to Beverly and an MBTA commuter rail station. Additionally, the planning area presents many positive such as open space recreation options, access to the waterfront, access to the City wide bicycle path, and a mixed use commercial district along Bridge Street. The Bridge Street Neck neighborhood is a densely developed, primarily residential neighborhood, mainly comprised by individually owned small parcels of land. The absence of large land parcels or individuals and entities owning multiple parcels of land in the neighborhood significantly reduces the likelihood of a major unwanted development.” (2009 *Bridge Street Neck Revitalization Plan*, pg. A27)

Weaknesses: “The Bypass road project was successful in achieving its designated goal of eliminating the debilitating congestion that existed on Bridge Street. However it also removed a lot of the traffic that many of the Bridge Street businesses relied upon to generate business.” (2009 *Bridge Street Neck Revitalization Plan*, pg. A28)

In considering both the strengths and weaknesses of the Bridge Street Neck neighborhood, MAPC tried to contribute to the strengths of the neighborhood while mitigating its challenges as it developed zoning proposals for key commercial parcels within the study area. MAPC worked to match the tone of the 2009 neighborhood plan’s recommended zoning change to “enhance business compatibility with the neighboring residential areas” (2009 *Bridge Street Neck Revitalization Plan*, pg. 27).

To accomplish this, MAPC and Salem DPCD staff developed and introduced for discussion the following zoning options for the Bridge Street B-4 and other key parcels-Brake and Clutch, Coffee Time, Mobil Gas and, in some scenarios, the Business Highway parcels on the northern end of Bridge Street:

- A. Rezone the B-4 parcels, and the R-2 Coffee Time, Mobil Gas, J&W Marine, and Brake and Clutch parcels to B-1 Business Neighborhood, which currently does not allow for mixed use, as suggested in the 2009 neighborhood revitalization plan. This approach would allow for the existing uses allowed under B-1 but would not allow for the mixed use buildings envisioned under the neighborhood plan.
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- B. Re-zone the B-4 parcels, and the R-2 Coffee Time, Mobil Gas, J&W Marine, and Brake and Clutch parcels to B-1 to remove incompatible Wholesale and Automotive underlying uses, then adopt the Mixed Use Village Overlay, including the Business Highway parcels on the north end of Bridge Street.
- C. Re-zone the B-4 parcels, and the R-2 Coffee Time, Mobil Gas, J&W Marine, and Brake and Clutch parcels to B-1 to remove incompatible Wholesale and Automotive underlying uses, then adopt the Mixed Use Village Overlay, but do not include the Business Highway district parcels.
- D. Rezone the B-4 parcels, and the R-2 Coffee Time, Mobil Gas, J&W Marine, and Brake and Clutch parcels to a newly created Bridge Street Neck Neighborhood zoning district.

MAPC and DPCD staff also conducted a review of dimensional and allowed uses within the B-4 district of the Bridge Street Neck Neighborhood District. Finally, MAPC developed a “before and after” automobile trip generation scenario for one location within the Bridge Street corridor, shifting land uses from uses from land uses not expected to be common (vacant land, automotive center and warehousing) to those expected to be used more frequently under the overlay: retail and residential uses.

MAPC worked closely with Salem DPCD staff to develop land use recommendations based on past studies, historic uses, field observations, Bridge Street Working Group input, and existing land use regulations within the Bridge Street Neck Neighborhood. Progress was made towards evaluating all of the options presented but the results were somewhat inconclusive as none of the options presented garnered strong support from the Working Group. In light of that fact, MAPC offers the following suggestions and recommendations as next steps to the work performed under this study:

1. Re-evaluate Business Neighborhood Zoning and consider changing the following:
 - allowing first floor dwelling units above certain commercial uses;
 - changing the allowed building height to thirty-five feet;
 - Requiring site plan review for all projects involving a change of use and for all non-residential projects of 2,000 square feet or greater.
2. Adopt the modified B-1 zoning for the Bridge Street Wholesale and Automotive B-4 parcels and the Coffee Time, Brake and Clutch, Mobil Gas and the J & W Marine R-2 parcels.

If the City chooses not to modify existing B-1 zoning:

3. Complete and adopt the Mixed Use Village Overlay for the Bridge Street B-4 parcels, Coffee Time, Brake and Clutch, Mobil Gas and the J & W Marine R-2 properties, and the north Bridge Street Business Highway B-2 parcels. Do not change the underlying zoning prior to adopting the new overlay district.
-

4. Rezone the Bridge Street B-4 parcels, Coffee Time, Brake and Clutch, Mobil Gas and the J & W Marine R-2 properties to Business Neighborhood. Complete and adopt the Village Mixed Use Overlay District for these properties as well as the Business Highway parcels on at the northern of Bridge Street. Business Highway properties would not be rezoned to Business Neighborhood but would be included in the overlay district.

I. Introduction and Background

Introduction

In 2009, the City of Salem worked with the Cecil Group to complete a neighborhood revitalization plan for the Bridge Street Neck neighborhood. With the recent opening of the Bridge Street Bypass Road taking much of the pass-through traffic off of Route 1A/Bridge Street, and major roadway, infrastructure and streetscape improvements planned for the neighborhood, the City felt it was an important time to plan for the neighborhood's future development. After a series of well-attended public workshops, and nearly a year of study and input by a working group of stakeholders from the neighborhood, the master plan was complete.

One of its key recommendations was to change the neighborhood's zoning from its current mix of zones for residential, automotive and other commercial uses to a more uniform zoning allowing a mix of residential and small-scale business, in response to input received during the working group and public meetings.

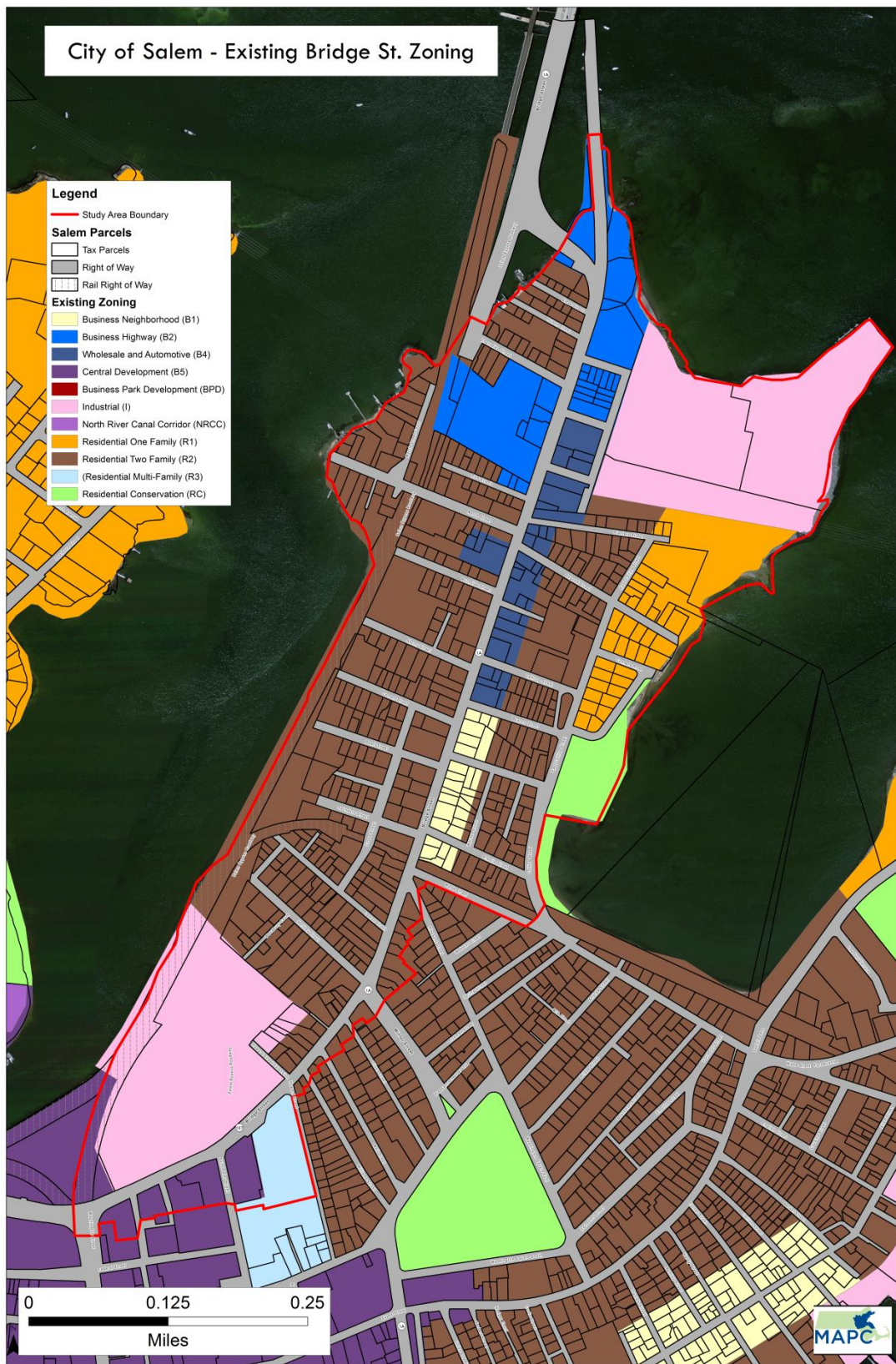


Figure 1-Bridge Street Neck Existing Zoning and Area Map

Study Goals

Project goals included the development of:

- Draft zoning language to meet the goals expressed in the Bridge Street Neck Visioning Plan;
- Using SketchUp software, the illustration of the types and structures and streetscapes that would be possible under the proposed zoning and site design guidelines.

Local Coordination and Public Outreach

Throughout the study, MAPC staff actively coordinated with the Salem DPCD staff and the Bridge Street Neck Working Group. From the project initiation through development of recommendations, the City's planners and Salem residents played an essential role in guiding project work and development.

MAPC staff conducted a site visit to Bridge Street on June 20, 2012. In addition, MAPC worked with Salem Planning staff to conduct four publicly advertised meetings of the Bridge Street Neck Working Group. The Working Group met on May 24, July 26, September 24, and November 29.

II. Study Process

In 2012, the Salem Planning Department contacted MAPC about developing draft zoning language that could help to address the land use recommendations developed under the City's 2009 Bridge Street Neck Neighborhood Revitalization Plan. The plan built on the revitalization vision for the neighborhood, that of a mixed use, walkable neighborhood featuring infill residential and moderate-scale multi-family residential development, in conjunction with compatible business uses. The land selected under the plan for rezoning included those parcels zoned Wholesale and Automotive (B-4) along Bridge Street as well as the R-2 zoned Coffee Time bakery property, the Mobil gas station and the Brake and Clutch parcels zoned R-2.

The Wholesale and Automotive district, which includes thirty seven parcels, was originally zoned prior to the creation of the Bridge Street Bypass Road in 2008, when Bridge Street was the primary entrance corridor from Beverly and the neighborhood experienced heavy traffic flows. The Wholesale and Automotive District does not allow primary residential uses such as single family, two-family or multi-family and is generally geared for automotive-related uses that require larger lots and open space for storage, repairs and trade. It also does not generally allow the smaller service, retail, restaurant and residential uses outlined in the 2009 neighborhood plan. Many of the uses in the B-4 District may no longer fit the longer term vision of appropriate uses for the Bridge Street Neck neighborhood and the creation of an overlay district was felt to be a good starting point as an alternative to existing zoning.

Overlay districts allow for additional uses and development styles while allowing underlying uses to continue as zoned. Research conducted under the 2009 Plan identified market trends that indicate that both infill residential development and lighter commercial uses than currently allowed under B-4 zoning will become more desirable in the near future. Using an overlay district could allow a gradual migration of uses away from Wholesale and Automotive to more currently desired uses.

An overlay district, entitled the Village Mixed Use Overlay District (VMUOD) was drafted by MAPC and DPCD staff and included the Wholesale and Automotive District parcels, and the Coffee Time, Mobil Gas, and Brake and Clutch properties identified in the 2009 study. In addition, it also included the J and W Marine site at 54-56 Bridge Street and the twenty-six lots on the northern end of Bridge Street zoned as Business Highway (B-2). Though the 54-56 Bridge Street lot is currently split between R-2 and B-2 zoning, MAPC decided to include the parcel within the VMUOD for a potential mixed use area as the R-2 section of it is currently used for commercial uses (boat storage) and could be combined with the B-4 section of the lot which fronts on Bridge Street. Also, in order to simplify the draft overlay, only the first row of B-1 zoned lots fronting on Bridge Street between Webb Street and Beacon Street was included as several within the second row back from Bridge Street are split and zoned for both B-1 and R-2.

The original thinking behind developing and implementing the overlay had been to apply it to the Bridge Street Neck areas described above as a starting point, and then modify the overlay as needed to match the needs and vision of the neighborhood. The allowable uses and dimensions of the VMUOD, as well which uses were to be allowed by-right or by special permit, were to be nearly matched to those of the Business Neighborhood District, with the primary difference being the introduction of a new allowable use in the VMUOD, Mixed Use Building.

The draft VMUOD concept and proposed overlay district map was presented to the Bridge Street Neck Working Group on May 24. A two step zoning process was introduced as a way of achieving the goal of incorporating appropriately scaled mixed use along Bridge Street. The process would include the following:

1. Rezone the Wholesale and Automotive parcels, Business Highway properties, and Coffee Time, Mobil Gas, Brake and Clutch, and 54-56 Bridge Street parcels to Business Neighborhood.
2. Adopt the Village Mixed Use Overlay District, which would include the properties named in Step 1. The overlay would function using the underlying Business Neighborhood zoning uses and incorporate new mixed use and design standards.

In addition, MAPC discussed the option of extending B-1 zoning to the Wholesale and Automotive parcels outlined above (as recommended originally in the 2009 plan) but first amending it to include mixed used buildings. Under Massachusetts land use law, this change to B-1 would mean that mixed use buildings would be allowed in all other Business Neighborhood zoned areas of Salem as well. In either case, design review by the Design Review Board of the Salem Redevelopment Authority would be required for projects that trigger site plan review.

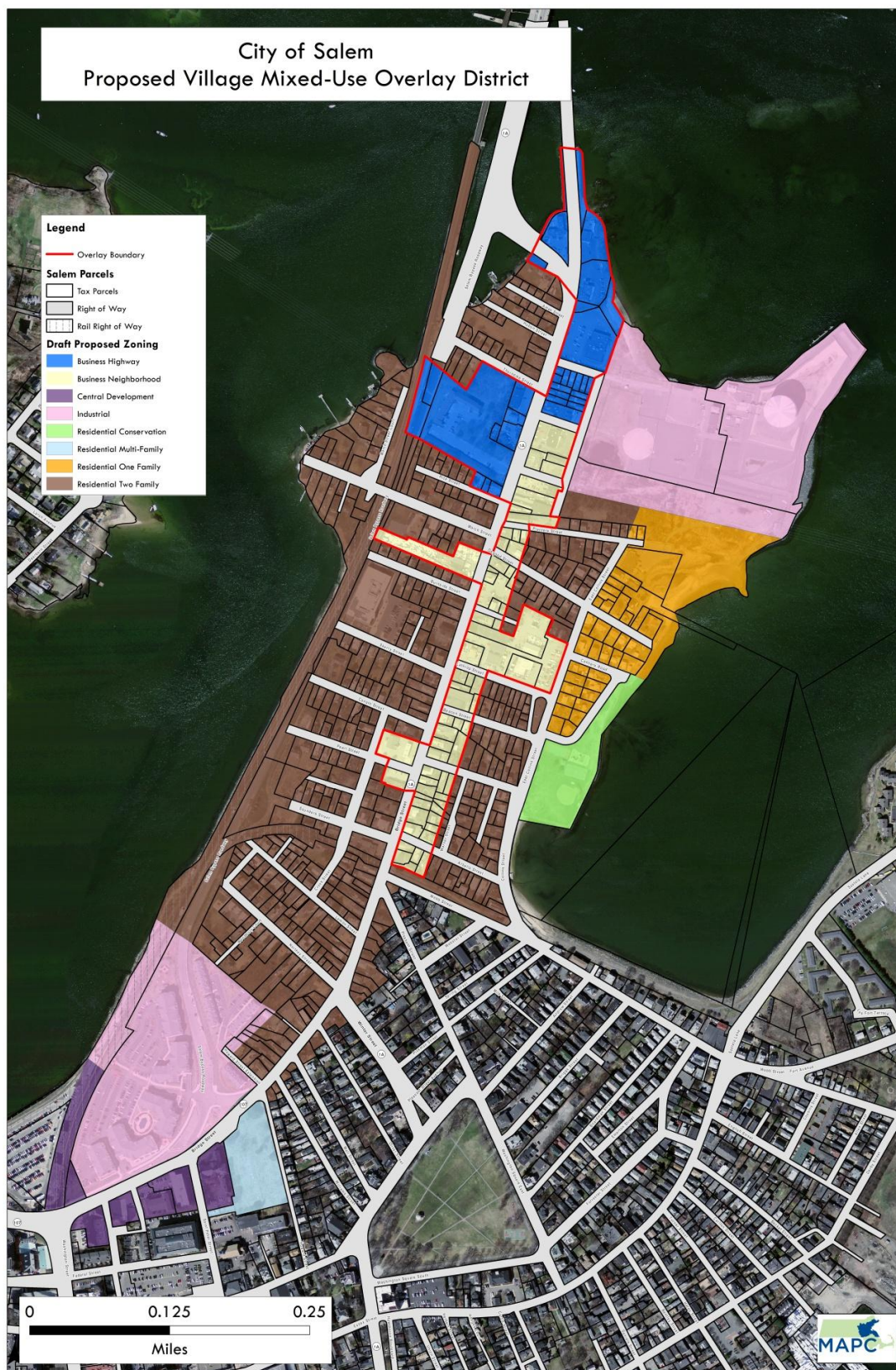


Figure 2: Proposed Village Mixed Use Overlay District Map

At the July 26 meeting of the BSN WG, MAPC presented a draft Village Mixed Use Design overlay outline table showing use and dimensions of the proposed district as well as abutting zoning districts. The decision to stay with the overlay model rather than switch directly to a modified Business Neighborhood zoning district that would include mixed use buildings was done to avoid impacting other Business Neighborhood zoned districts in Salem while still meeting the new vision for the neighborhood. The Business Highway parcels included in the first outline of the overlay district were not included in this iteration of the overlay as there were concerns that these areas should be preserved under current zoning to accommodate the need for travel and hospitality businesses at the northern end of the corridor, as originally indicated in the 2009 report. The new overlay would still retain many of the Business Neighborhood permitted dimensions, allowed uses and those uses permitted by special permit, but would allow building height to shift to a 40 foot maximum from B-1's 30 foot maximum height and incorporate mixed uses. As drafted, the overlay allowed approximately 12 units of residential development per acre, a density similar to that found in the North River Canal Corridor district.

See Appendix One for the complete Uses and Dimensional Descriptions Table of the Proposed Overlay District as Compared to Existing Zoning.

In addition, MAPC presented digital models of what redevelopment might look using the Village Mixed Use Design Overlay by crafting mixed use scenarios for the following three sites:

- Current Brake and Clutch - four parcels combined: 2nd and 3rd Floor Residential, 1st Floor Retail
- 54-56 Bridge Street (current J & W) Marine: 2nd and 3rd Floor Residential, 1st Floor Office
- 94 Bridge Street (current Mobil Gas): 2nd and 3rd Floor Residential, 1st Floor Restaurant.

All modeling was done incorporating the current parking requirements and setbacks for the B-1 district but allowing for a 40 foot maximum height.

See Appendix Two for the Village Mixed Use Overlay Building Model Table.

See Appendix Three for the Sketch Up Mixed Use Models.

Working with DPCD staff and the Working Group after the July 26 BSN WG meeting, MAPC continued to modify and craft alternative zoning ideas for Bridge Street. Concerns were expressed about:

- The complexity of two-step zoning that would accompany a shift to B-1 zoning followed by the adoption of an overlay district such as the proposed Village Mixed Use overlay;
- residential density and building heights;
- dimensional and use non-conformity issues created if the Wholesale and Automotive parcels were shifted to B-1 zoning.

At the September 24 Working Group meeting, MAPC presented an alternative to the Mixed Use Village Overlay- a draft ordinance for a new, stand-alone zoning district entitled the Bridge Street Neck Neighborhood District (BSNND). **See Appendix Four for the BSNND draft ordinances.** As under the proposed overlay, B-1 uses and dimensional were largely maintained and the Business Highway parcels were excluded. Adopting a new

district to replace the B-4 zoning avoids the more complex two-step process discussed in conjunction with the Village Mixed Use Overlay model described above and also allows Bridge Street to adopt Business Neighborhood style zoning, including mixed use, without having to introduce mixed use to the other B-1 zoned neighborhoods in Salem. Other features of the first draft of the BSNND, in response to Working Group concerns, included:

- a reduction of allowed height from 40 to 35 feet under the Village Mixed Use Overlay, with three stories maximum;
- an eight unit per acre cap on the number of residential units allowed, reduced from 12 units under the Village Mixed Use Overlay- 5,000 square feet of lot area per unit required in BSNND;
- design review required for any project that triggers site plan review: 2,000 square feet non-residential space in the Highway Entrance Corridor, 10,000 square feet outside the HE Corridor and any project with four or more residential units;
- maximum lot coverage allowed would change from 40 % in B-1 to 50 % in the BSNND;
- BSNND would require a 10 foot minimum distance of buildings on the same lots while B-1 requires none;
- moving from a 15 foot front yard setback under B-1 to a zero foot setback under BSNND;
- all uses the same as B-1 except that BSNND would allow restaurants that serve alcohol and home occupations as special permit uses.

A use and dimensional conformance study of the thirty seven Bridge Street B-4 parcels that would become non-conforming if zoned to Business Neighborhood style zoning was performed by DPCD staff. The results of that study indicated that nineteen (51%) of currently non-conforming uses under B-4 would become conforming uses and eight (22%) uses would become non-conforming under Business Neighborhood. Six of the eight uses that would become non-conforming are automobile repair businesses; one is a warehouse and the other is a construction business. Eighty-four percent of the parcels are already non-conforming dimensionally under B-4 zoning and while adding B-1 dimensions will add a new dimensional conformity for eighty-one percent of the parcels, none of the parcels will become dimensionally non-conforming that aren't already. **See Appendix Five for Wholesale Automotive Conformity Table and summary.**

At the September meeting, MAPC also presented a mixed use automobile trip generation model scenario for the four Brake and Clutch parcels. MAPC transportation staff reconfigured the contiguous parcels, which total 2.689 acres, from its current auto care designation by the Institute of Traffic Engineers (ITE) into retail and mixed use scenario to estimate the trips that could be expected using ITE average trip rates for a mix of apartments and retail on the four parcels. This type of modeling is often done prior to redevelopment projects to estimate overall traffic flows without conducting a full traffic study. Overall, the exercise indicated that under the new mixed use scenario, 157 new trips, an average of 6.5 new trips per hour would be created, with no increase in peak travel a.m. trips and a slight decrease in p.m. peak travel daily vehicle trips **See Appendix Six for the *Bridge Street Trip Generation with Brake and Clutch Site Redevelopment Scenario.***

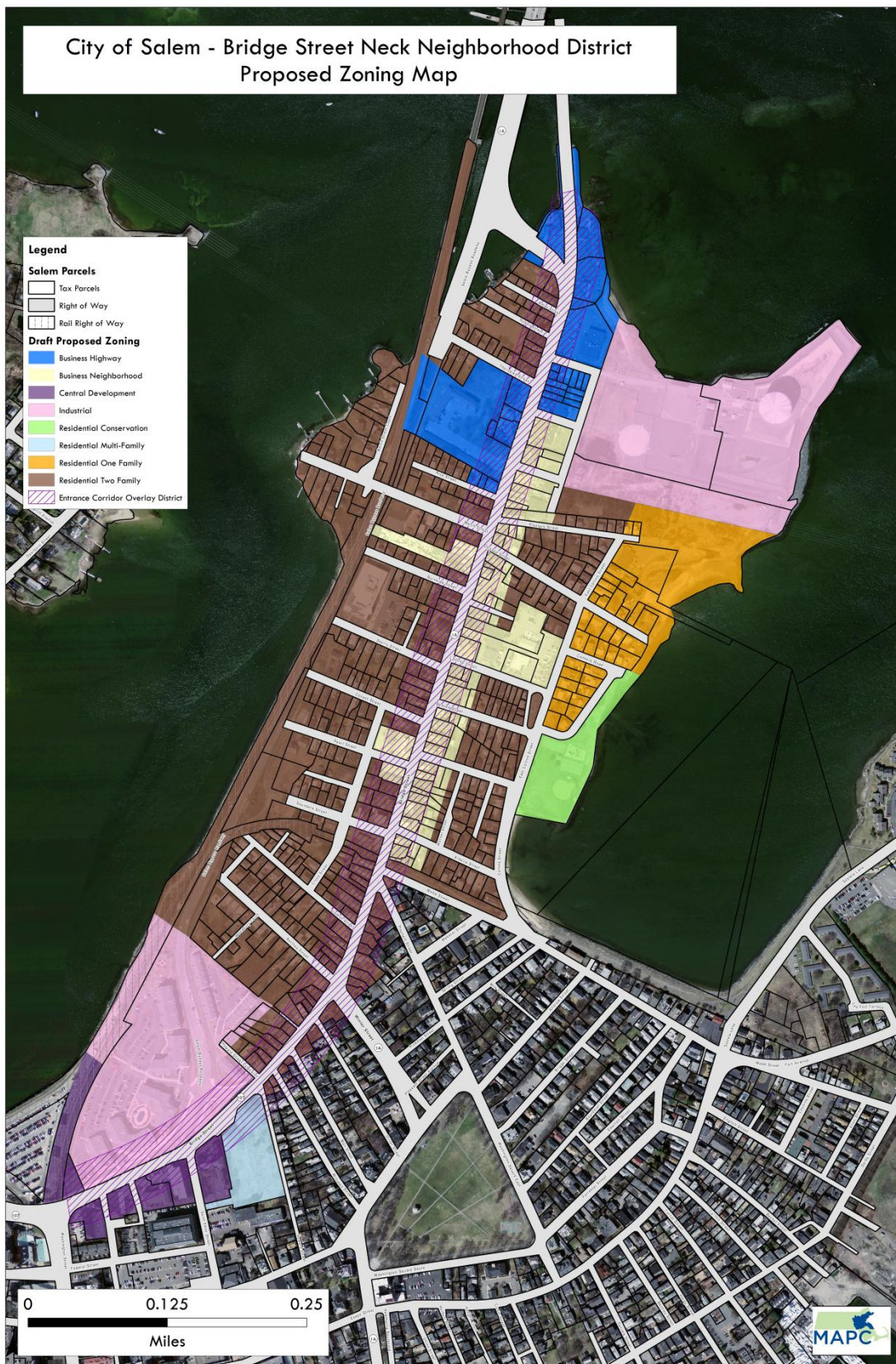


Figure 3- Proposed Bridge Street Neck Neighborhood District Map

After reviewing the comments and questions raised by the Working Group at its September 24 meeting, MAPC and City staff continued to refine the BSNND draft ordinance for further review at the fourth and final BSN WG meeting of November 29. Changes to the draft ordinance included the following:

- In response to concerns that changing uses from residential to commercial uses on the first floor of historic buildings could negatively impact historic properties within the BSNND area, language was included to ensure that all changes in use would require Site Plan Review by the Planning Board, as well as Design Review by the SRA Design Review Board.
- For properties 50 years or older, applications requiring the review of the Design Review Board will refer to the entire Section 3.3 of the *Salem Downtown Renewal Plan* rather than just Section 3.3.2 as proposed under the first draft of the ordinance.
- Site Plan and Design Review were extended to all non-residential projects of 2,000 square feet or more outside of the Entrance Corridor Overlay District but in the BSNND.
- Eliminated Planned Unit Development as an allowed use in BSNND.
- Adjusted minimum side yard setback to be 10 feet. The first draft of the ordinance had used a setback derived from using the average side setbacks of nearby buildings.

Chapter Two: Zoning Recommendations

MAPC worked closely with Salem planning staff to develop land use recommendations based on past studies, historic uses, field observations, Bridge Street Working Group input, and existing land use regulations within the Bridge Street Neck Neighborhood. Progress was made towards evaluating all of the options presented but the results were somewhat inconclusive as none of the options presented garnered strong support from the Working Group. In light of that fact, MAPC offers the following suggestions and recommendations as next steps to the work performed under this study. The proposed changes are designed to make the Bridge Street neighborhood more vibrant, livable and a better fit with its existing commercial, residential, historic and mixed use areas.

- 1) **Re-evaluate Business Neighborhood Zoning.** The 2009 neighborhood plan made the case for instituting moderately scaled, mixed use development within the Bridge Street neighborhood, calling for the substitution of the current Wholesale and Automotive B-4 zoning with Business Neighborhood B-1 zoning. As currently written, B-1 does not allow for a mixed use component. To enable mixed use in the BSN neighborhood will mean the adoption of an overlay district, or the adoption of a new zoning district that includes mixed use as an allowed use, either by right or by special permit. MAPC recommends that the City evaluate whether modifying and adding some type of mixed use component makes sense for Salem's B-1 neighborhoods, most of which consist of the same type of densely settled, smaller lot properties that are already a mix of pre-existing residential, mixed use, and small commercial uses. If there is a decision to move forward to amend B-1 zoning, Salem may wish to consider the following steps in regard to making B-1 zoning more effective:

- **Amend Business Neighborhood zoning to allow, By Right or Special Permit, Dwelling Units above First Floor Retail, Personal Service or Office Use.**

At present, only the Central Development district allows for the by-right use of a dwelling unit above first floor retail, personal service or office use. Allowing dwelling units in the city's Business Neighborhood areas would help to provide consistent customers for Business Neighborhood areas such as the North Street, Essex Street as well as the Bridge Street neighborhoods. Properly sited, additional residential units on upper floors can help build or keep an identity for the neighborhood as a great place to live and shop. There a number of pre-existing mixed used buildings along Bridge Street with residential uses located above first floor commercial uses. Prudent allowance of well designed mixed use buildings could help provide pedestrian oriented but commercially viable neighborhoods such as Bridge Street and other B-1 type neighborhoods.

- **Increase the current thirty foot maximum building height in Business Neighborhood to thirty-five feet.**

The current height limit of thirty feet can lead to buildings that do not add to Bridge Street's historic foundation or fit well with the abutting and nearby residential neighborhoods. The maximum building heights for the Residential One Family (R1), Residential Two Family (R2), Residential Multi-Family (R3) and North River Canal Corridor (NRCC) districts are thirty -five feet for R1 and R2, forty -five feet for R3 and fifty feet for the NRCC. Flat-roofed, single or two story buildings often do not provide the essential "edge" needed in this kind of setting and are often more on the periphery of suburban or rural settings.

- **Require site plan review and advisory Design Review Board review for all projects requiring a change of use and all non-residential project of 2,000 square feet or greater.** Originating from community input received while MAPC was drafting the Bridge Street Neck Neighborhood Zoning District draft ordinance for this study, this recommendation makes sense for the Business Neighborhood district and could help preserve and enhance the historic nature of all the B-1 zoned areas, including Bridge Street, without causing undue permitting hardship for small residential and commercial projects.

2) Following these changes to B-1, adopt modified B-1 zoning for the B-4 parcels, and the R-2 Coffee Time, Mobil Gas, J&W Marine, and Brake and Clutch parcels.

An enhanced B-1 district that could include mixed use, height and review modifications could better meet the needs envisioned by the Bridge Street 2009 neighborhood plan as well as potentially benefiting Salem's other Business Neighborhood zoned areas.

Other recommendations, if the City prefers not to consider modifying B-1 zoning and adopting it for use along Bridge Street, include the following:

3) Move forward with completing and adopting the Mixed Use Village Overlay District for the B-4 parcels, Coffee Time, Mobil Gas, Brake and Clutch, J & W Marine, and Business Highway parcels included in the first draft of the VMUOD. Adopt the VMUOD as a first step but do not change the underlying B-4, R-2 or B-2 zoning to B-1. This land use configuration will provide the maximum amount of flexibility; providing mixed use overlay development options while allowing the underlying B-4, R-2 and Business Highway (B-2) underlying uses to remain in place for now. The City could consider letting the underlying zoning remain in place for a fixed amount of time, perhaps 2 years, to see what kind of development was using underlying zoning versus the overlay and then revisit the issue of rezoning some of the above parcels to B-1.

Increasing land price valuations, as estimated by the 2009 revitalization plan, should draw uses gradually away from existing automotive uses under B-4 and allow moderately scaled mixed use development to occur as demand for it grows. Including the Business Highway District within the VMUOD while preserving its current B-2 zoning will allow the City to preserve the northern Bridge Street hospitality industry options as identified in the 2009 neighborhood plan as well as allow property owners the option to build mixed use development under the VMUOD.

4) Re-zone the B-4 parcels, and the R-2 Coffee Time, Mobil Gas, J&W Marine, and Brake and Clutch parcels to B-1 to remove incompatible Wholesale and Automotive underlying uses, then adopt the Mixed Use Village Overlay, including the Business Highway parcels on the north end of Bridge Street. The inclusion of B-4 parcels would allow flexibility of zoning and B-1 option if desired while still retaining B-2 hospitality and Planned Unit Development (PUD) possibilities for larger B-2 lots. Rezoning B-4 and R-2 lots to B-1 would strongly support the spirit of the 2009 neighborhood plan and would shift the Bridge Street Neck neighborhood more quickly towards the mixed use, pedestrian-scaled development envisaged by the plan.

Appendix One: Uses and Dimensional Descriptions Table of the Proposed Overlay

SALEM TABLE OF PRINCIPAL AND ACCESSORY USE REGULATIONS	B4 (Wholesale & Automotive)	B1 (Business Neighborhood)	Draft Village Mixed Use Design Overlay
<i>Y = allowed</i>			
<i>N = prohibited</i>			
<i>BA = allowed by Special Permit from Zoning Board of Appeals</i>			
<i>PB = allowed by Special Permit from Planning Board</i>			
PRINCIPAL USES			
A. RESIDENTIAL USES			
Dwelling, Single-family	N	Y	Y
Dwelling, Two-family	N	Y	Y
Dwelling, Multifamily	N	Y	Y
Cluster development	N	N	N
Dwelling unit(s) above first floor retail, personal service, restaurant, or office use	N	N	Y or PB
Dwelling unit in historic carriage house	N	BA	BA
Multifamily Development	N	N	N

SALEM TABLE OF PRINCIPAL AND ACCESSORY USE REGULATIONS	B4 (Wholesale & Automotive)	B1 (Business Neighborhood)	Draft Village Mixed Use Design Overlay
Nursing or convalescent home	N	BA	BA
Planned unit development	PB	PB	PB
Rooming, boarding or lodging house	N	BA	BA
B. EXEMPT AND INSTITUTIONAL USES			
Child care facility	Y	Y	Y
Essential services	BA	BA	BA
Facilities for the sale of produce, and wine and dairy products, provided that during the months of June, July, August, and September of every year, or during the harvest season of the primary crop, the majority of such products for sale, based on either gross sales dollars or volume, have been produced by the owner of the land containing more than five acres in area on which the facility is located	Y	Y	Y
Hospital	N	N	N
Municipal facilities	Y	Y	Y
Use of land for the primary purpose of agriculture, horticulture, floriculture, or viticulture on a parcel of more than five acres in area	Y	Y	Y

SALEM TABLE OF PRINCIPAL AND ACCESSORY USE REGULATIONS	B4 (Wholesale & Automotive)	B1 (Business Neighborhood)	Draft Village Mixed Use Design Overlay
Use of land or structures for educational purposes on land owned or leased by the commonwealth or any of its agencies, subdivisions or bodies politic or by a religious sect or denomination, or by a nonprofit educational corporation	Y	Y	Y
Use of land or structures for religious purposes	Y	Y	Y
C. COMMERCIAL USES			
Adult day care	BA	BA	BA
Agricultural use, nonexempt	N	N	N
Animal clinic or hospital; kennel	BA	BA	BA
Arts and crafts studios and workshops	BA	BA	BA
Bank, financial agency	Y	Y	Y
Bed and breakfast	N	BA	BA
Business or professional office, including medical	Y	Y	Y
Club or lodge, private	N	N	N
Commercial recreation, indoor	BA	N	N
Commercial recreation, outdoor	BA	N	N
Drive-through facilities; fast-food	PB	N	N

SALEM TABLE OF PRINCIPAL AND ACCESSORY USE REGULATIONS	B4 (Wholesale & Automotive)	B1 (Business Neighborhood)	Draft Village Mixed Use Design Overlay
Drive-through facilities; other	PB	N	N
Educational use, nonexempt	N	N	N
Farm stand, nonexempt	N	N	N
Funeral home	N	BA	BA
Retail store, except department store, not elsewhere set forth	Y	Y	Y
General service establishment	Y	Y	Y
Golf course	Y	Y	Y
Historic buildings open to the public	Y	Y	Y
Hotel, motel, or inn	BA	N	N
Marina; waterfront boat yard or yacht club	BA	BA	BA
Motor vehicle general and body repair	BA	N	N
Motor vehicle light service	Y	BA	BA
Motor vehicle, trailer and boat sales, service and rental	Y	N	N
Museum	Y	Y	Y
Nonprofit outdoor recreational facilities	N	BA	BA

SALEM TABLE OF PRINCIPAL AND ACCESSORY USE REGULATIONS	B4 (Wholesale & Automotive)	B1 (Business Neighborhood)	Draft Village Mixed Use Design Overlay
Personal service establishment	Y	Y	Y
Plumbing, carpentry and sheet metal shop	Y	N	N
Restaurant, with service of alcoholic beverages	N	N	N
Restaurant; drive-in or fast-food	Y	Y	Y
Restaurant; no service of alcoholic beverages	Y	Y	Y
Retail department store located within a shopping plaza	N	N	N
Retail-wholesale supply establishments, provided that the wholesale operation does not exceed 50% of the gross floor area	N	BA	BA
Sale and storage of building supplies	Y	N	N
Supermarket	N	N	N
Wind energy facility, commercial scale	N	N	N
Wind energy facility, residential scale	PB	PB	PB
Wireless Communications Facility	PB	PB	PB
D. INDUSTRIAL USES			

SALEM TABLE OF PRINCIPAL AND ACCESSORY USE REGULATIONS	B4 (Wholesale & Automotive)	B1 (Business Neighborhood)	Draft Village Mixed Use Design Overlay
Assembly or packaging	N	N	N
Computer hardware development	N	N	N
Contractor's yard; landscaping business	N	N	N
Earth removal	N	N	N
Food and beverage manufacturing, bottling or processing facility	N	N	N
Junkyard or automobile graveyard	N	N	N
Light manufacturing	N	N	N
Livery facility, yard, or terminal	N	N	N
Manufacturing	N	N	N
Mini-storage warehouse facility	BA	N	N
Publishing and printing	Y	N	N
Research, laboratories, and development facilities	N	N	N
Transportation terminal	N	N	N
Wholesale, warehouse, or distribution facility	Y	N	N

SALEM TABLE OF PRINCIPAL AND ACCESSORY USE REGULATIONS		B4 (Wholesale & Automotive)	B1 (Business Neighborhood)	Draft Village Mixed Use Design Overlay
E. ACCESSORY USES				
Adult day care		N	N	N
Customary agricultural, horticultural and floricultural operation		N	N	N
Family day care, large		N	N	N
Family day care, small		N	N	N
Home occupation		N	N	N
Private garages and other accessory structures		N	Y	Y
Rooming and boarding not more than 2 persons		N	N	N
Existing and Proposed Draft Dimensions	Existing B4 (Wholesale & Automotive)	Existing B1 (Business Neighborhood)	Draft Village Mixed Use Design Overlay	
Minimum Lot Area-square feet	6,000	6,000	6,000	
Minimum Lot Area per Dwelling Unit-square feet	-	-	3,500	
Minimum Lot Frontage-feet	60	60	60	
Minimum Lot Width-feet	60	60	60	
Maximum Lot Coverage by all Buildings-%	80	40	40	

Minimum Open Space	-	-	10
Minimum Front Yard Setback	-	15	15
Minimum Side Yard Setback	-	10	10
Minimum Rear Yard Setback	25	30	30
Maximum Height-feet	45	30	40
Maximum Height-stories	-	-	-

Appendix Two: Village Mixed Use Overlay Building Model Table

	Site Name	Address(es) & Current Zoning	Total Lot(s) Size: acres and square feet	1st Floor Building Footprint: square feet	*Residential Units (12/acre allowed)	Office: square feet	Restaurant: square feet	# of Parking Spaces	10 % Open Space: square feet
2nd and 3rd Floors Residential 1st Floor Retail	Salem Brake and Clutch	9 Lathrop Street(R-2) 11 Lathrop Street(R-2) 65 Bridge Street(B-4) 63 Bridge Street(R-2)	Four lots = 2.692 acres 117,612 square feet	22,738 square feet	30 units/2.7 acre lot= 11 per acre	22,738	X	Retail: 151 Residential:45	11,761
2nd and 3rd Floors Residential 1st Floor Office	J&W Marine	54-56 Bridge Street (R-2)	0.98 acres 42,687 square feet	11,525 square feet	15 units/acre (more units due to office parking requirements)	11,525 square feet	X	Office: 40 Residential:23	4,269 square feet
2nd and 3rd Floors Residential 1st Floor Restaurant	Mobil Gas	94 Bridge Street	0.504 acres 21,954 square feet	2,634 square feet	4 units/acre (less units due to restaurant parking requirements)	X	2,634 square feet	Restaurant: 35 Residential: 6	2,195 square feet

* The number of units allowed by zoning per acre is based on requiring 3,500 square feet minimum lot area per dwelling unit.

For one acre: $43,560 \text{ square feet} / 3500 = 12.44$ dwelling units, rounded down to 12 units per acre.

Dwelling unit size = 1 500 square feet used for models.

Appendix Three: Sketch Up Mixed Use Models



Aerial View Before: Looking North



Aerial View After: Looking North



Bloke & Clutch Before 02: On Bridge Street looking East



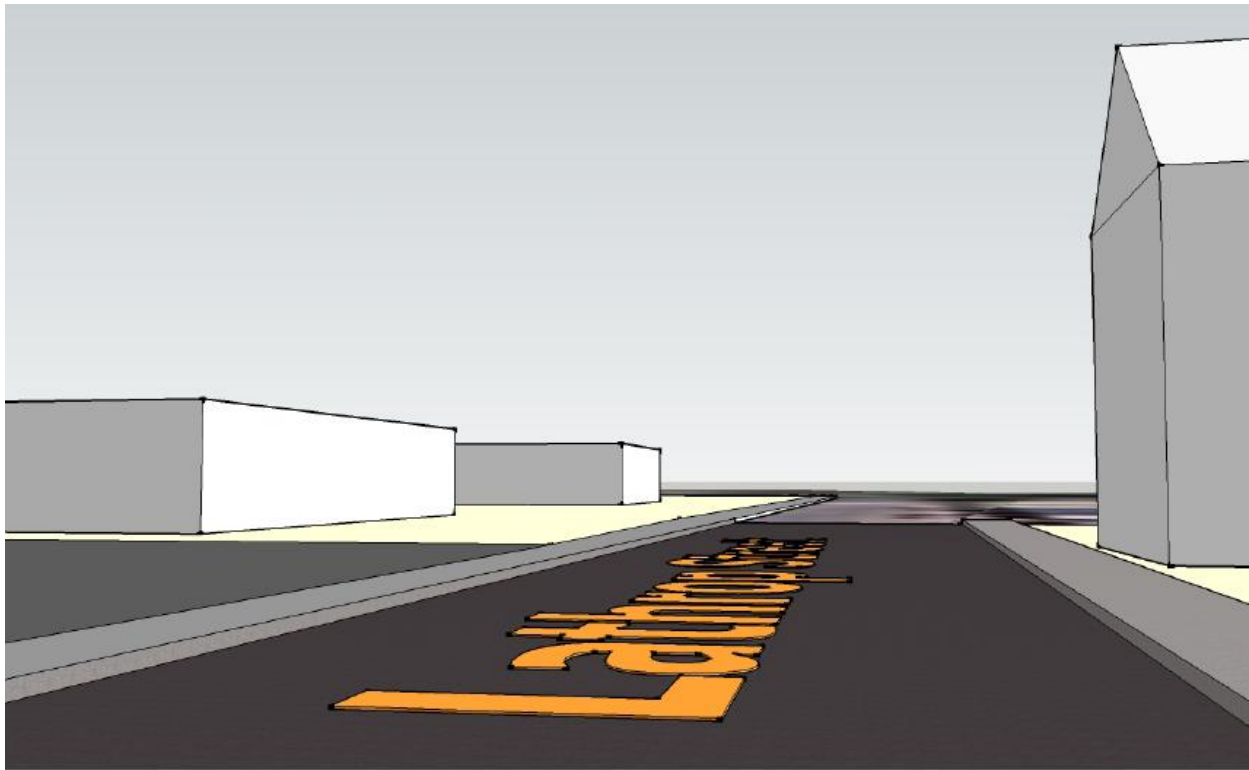
Bloke & Clutch After 02: On Bridge Street looking East



Bloke & Clutch Before 01: On Bridge Street looking North



Bloke & Clutch After 01: On Bridge Street looking North



Bloke & Clutch Before 03: Intersection of Bridge Street and Lathrop Street



Bloke & Clutch After 03: Intersection of Bridge Street and Lathrop Street



J&W Marine Before 01: On Bridge Street looking North



J&W Marine After 01: On Bridge Street looking North



J&W Marine Before 02: On Bridge Street looking across from parking lot



J&W Marine After 02: On Bridge Street looking across from parking lot



Mobile Gas Station Before: On Bridge Street looking North



Mobile Gas Station After: On Bridge Street looking North

Appendix Four: Bridge Street Neck Neighborhood District Draft Ordinances

Bridge Street Neck Neighborhood District

First Draft

September 17, 2012

The purpose of this district is to enhance the Bridge Street Neck neighborhood by promoting opportunities for local, small businesses and lower density housing, while serving as a transitional zone from abutting residential and commercial areas.

Uses Permitted by Right

The following uses are permitted by right, with the following conditions:

As per Section 9.5 of this Ordinance, proposed nonresidential uses or premises within the Bridge Street Neck Neighborhood District that exceed 10,000 gross square feet or any residential development of 6 units or more shall be subject to Site Plan Review.

As per Section 8.2 of this ordinance, all new nonresidential construction over 2,000 square feet located within the Entrance Corridor Overlay District shall be subject to Site Plan Review by the Planning Board.

All measurements in square feet refer to Gross Floor Area as per Section 10 of the Salem Zoning Ordinance.

- Single-family Dwelling
- Two-family Dwelling
- Multi-Family Dwelling with up to 4 dwelling units
- Mixed Use Building with up to 4 dwelling units above first floor retail, general service, restaurant, or office uses
- Child care facility
- Municipal services
- Use of land for the primary purpose of agriculture, horticulture, floriculture, or viticulture on a parcel of more than five acres in area
- Use of land or structures for educational purposes on land owned or leased by the commonwealth or any of its agencies, subdivisions or bodies politic or by a religious sect or denomination, or by a nonprofit educational corporation
- Use of land or structures for religious purposes
- Bank, financial agency
- Business or professional office, including medical

- Retail store, except department store, not elsewhere set forth
- General service establishment
- Golf course
- Historic buildings open to the public
- Museum
- Restaurant; drive-in or fast-food-keep
- Restaurant; with service of alcoholic beverages

Ground floor uses

In mixed-use buildings, ground floor uses will be reserved for retail, general service, restaurant and office uses except as specified below:

Residential uses up to 2 dwelling units may be allowed on first floors of mixed-use buildings only where:

- the building is set behind another building which has frontage on the street;
- the residential portion of the first floor of a building is set behind street-front retail/office/restaurant uses within the same building; or
- where the Board determines that street-front residential uses will not have an adverse impact on the continuity of the commercial street-front uses.

Procedures and Criteria for Review by Site Plan Review

1. Proposed uses subject to Site Plan Review shall be required to submit an application as per Section 9.5 of this ordinance.
2. The Site Plan shall be reviewed by the Design Review Board of the Salem Redevelopment Authority in regard to the design of the project. The Design Review Board shall make a recommendation to the Planning Board. The Design Review Board shall refer to the *Salem Downtown Renewal Plan*", specifically Section 3.3.2 Design Criteria, Section 3.3.3 Design Standards, and Appendix III *City of Salem Commercial Design Guidelines (2005)* when making its recommendation.

Dimensional Requirements

Minimum Lot Area

6,000 square feet

Minimum Frontage	60 feet
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Minimum Lot Width	60 feet
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Maximum Lot Coverage	50 percent
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This maximum lot coverage restriction shall not apply to any structures existing (*date of adoption*), even when such structures are modified, reconstructed or restored, so long as the lot coverage is not increased.

Maximum number dwelling units	1 unit per 5,000 square feet lot area
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Maximum number of dwelling units per/acre	8
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Maximum building height for construction or reconstruction	35 feet
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Maximum Number of Stories	3
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Separation of Buildings	10 feet minimum between two buildings located on the same lot
-------------------------	--

Minimum Front Yard Setback

10 feet

Maximum Front Yard Setback

20 feet or the average of the setbacks to buildings on the same side of the street or way within 200 feet of the lot in question, whichever is less.

Minimum Side Yard Width

10 feet

Minimum Rear Yard Depth

30 feet

Parking

As required by Section 5.0 of this Ordinance

Special Permit in Salem Bridge Street Neck Neighborhood District

In this District, a Special Permit may be granted by the Planning Board (PB) or the Zoning Board of Appeals (BA) for the following listed uses:

Uses Allowed by Special Permit

- Dwelling Unit in Historic Carriage House (BA)
- Nursing or convalescent home (BA)
- Planned unit development (PB)
- Rooming, boarding or lodging house (BA)
- Essential Services (BA)
- Adult Day Care (BA)
- Animal Clinic or Hospital (BA)

- Arts and crafts studios or workshops (BA)
- Bed and Breakfast (BA)
- Funeral home (BA)
- Marina; waterfront boat yard or yacht club (BA)
- Motor vehicle light service (BA)
- Nonprofit outdoor recreational facilities (BA)
- Retail-wholesale supply establishments, provided that the wholesale operation does not exceed 50% of the gross floor area
- Wind energy facility, residential scale (PB)
- Wireless communications facility (PB)
- Any residential or mixed used building containing more than 4 dwelling units (PB)
- Home occupation (BA)

Procedures and Criteria for Review of Special Permits

1. The procedural criteria for approval of a Special Permit in the Bridge Street Neck Neighborhood District are through the submission of a Special Permit application under Section 9.4 of this ordinance and Massachusetts General Law Chapter 40 A.
2. All proposed uses subject to Special Permit approval shall also be required to file an application for Site Plan Review under Section 9.5 of this ordinance.
3. The Site Plan shall be reviewed by the Design Review Board of the Salem Redevelopment Authority in regard to the design of the project. The Design Review Board shall make a recommendation to the Planning Board. The Design Review Board shall refer to the *Salem Downtown Renewal Plan*", specifically Section 3.3.2 Design Criteria, Section 3.3.3 Design Standards, and Appendix III *City of Salem Commercial Design Guidelines (2005)* when making its recommendation.
4. The Special Permit Granting Authority shall issue a decision with findings and conditions as regulated under Section 9.4 of this zoning by-law, and M.G.L Chapter 40A.

Prohibition of Nuisance in Bridge Street Neck Neighborhood District

1. All dust, fumes, odors, smoke, or vapor shall be effectively confined to the premises or disposed of to prevent intrusion on neighboring properties.

2. Any noise or vibration shall not be normally perceptible without at a distance of one hundred (100) feet from the source instruments (and shall not exceed Board of Health standards).

BRIDGE STREET NECK NEIGHBORHOOD DISTRICT

SECOND DRAFT

NOVEMBER 20, 2012

The purpose of this district is to enhance the Bridge Street Neck neighborhood by promoting opportunities for local, small businesses and lower density housing, while serving as a transitional zone from abutting residential and commercial areas.

Uses Permitted by Right

- Single-family Dwelling
- Two-family Dwelling
- Multi-Family Dwelling with up to 4 dwelling units
- Mixed Use Building with up to 4 dwelling units above first floor retail, general service, restaurant, or office uses
- Child care facility
- Municipal services
- Use of land for the primary purpose of agriculture, horticulture, floriculture, or viticulture on a parcel of more than five acres in area
- Use of land or structures for educational purposes on land owned or leased by the commonwealth or any of its agencies, subdivisions or bodies politic or by a religious sect or denomination, or by a nonprofit educational corporation
- Use of land or structures for religious purposes
- Bank, financial agency
- Business or professional office, including medical
- Retail store, except department store, not elsewhere set forth
- General service establishment
- Golf course
- Historic buildings open to the public
- Museum
- Restaurant;

Ground floor uses

In mixed-use buildings, ground floor uses will be reserved for retail, general service, restaurant and office uses except as specified below:

Residential uses up to 2 dwelling units may be allowed on first floors of mixed-use buildings only where:

- the building is set behind another building which has frontage on the street;
- the residential portion of the first floor of a building is set behind street-front retail/office/restaurant uses within the same building; or
- where the Board determines that street-front residential uses will not have an adverse impact on the continuity of the commercial street-front uses.

Procedures and Criteria for Review by Site Plan Review

1. All new nonresidential construction over 2,000 square feet or any residential development of 4 units or more located within the Bridge Street Neck Neighborhood District shall be subject to Site Plan Review by the Planning Board. Any change of use within an existing building shall be subject to Site Plan Review by the Planning Board.
2. All measurements in square feet refer to Gross Floor Area as per Section 10 of the Salem Zoning Ordinance.
3. The Site Plan shall be reviewed by the Design Review Board of the Salem Redevelopment Authority in regard to the design of the project. The Design Review Board shall make a recommendation to the Planning Board. The Design Review Board shall refer to the *Salem Downtown Renewal Plan*”, specifically Section 3.3 Design Review and Appendix III *City of Salem Commercial Design Guidelines (2005)* when making its recommendation.

Dimensional Requirements

Minimum Lot Area

6,000 square feet

Minimum Frontage

60 feet

Minimum Lot Width	60 feet
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Maximum Lot Coverage	50 percent
----------------------	------------

This maximum lot coverage restriction shall not apply to any structures existing (as of the *date of adoption*), even when such structures are modified, reconstructed or restored, so long as the lot coverage is not increased.

Maximum number dwelling units	1 unit per 5,000 square feet lot area
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Maximum number of dwelling units per/acre	8
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Maximum building height for construction or reconstruction	35 feet
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Maximum Number of Stories	3
---------------------------	---

Separation of Buildings	10 feet minimum between two buildings located on the same lot
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Minimum Front Yard Setback	None
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Maximum Front Yard Setback

10

Minimum Side Yard Width

10 feet

Minimum Rear Yard Depth

30 feet

Parking

As required by
Section 5.0 of this
Ordinance

Special Permit in Salem Bridge Street Neck Neighborhood District

In this District, a Special Permit may be granted by the Planning Board (PB) or the Zoning Board of Appeals (BA) for the following listed uses:

Uses Allowed by Special Permit

- Dwelling Unit in Historic Carriage House (BA)
- Nursing or convalescent home (BA)
- Rooming, boarding or lodging house (BA)
- Essential Services (BA)
- Adult Day Care (BA)
- Animal Clinic or Hospital (BA)
- Arts and crafts studios or workshops (BA)
- Bed and Breakfast (BA)
- Funeral home (BA)
- Marina; waterfront boat yard or yacht club (BA)
- Motor vehicle light service (BA)
- Nonprofit outdoor recreational facilities (BA)
- Retail-wholesale supply establishments, provided that the wholesale operation does not exceed 50% of the gross floor area (BA)
- Wind energy facility, residential scale (PB)
- Wireless communications facility (PB)

- Any residential or mixed used building containing more than 4 dwelling units (PB)
- Home occupation (BA)
- Restaurant; with service of alcoholic beverages (BA)

Procedures and Criteria for Review of Special Permits

1. The procedural criteria for approval of a Special Permit in the Bridge Street Neck Neighborhood District are through the submission of a Special Permit application under Section 9.4 of this ordinance and Massachusetts General Law Chapter 40 A.
2. All proposed uses subject to Special Permit approval shall also be required to file an application for Site Plan Review under Section 9.5 of this ordinance.
3. The Special Permit Granting Authority shall issue a decision with findings and conditions as regulated under Section 9.4 of this zoning by-law, and M.G.L Chapter 40A.

Prohibition of Nuisance in Bridge Street Neck Neighborhood District

1. All dust, fumes, odors, smoke, or vapor shall be effectively confined to the premises or disposed of to prevent intrusion on neighboring properties.
2. Any noise or vibration shall not be normally perceptible without at a distance of one hundred (100) feet from the source instruments (and shall not exceed Board of Health standards).

Appendix Five: Wholesale Automotive Conformity Summary and Table

Summary of B4 and R2 nonconformity – existing and proposed

B4 (Wholesale and Automotive):

- 37 parcels are zoned B4
- 19 of these currently have nonconforming uses
 - Of the 19, 17 are residential uses only
 - The other 2 are mixed residential and commercial
 - All 19 would become conforming with regard to use under new zoning
- 6 uses would *become* nonconforming with regard to use
 - Of these, 4 are auto repair (including Salem Brake & Clutch)
 - 1 is a warehouse and 1 is a construction business
- 31 parcels currently have a dimensional nonconformity
- No parcels would become dimensionally nonconforming that aren't already

R2 (Residential Two-Family):

- 2 parcels are zoned R2
- Both of these currently have nonconforming uses (gas station and Coffee Time)
- Both would become conforming with regard to use
- With regard to dimensional conformity:
 - Coffee Time has several dimensional nonconformities, which will remain
 - Gas station has no dimensional nonconformities, and will not gain any

<i>Red: currently nonconforming</i>															
<i>Blue: to become nonconforming</i>															
Street Number	Street Name	St.	Current use	Lot area (acres)	Lot area (SF)	Frontage	Front yard setback	Side yard 1 setback	Side yard 2 setback	Rear yard setback	Building height (stories)	Building height (feet)	Building coverage (SF)	Building coverage (%)	Zoning District
(B4 Standard)				0.138	6000	60	-	-	-	25	-	45	-	80%	
(R2 Standard)				0.344	15,000	100	15	10	10	30	2.3	35	-	35%	
Proposed BSN Neighbor-hood District				0.138	6000	60	0	10	10	30	3		-	50%	
5	Beacon	St.	2-family house	0.108	4,704	48	7	1	17	35	2		1,325	28%	B4/R2
31	Bridge	St.	Dunkin' Donuts	0.576	25,091	134	60	30	6	77	1		4,330	17%	B4
33	Bridge	St.	Damatas Pizza, Bridge Street Sports	0.164	7,144	91	0	17	7	20	1		2,670	37%	B4
35	Bridge	St.	Auto-Repair	0.266	11,587	57	0	0	0	0	1		10,760	93%	B4
39	Bridge	St.	Auto-Repair			84	1	41	0	2	1		8,316	47%	B4
41	Bridge	St.	Mixed Use - residential and vacant retail space	0.077	3,354	42	7	7	2	47	1.5		1,555	46%	B4
43	Bridge	St.	Plumbing Supply	0.336	14,636	47	1	0	1	95	3		6,680	46%	B4
45	Bridge	St.	Retail	0.07	3,049	43	0	2	2	6	1		2,065	68%	B4
47	Bridge	St.	Multi-family	0.075	3,267	52	0	12	0	19	3		1,073	33%	B4

<i>Red: currently nonconforming</i>															
<i>Blue: to become nonconforming</i>															
Street Number	Street Name	St.	Current use	Lot area (acres)	Lot area (SF)	Frontage	Front yard setback	Side yard 1 setback	Side yard 2 setback	Rear yard setback	Building height (stories)	Building height (feet)	Building coverage (SF)	Building coverage (%)	Zoning District
49	Bridge	St.	Bill Johnson Plumbing	0.095	4,138	49	0	2	3	7	3		1,980	48%	B4
50	Bridge	St.	Single Family	0.184	8,015	64	12	35	13	57	1.5		1,005	13%	B4/R2
51	Bridge	St.	Joe's Hair Salon	0.024	1,045	26	no building	no building	no building	no building	1		no building	0%	B4
53	Bridge	St.	Aqua Hair Salon	0.065	2,831	56	0	23	1	0	3		1,330	47%	B4
61	Bridge	St.	3-family house	0.159	6,926	49	0	0	0	46	2		2,740	40%	B4
63	Bridge	St.	Salem Brake & Clutch	0.995	43,342	51	5	0	0	178 (main building) ; 20 feet (rear building)	1		13,695	32%	B4/R2
65	Bridge	St.	Salem Brake & Clutch	0.281	12,240	99	42	25	31	27	1		1,445	12%	B4
67	Bridge	St.	mixed use - Saws and 2 residential units	0.076	3,311	59	0	2	1	7	2.5		2,750	83%	B4
71	Bridge	St.	2-family house	0.068	2,962	32	6	0	2	45	2.5		1,385	47%	B4
77	Bridge	St.	Nautical Traders	0.246	10,716	88	0	0	0	7	2		9,330	87%	B4
54-56	Bridge	St.	Retail	0.98	42,689	137	67	0	16	381	1		2,880	7%	B4/R2
57-59	Bridge	St.	Meridian Construction	0.52	22,651	117	140	0	2	6	1		5,715	25%	B4/R2
94	Bridge	St.	Gas station/ convenience store	0.504	21,954	115	54	23	33	80	1		3,450	16%	R2
96	Bridge	St.	Coffee Time Bake Shop	0.231	10,062	82	6	1	53	8	1		2,290	23%	R2
3	Cromwell	St.	2-family house	0.069	3,006	52	0	1	15	6	2.5		1,045	35%	B4
6	Cromwell	St.	1-family house	0.111	4,835	108	7	2	78	10	1.5		680	14%	B4/R2

<i>Red: currently nonconforming</i>															
<i>Blue: to become nonconforming</i>															
Street Number	Street Name	St.	Current use	Lot area (acres)	Lot area (SF)	Frontage	Front yard setback	Side yard 1 setback	Side yard 2 setback	Rear yard setback	Building height (stories)	Building height (feet)	Building coverage (SF)	Building coverage (%)	Zoning District
7	Cromwell	St.	1-family house	0.117	5,097	100	0	0	72	14	2		735	14%	B4/R2
5	Ferry	St.		0.156	6,795	118	no building	no building	no building	no building	no building		no building	0%	B4
4	Lathrop	St.	1-family house	0.048	2,091	36	3	5	0	24	2.5		770	37%	B4
6	Lathrop	St.	3-family house	0.088	3,833	60	7	11	11	35	2.5		1,040	27%	B4
11	Lathrop	St.	Salem Brake & Clutch	1.1	47,916	132	35	34	37	0	1		7,155	15%	B4/R2
B4/	March	St.	Single Family	0.102	4,443	41	11	9	0	93	2.5		850	19%	B4/R2
7	March	St.	Three-Family	0.063	2,744	32	8	4	2	32	3		891	32%	B4/R2
7	Osgood	St.	Single Family	0.158	6,882	81	25	42	11	29	1		700	10%	B4
8	Osgood	St.	Warehouse	0.043	1,873	35	5	1	6	0	1		1,269	68%	B4
12 1/2	Osgood	St.	Single Family	0.106	4,617	14	6	25	0	17	2.5		666	14%	B4/R2
2	Planters	St.	Single Family	0.052	2,265	38	3	3	13	20	2.5		743	33%	B4
4	Planters	St.	Single Family	0.069	3,006	45	3	4	20	28	2.5		967	32%	B4
8	Waite	St.	Auto-Repair	0.086	3,746	38	8	3	2	0	1		3,275	87%	B4

Appendix Six: Bridge Street Trip Generation with Brake and Clutch Redevelopment Summary

Bridge Street Trip Generation with Brake and Clutch Site Redevelopment Scenario Summary

- Trip Generation estimates the number of vehicle trips by land use – MAPC used the very basic “average trip rate” from the Institute of Traffic Engineers (ITE)Trip Generation Manual to help us estimate the existing and proposed uses. (Every trip has an origin and a destination. When you drive to work, that’s one trip - back and forth to work are 2 trips.)
- MA DOT has estimated that average daily trips (ADT) using Bridge Street declined by 23 % in 2008, the most current available number, when the Bridge Street Bypass Road was completed, dropping from 31,400 ADT in 2003 to 24,200 in 2008.
- For Salem Brake and Clutch Redevelopment Scenario: MAPC reconfigured the four contiguous Brake and Clutch parcels, which total 2.689 acres, from current auto care ITE estimates into a retail and apartments mixed use scenario to estimate the trips that could be expected using ITE average trip rates for a mix of apartments and retail.
- The parcels include:
 - 65 Bridge St-Brake and Clutch .22 acres
 - 63 Bridge St-Brake and Clutch .99 acres
 - 11 Lathrop St-Brake and Clutch 1.10 acres
 - 9 Lathrop St- Brake Clutch .379 acres
- Using ITE data, the four lots are estimated to produce 992 daily trips under current use.
- The results of redeveloping the four Brake and Clutch parcels would yield the following:
 - The creation of 21 residential units, at 8 units allowed per acre and 22,738 square feet of new retail commercial space.
 - Apartment and retail uses would generate an estimated 1,140 daily vehicle trips vs. 992 existing uses.
 - This would create an additional 157 daily vehicle trips over existing uses, an average of 6.5 new trips per hour.
 - More important, new peak a.m. trips would remain the same as current uses and p.m. peak trips would decline by 3 trips.
 - Comparing the increase to MA DOT 2008 average daily trips on Bridge Street equals a 0.6 percent overall increase.