



CITY OF SALEM PLANNING BOARD

A public hearing of the Salem Planning Board was held on Thursday November 17, 2022, at 6:30 p.m. via remote access. Public participation was possible via Zoom video and conference call.

Chair Bill Griset opens the meeting at 6:33 pm

I. ROLL CALL

Present: Bill Griset (Chair), Tom Furey, Sarah Tarbet, Carole Hamilton, Zach Caunter, Jonathan Berk, Josh Turiel (7)

Absent: Kirt Rieder (Vice Chair), Helen Sides (2)

Also in attendance: Elena Eimert, staff planner, Beth Forrestal

II. REGULAR AGENDA

A. Location: 252 Bridge Street (Map 26, Lot 0408 and Map 35, Lot 0024), 32 and 34 Federal Street (Map 35, Lot 621)

Applicant: WinnDevelopment Companies LLC

Description: A continuance of a public hearing for all persons interested in the application of WinnDevelopment Companies LLC for the property located at 252 Bridge Street (Map 26, Lot 0408 and Map 35, Lot 0024) in the B5 Zoning District for Site Plan Review in accordance with the following sections of the Salem Zoning Ordinance: Section 9.5 Site Plan Review, 7.3 Planned Unit Development Special Permit, and Section 8.1 Flood Hazard Overlay District Special Permit and Section 37 of the Salem Code of Ordinances, Stormwater Management Permit. The project will constitute Phase 1 of a two-phase project. Phase 2 will consist of the redevelopment and preservation of the historic County Commissioner's Building and Superior Court Building, located at 32 and 34 Federal Street (Map 35, Lot 621), which will be filed as an amendment at a later date. In Phase 1, the applicant specifically proposes to construct a mixed-use building with parking on the ground level, approximately 11,705 square feet of commercial and amenity space on the first level, and 120 residential units on the floors above. The proposed work includes razing any existing improvements and construction of the new building.

**** This item was heard second****

- Ramie Schneider with WinnDevelopment is here tonight along with Rich Whitehouse, Michael Blier, and Steve Prestejohn. The project received final design review from DRB and will be in front of SRA in December. Will be back with the

Planning Board in December as well and provide an architectural update. Tonight is a preview of the overall civil, landscape, and structural connection between the building and bridge street and how we will address the retaining wall.

- Rich Whitehouse, VHB. Provided an update on how things have progressed since last time. Worked on addressing Conservation Commission and Planning Board comments. I.e., the use of the space along Bridge Street that is “downstream” from the flow of traffic and using the wider striped area for parking. Sharpened up the turnout and it is now more of a bookend rather than a parking area. Added a third pedestrian connection to the Bridge Street sidewalk onto the plaza level of the building, this creates a more direct path to property. We also heard a comment last time about a missing crossing at the MBTA driveway to serve users of the sloped walkway. We introduced a crosswalk that allowed safe crossing of the driveway and fell on the desire line for people using the walkway. Far enough away from MBTA drive and Bridge Street with plenty of sight distance to the crosswalk for drivers. Additionally, pedestrian safety has been enhanced with advanced crosswalk signage and crosswalk signage at the crosswalks. Repaint current crosswalk to be more visible. *See presentation for site plan of these changes.* Added in an accessible curb ramp and are proposing another accessible curb ramp on the MBTA side. Regarding Transportation peer review comments (these were sent today to the board). Additional utility investigation with city and MBTA. Hydro flow test was completed and work for sewer and drain are scheduled for next week and subsequently there will be additional analysis and calculation for adequate capacity and pipe conditions. Notice of Intent (NOI) process is ongoing. Flood Hazard Overlay District (FHOD) Special Permit is part of this application as well. Run over highlights of existing conditions, including the retaining wall. In the proposed condition, the stormwater management approach is to mimic existing conditions. Currently water sheet flows across parking lot into the drainage system. Water quality treatment and the tide gates will remain the same. Relay pipe will be added but the point of connection to the drainage system is the same. Project proposed its own water quality treatment. Managing quantity of stormwater. Reducing impervious areas along Bridge Street. Impervious areas on Bridge Street are increased with additional landscaping. Adding 16 inches of width to the sidewalk along Bridge Street.
- Steve Prestejohn, Cube3. A lot of the questions are around the location of the granite benches in the plaza and if they present a tripping hazard, and the comments that overlap between the DRB and Planning Board.
- Mike Blier, Landworks Studio. Really want to make the sidewalk a city street with significant landscaping and adding a third entry to plaza. Increased amount of trees by going from six trees to nine trees. Three are outboard to help create a more secure feeling sidewalk. Spent a lot of time on lower plaza adjusting the stone monoliths. Clear Crosswalks. We moved everything to the right a bit out of the way of sightlines for exiting drivers. The wildflower mix people will ensure that there is no ragweed in the mix and more flowering native materials. We also added four oak

trees. How does the slope along the project frontage affect the nature of the project. On the East side, the plaza is lower than the sidewalk giving us the grade change. Pedestrian way feels like walking through landscape, not on the curb edges. As you move further up the bridge, the grade changes and there is a slight incline up to the plaza. A suggestion from DRB that we might want to explore a third entrance, this entrance is right at grade. The sidewalk becomes elevated at the grade go up.

PLANNING BOARD COMMENTS

- Sarah Tarbet: Appreciates the widening of the sidewalk. Still looking at what is the material that is the expansion joint? Struggling with engagement with Bridge Street. Worried about it being used as a gutter.
 - Steve Prestejohn: Ambiguous right now until we dig in with structural engineering, we don't know the exact width of the joint, it may be proprietary. We tried to keep it from being a gutter, so it drains away. Need 4 typical roof drains with protection to stop gravel. Water drains out at garage level.
 - Sarah Tarbet: You will make it disappear with material of landscape.

- Sarah Tarbet: I noticed the sidewalk and new tree area is abruptly ended. The sidewalk gets skinny, and the planting bed backs into the curb.
 - Richard Blier: Believe it is because of existing drainage infrastructure.
 - Rich Whitehouse : The wider part of sidewalk transitions back to meet existing sidewalk to get the required guardrail before the slope. *Plan shared on screen and can be found at 55 minutes in the recording.*
 - Sarah Tarbet: You are looking at the guardrail and how the edge is finished out.
 - Steve Prestejohn: The termination of the ledge and where it sits – stopping short of the face of the building. I think that location will influence how the guardrail terminates.
 - Michael Blier: Topography at that point is tricky.

- Carole Hamilton: How many vehicles are anticipated to be stacked in the drop-off area
 - Ramie Schneider: Five vehicles.
 - Carole Hamilton: Ride share, delivery, etc. in this spot? Envisioning a 5 pm mess at that location concerned. It's a nice wide area right now but the drop-off area limits the car traffic significantly.
 - Rich Whitehouse: It is a wide area of pavement and 1 lane. We are maintaining the 1-lane condition. We wanted to provide safe place for drop off.
 - Ramie Schneider: The pull-off zone is 10-ft. wide. Trying to create a traffic calming measure with this as well. We see Bridge Street as the front door.

- Josh Turiel: Not sure how much use the drop-off will get. Most activity is at ground level at the traffic light entry point. Exiting onto North Street outbound only if coming in from Bridge Street. You can't get back into the complex either. Good intent but not sure what the utility of this with current traffic patterns.
 - Ramie Schneider: Michael Santos can come back. But USPS and the city were that the deliveries, in particular, they are taking the ramp up to deliver the packages likely pulling off on Bridge Street to be closest to the front door of the residential lobby.
 - Josh Turiel: Thinking more in terms of utility for people who walk through the plaza to the MBTA.
 - Ramie Schneider: The majority of the drive is MBTA land with bus queuing. We are trying to not impact their operations.

- Tom Furey: A gateway project into downtown and the Ward 6 area.

- Kirt Rieder: *While Vice Chair Rieder was not in attendance, he asked that staff planner, Elena Eimert, read his comments and questions.*
 - **Insert Kirt's questions and comments.**
 - Rami Schneider: *Addressing last question.* We submitted a project review application with MBTA. And are in touch with our project manager with the MBTA and have recently have a project design review meeting. Cannot formally comment but it is in front of them, and we are working with them.
 - Rami Schneider: And regarding the question on the soil. The wildflower mix continues up onto Bridge Street. The entire length of the building.

PUBLIC COMMENT

No new written comments.
No public comment

Motion to continue to December 1, 2022, is made by Josh Turiel, seconded by Tom Furey, and passes 7-0 in a roll call vote.

Bill Griset	Y
Tom Furey	Y
Carole Hamilton	Y
Zach Caunter	Y
Sarah Tarbet	Y
Jonathan Berk	Y
Josh Turiel	Y

- B. Location: 73 Lafayette Street (Map 34, Lot 430), 75 Lafayette Street (Map 34, Lot 431), 85 & 87 Lafayette Street (Map 34, Lot 432), 89 Lafayette Street (Map 34, Lot 433), 315 Derby Street (Map 34, Lot 444), 9 Peabody Street (Map 34, Lot 232), and 15 Peabody Street (Map 34, Lot 435) Applicant: North Shore Community Development Corp (NSCDC) and North Shore Community Health Center (NSCHC)
Applicant: North Shore Community Development Corp (NSCDC) and North Shore Community Health Center (NSCHC)**

Description: A public hearing for all persons interested in the application of North Shore Community Development Corp (NSCDC) and North Shore Community Health Center (NSCHC) for the property located at 73 Lafayette Street (Map 34, Lot 430), 75 Lafayette Street (Map 34, Lot 431), 85 & 87 Lafayette Street (Map 34, Lot 432), 89 Lafayette Street (Map 34, Lot 433), 315 Derby Street (Map 34, Lot 444), 9 Peabody Street (Map 34, Lot 232), and 15 Peabody Street (Map 34, Lot 435) for a Site Plan Review, Planned Unit Development special permit, Drive-Through special permit, and Flood Hazard Overlay District special permit for a project in the Entrance Corridor Overlay District in accordance with the following sections of the Salem Zoning Ordinance: Section 9.5 Site Plan Review; Section 7.3 Planned Unit Development; Section 6.7 Drive-Through Facilities; Section 8.1 Flood Hazard Overlay District.

The above properties will be improved through a collaborative joint venture between NSCDC and NSCH. Specifically, the applicant proposes a project that will consist of three buildings, two of which will occupy the corner at Lafayette and Derby, and a third at the nearby site at 9 Peabody. At 73 Lafayette St., applicant proposes a 6-story mixed-use building with commercial space on street level and 19 units of 100% affordable, supportive housing for the elderly above. Along Derby St., applicant proposes a new approximately 41,500 sf community health clinic. At 9 Peabody St., applicant proposes 29 additional age-restricted units and a small gallery and commercial space. Additional site improvements include improvements to the underlying culvert, the harbor walk, and Peabody Street Park, the latter two of which the applicant would be responsible for ongoing maintenance.

**** This item was heard first****

- Attorney Scott Grover is attending for the Applicant. Requesting a continuance to allow the engineering peer review to be completed. Progress has been made and optimistic for December 1, 2022. There will be other plan changes as well due to the ongoing MEPA process.

Motion to continue to the December 1, 2022, meeting is made by Carole Hamilton, and seconded by Tom Furey, and passes 6-0 with one abstention in a roll call vote.

Bill Griset	Y
Tom Furey	Y
Carole Hamilton	Y

Zach Caunter	Y
Sarah Tarbet	A
Jonathan Berk	Y
Josh Turiel	Y

C. Location: 132-134 Canal Street, 142 R. Canal Street, and 144 Canal Street (Map 33, Lots 5, 6, and 8)

Applicant: Scott Grover f/b/o Canal Street Warehouse LLC, Canal Street Realty Development LLC, and Canal Furniture LLC

Description: A public hearing for all persons interested in the application of Scott Grover f/b/o Canal Street Warehouse LLC, Canal Street Realty Development LLC, and Canal Furniture LLC for the properties located at 132-134 Canal Street, 142 R. Canal Street, and 144 Canal Street (Map 33, Lots 5, 6, and 8) in the I and the Entrance Corridor Overlay District in accordance with the following sections of the Salem Zoning Ordinance: Section 7.3 for a Planned Unit Development, Section 9.5 for a Site Plan Review, Section 8.1 for a Flood Hazard Overlay District Special Permit, 8.2 Entrance Corridor Overlay District, Section 6.7 for a Drive-Through Special Permit, and a Stormwater Management Permit in accordance with Salem Code of Ordinances Chapter 37. The applicant is requesting an amendment to a previously approved Decision to remove certain automotive uses from the site and to add 4 new residential units and 3 parking spaces in the area of the building formerly occupied by those uses. Specifically, the applicant proposes to construct 4 residential units in a two-story addition above an existing one-story section of 142 Canal Street, with 3 covered parking spaces located at grade in the renovated one-story section of the building. There will be no expansion of the existing building footprint and no increase in the impervious area.

Attorney Grover is here for the Applicant. Also in attendance are, Steven Feinstein, Cole Symes, Dan Ricciarelli, Chris Sparages.

- Attorney Grover is representing Symes Associates. This project is directly across from Crosby's. 2018 Special Permits allowed this property to be redeveloped. The applicant wants to eliminate last of automotive service uses on the site and replace with residential use. Application is to amend the 2018 decision and allow a small section of the rear of the building to be demolished. 4 new units. 3 garages and units above. 1 affordable unit. No changes to the footprint. No increase in impervious area. Traffic reduction on site, lessen parking demand and improve overall quality of life by the removal of the vestiges of automotive use. Consistent with PUD goals.
- Dan Ricciarelli, Segar Architects: Simple addition to existing garage space. There will be 4 1 bd/1ba units, 660 sq. ft. each. There will be a new structure and new foundation but same height and elevation. Entry lobby on ground level. Then upstairs to first unit. We will be elevating critical infrastructure above base flood

elevation for a 50-year flood. Habitable spaces 10-ft above base flood elevation. 34-foot high building. Utilities on the roof. Water heaters will be hung from the ceiling on the first floor. Composite siding with awning windows and hopper windows. Introducing flood vents for parking and lobby elevations.

- Chris Sparages, civil engineer, Williams and Sparages: Regarding site circulation. Cars will enter on Canal Street; this is a 1-way entrance. There is a dedicated Starbucks lane but there will be another lane around site for residents. There will be a 2-way exit along Ocean Avenue, but vehicles can also loop around to Canal Street. Very few site improvements are needed. Propose to remove concrete pads in front of garage doors. Pedestrian access will be provided via a sidewalk along 142 Canal Street and stamped pavement for a pedestrian crossing. Propose to extend sidewalk along the building to provide access to the vestibule area. Proposed 3 garage spaces available to the residences. Bike racks within short distance of building and dedicated access point to bike path. No increase in impervious surfaces.
- Steve Feinstein: We will be able to answer engineering questions and concerns. We have a video of the line they were concerned about. We have flow test done. Electricians looked at what's there and what we are proposing.

PLANNING BOARD QUESTIONS:

- Jonathan Berk: Has used the trail and bike racks are full. Can you add more bike racks/
 - Dan Ricciarelli: There are bike racks inside the building for tenants.
 - Chris Sparages: We can review if there is more space for bike storage with the owner
 - Steven Feinstein: We see plenty of space, but you might see something different when you go.
 - Jonathan Berk: I was surprised.
- Josh Turiel: Glad to see this change happening. Good use of site and will help turn Canal Street in a positive direction.
- Tom Furey: State encourages more housing on train routes, this is in line with that goal. This is great.

PUBLIC COMMENT:

Jeff Cohen, Ward 5 Councilor
12 Hancock Street

Councilor submitted a written comment that is available in the SharePoint folder.

There were no further public comments.

Motion to continue to the December 1, 2022, meeting is made by Sarah Tarbet, and seconded by Carole Hamilton, and passes 7-0 in a roll call vote.

Bill Griset	Y
Tom Furey	Y
Carole Hamilton	Y
Zach Caunter	Y
Sarah Tarbet	Y
Jonathan Berk	Y
Josh Turiel	Y

III. OLD/NEW BUSINESS

A. Receive and File: Notification of Resubmittal, Expanded Environmental Notification Form and Proposed EIR Submittal for 342 Highland Avenue and 2 Barcelona Avenue

- Elena Eimert: This is a resubmittal of the EENF with MEPA. This relates to a state environmental review. Comments are due to the reviewing officer by December 9, 2022. If you would like to make comments as a board, we will do that tonight and vote. You may make comments as individuals to the contact person named in the document. The document is available in SharePoint.

B. Updates from Staff

- Elena Eimert: Just a reminder of the Joint Public Hearing with the City Council on November 30, 2022, at 6:30 pm. This will be a hybrid meeting and Planning Board may attend in the manner that suits them best.

IV. APPROVAL OF MINUTES

A. Approval of the November 3, 2022, Regular Planning Board Minutes

Motion to approve the November 3, 2022, Regular Planning Board Minutes is made by Carole Hamilton, seconded by Tom Furey, and passes 7-0 in a roll call vote.

Bill Griset	Y
Tom Furey	Y
Carole Hamilton	Y
Zach Caunter	Y
Sarah Tarbet	Y
Jonathan Berk	Y
Josh Turiel	Y

IV. ADJOURNMENT

Motion to adjourn made by Josh Turiel, and seconded by Carole Hamilton, and passes in an 7-0 roll call vote

Bill Griset	Y
Tom Furey	Y
Carole Hamilton	Y
Zach Caunter	Y
Sarah Tarbet	Y
Jonathan Berk	Y
Josh Turiel	Y

Adjourned at 7:59 pm
Approved by the Planning Board on December 1, 2022