

City of Salem Planning Board
Meeting Minutes
Thursday, March 1, 2018

A public hearing of the Salem Planning Board was held on Thursday, March 1, 2018 at 7:00 p.m. at City Hall Annex, 120 Washington Street, Room 313, Salem, Massachusetts.

Chair Ben Anderson opens the meeting at 7:00 pm.

I. ROLL CALL

Those present were: Chair Ben Anderson, Kirt Rieder, Dale Yale, Noah Koretz, Bill Grisct (arrived 7:02), DJ Napolitano (6)

Absent: Carole Hamilton, Helen Sides, Matt Venio (3)

Also in attendance: Amanda Chiancola, Staff Planner; Ashley Green, Planner and Conservation Agent, and Stacy Kilb, Recorder

II. REGULAR AGENDA

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

Applicant: CANAL STREET WAREHOUSE LLC, CANAL STREET REALTY DEVELOPMENT LLC and CANAL FURNITURE LLC

Description: A continuation of a public hearing for all persons interested in the application of 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 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, and Section 6.7 for a Drive-Through Special Permit, and a Stormwater Management Permit in accordance with Salem Code of Ordinances Chapter 37. Specifically, the applicant proposes the redevelopment the site by razing the buildings at 132-134 and 144 Canal Street and constructing three (3) new buildings with associated driveways, parking spaces, landscaping, utilities, and drainage systems for stormwater runoff. Construction of a new three-story, mixed-use building with approximately 7,000 square feet of retail on the first floor and 20 residential units on the upper floors is proposed at the north side of the site. Construction of a three-story building with 30 residential units and parking below; and a 2,500 square foot retail building with a drive-through is proposed at the south side of the site. The existing buildings located at 138-142 Canal Street will remain with some site improvements.

A motion to continue to the March 15, 2018 meeting is made by Kirt Rieder, seconded by Bill Grisct, and passes 6-0.

B. Location: 16, 18 and 20R Franklin Street (Map 26, Lots 400, 401 and 402)

Applicant: JUNIPER POINT INVESTMENT CO LLC

Description: A continuation of a public hearing for all persons interested in the application for a Site Plan Review, Flood Hazard Overlay District Special Permit, and Special Permits associated with the North River Canal Corridor Neighborhood Mixed Use District in accordance with the following sections of the Salem Zoning Ordinance: Section 9.5 Site Plan Review; Section 8.1 Flood Hazard Overlay District; Section 8.4

North River Canal Corridor Neighborhood Mixed Use District; and a Stormwater Management Permit in accordance with Salem Code of Ordinances Chapter 37. Specifically, the applicant proposes to replace the existing junk yard with a residential development. The initial application proposed forty-three (43) units in five (5) buildings with parking under each building, in addition to an independent garage and some surface parking resulting in 69 parking spaces. The project has been revised, and now proposes forty-eight units (48) in five (5) buildings with parking under each building and some surface parking resulting in seventy-four (74) parking spaces. The project also includes landscaping throughout, and public access along the riverfront with walking paths.

Attorney Kristin Kolick presents for the Applicant. The concept plan presented at the last meeting will require some revisions, which are being done. Giles Hamm, Traffic Engineer, and Gary Hebert, The City's Traffic Peer Reviewer, will provide updates to their analyses as a few units and parking spaces have been added to the project.

Chair Anderson notes he and other Board members did not have time to review the new traffic data and peer review; Kirt Rieder notes that the Planning Board received the related documents at 4:23 this afternoon. This is not the first time this issue has occurred, and the Applicant must submit documents in a timelier fashion, otherwise the Board is unable to provide constructive input, and it makes the review process extend to additional meetings. Attorney Kolick notes that her client will redouble their efforts to submit documents in a more timely fashion.

Giles Ham with Vanasse and Associates states that a comprehensive traffic study was presented and peer reviewed in the fall; the only change in that respect is there are now 48 units not 43 and only one, not two, driveways, so the whole study was updated. The table submitted is the main change. Only one morning and four evening peak vehicle trips are being added, so should not be impactful. Sight distances and low speeds mean that sight lines are adequate. Stop control, TDM measures and lighting have been recommended. He is confident it is a safe plan.

Chair Anderson asks if traffic flow has changed with the reduction from two driveways to one; it has not.

Peer Reviewer Gary Hebert with Stantec presents, noting that that not much has changed. Changes do include:

- 5 additional units would lead to a 12% increase, but this is a small number, from 1 to 3 vehicles. There is now a direct pedestrian connection to the North River the change to one single driveway
- Peer Review Study Area Overview
- Site Plan Aerial Context : all left and right turns take place out of a single driveway, with no impactful increase
- Site Visit Findings: left turns onto Foster St. are difficult because of how busy it is, not because there is a sign
- Traffic Counts & Growth Review: assumptions are reasonable
- Trip Generation & Distribution Review: also reasonable
- Crash History Review: High crash rates are noted at the intersections of North St. and Foster St. and North St. and Franklin St. This is a 'crash cluster area' eligible for Highway Safety Improvement funding (HSIP)
- Offsite traffic mitigation: City should pursue illegal left turns, and consider improvements between Osborne & Bridge Sts. (HSIP funding available)
- Potential Franklin at North St. Short Term Safety Upgrade: crosswalks, pavement markings, signage
- Potential Franklin St. Sidewalk Striping Upgrade

- Onsite Pedestrian Access Enhancements: Notes that trucks cannot exit without backing up; does not have input from Fire Dept. yet. Parking under buildings is improved. Some walkway changes are suggested including a concrete transitional apron at driveway
- Site parking Supply Review: 74 spaces are provided, so while the NRCC requires 2 per unit, this is 1.56 spaces so will need a variance. The City is considering reducing the requirement to 1.5 spaces per unit, so this is acceptable. This site should have enough spaces. 3 ADA spaces are now proposed
- Site Parking Operations Review & Site Parking Recommendations: Concerned about large truck turnaround; also recommends restricting the number of registered site vehicles to the site parking supply; implement onsite bike storage and ride share opportunities; these are being pursued
- Key Peer Review Findings

Chair Anderson asks about changes in volume and logistics.

- Average weekday daily total is 308 trips, a net increase of 30 during peak hours; over a full day it is 10-15 trips/hour over 24 hours
- At worst this would be 29-33 trips more than occur there now during peak hours
- Chair Anderson is also concerned about tenants taking a left on Franklin St. then a right onto Franklin Court, rather than right on Franklin and left on Foster. As Franklin Ct. is a narrow road in rough condition, he would like suggestions to mitigate this
 - Mr. Hamm says his client has suggested signage indicating no thru traffic, but Mr. Hebert notes that if Franklin Court does actually connect as a through street, this is disingenuous
 - Numbers are discussed, along with the possibility of making Franklin Court one way going towards this site, possibly during certain hours only
 - Mr. Hebert notes that there will be a trade off by residents who live on Franklin Court, who could be inconvenienced more by this change than by the added traffic if no change was made
 - He notes that the use of Franklin Court will mainly be by those making left turns coming out of this site only

Kirt Rieder notes that this Board is obligated to figure out how the applicant can make meaningful improvements that speak to continuing development. Since landscaping should not reduce available site lines, this means large trees should not be planted within 20' of the sight line, so he wonders how close they can be to the curb cut. This depends on sight lines and Mr. Hamm describes how the industry measures sight triangles; the Applicant will try to not have large trees with a low canopy. Kirt Rieder approves of plantings suggested.

The size of the right of way and placement of trees is discussed. Installing street parking in front of the project makes sense. Kirt Rieder comments on the dimensions Franklin St. There is opportunity to re stripe and provide some on street parking, though not on all of the street. He does not want wide travel lanes and narrow sidewalks when pedestrian access is meant to be emphasized. The Applicant should allow for a 6-7' wide sidewalk, reflected in the plans now, which will slow neighborhood traffic and allow for street trees.

Sidewalk logistics and future developments are further discussed. Pedestrian continuity should be emphasized and Kirt Rieder notes that this can be done by keeping the sidewalk at the curb and providing cast concrete across the driveway to give pedestrians a visual cue that they are safe there. The drive apron should be as steep as possible to slow vehicles down.

The pedestrian crossing to Furlong Park has been upgraded as suggested by this applicant's study. Other points re sidewalk were also well taken. Kirt Rieder suggests keeping it "urban" so it is obvious who belongs where.

Noah Koretz ask about the back of the site. Eric Papetti, who is on the City Traffic and Parking Commission, submitted a letter this week. He notes that the City has an upcoming Open House re Bike Master Plan, and is

trying to connect stranded pieces of bike infrastructure; a path is provided here on river side, and once other sites are developed, they hope there would be a connection across back of these three sites plus Furlong Park. Mr. Papetti also requested that the path proposed not be crushed stone, but mimic existing bike path materials. Another option would be to have separate paths, one of crushed stone but with a two-directional paved path alongside it for bikes or joggers with strollers. This is important for the emphasis of bikes/pedestrians over vehicles. Mode shift is the only way to prevent North Street vehicular traffic from getting worse and worse over time.

Chair Anderson wonders about current stacking at the Franklin/North Street intersection. The Applicant does not have this information and the Chair would like to know this impact on the neighborhood. Mr. Hamm outlines demand; Franklin St. would be adding one car every 5 min, less on Foster St., so not significant.

Chair Anderson opens to public comment.

Judy French, 16 Foster St.

- Concerned that density of this development plus upcoming developments on adjacent lots will increase traffic
- Re making Franklin Court one way at certain times: large trucks drop off vehicles at certain times to the auto places, with no place to turn around
- Bike lanes: sharrows on street may be proposed, but she is concerned about width. Noah Koretz clarifies, commenting that the area he referred to is at the back of the site

William Legault, 2 North St.

- Notes history of the area, concerns of neighbors about commercial activity, has always been a mix of commercial and residential; this project will drive other development toward residential
- This is an opportunity for the City that they should not miss
- Overpass should be repaired, this development will bring such improvements
- Supports project in general, improvements to neighborhood, quality

Mr. O'Brien, Locust St.

- Asks about ADA parking spaces: The three ADA compliant spaces are included in the 76 total

Paul Tucker, 14 Bay View Circle

- Wonders about on street resident parking, and the situation for capacity and visitors, capacity on Franklin St.

Justin Lucier, 315 Essex St

- Approves of changes, still concerned that homeowners will be on the train during peak hours, approves of arrows coming toward North St.
- Parking along Franklin St. and impact on those taking commuter rail

Mary Ellen Sullivan, Orchard St.

- Concerned about parking, proposes parking stickers for streets in neighborhood to limit overflow only on Franklin St.

Sandra Muse, 19 Orchard St.

- Concerned that with the lower part of Orchard St. being one way, that traffic will escalate up Franklin St. instead of heading to Moulton Ave, and will go up Orchard instead to Dearborn

Victoria Ricardello, 5 Foster St

- Approves of development
- Concerned that this lot is too small to support the size of development
- Traffic
- Safety – height of buildings, difficult for fire apparatus to maneuver/access the tall building at the rear, with the location of the fire hydrant closer to North St.

Andrew Fett, 1 Felt St.

- Approves of sidewalk
- Notes some traffic is going North, Traffic concerns
- Mr. Hamm notes that 6% of traffic heading to North was journey to work data from residents; the majority will be oriented toward North St, but some will go the other way
- Mr. Fett notes that in early afternoon in summer, before commute, there is heavy traffic/parking for little league/park, on both sides. This may impact the need to back in large vehicles

Emily Udi, Historic Salem Inc

- Supports the Board's request that documents be submitted earlier

Mike Beckhard, 2 school St. Court, also owns 8 Osborne St.

- Pleased to see reduction in Commercial businesses

Charlie Arnold, 23 Franklin St.

- Notes that people who live there don't take a right on North St., but do a U turn out Foster St. and come out another way
- Concerned that those who move in will also do that, increasing traffic in the neighborhood

Tyler Terry, 22 School St.

- Wonders which factors lead to children playing in the street
- Mr. Hebert says that if more than 25 cars per hour pass by, kids will not play in the street; unless there are very few houses or a cul-de-sac, it is more difficult for kids to play in the street. This area sees more than 250 cars per day, so is not a good street to play in

Chris Welford, 23 Mason St.

- Approves of project and improvements
- Notes people will move in from Boston and commute by train, wonders how that affects traffic
- Mr. Hebert notes that the Commuter Rail does play into it. Residences generate 10% of trips during peak hours; trips are not consistent

Tim Jenkins, 18 Broad St.

- Wonders about Franklin St. capacity with regards to upcoming developments
- Giles Hamm notes that Franklin St. sees 150-175 peak hour trips, and Mr. Hebert says that 1200-1300 vehicles per day pass through. While every street has finite capacity, it is measured via congestion at peak hours, which will depend on where the street empties out. Franklin St. has a capacity of more than the current amount of traffic there now, four to five times more, but this depends on many other factors
- Mr. Jenkins is concerned about capacity on North Street and wonders about improvements to the intersection, possibly a traffic circle

- Mr. Hamm notes that there are issues coming down the bridge, and a traffic circle is not a viable solution. Mr. Hebert has suggested striping, etc. that would improve the situation, instead. He also opines that, in 30 years all cars will be self driving, thus rendering the issue moot

Chair Anderson reads two letters into public comment:

Mary Ellen Halliwell, 81 Orchard St.

- Project Should adhere to NRCC Master Plan, and this does not, too tall, out of scale, too dense, concerned about traffic

Eric Papetti, 11 Symonds St.

- Waterfront pathways should be for enjoyment and serve as routes for transport such as walking, biking, skating, to mitigate traffic
- Consider how Ch. 91 pathways can go beyond minimum requirements and encourage non-vehicular travel; pathway will connect via bike lanes to train and other areas, cites bike master plan
- Path should be wider and paved to accommodate all uses, could be a parallel path as well – see Paul Dudley White Path in Cambridge for an example
- Pathway should have a detailed maintenance plan, and no restrictions on hours of use
- Photos submitted are public record available thru Planning Dept

Kirt Rieder observes that tonight's conversation was productive/constructive re traffic but reiterates that delivery dates and times of materials must be improved. At the last meeting the new site plan was rushed and architecture was not thoroughly presented; relation of project to the existing urban environment is and should be discussed in a more measured and timely fashion.

A motion to continue to the April 5, 2018 meeting is made by Noah Koretz, seconded by Dale Yale, and passes 7-0.

Location: 65 Washington Street Salem, MA (Map 35, Lot 600)

Applicant: 65 WASHINGTON STREET, LLC

Description: A continuation of a public hearing for all persons interested in the application of 65 Washington Street, LLC for the property located at 65 Washington Street Salem, MA (Map 35, Lot 600) for a Planned Unit Development Special Permit, and a Site Plan Review in accordance with the Salem Zoning Ordinance sections 7.3 Planned Unit Development and 9.5 Site Plan Review. Specifically, the applicant proposes to raze the former Salem District Court building, and construct on the existing foundation a new mixed-use building consisting of sixty-one (61) residential units, two levels of enclosed parking, and commercial/restaurant space on the ground floor. General infrastructure updates to drainage, sewer and landscaping are also proposed.

A motion to continue to the March 15, 2018 meeting is made by DJ Napolitano, seconded by Noah Koretz, and passes 6-0.

III. APPROVAL OF MINUTES

A. Regular Planning Board Meeting held on February 15, 2018

A motion to approve the minutes is made by Dale Yale, seconded by DJ Napolitano, and passes 6-0.

IV. OLD/NEW BUSINESS

A. Staff report back to Planning Board regarding the expected completion date of the gabion wall (including landscaping and public pathways) at the Footprint Powerplant site.

An email has been sent to Board members from the Scott Silverstein, President of Footprint Power Management Inc; all amenities will be the same, including walking paths and landscaping with the gabion wall. There was one change at last public meeting due to a drain line. All work will be done, it is just a matter of timing. Front sections are to be done now, the rest of it at a later date.

Kirt Rieder comments that the landscape design has changed but no drawings were ever provided, so caution should be exercised in the future. Bill Griset asks about the estimated completion date for whole project, which is missing. The Board requests it. Based on the information received, it appears the Applicant wants to open the facility in 2018 prior to full completion of the gabion wall and landscaping. Noise studies show an increase without the gabion wall, and noise will be reduced when it is completed. Public access, however, is restricted until both the wall and landscaping are complete. Amanda Chiancola will follow up.

V. ADJOURNMENT

A motion to adjourn is made by Bill Griset, seconded by Kirt Rieder, and passes 6-0.

The meeting ends at 8:35PM.

For actions where the decisions have not been fully written into these minutes, copies of the decisions have been posted separately by address or project at: <https://www.salem.com/planning-board/webforms/planning-board-2018-decisions>

Respectfully submitted,
Stacy Kilb, Recording Clerk

Approved by the Planning Board on 03/15/2018

Know your rights under the Open Meeting Law M.G.L. c. 30A § 18-25 and City Ordinance § 2-2028 through § 2-2033.