



CITY OF SALEM PLANNING BOARD

Chair Bill Griset calls the meeting to order at 6:30pm.

A public hearing of the Salem Planning Board was held on Thursday, April 15, 2021 at 6:30 p.m. via Remote Access. Public participation was possible via zoom video and conference call.

I. ROLL CALL

Those present were: Chair Bill Griset, Vice Chair Kirt Rieder, Carole Hamilton, Helen Sides, Tom Furey, Noah Koretz, Todd Waller, Sarah Tarbet (8)

Absent: DJ Napolitano (1)

Also in attendance: Mason Wells, Staff Planner

Recorder: Stacy Kilb

II. REGULAR AGENDA

A. Location: 203 Canal Street (Map 33, Lot 11)

Applicant: Z & M Realty Trust

Description: A continuation of a public hearing for all persons interested in the application of Z & M REALTY TRUST for the property located at 203 Canal Street (Map 33, Lot 0011) for a Site Plan Review, Drive-Through Facilities Special Permit, and a Flood Hazard Overlay District Special Permit in accordance with the Salem Zoning Ordinance Section 9.5, Section 8.2, and Section 8.1. Specifically, the applicant proposes removal of the vehicle entrance on Canal Street and creation of one entrance and exit off Forest Avenue for a new drive through and parking lot layout. The project includes an updated point of sale and order board windows, increased site landscaping, improved parking layout with increased mobility within the site and an updated ADA accessible entrance.

Bill Jacob, Project Manager, of Jones Architecture presents on behalf of the Applicant. Board issues with the project:

- Additional planting and green space desired.
- Removal of three large existing trees between Dunkin and Bagel World was a negative.
- Stamped asphalt not desirable for crosswalks.
- Use of wheel stops not desirable.
- Awkward curving/transitions in drive through.
- Perimeter fence between Dunkin and Bagel World does not transition within Canal St. Corridor.

Project revisions:

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

- Wheel stops removed from all parking spaces.
- Two pedestrian crossings are now concrete pours. Strengthening pedestrian corridor will be discussed later.
- Interior lot striping opposite menu board.
- Rear corner – asphalt removed, replaced by landscaping/bioretenction.
- Curve lines transitioned to be smoother at the front.
- General re-application of asphalt over the entire lot.
- Transition between granite curb and painted line in drive through queue: this occurs before reaching the POS system.

Planting Plan:

- Desire to keep three trees. One tree was disturbing asphalt behind Bagel World, two others can be maintained with modification to existing branch line. Intent is to remove lead tree, keep rear two trees, trim so that canopy is out of drive through traffic transition.
- Existing City tree bay in sidewalk had not been planted, a tree will be added.
- 8 new trees total proposed.

Pedestrian Experience

- Reinforcing pedestrian pathway, allow bike rack to exist directly on Canal St. Leading to initial pedestrian access to Bagel World entrance.
- Proposed bike rack location shown, pour would be sufficient for driving and bike racks, providing continuous path to front of restaurant.
- Light seating, buffer of vegetation to keep pedestrians protected from car exhaust.
- Detail of proposed fencing added and outlined.

Helen Sides wonders if changing the drive lane was considered, to add green space. The concern was, with a long drive through queue, where could a car exit in case of an emergency/change of heart? It is now all striping, not curbing, until drivers reach the Point of Sale. Helen Sides is still concerned about the long line, cars idling as they sit and wait. She realizes that this probably has to do with time needed for food prep and hopes that Bagel World will consider their process so that the line will move, though this is not within the Board's purview.

Kirt Rieder had made a sketch, but it is unclear if it had been forwarded to anyone. He had suggesting pushing the second row out to striping, then installing a planter. Half of what he requested has been changed. The Applicant is hesitant to do this as they do not want to lose any of the 27 parking spaces. The parking lot is now being broken up with additional greenery.

Kirt Rieder appreciates the description and shares his own sketch, which still includes 27 parking spaces. The current changes are a move in the right direction. He is satisfied that some trees will remain, but he would like to note that a certified arborist shall be required to trim the trees remaining. The empty tree pit on Canal St. And freestanding wall, snow storage – he would prefer that snow storage area, soils get replaced with sand-based structural soils, so when the tree installed in the City tree pit can grow out into the snow storage area. He would like a landscape drawing including trees. Mr. Jacob notes that there were technical issues with the submission, but a revised planting plan was included. There will be two swamp white oaks.

Kirt Rieder asks about a discrepancy between plans and elevations/4' high in plans, 3' high in elevations. The fence will be 4' high and this will be corrected.

Alex Cedrone, on the development team, notes that snow storage is at the bottom of the retaining wall along Canal St. Depending on the type of tree planted there, he is not sure the roots would reach that depth.

Naomi Cottrell, Landscape Architect, responds that the Applicant can create an area that is a better planting bed underneath the wall, for the tree. Kirt Rieder wonders about tree species; another honey locust is proposed, as several are already there. Kirt Rider notes that the tree warden may affirm this, or may have other input.

Tom Furey wonders if an outdoor dining area has been considered. Mr. Jacob notes that , there is an existing paved patio under an overhang; there is not much opportunity to add this but a small area is shown on sheet A-101.

Noah Koretz is not sure how good an area it is to sit if limiting to confines of building, but if looking at site as a whole, problem is that entire site is now drive through and parking lot. Still struggling with same as last week. Once we are into details, individual trees, stamped asphalt, we can say "it's an improvement" but if you zoom out, it is problematic. Context of site must be considered. A corridor that connects university to downtown, City has spent money to redo ped and cycle structure, elsewhere on Canal St. (deacon Giles) even though auto dominated corridor, that have turned into destinations. EX. Bagel shop on campus became a place where people hung out, this is a good type of business for that. Salem State improvements, residential facilities, this is also at end of a major bike trail providing connection to other parts of the city, he objects to what we are required to do legally under zoning ordinance/spr, which is to promote health, safety, convenience, general welfare. WE build cities for cars, not people, no one is doing anything about it. Auto dominated landscapes are detrimental to health and safety, and the City. One thing to improve legacy infrastructure, but business is doubling down on auto dominated nature of

site. These are all idling cars, and we will not have an opportunity to look at this again for decades. Not in the spirit of zoning ordinance. SPR review criteria; if approved, PB must ensure development takes place ... in all aspects of... How does site interact with surrounding urban fabric?

Kirt Rider follow up, commenting that another Bagel World. Points out their product is the best, the experience of going to the parking lot is "horrific." He has turned around and gone to other location when traffic is so bad. If you were to delete 5 or 6 parking spaces, replace w/pedestrian scale, it would make a dramatic positive change and draw more people to the location.

Bill Griset solicits suggestions from Kirt Rieder. Decompact parking lot, allow more pedestrian space other than minimal amount included, include a more accommodating space at the expense of parking spaces, will be more of an attractive destination. "I can ID 5 bagel places I can't wait to get to when I fly in different places in the country, this is not one of them." Changes to parcel will drive revenues up. Helen Sides agrees, as an architect, hard to not deal with building at the same time. Large site, great location, esp agrees w/Noah's descriptions, but to imagine we are looking at only changing hardscape, not building (which may be in wrong place, a bigger investment) this does make it permanent, wishes a larger study could be done to make this a destination, not ap lace to "pick up and run."

The Chair opens to public comment.

Jeff Cohen, 12 Hancock St.

- Bagel World has been responsive to the Board's concerns.
- Agrees w/Noah Koretz re the lack of overall planning on Canal St. It is not a pedestrian or bike friendly street anywhere, even where improvements were made.
- He is discouraged about the tree pits. As City Recycling Coordinator at the time, all 11 trees on the non-train side of Canal St. were marked for removal. This is reflectiv of Kirt Rieder's and Noah Koretz's comments.

Tom Furey reiterates the comments of Noah Koretz and Kirt Rieder, noting that there is ample street parking in the area.

Mr. Jacob appreciates the Board's feedback, but notes landscaping changes elsewhere are confined to boundaries, with large swathes of parking, regardless of tenants. Understanding that these improvements are where the world is headed, it levies a lot on Bagel World at one particular site, given nearby old/new construction. Can the Board share precedents along Canal St. So Applicant can understand what avenues they can take short of completely redoing the parking lot? More specific feedback is desired to see what

threshold they need to clear. Rieder: goal is not to shove as much greenery into project as possible, that is not Board's focus, but interested in net improvement of pedestrian environment, whether by more paving or greenery. Vehicular .. pedestrian emphasis. Bill Grisette notes Bagel World is 'victim of own success' doesn't want to say that but occupies a place in this community. It is a pinnacle says Kirt, for Bill Grisette, he views this as an opportunity, recognizes efforts of Applicant to change the Plan, it has changed even though not where some members want it to be, business and product draw people, we don't want to hold them to a higher standard, but there is an opportunity here. Board is within its rights to see something, if not game changing, moving in that direction.

Noah Koretz: not our job to design the site. There are many precedents where auto dominated parking lots were improved, even incrementally, to be more usable by humans not in cars. Our job is to protect pedestrians and those using the site, your job is to put site plans in front of us. Don't punt to us, not our job, we respond.

Bill Grisette: does not see it as punt of responsibility, but goal is to make a project in line with product offered. Noah disagrees says it is punting. "a couple trees and tables on an already paved place, we've accomplished it," cites discussion of designs, placement of drive throughs, their desirability/lack thereof, please review PB records. Our purview is SPR.

Alex Cedrone: moving forward being green, trying to design for future generations (Civil Engineer). They are here b/c they have a poorly designed site, issue is that cars are backing up onto Canal St. Applicant has gone beyond what is needed to alleviate the issue. Use of vehicles onsite to get food is still a very common thing to do b/c they have a drive through. He believes Salem is unique, used by pedestrians, cyclists and drivers. He does not see every or most vehicles changing to walk or bike, but sees autos becoming electric so vehicles must still be accommodated. This design removes the issue at hand and goes above and beyond what is needed. He understands the concept of general welfare of the City, but re quantitative requirements, these have been met by the Applicant.

Tom Furey notes that there may be a train stop there in the future, and other developments on Canal St. This development can have a positive impact in the future.

Koretz: Zoning Ordinance tells us we must not just evaluate the site itself/solve problem of cars on Canal St. But what it does to the City overall, over a large period of time. He is not convinced by criteria 3 and 6.

Hamilton:

A motion to continue to the May 6, 2021 meeting is made by Kirt Rieder, seconded by Noah Koretz, and the motion passes 7-0 in a roll call vote.

Carole Hamilton	Yes
DJ Napolitano	Absent
Helen Sides	Yes
Kirt Rieder	Yes
Noah Koretz	Yes
Sarah Tarbet	Recused
Tom Furey	Yes
Todd Waller	Yes
Bill Grisct	Yes

B. Location: 4 Franklin Street (Map 26-0407)

Applicant: CAS Salem LLC

Description: *Due to a pending city civil peer review, the applicant has requested a continuance to the regularly scheduled meeting on May 6th of a public hearing for all persons interested in the application of CAS SALEM LLC for the property located at 4 Franklin Street (Map 26-0407) 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. Portions of the site are also in the Entrance Corridor Overlay District. Specifically, the applicant proposes the construction of a business office and ambulance facility with associated employee parking area, utilities, landscaping, and harbor walk path along the North River. The business office and ambulance facility is the first phase of site redevelopment and occurs on the Franklin Street side of the site. The second phase, the plan for which has not been developed, will occur on the North River side of the site.

This item is heard first. Kristin Kolick, Correnti & Darling, represents the Applicant with the request to continue. Tonight's Civil Peer review would have been presented, however it is not yet complete. The Applicant will also appear before the Design Review Board before the end of the month. Chair Grisct thanks Ms. Kolick for requesting a continuance, in order to have a more complete presentation.

A motion to continue to the May 6, 2021 meeting is made by Kirt Rieder, seconded by Noah Koretz, and the motion passes 8-0 in a roll call vote.

Carole Hamilton	Yes
DJ Napolitano	Absent
Helen Sides	Yes
Kirt Rieder	Yes
Noah Koretz	Yes

Sarah Tarbet	Yes
Tom Furey	Yes
Todd Waller	Yes
Bill Grisct	Yes

III. OLD/NEW BUSINESS

C. Discussion of opportunities for public participation with the Planning Board

IV. APPROVAL OF MINUTES

V. ADJOURNMENT

A motion to adjourn is made by Todd Waller, seconded by Tom Furey, and the motion passes 8-0 in a roll call vote.

Carole Hamilton	Yes
DJ Napolitano	Absent
Helen Sides	Yes
Kirt Rieder	Yes
Noah Koretz	Yes
Sarah Tarbet	Yes
Tom Furey	Yes
Todd Waller	Yes
Bill Grisct	Yes

The meeting ends at 7:44PM.

Respectfully Submitted,
Stacy Kilb, Clerk

Approved by the Planning Board on 12/16/2021

Persons requiring auxiliary aids and services for effective communication such as sign language interpreter, an assistive listening device, or print material in digital format or a reasonable modification in programs,

services, policies, or activities, may contact the City of Salem ADA Coordinator as soon as possible and no less than 2 business days before the meeting, program, or event.