



CITY OF SALEM PLANNING BOARD

A public hearing of the Salem Planning Board was held on Thursday February 2, 2023, at 6:30 p.m. via remote access. Public participation was possible via Zoom video and conference call.

Chair Bill Grisct opens the meeting at 6:30 pm

I. ROLL CALL

Present: Bill Grisct (Chair), Kirt Rieder, Sarah Tarbet, Tom Furey, Carole Hamilton, Zach Caunter, Jonathan Berk, Josh Turiel, Helen Sides (9)

Absent:

Also in attendance: Elena Eimert, staff planner

II. REGULAR AGENDA

A. Location: 266 Canal Street (Map 32, 0038), 282 Canal Street (Map 32, Lot 0037), 286 Canal Street (Map 32, Lot 0036), 282 Rear Canal Street (Map 23, Lot 0144), and 2 Kimball Road (Map 32, Lot 0102)

Applicant: Joseph Correnti f/b/o Canal Street Station, LLC

Description: A public hearing for all persons interested in the application of Joseph Correnti f/b/o Canal Street Station, LLC, for the property located at 266 Canal Street (Map 32, 0038), 282 Canal Street (Map 32, Lot 0037), 286 Canal Street (Map 32, Lot 0036), 282 Rear Canal Street (Map 23, Lot 0144), and 2 Kimball Road (Map 32, Lot 0102) in the RC, B2, and I Zoning Districts 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, 8.2 Entrance Corridor Overlay District, and Section 8.1 Flood Hazard Overlay District Special Permit and Section 37 of the Salem Code of Ordinances, Stormwater Management Permit.

The applicant proposes to redevelop portions of the parcels located at 266, 282, 282R & 286 Canal Street and 2 Kimball Road into a multi-use Planned Unit Development consisting of residential units, 20% of which will be affordable, commercial space along Canal Street, and over 9 acres of open space. The redevelopment of the property will include razing and removal of all existing buildings and infrastructure, construction of five new buildings, which total approximately 73,615 square feet, 250 residential units, 117 surface parking spaces, 196 garage parking spaces, and supporting infrastructure.

- Attorney Correnti is here representing the Applicant. The project started pre-pandemic and has been through many iterations. Tonight the Applicant will have a short PowerPoint presentation to give overview of the complexity of the site which is alternatively called Canal Street Station LLC/286 Canal Street/Bertini's Project.

The presentation is put up on the screen. This will be a mixed-use development with 5 buildings; 250 dwelling units; 1500 sq. feet of retail space along Canal Street; 20% (50 units) of affordable housing at 60% area median income (AMI). There will be 313 parking spaces, with both garage and surface parking and 32 EV charging stations (10%). The project has been before the Zoning Board of Appeals (ZBA) and received a height variance, but the plans have changed, and the project will revisit the ZBA. We are looking for a referral to the Design Review Board (DRB) tonight as the site is in the Entrance Corridor Overlay District (ECOD). We went to the Conservation Commission (ConCom) to get an Order of Resource Area Delineation due to Rosie's Pond Wetland Area and now have an understanding on where to set the building footprints, etc. This allowed us to design the plan but will go back to ConCom with an Notice of Intent (NOI) for a formal Order of Conditions. And, as all the buildings will be razed, we will go before the Historical Commission to seek a waiver of demolition delay (WDDO). We have been working closely with the neighborhood and attended a community meeting at the CLC in January.

- Scott Cameron, civil engineer, The Morin-Cameron Group is here to walk through the 10000 feet view and continues with the PowerPoint with an aerial view of the property. The entire development will be in an area that has been intensely used for industrial use for over a century. The Rosie's Pond area is 9.2 acres, and we are not proposing any work there, with the exception of some of the restoration effort around the perimeter of the coastal floodplain. Familiar views of the site are shown as well as a view of the patchwork zoning, Residential Conservation (RC), Business Highway District (B2), Industrial (I), a true mix of uses on the property, including portions of the Flood Hazare Overlay District (FHOD). Mr. Cameron continues with a brief walkthrough of the site. A single curb cut in and out. This is a PUD, a big part of the design was the interface of this project with public uses, i.e., the rail trail and a public park, walkability. There are seating opportunities and walking opportunities. Kimball Avenue is blended in with the Bertini's lot. We are proposing a reconstruction of Kimball to make it a safer 90-degree intersection. Behind building A is a parking area. We made a concerted effort to better utilize land and minimize open parking area and to incorporate open space on the site. Solid waste and recycling dumpsters are right in the middle of the site. There is a cross intersection between the other 4 buildings. This configuration also accommodates firetruck turnarounds. A lot of the green around the fringe of the site indicates the cleanup we will be doing on the site. We are incorporating stormwater management with grass and vegetative filters. The site is degraded.

- Chris Koeplin, President, Beverly Crossing. This site is ideally located and is a great place for housing, including workforce housing. It is challenging to make these projects work, but excited. We think the more modern feel building is better for this area, a more linear feeling with taller ceilings. Three areas are highlighted: the retail space in building A will be softened with greenery; the “pause park” along the rail trail to be a space to gather, have a coffee. It will be softened with greenery to allow the public to come through the promenade; engagement with the rail trail at the midpoint in the site. We have a commitment to being 100% electric, EV charging stations, interfacing with National Grid to ensure additional capacity. Bi-facial solar panels will be on the roof, considering energy through the project. Roof deck for residents. Example shown of Traders Row and other units in Beverly.

PLANNING BOARD COMMENTS

Josh Turiel: Likes 2nd connection to the rail trail in the back. Likes the interior renderings of the site and the step down on the Canal Street level reducing the scale visually. Not thrilled on the language on the smallest building. Had been hoping that at the street edge there would be more of the industrial design language, hoped to see frontage that reminds people of an old factory that was converted. Breaks up the monotonousness of the site too. It would be a wonderful fantasy to work with Salem State to bring the diner onto the property.

Jonathan Berk: 20% affordable is commendable. Has a few other comments. The front park space may not get use as it is a heavy traffic area. Would like to bring more retail to the edge. On the interior streets, it depends on the blending of the retail space. Wants to see a more pedestrian friendly, less auto centric site. Would like the Applicant to look into potential other car share opportunities to avoid single owner cars. Looking to eliminate everyday car usage. Request that the Applicant doesn't use existing design on canal street – make your own statement.

Tom Furey: This is a transformative project and will encourage the second MBTA train stop. Will create a village effect.

Sarah Tarbet: Agrees with Jonathan about the design. The public park is adjacent to a parking lot and that may take away the placemaking there. Would like more density in retail, more retail would be better to activate the street. Likes the massing of the back 4 buildings. Regarding the wetlands, is there a way to engage with it as a resource?

Kirt Rieder: This project is very positive; our role is to help you move in the right direction for a longstanding project. Your narrative would be helped by taking the site plan and superimposing it on a Google Earth image to understand how these massing land on the site. I want to help you with the language in the use of the word “park”. You are providing landscaping, which I am supportive of. Keep talking about the connection to Rosie's Pond, less park talk. Your plan is

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scant in terms of trees. Is there a way to move building A 5 feet back to work in meaningful street trees. Great potential for trees along there. Roof components will be touched on in the futures – bi-facial solar is a new term for me. We are going to be curious about what is hidden on the roof. Will you be putting in a fence with dense vegetation to deter folks from penetrating back to the conservation area. Or no fence an allow folks to approach the wetlands. The birds eye view was interesting – it doesn't do justice to the landscape plan. There is virtually nothing in the back by Kimball road. Yes your plan shows 3 dozen trees. Less asphalt more unit pavers that are blurry in their intention empowering pedestrians to tolerate vehicles. Is there a potential to shift the rail trail connection to backs buildings D/E.

PUBLIC COMMENT

No new written comments

Councilor Jeff Cohen
12 Hancock Street
Ward 5 Councilor

January 9th meeting was terrific. Takes the blame for the bi-facial solar panels. Typically the radiation hits the top of the solar panel and it's not efficient. A bi-facial solar panel allows for 30% more electricity to be produced. Grateful that the developers have been interested in making this a sustainable building. There is an opportunity for a private development to standout. Excited about this projects as has felt that the city has not been assertive enough previously with the affordable housing components of projects. Workforce housing is something we need to have, particularly in this area as there are several employers seeking employees. As far as retail, hoping that there is an increase in the coffee superhighway. Community meeting indicates that folks re looking for something a little different as people are doing more takeout. If eel like this is the right place for energy to be directed.

Polly Wilbert
7 Cedar Street

Longtime South Salem resident and the president of the South Salem Neighborhood Association.

Bertini's was a 4100 square feet space and as a relatable dining venue, its loss is significant. I ask that the board look to a comparable space and restaurant that serves the neighborhood. This is significant density, as is the planned development of South Campus. There are a lot more people coming to the neighborhood. Agrees with Mr. Rieder's comment and focus on lifescaping, not landscaping. Would feel it was tragic if there were young children only able to be able to play on a parking lot. Regarding the diner, the diner could be a great nature center next to the pond, kids could go and learn more about the wetlands. Would like to point out that the PUD ordinance point on usable open space would be limited to conservation use only. Would like an interface so people can understand the pond and the wetlands. Is there an opportunity to meet the intention of the language of the open space? And despite the enthusiasm to name everything "Station", consider calling it Pondside Residences rather than

“xxx Station” there is an opportunity to engage the community. Asks that we not use Salem State as a design reference, thinks we can do better, and we should not be considered less deserving of good design than the people downtown.

Ben Anderson
10 Adams Street

Would like to understand who was invited to the community meeting, didn't receive a notice. We will be affected and seeing these buildings when completed. Typically on submissions, there is a standard radius you show on site plans. You are not showing Adams Street, Parallel Street or much of Rosie's Pond. Bertini Lane is used by Salem High School students to get to school. I would like to understand if that pedestrian path will be changed. Residents also walk down Bertini Lane to access the bike path. Side section would be good to see. Curious to understand the height of the buildings. Thinks that the people on Adams Street will be looking at the roofs. Concerned about noise levels.

Councilor Andy Varela
Ward 7 Councilor
23 Cedarcrest Avenue

A great project so far. Appreciates the examples given and that it will work with 20% affordable and 60% AMI. This development will help mitigate any resiliency with the flooding of Canal Street. Appreciates the retail space being on the smaller side, the intent of most restaurants/food service establishments nowadays is to do more with smaller square footage. This is something that make sit more equitable for smaller businesses.

PLANNING BOARD COMMENTS REVISITED

Kirt Rieder: Likes the catenary lighting strategy. Regarding the public comment from Ben Anderson, sees a sidewalk down Kimball Street, would like more details at a future meeting as to if there is still an issue. Adjacent to the discussion, has found a Salem State photo that showed the old SSU Coke elevator which is higher than the proposed buildings.

Motion to refer to the Design Review Board is made by Kirt Rieder, seconded by Josh Turiel, and passes 9-0 in roll call vote.

Bill Grisct	Y
Tom Furey	Y
Carole Hamilton	Y
Zach Caunter	Y
Jonathan Berk	Y
Josh Turiel	Y
Helen Sides	Y
Kirt Rieder	Y
Sarah Tarbet	Y

Motion to continue to the March 2, 2023, regular Planning Board meeting is made by Josh Turiel, seconded by Carole Hamilton and passes in a 9-0 roll call vote.

Bill Grisct	Y
Tom Furey	Y
Carole Hamilton	Y
Zach Caunter	Y
Jonathan Berk	Y
Josh Turiel	Y
Helen Sides	Y
Kirt Rieder	Y
Sarah Tarbet	Y

III. OLD/NEW BUSINESS

A. Deliberate and vote on a recommendation to the City Council on a Zoning Ordinance Amendment relative to the rezoning of 67 Derby Street

- Josh Turiel is concerned that while this site has been an industrial site for a while, it has been a fairly quiet site. He feels it is important to preserve as much of the existing buffer as possible and would like the whole thing to be pushed further to the water's edge. Chair Grisct feels that this might be appropriate to add to a list of considerations to be sent to City Council along with the recommendation. There is further discussion on the stacking of the blades as the renderings seemed in conflict with what was stated – they will be stacked horizontally and up to 15 feet high.

Zach Caunter is concerned about the rezoning from R2 to Industrial (I) and would like to see a larger buffer of active work away from Derby Street. Josh Turiel reiterates that this is a historically industrial site and that the impact on the residential neighborhood and the port facility need to be considered. But this is an industrial site adjacent to a very dense neighborhood that is also a DPA and this is a marine use. Chair Grisct queries that all are in agreement to recommend that the proposal be approved subject to appropriate screening.

Vice Chair Rieder expresses his distress over the piecemeal way in which projects are allowed to seek approval in the city. Applicants can choose to do zoning first then road closures, then site plan and the DRB. With projects like this one, this is a major flaw. This was an opportunity to say that a change in zoning, the closing of a road and the protection of a 3-dimensional environmental buffer is all tied together. Instead it will be piece by piece and we will have to hope for the best result. Hopeful that the board can capture a

couple of sentences on the continuity of the project through time. He is fine with the turbine assembly but is further interested in how the columns will remain upright during heavy winds and next to 17th century structures.

Tom Furey grew up in the neighborhood and expressed interest in maintaining the environmental buffer as well as it is a beautiful part of the neighborhood. He went on to state that the greening agreement with SESD 30 years ago yielded a disaster of a green space. Vice Chair Rieder commented on the positive transition from the Salem Harbor Station to Footprint as Footprint enthusiastically created the existing buffer and the enclosure of greenspace around the facility. Keeping the buffer is crucial to his vote moving forward on this project.

Carole Hamilton asks if the board does not approve the recommendation, does the R2 zone make up the buffer. It does not, it is a very small corner of the site. Vice Chair Rieder questions if it is legal to force the zoning change to be bundled with Site Plan Review and street closure.

Chair Griset regroups and reminds the board that the task in front of them is a narrow one and feels that merely providing comments on a better way to proceed may detract from the board's ability to focus on the enhancing the buffering.

Josh Turiel reminds every one of the zoning clock. If the item is referred back to council without a recommendation and the Council refers it to committee, it may die in committee. This would be the only way to have the proposal come back as a bundle. If it is rejected, then the project is timed out for the year and will have to wait until next year.

Helen Sides states that this transition to green power is a wonderful thing and the each concern of the board will be addressed as they come forward. Jonathan Berk agrees and feels that the details can be hammered out in design review.

Chair Griset reminds everyone that they can recommend against approval if they choose.

Nothing to approve back to the City Council is made by Helen Sides, seconded by Carole Hamilton and passes in a 9-0 roll call vote.

Bill Griset	Y
Tom Furey	Y
Carole Hamilton	Y

Zach Caunter	Y
Jonathan Berk	Y
Josh Turiel	Y
Helen Sides	Y
Kirt Rieder	Y
Sarah Tarbet	Y

B. Updates from Staff

- *No updates*

C. Remote Meetings Update and Discussion

- Currently the Board is scheduled to return to in person meetings at the end of April. There are bills at the legislature that may change this. One allowing for a permanent remote option for public meetings and one that would extend the current law until the end of July 2023. Some board members like the increased public engagement of the remote meetings but some are interested in returning to in person with the hybrid option if the tech in the annex can support a robust hybrid meeting. There was discussion about the microphone issues at the podium in City Council chambers and the hinderance on a hybrid meeting. The board would like to avoid this. There is still concern about the current Covid numbers and the long-term effects of covid that are still not understood. Ultimately, the embracement of the technology of the last 3 years is something worth a remote option.

D. Open Space & Recreation Plan Update: Online Survey

- Elena Eimert shares that the Open Space & Recreation Plan Update online survey is up and running and that the board should partake.

Kirt Rieder is curious about outstanding litigations. Elena Eimert will discuss this with the City Solicitor and provide an update.

IV. APPROVAL OF MINUTES

A. Approval of the January 5, 2023, Regular Planning Board Minutes

Motion to approve the January 5, 2023, regular Planning Board minutes is made by Josh Turiel, seconded by Helen Sides , and passes 9-0 in a roll call vote.

Bill Grisct	Y
Tom Furey	Y

Carole Hamilton	Y
Zach Caunter	Y
Jonathan Berk	Y
Josh Turiel	Y
Helen Sides	Y
Kirt Rieder	Y
Sarah Tarbet	Y

B. Approval of the January 19, 2023, Regular Planning Board Minutes

Motion to approve the January 19, 2023, regular Planning Board minutes is made by Josh Turiel, seconded by Jonathan Berk, and passes 7-0 in a roll call vote with 2 abstentions.

Bill Grisct	Y
Tom Furey	Y
Carole Hamilton	Y
Zach Caunter	Y
Jonathan Berk	Y
Josh Turiel	Y
Helen Sides	Y
Kirt Rieder	A
Sarah Tarbet	A

IV. ADJOURNMENT

Motion to adjourn made by Josh Turiel, and seconded by Helen Sides, and passes in an 9-0 roll call vote.

Bill Grisct	Y
Tom Furey	Y
Carole Hamilton	Y
Zach Caunter	Y
Jonathan Berk	Y
Josh Turiel	Y
Helen Sides	Y
Kirt Rieder	Y
Sarah Tarbet	Y

Adjourned at 8:20 pm
Approved by the Planning Board on February 16, 2023

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