



CITY OF SALEM PLANNING BOARD

A public hearing of the Salem Planning Board was held on Thursday May 4, 2023, at 6:30 p.m. via remote access. Public participation was possible via Zoom video and conference call.

Chair Griset opens the meeting at 6:30 pm.

I. ROLL CALL

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

Absent: (0)

Also in attendance: Elena Eimert, staff planner

II. REGULAR AGENDA

A. Location: 37 Winter Island Road (Map 44, Lot 0036)

Applicant: Scott Grover, Esq., f/b/o Plummer Youth Promise, Inc.

Description: A public hearing for all persons interested in the application of Scott Grover, Esq., f/b/o Plummer Youth Promise, Inc., formerly known as the Plummer Farm School for the property located at 37 Winter Island Road (Map 44, Lot 0036) in the R1 Zoning District for Site Plan Review in accordance with the following sections of the Salem Zoning Ordinance: Section 9.5 Site Plan Review and Section 8.1 Flood Hazard Overlay District Special Permit and Section 37 of the Salem Code of Ordinances, Stormwater Management Permit. The applicant specifically proposes to sequentially construct a new residential building (Building 1), which will include two independent youth residential programs, family meeting space, exercise and therapy areas, and associated program space, and the renovation of the existing Building 2. Site development will include installation of a paved two-way driveway with circular turnaround, paved parking areas, a gravel service road, stabilized stone dust pedestrian walkways, landscaping, stormwater management system, and utility installations. An amendment will be filed at a later date that will consist of additional improvements.

- Attorney Scott Grover is here for the Applicant. Nicole McLaughlin, Executive Director of Plummer Youth Promise. Michael Whitmore, principal architect, Roundel 47. Bob Griffin, civil engineer, Griffin Engineering. Nick Betts, landscape architect, Meridian Associates. Jonathan Lavash, project manager. This project will enable Plummer Youth Promise to continue to advance their mission. This facility will allow them to expand the facilities needed for success.

- Nicole McLaughlin, Executive Director, Plummer Youth Promise. Asked the board to take 5 seconds to think if they have talked to anyone in their family in the last 24 hours. This question is important as the kids served by Plummer Youth Promise often haven't spoken to anyone in their families in years. The current building hinders the work they are trying to do by encouraging relationships through trust and safety. The building is falling apart and is without adequate heating and plumbing. We need space to engage with families and this project is creating a tool to help kids get back to family and out of foster care.
- Michael Whitmore, Principal Architect, Rondel 47. We had to create a residential environment that supports the mission, respect the sense of place and the history, and we had to really embrace the environmental and sustainable goals from the master plan and review of the site (*shares screen with aerial view of the island, including Plummer Home and it's campus, Winter Island Park, and the adjacent neighborhood*). Plummer is currently in an existing building in the middle of the campus. Previously a number of farm buildings were developed in concert with the property as it was an operating farm. This was the inspiration for the planning. The sense of history made the positioning of the building and the structure itself important. Respecting the existing environmental properties, coastal bank, wetlands, and the flood plain, has been important to the development of the project. The overall plan's main components are the existing building, something similar to the existing entrance to and emergency services access to the northwest of the property. This is screened from the community, we wanted to minimize impact in the appearance from the water and the residential neighbors; as well as the environmental impact on the property. A one-story building connects 2 two-story residential buildings. The footprint of the two-story masses fall into place in the Winter Island residential community. Buildings arranged this way to be like a typical family home. With the group residences for younger kids, there is a common area, and they take meals in that common area. There are staff offices/support spaces. To the north is the pre-independent living residents are older and it is set up more like an apartment, each has their own kitchen, and they do their own cooking. In the middle of the two programs, we have shared Functions that will be for family visits, meeting spaces, exercise space, sensory therapy (this is the 1 story section that connects the 2 houses). The second story is only residential, no offices. The existing building will be administrative offices, clinical offices, meeting rooms, and a family visiting apartment for those coming from afar to visit a resident. Materials will be consistent with the idea of a "New England Farm", clapboard siding, board and batten, metal roofs.
- Bob Griffin, Civil Engineer, Griffin Engineering. Discusses setbacks, they are good for the adjacent access road and the abutting homes. Shows existing conditions. Stormwater management will go south to the bordering

vegetative wetlands (BVW). Will be putting in geothermal wells. Much of the work is in Conservation Commission jurisdiction. The community garden will be protected throughout the project. The east side of the property is near, but not in the VE flood zone. It crashes into the field and the water could gradually flow to the north and there is a flood zone coming around from Smith Pool. Existing and proposed buildings are outside of the flood zone. Parking lot could flood in a significant storm event. *Elevations of the property and buildings are shown.* 24 parking spaces, 12 in existing conditions. This provides more parking for visitors and staff. An additional 12 by building 2. Total of 36 parking spots. Plenty of room for snow storage in the turnaround, will never have to remove snow from the site. Retaining wall proposed because of the grade drop-off from the building to the wetland area, about 250 feet. Will have a guardrail where the road comes up to the wall. Guardrails behind parking spaces that bump up to the stormwater management. Will have to go to the City Engineering department and ConCom, we meet DEP stormwater requirements. There is a rain garden in the middle of a circular drive that will discharge to the coastline. Water will not flow to Winter Island Road from the site. The existing 4-inch water line is sufficient. The fire protection line is sized with the new building. A new electric service, transformer and generator will be behind building 2.

- Nick Betts, Meridian Associates, Landscape Architect. *Shares rendered site plan.* Diverse existing vegetation due to coastal location. Short near the coast, then mature forest surround the wetland. On south, quite a bit of sumac which bleeds to Winter Island Park. *Landscape plans shared.* 5-foot-wide sidewalk on the outside of the turnaround. The pavement is wide enough for 2 cars. Proposing a rain garden to capture stormwater. Introduce pollinator plants but keep the view. Lots of native plants. In sunnier coastal areas, bayberry and beach plum shrubs, under plantings, grasses, other perennials, sumac, all tolerant to these conditions. Used Coastal Zone Management and NHPS Plant Community guidelines to decide on plants as well as plants native to Essex County. There are street trees around the stormwater basin, scarlet oak, maple, tupelo. On the north side, have some restoration work and will pick plants for that environment, white oak, red oak, sassafras, with an underplanting of fern. Areas along turnaround will be with evergreens to provide year-round screening. The layout of the building will create different areas of shade and sun. North, evergreens, South, more flowering shade mix. The spaces we have created are in concert with the buildings laid out. Outdoor seating near the kitchen. Patio are relative to the older group resident home. Gathering space with a 18-inch-high seating wall. Stone dust path with 25 foot no disturb zone. Garden on site allows for a natural path along coast. Smaller areas for gatherings. Will maintain the 120-year-old beech tree. More benches and paths. Russian sage, beach plum, etc. This planting will prevent foot traffic from the beach and create a low

maintenance landscape. 2.5-3 feet tall. Number of perennials listed as well.
80 proposed trees.

PLANNING BOARD QUESTIONS

- Helen Sides is thrilled to see this project. Would like to see this project respond to the oceanfront in a weathered way. Natural tones, not painted surfaces, etc. Same with landscaping, wondering if it could be “looser”.
- Carole Hamilton is pleased that the open field is being maintained. Echoes Helen on the weatherization and keeping with a coastal feel.
- Tom Furey feels this is a long overdue dream come true to bring the Plummer Home into the 21st century.
- Kirt Rieder commends the team approach to the Plummer Home and the project. Agrees with Helen about the a tightness to the planting approach. Does agree with all the plant selections. When speaking with the tree warden, please recognize that the landscape architect has the right to do what they think is right when not in association with public way. Taking down a sizeable number of trees. With the 80 trees being planted, please let us know what the percentage is for each tree. This site begs for large shade trees. They won’t block views; they will make the site more comfortable. Trees are something to make the occupation of the site great. This is probably the largest snow storage I’ve ever seen, but is there not a way to plant more shade trees along that path? So much mown lawn in the property.
- Sarah Tarbet is curious about the pedestrian approach to the site since the residents don’t drive. Wonder if this could be more pedestrian. Also wondering about the gas fired range when there is no gas planned. Bob Griffin states that all pedestrian activity is between the building and the shoreline. As for gas, there may be propane for cooking, but no gas.
- Sarah Tarbet is wondering do the residents get to and from the site. Nicole McLaughlin says that most of the kids ride bikes or scooter to get downtown. But cars are in heavy use by the site. Kirt Rieder, if there is a way to make this less car centric, they we should.

PUBLIC COMMENT

Written Comments are available to read in SharePoint [Public Comment](#).

Douglas Karam
25 Winter Island Road

Is in support of the project. Nicole (McLaughlin) has involved the neighbors in the planning and has been active in getting feedback, most recently with concerns along the north of the property between the residents and the amount of trees that need attention. We hope that continued and long-term maintenance of this endeavor continues on the property.

Motion to continue to the June 8, 2023 meeting is made by Carole Hamilton, seconded by Helen Sides, and passes in a 9-0 roll call vote.

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

B. 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 continuance of 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 Joe Correnti is here for the Applicant. The project is in the DRB process and have gotten feedback. Before the Conservation Commission and they will be at these meetings in May. The peer review process is ongoing. And Civil and Traffic Peer Review. Tonight we want to give a more in-depth presentation on the traffic. Scott Thornton from Vanasse Associates is here. We have received initial comments from the city's peer reviewer.
- Scott Thornton, Vanasse Associates. *Shares screen.* Prepared standard traffic assessment with industry guidelines. Spoke with T&P in December. Map

shows the locations chosen for review. Counted at the weekday morning and weekday evening time periods and did new counts in February 2023 after Salem State was in back session. In terms of the conditions, there are sidewalks on both streets in the area of study. Kimball Road does not have sidewalks currently, but there will be a wraparound on the site side. There are bike lanes on Canal street for a major part of the segment, and there is the Marblehead Rail Trail. Looked at existing traffic levels, crash data, and site distance for the driveways. One of the driveways will be closed and will improve pedestrian and bicycle traffic. In terms of traffic analysis, we accounted for the seasonality of the data collected in February and the project 7 years in the future while taking into account the background development of the area. We then do an estimate for the project traffic and add that in. And then we consulted with ITE trip generation manual. The residential trips and commercial trips have been combined to get these numbers. Weekday morning peak (Current trips) 10 entering, 13 exiting; (proposed trips) 25 entering, 77 exiting. Weekday evening peak (current trips) 17 entering, 25 exiting; (proposed) 65 entering, 43 exiting. Increase of 79 in the morning and 66 in the evening. About 1 trip per minute during peak hours. We did look at census data to see how people commuted. About 30% of residents in this area use other means than vehicles. This would have reduced project numbers, but we wanted to be more conservative. And though the site is promoting nonmotorized transportation, we didn't account for that, and we didn't account for the potential South Salem train station. Took projects trips and looked at ways to assign them to the road network. In general we looked at existing trip distribution patterns and journey to work data and it is generally evenly distributed north/south/west. The commercial distribution expected to be split 50/50 on Canal Street. The arrows represent current and green ellipses expected traffic. About 1400/1500 vehicles per hour in the morning and evening and we would expect to increase by 24-29 trip. Delays have only increased by a few seconds, in general. Traffic is added into the no-build conditions.

PLANNING BOARD

Tom Furey feels that it takes a lot of time to get through these lights. There will be a lot of young people and the nearest playground is blocks away. This is a nightmare to cross. This is another reason that this project is not a good project.

Kirt Rieder states that the goal of the board is to help shape projects and make them suitable for approval and modify and adapt derelict properties into viable properties. To suggest that this is better left fallow, that is the wrong way to approach this. If traffic is so bad, I don't think that is the right way to go. Appreciates the traffic study, teens don't use playgrounds, but they do walk. This is not strictly a car dependent on property, the applicant team is trying to figure

out the way to make this intermodal. Once the alignment with the rail trail is carved, it will be great. Imperative to speak to the tree warden. Loves that there are robust plans to assess. Think about more shade and less ornamental trees.

Josh Turiel finds the traffic number seem realistic. Concerns are the use of Kimball Road as an ingress/egress is problematic because of proximity to the main intersection. We should pay attention to this as it might affect the overall sightline to ensure maximum safety. The rail trail takes you to Pickman Park. It takes you to downtown and feels that people will be walking to schools, and they may be simple and safe. Signaling may need to be improved for this, but it would be a good enhancement.

PUBLIC COMMENT

Written comment in SharePoint [Public Comment](#).

Ben Anderson
10 Adams Street

Traffic studies talk about a certain increase, which may not seem like a lot, but in reality, it is. There is already difficulty in getting out in the morning, at night it can be a 5-minute wait with traffic backed up at the corner. There are two main entrances off of Canal Street, but what hasn't been talked about is the cut-through traffic from Jefferson Avenue to Kimball Road. With so many residents, that volume of traffic will increase, and it is a concern for safety on Kimball Road. Had difficulty finding civil plans and that may explain but the drawings right now show the sidewalk s ending behind the rift building. Has the Flood Hazard Overlay District (FHOD) district issues been addressed? Concerned about the water being pushed down Kimball lane. There are sections in the zoning ordinance that talk about safety in relation to development. Concerning how building A addresses Canal Street and it just seems to me that the one token retail doesn't address the flavor of the Planned Unit Development (PUD), more retail would be better. Consider the reduction of parking spaces. Does this address 7.1 (multi-family development) or do PUD requirements take precedence? When public comment is submitted, I mase specific comments on the environmental impact statement and would like the board to take a look at that.

- Attorney Correnti: This is a PUD, but underlying height survives, and they will be going to the ZBA in June to request height variances. The next we would like to move to the civil engineering peer review process. The tree warden has reviewed the plans.

Motion to continue to the June 8, 2023 meeting is made by Kirt Rieder, seconded by Sarah Tarbet, and passes 9-0 in a roll call vote.

Bill Grisct	Y
Kirt Rieder	Y
Tom Furey	Y
Carole Hamilton	Y
Zach Caunter	Y

Jonathan Berk	Y
Helen Sides	Y
Sarah Tarbet	Y
Josh Turiel	Y

III. OLD/NEW BUSINESS

A. 4 Franklin Street (Map 26, Lot 407) – update from developer team

- Attorney Correnti is here for the developer team. A contractor has been selected and they are full speed ahead. Construction drawing are complete, and some action will be there shortly. They are working on a timeline. 1st and foremost prepare site for demolition. They have all the permits they need.
- Bill Grisct asks for Elena to be notified when demolition begins.
- Kirt Rieder, when does the contribution to the adjacent tree fund begin?
 - Attorney Correnti doesn't know

B. 1 Harmony Grove Road (Map 7, Lot 58), 3 Harmony Grove Road (Map7, Lot 46), 5 Harmony Grove Road (Map7, Lot 57), 60 Grove Street (Map 7, Lot 47), and 64 Grove Street (Map 7, Lot 48) – review and vote on Site Plan Review revision request

- Attorney Correnti, this is the site under a foundation permit. There are 4 changes being requested. Zach Silvia is here and Anthony Roberto
- Zach Silvia, DJSRA Architects, explains the changes presented to DRB. There are three changes: 1. Fiber cement siding, original is no longer available. Fiber cement product in ash. 2. Precast concrete sill, the color was discontinued and has been changed from graphite to carbon. This is the manufacturers recommended substitution. 3 and 4 were requested by ownership based on a value engineering exercise. 3. Aluminum windows to fiber glass in apartments only. No patterns or glazing change, just a switch. 4. Projected balconies at 3 feet and change to a Juliette balconies with railing mounted flush to the siding but with same sliding doors. Will eliminate outside storage on the balconies.

PLANNING BOARD QUESTIONS

- Josh Turiel asks if there is a difference in durability to the window changes. Some projects look rundown quickly. There is no concern, It will be a more traditional finish for users as well.
- Helen Sides would like to defer to the DRB review

Motion to approve the Site Plan Review revision request is made by Jonathan Berk, seconded by Tom Furey, and passes 9-0 in a roll call vote.

Bill Grisct	Y
Kirt Rieder	Y
Tom Furey	Y

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

C. Receive and File: MEPA 3rd Notice of Project Change (NPC) for EEA #15043, Mixed-Use Development – Grove Street Apartments

- Elena Eimert there is no action required, this filed by the of project team as part of the MEPA review.

D. Notice of Public Form for Resilient North River Corridor and Riverwalk Connection Project

- Elena Eimert: the cities of Peabody and Salem will be hosting a public forum; however it will conflict with the next planning board meeting.

E. Updates from Staff

- Elena Eimert: 4 members need to do ethics training.

IV. APPROVAL OF MINUTES

A. Approval of the April 20, 2023, regular Planning Board minutes

- The Chair decides to hold off on approval of minutes as the board received the April 20 minutes on May 4.

IV. ADJOURNMENT

Motion to adjourn made by Sarah Tarbet, and seconded by Josh Turiel, and passes 9-0 in a roll call vote.

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

Adjourned at 8:49 pm

Approved by the Planning Board on May 18, 2023