



CITY OF SALEM PLANNING BOARD

A public hearing of the Salem Planning Board was held on Thursday, September 9, 2021, at 6:30 p.m. via remote access. Public participation was possible via Zoom video and conference call.

Chair Bill Griset called the meeting to order at 6:31 pm.

I. ROLL CALL

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

Absent:

Also in attendance: Cassie Moskos, Senior Planner, Amanda Chiancola, Deputy Director Department of Planning and Community Development

II. REGULAR AGENDA

Board Comments:

Chair Griset: The agenda is very full after the August hiatus. The Planning Department has communicated via counsel that the applicants will be limited to 15 minutes for their presentations. This will allow time for board comments and questions and for public comments as well.

A. Location: 9 and 11 Franklin Street (Map 26, Lot 375)

Applicant: 11 Franklin, LLC

Description: A continuance of a public hearing for all persons interested in the application of 11 FRANKLIN, LLC for the property located at 9 Franklin Street (Map 26, Lot 375) in the B1 and R2 Zoning District for a Site Plan Review and Flood Hazard Overlay District Special Permit 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. Specifically, the applicant proposes to construct twelve (12) townhouse style units located in three (3) buildings on the portion of the parcel known as 9 Franklin Street and consisting of approximately 36,450 square feet. The proposed buildings are three (3) stories. Six (6) surface parking spaces and twenty-four (24) garage parking spaces are proposed for a total of thirty (30) spaces. Proposed vehicular access to 9 Franklin Street will be provided through a twenty (20) foot wide drive aisle from the existing westerly curb cut. Proposed pedestrian access will be provided through a sidewalk extending from Franklin Street into the site.

Attorney Scott Grover, representing the applicants
David Cutler, agreement with Patrick Shea to purchase part with housing
Patrick Shea, owner, 11 Franklin Street LLC
Dan Ricciarelli, architect, Segar Architects
Michael Radner, landscape architect, Radner Design Associates,
Scott Cameron, civil engineer, The Morin-Cameron Group

Attorney Grover

- Last meeting showed a subdivision to allow the existing commercial building to be maintained but to convert rear portion to residential units consisting of 12 townhomes.
- In July the board voted to endorse the ANR plan to allow the lot to be divide and to grant a frontage waiver for the residential lot. At the same time, the board opened the present public hearing on Site Plan Review and Flood Hazard Overlay District Special Permit applications. The Planning Board asked the applicant to address.

Michael Radner

- First thing, the trees are missing
- Took away 2 comments from the July meeting
 - Trees: The alleyway has utility issues and a drainage path, and the applicant requested not to have a tree in that space. And they want to keep the lawn area
 - Driveway: We curved the driveway in a counterclockwise direction so that more landscaping space was gained on building to the left-hand side of the plan. Plantings would be put in the extra area + lattice panels on either side of drive to provide visual interest.
 - Landscaping: Will be added to the right-hand side of the driveway as well. The owner has agreed to allow for a landscaping easement for the condominiums to maintain.
 - Parking: 75-foot-wide area of pavement will be. Added landscaping in this strip. This will screen the commercial use to the east.
- The trees on the right side – 4 shade trees. Seen on previous plan, not layered here
- Kirt Rieder: Are the lattices free standing? Could you plant something that would climb the lattice? Or is the intention to not have anything occupy the structures?
- Michael Radnor: Could plant clematis
- Kirt Rieder– Climbing hydrangea?
- Michael Radner – Sure

Scott Cameron:

- There was concern about a flush surface, so we added in a raised pedestrian safe harbor outside the doors.
- Fire and Traffic also provided truck turning analysis.
 - The Salem Truck Turning Analysis is provided in the packet
 - There is an ample aisle 24' wide and 24' hammerhead for firetrucks to make the turn.
 - Daily residential trips are 88 trips, based on 44 cars. This is not a noticeable volume of traffic
 - The prior site plan based daily use on specialty trade contractors. 112 trips a day, on average, for contractors.

Dan Ricciarelli

- Raised curb in front of building treated with brick – to give safe harbor.

Mike Radner

- Sharing revised landscape plans. Tree planting hasn't changed but landscape treatment on drive is new.
- Kirt Rieder
 - What is the purpose of the 5 holly bushes rather than a tree?
- Simply to provide year-round screening to parking lot
- Kirt Rieder
 - More dramatic to have climbers on the lattices.

Board comments:

Helen Sides

- Asked for clarification on raised pieces between driveways. We talked about rounding the edges. Do they remain elevated? Is the idea to keep out of the water

Dan Ricciarelli

- Change in the lobby elevation to the garage. The garage is 6" lower than the lobby and puts it further above flood plain. This provides a step into the garage

Helen Sides

- Are they now rounded?

Dan Ricciarelli

- I believe they are

Scott Cameron

- They are rounded. They are bullnose curbs and a brick inlay between the curbing. They will help a bit with flood plain.
- We don't expect any water will be here with brandish improvements. They will help.

Kirt Rieder

- They go flush facing the center line of the drive so you can roll up onto them

Dan Ricciarelli

- Yes

Public comment:

Victoria Ricciadello – 5 Foster Street

- How will the drainage from Foster Street that abuts the development be handled?
- The properties on Foster Street are higher than the condos. In some of the first meetings, it was said that the developer would handle these issues, but nothing was said on how that will be done.

Scott Cameron

- There are no changes to the abutting properties.
- The intent of the proposed grading and contours is to get the water to flow through where it would go into the now closed drainage systems to the city system.
- We aren't changing any hydrology or drainage patterns.

Attorney Grover

- We need to resolve the engineering peer review, it's just in the early stages. It doesn't appear to that this would be ready to discuss until the October 21 meeting

Kirt Rieder asked that Cassie Moskos send the board updated drawings from Michael Radner.

A motion to continue to the October 21 is made by Kirt Rieder, seconded by, Helen Sides, and passes 8-0 in a roll call vote.

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

B. Location: 342 Highland Avenue (Map 8, Lot 15) and 2 Barcelona Avenue (Map 8, Lot 14)

Applicant: Anthony Guba

Description: A public hearing for all persons interested in the application of ANTHONY GUBA for the property located at 342 Highland Avenue (Map 8, Lot 15) and 2 Barcelona Avenue (Map 8, Lot 14) in the B2 Zoning District for Site Plan Review in the Entrance Corridor Overlay District in accordance with the following sections of the Salem Zoning Ordinance: Section 9.5 Site Plan Review, Section 8.2 Entrance Corridor Overlay District, and 6.3 Motor Vehicle Light Service Station. The applicant specifically proposes to construct an approximately 3,353 square foot Convenience Store and a 12-fuel position Gas Station and all associated improvements. The proposed work includes razing existing asphalt, construction of the new store, fueling islands and canopy, underground tanks, utilities, and pavement.

Anthony Guba, applicant

Bill Griset

- Concerned that the 1-week submission time frame wasn't followed and that the chair and board members didn't have time to review and may not be able to comment on such a late submission. The applicant is welcome to present

Anthony Guba:

- Apologized for the late material submission. He is looking for additional feedback on the suggestions from previous meetings.
- Submitted plans to the DRB and received further instructions.
- Has taken away a parking area, removed curbing, added landscaping, changed fences from vinyl to cedar and added a total of 17 trees. Has also added a bike rack, a smaller sign. Regraded the area and lost the retaining wall.
- Additional Department of Transportation (DOT) suggestions as well.
 - A 10' radius instead of a 5' radius for the driveway.
- Incorporated all suggestions, including free air
- Concerning 2 Items from the previous meeting
 - Regarding the EV charging station. The technology is not adequate and isn't viable for locations like this. Travelers spend 10 minutes at a site like this. Proposed installing the infrastructure for a future EV charging station. However, if the Planning Board really wants this then they will do it. In the meantime, they could donate a charger or the value of charger to the city to augment the program the city has going already. Is this something the board would prefer?
 - Regarding the installation of the sidewalk at the back of the property along Barcelona. There is no room between the edge of the pavement and the property line. This would be on private land. Talked with Dave Kurcharsky

about putting the sidewalk on the other side of Barcelona. Another alternative is to install on the side they want but the applicant won't accept responsibility for public sidewalk on his private property. He could grant an easement to the city to cover the liability of the sidewalk. He hasn't heard back from the city on this yet. Waiting to hear from the City Solicitor.

Board Comments

Helen Sides

- Appreciated offer to relocate charging station elsewhere.
- Are we cutting off future of fast charge at the site?

Anthony Guba

- Currently the city EV charging stations are managed by ChargePoint, an outside contractor. Don't know who the point of contact is for the city.
- We are still installing infrastructure.
- The technology is still moving, just waiting for commonality.

Helen Sides

- Great job taking on the changes.

Kirt Rieder

- Echoes Helen's statements. And the applicant's technical knowledge was great.
- He is troubled by the sidewalk and there is precedent set for an easement.
- The sidewalk must be on the right side of Barcelona Avenue at least. Willing to defer to the city on sidewalk on both sides.
- The plan is graphically aggressive since trees would be small to start

Anthony Guba

- We do have a landscape architect on the project and can adjust. Had been worried about overcrowding.

Kirt Rieder

- We will review landscaping next time.

Bill Grisette

- Never thought that this would be a bad spot for charging stations.

Anthony Guba

- We aren't trying to dodge putting in the charging station, it just won't be used.

Kirt Rieder

- Helen Sides, did the DRB talk about the sign that fronts Highland Avenue?
 - Helen Sides: I missed that meeting.

Anthony Guba

- The only change on the sign plan is that they match. And that the sign on the canopy be no larger than the street facing sign.

Kirt Rieder

- I am left not know the height of the sign.

Anthony Guba

- The sign plan has been in the set from the beginning.

Public Comments

Anthony Jermyn, 50 Ravenna Avenue

- Is the abutter to the rear of the property
- There is a supposed 13' right of way to his property
- Opposed the project, regardless of being an abutter.
- There is a need for EV charging but no need for more gas stations.
- The state of California has banned new gas stations to be built. Do we need another station on Highland Avenue? We have one down the street with gas and diesel.
- The applicant is going after the diesel fuel content out of Aggregate Industries. Tractor trailers can't get into Irving down the street, this site will be inundated with tractor trailers, and it will be noisy. We are already inundated with ambulances. No consideration for the neighborhood.
- Concerned about property access. He hasn't seen anything to indicate how the right of way will be maintained. I.e., if he brings in water and sewer, can he blast?
- If giving away charging stations to property, should give away services to my property.

Bill Griset

- Only the city of Petaluma, CA has banned the building of new gas stations.

Helen Hughes, 24 Ravenna Avenue

- Are Ravenna and Barcelona zoned for gas and diesel tankers to go through?
- There is a steep hill and I know how the tankers were going to get the fuel to the gas station. Doesn't want tankers coming up Ravenna and Barcelona.

Anthony Guba

- We would be willing to accept a condition that fuel deliveries cannot make a right onto Barcelona. Doesn't think any vehicles that travel Highland Avenue will travel into the neighborhood.

Kirt Rieder

- Make it a condition that northbound fuel supply does not go up Ravenna Avenue. Any supply of oil or fuel must occur from southbound 107.

Anthony Guba

- Trucks come in from Highland Avenue and loop through the lot and out to take a left on Barcelona Avenue. Trucks loop through this way to have the tank on the correct side.

Mike Orfanos, 2 Savona Street

- Can we extend this edict for delivery trucks as well?
- Is there going to be feedback on traffic implications to traffic turning onto Barcelona?
- Any feedback from DOT on this?

Anthony Guba

- Yes, we can extend the no delivery trucks in the neighborhood to no fuel delivery trucks.
- Only had a cursory review with DOT, and they didn't bring it up. This is not an unusual driveway situation.

Kirt Rieder

- There is a 7.5' wide shoulder.

Chuck Puleo, 376 Highland Avenue

- The width of Barcelona is a problem.
- Laid out for both sides to have city sidewalks. Why does the plan not show that? No dimensions on plan
- Deceleration lane on Highland Avenue. Irving did this but there isn't one for this site. There won't be enough room when large trucks turn. Highland Avenue would need to be widened.

Anthony Guba

- If DOT requires a right turn pocket, we will do that.
- There is a lot of room between curb and property line.
- As far as width of Barcelona, the pavement is not centered in either way. No land between street and property line. Not opposed, just opposed to liability for public use.

Chuck Puleo

- Delivery trucks come through the neighborhood already. This is going to be impactful on neighborhood.

Anthony Guba

- without getting easements on other private land, the distance between the right of way.
- Can't be changed. Would need to realign Barcelona to be centered.

Paul LaChapelle, 395 Fellows Road, Fairport, NY

- Brother of abutter to north of property
- Asked about blasting. Indicated 24-inch ledge under building and a trench in the middle. How will you go to 48-inches without blasting? How will footers go in without blasting for footers?
- Worried about odors. They get odors from Irving. How will odors be controlled
- Water runoff – less runoff than what is currently on the property but impervious materials on the property. Soil absorbs it now.

Anthony Guba

- Runoff concerns handled by peer review. And the peer review should be an impartial review of my calculations
- Stormwater is managed by infiltration system between canopy and street.
- Hopefully Peer Review bears out this adequacy.

- As for odors, there are emissions from vehicles on the roadway now and there will be some of that on the site. Vehicle emission are hopefully being reduced, but yes, there may be some.
- We are thinking 75% of vehicles using the facility are already on Highland Avenue and aren't new cars just coming here.
- Are not planning on any blasting
- There is shallow ledge in area of building but the grading around the building is being raised allowing more than 4-5 feet of cover over the flooding for building.
- Our investigations have determined there won't be ledge issues in the deeper excavations we have to make room for underground tunnels. No need for blasting right now.
- Regarding a previous speaker, Anthony Jermyn. It is his right of way, and he can do whatever he wants as far as blasting, utilities, regrading.
- We aren't proposing any change in the rudder lane.

Ann Pelletier, 31 Ravenna Avenue

- Concerns like Chuck Puleo's.
- Barcelona and Ravenna were laid out with sidewalks on both sides.
- The fact that houses were built into the street should not allow the business to come in now and convince people that this is private land. Fact that sidewalk ends at the next house is irrelevant.
- Move project in 6 feet. If you don't have enough room, then project is too big for the small lot. The Irving is a very good design.
- Unfortunate that you are squeezing so many pumps and store into the land.

Michael Pelletier, 31 Ravenna Avenue

- You can't tell from your plan if the Highland Avenue sidewalk remains.
- You need to have the sidewalk. Which is what they have done in another spot.
- The DOT has big plans for a bike lane on highland avenue.
- If this goes in, how will they have room for a bike lane?
- There are parts where the existing bike lane is 6" wide. Too big a project and too small a lot. No sidewalk provisions.
- **Plans were zoomed in on and there is no sidewalk issue**

Sandra McMahon, 2 Madeline Avenue

- Concurs with all comments.
- Concerned about tankers coming in from Highland Avenue through the neighborhood, but most oil fields in Chelsea/Revere area.
- We have no parks and no sidewalk and lots of little kids that play in the street. Already issue because city won't put in speedbumps.
- Cars already cut through to avoid Highland Avenue traffic.
- Wants to keep people out that don't live in the neighborhood.

- Who is going to monitor trucks to ensure they don't go through the neighborhood?

A motion to continue until the October 21 meeting is made by Kirt Rieder, seconded by Helen Sides and passes 8-0 in a roll call vote.

Bill Griset	Yes
Kirt Rieder	Yes
Tom Furey	Yes
Todd Waller	Yes
Sarah Tarbet	Yes
Helen Sides	Yes
Noah Koretz	Yes
Carole Hamilton	Yes

- C. **Location:** 373 Highland Ave (Map 7, Lot 58), 355 Highland Avenue (Map 7, Lot 46), 2 Cedar Road (Map 7, Lot 57), 3 Cedar Road (Map 7, Lot 47), 5 Cedar Road (Map 7, Lot 48), 6 Cedar Road (Map 7, Lot 56), and 10 Cedar Road (Map 7, Lot 55)

Applicant: Joe Correnti f/b/o Berman Properties, LLC/Tropical Products

Description: A public hearing for all persons interested in the application of JOSEPH CORRENTI f/b/o Berman Properties, LLC/Tropical Products for the property located at 373 Highland Ave (Map 7, Lot 58), 355 Highland Avenue (Map 7, Lot 46), 2 Cedar Road (Map 7, Lot 57), 3 Cedar Road (Map 7, Lot 47), 5 Cedar Road (Map 7, Lot 48), 6 Cedar Road (Map 7, Lot 56), and 10 Cedar Road (Map 7, Lot 55) in the B2 and BPD Zoning District for Site Plan Review in the Entrance Corridor Overlay District in accordance with the following sections of the Salem Zoning Ordinance: Section 9.5 Site Plan Review, Section 8.2 Entrance Corridor Overlay District, and 8.3 Business Park Special Permit. The applicant specifically proposes to construct a warehouse with an approximately 70,000 square foot footprint and all associated improvements. The proposed work includes razing any existing improvements, construction of the new building, and pavement.

Attorney Joseph Correnti, applicant
Ed Berman, owner, Tropical Products
Regan Andreola, landscape architect, Beals and Thomas
Harry Samolchak, project designer, Connolly Brothers
Kristin Kolick, attorney, Correnti & Darling

Attorney Correnti

- Ed Berman, owner
- Beals and Thomas, engineers, landscape architects and surveyors
- Connolly Brothers, architecture, and construction management
- Vanasse Associates, traffic engineers
- The City Council acted on this property on the matter of Cedar Road. This is a paper road and runs right through the middle of this site. Propose to relocate the portion

of Cedar Road that runs through the site to the north to allow us to build the manufacturing building.

Ed Berman

- Brief history of business: started in 1992 manufacturing pet shampoo. Now they manufacture pet care, personal care, and household cleaners.
- Need bigger building – have outgrown the current one

Attorney Correnti

- City Council has previously accepted that Cedar Road is not a street
- Had a neighborhood meeting and have continued neighborhood outreach

Regan Andreola

- Landscape architect with Beals and Thomas
- The site is in 2 zoning districts. Business Highway and Business Park Development. It is also in an Entrance Corridor (ECOD). The current Cedar Road alignment runs right through here.
- All Cedar Road is a private road and access would be moved to the north of the property. There will be 2 entrances off Highland Avenue. Trucks will enter from the south in a one-way circular way to rear and then exit to the north.
- Employee parking to the south of building; parking to the north for visitors and office staff
- Primary public facing entrance is to the northwest corner of building. The employee entrance is in the southeast corner
- Have included several trees, primarily deciduous shade tree.
- Evergreens will be planted along southern property line
- Ornamental trees for color and interest will be added as well

Harry Samolchak

- Project designer Connolly Brothers
- Interior is 70,000-sf on lower level. 30,000-sf on upper level. Total 100,000-sf
- Exterior vertical textured insulated metal panel that works way around the west elevation to Highland Avenue side, and north elevation
- Exterior: westerly elevation and several bays on north there is a series of pilasters that project horizontally and vertically from the footprint and roof plane to give building texture; NW corner is where the main entrance is. We have a reversed battered fascia and piers with inset of anodized aluminum wall and tinted glass, Flanking this, bays of rusticated, painted masonry. With vertical finger; Short 3 course masonry kicker; Small flat roof canopy over entrance doors; 42x42 punched windows allowing light into manufacturing area and add to the aesthetic of the building as well.
- Added heights on drawings as there are differing heights due to topography
- Low is 16', max is 35' at the back
- Roof: flat roof design, inward pitching. HVAC equipment is average sized. Working with engineering group to see about installing a solar array on the roof
- Keeled building into topography. Presents building to Highland Avenue as a single-story building

Regan Andreola

- Met with neighborhood in May.
- Traffic Impact Assessment has been done. Project can be accommodated in existing infrastructure.
- No major environmental impact
- Yes, there will be ledge removal and blasting

Board Comments

Tom Furey

- Win-win project for city and neighborhood

Sarah Tarbet

- How many employees daily?
- What is the interaction with public, why are they visiting the site?
- 120 employees?

Eric Berman

- 60 employees, looking to double this amount in next few years. Mainly production and management people
- Eventually, over a few years, we will reach 120 employees

Sarah Tarbet

- Why is the public at your site?

Eric Berman

- For meetings. We will make the cafeteria available for neighborhood meetings.

Sarah Tarbet

- Is there a way to build in more vegetation? There is a lot of parking and impervious surfaces

Eric Berman

- We need pavement for truck and the building is large. It is a tight site

Kirt Rieder

- Concerns are the same as Sarah Tarbet's. What engineering techniques and products will you use to filtrate water?
- We will want a traffic peer review to talk about relocation of Cedar Road.
- Concerned about there being more highway "swoopiness". A conventional 90-degree angle will increase pedestrian and cycling safety
- Will have to check Vanasse Partners. Makes sense but it is a bit odd. Is it embraced by the city?
- Great that the road is provided for future abutters. But why does the road get dramatically wider as you head south again? There is no differentiation between lot and city street. At odds with stated goal

Attorney Correnti

- Cedar Road was always a private way with abutters having a right to the road. They have access from their parcels to Highland Avenue

- The connection between Cedar Road and the property is identical to a year ago.
Kirt Rieder

- It is the point at which it becomes dramatically wider. Physically articulate with flush granite curb to make clear what is the travel lane.

Kirt Rieder

- Questions on the spacing of trees on Highland Avenue

Regan Andreola

- 35' apart

Kirt Rieder

- East/west makes sense. North/south does not. Would like to see the trees space 25' or 30' at the most

Carole Hamilton

- Not happy to see Cedar Road absorbed into parking lot. This needs to be differentiated for future development

Attorney Correnti

- Will provide better graphics next time

Public Comments

Chuck Puleo, 376 Highland Avenue

- Concerned with truck traffic coming southerly on Highland Avenue

Attorney Correnti

- Will have full traffic presentation in the future.

Chuck Puleo

- Is this worked into the state's planned reconstruction of Highland Avenue?

Attorney Correnti

- Aware of the study, but we don't think we are impeding the improvements

Attorney Correnti would like the board to give a referral to the DRB tonight as we are in an ECOD and need to go before the DRB. Wanted to continue to the September 23 meeting.

A motion to refer to the DRB is made by Kirt Rieder, seconded by Helen Sides, and passes 8-0 in a roll call vote.

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

A motion to continue until the September 23 meeting is made by Noah Koretz, seconded by Carole Hamilton, and passes 8-0 in a roll call vote.

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

D. Location: 1 Harmony Grove Rd (Map 7, Lot 58), 3 Harmony Grove Rd. (Map 7, Lot 46), 5 Harmony Grove Road (Map 7, Lot 57), 60 Grove Street (Map 7, Lot 47), and 64 Grove Street (Map 7, Lot 48)

Applicant: Joe Correnti f/b/o 116 Bennington Street Realty Trust

Description: A public hearing for all persons interested in the application of JOSEPH CORRENTI f/b/o 116 Bennington Street Realty Trust for the property located at 1 Harmony Grove Rd (Map 7, Lot 58), 3 Harmony Grove Rd. (Map 7, Lot 46), 5 Harmony Grove Road (Map 7, Lot 57), 60 Grove Street (Map 7, Lot 47), and 64 Grove Street (Map 7, Lot 48) in the I, R2, and BPD Zoning Districts for Site Plan Review in the Entrance Corridor Overlay 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 8.2 Entrance Corridor Overlay District, and 8.3 Business Park Special Permit. The applicant is requesting an amendment to a previously approved plan by reducing the number of units to 124 in three buildings, adding a fitness building, dog park, and basketball court. The proposed work includes razing any existing improvements, construction of the new buildings and amenities, and pavement.

Attorney Correnti
Anthony Roberto, representing the ownership team
Bob Griffin, civil engineer, Griffin Engineering Group LLC
Zack Silvia, architect, DJSA Architecture PC
Tony Boisvert, architect, DJSA Architecture, PC
Kristin Kolick, attorney, Correnti & Darling

Attorney Correnti opens the presentation by stating that the former Salem Oil and Grease Site required substantial remediation and clean up.

Bob Griffin

- Reviewed 2012/2014 plans
- 8.3 acres of land in total

- Difficult to permit due to old industrial uses and filled tidelands (ch. 91 involvement), and railroad tracks.
- Went to Massachusetts Environmental Policy Act Office (MEPA) and the bridge over canal (2012 plan). Was met with “regulatory opposition”. Impossible for the bridge to remain and therefore the main entrance had to move to Grove Street.
- Ultimately a community building proposed for the 60 Grove Street portion. No changes to this plan at all. This building has 11 parking spaces
- We went from 47 units/building to 43 units/ building. Still at 216 parking spaces.
- Additional sludge bed removal (moved and capped at edge of site)

The 2021 revisions

- Improved amenities by adding a fitness center, a dog park and basketball court. These meet the needs of today’s tenants.
- Lost parking spaces and there are slight changes in footprints
- Environmental cleanup is substantially complete.
- 1.5 parking spots/unit
- Fewer units from 129-124
- Slight footprint changes.

Zack Silvia and Tony Boisvert

Tony Boisvert

- North River Canal Corridor (NRCC) allowed a parklike quality at the pedestrian level
 - Wanted to enhance this quality.
 - Larger windows on the building
 - Patio doors with small balconies
- Rooftop space on each building to further appreciate the site

Zack Silvia

- Outside building had changes in color (2 toned fiber siding with a wood-tone fiber cement product to distinguish the entrances. All building are the same colors with alternating palettes)
- The fitness center follows the same palette

Board Comments

Tom Furey

- “This is a major renaissance of this blighted area.”

Helen Sides

- Remembered previous iterations and doesn’t like what she sees today. It was a much better project previously.
- Much too busy, too many colors, too vertical. Simplify! This looks like many projects instead of one project
- The current plan is not sympathetic to the acknowledgement of the site’s past as a mill site.
- We had positive feedback from other projects.

- This looks like too many projects instead of one project

Kirt Rieder

- Echoed Helen's comments that the project is overly busy

Carole Hamilton

- Had a procedural question.
 - This came in as an amendment. Was the previous site plan approval been extended over the years?

Attorney Correnti

- The work has been continuous since permits were issued.

Public Comments

Alexandra Peterson, 4 Watson Street

- Adjacent to Beaver Street and concerned about how isolated the site feels from neighborhood behind.
- Is there a way to integrate to connect 2 neighborhoods?
- Waterline easement could be used to incorporate a pedestrian pathway from Beaver Street to restored footbridge.
- Would like the neighborhood to be more incorporated into the plans

Kirt Rieder

- There are 3 public ways and 2 parcels that abut Beaver Street. Gut feeling is that the Beaver Street neighbors don't want a connection but great to hear someone advocate for the that.
- Would like to encourage the footbridge connections

Helen Sides

- In earlier iterations, Beaver Street residents wanted no part of this and wanted no trees to be touched – like a giant green wall.

Bill Griset: Great to see public interested and concerned

Attorney Correnti would like referral to DRB if that is needed. And would like to continue to September 23 Planning Board meeting.

Kirt Rieder: DRB approval will be needed for Planning Board approval.

A motion to refer to the DRB is made by Kirt Rieder, seconded by Helen Sides, and passes 8-0 in a roll call vote.

Bill Griset	Yes
Kirt Rieder	Yes
Tom Furey	Yes
Todd Waller	Yes
Sarah Tarbet	Yes
Helen Sides	Yes
Noah Koretz	Yes
Carole Hamilton	Yes

Carole Hamilton wanted to push this out to the October 21, 2021 Planning Board meeting. The applicant has a lot of work to do if they listen to the comments.

There is concern about too many large projects on the September 23 agenda. The October 21 agenda is also busy.

Tom Furey

- Have ward 4 and ward 6 neighborhood meetings to build community and to help Planning Board and DRB

Helen Sides

- The issue is the change of what the buildings look like. The projects have been approved and the DRB is crucial to the outward changes. Let's wait until the October 21 meeting, after they see DRB

Attorney Correnti

- Sounds like the design is the focus of most of the concerns.

A motion to continue until the October 21 meeting is made by Carole Hamilton, seconded by Helen Sides, and passes 8-0 in a roll call vote.

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

III. OLD/NEW BUSINESS

DJ Napolitano is no longer on the Planning Board

Carole Hamilton returned to the board and will be with the board until we return fulltime to in-person, or she is deciding this isn't for her any longer.

IV. FY22 COMMUNITY PRESERVATION ACT– Request for Comment/Input

- This is the Planning Board's opportunity to give comments on how we spend CPA money
- Comments must be in by October 21
- Members will send comments via email to Cassie Moskos

V. APPROVAL OF MINUTES

No minutes to approve but will have the July 22 and tonight's minutes at the next meeting.

Tom Furey

- Wanted an update on the Boston Street/Bridge Street gateway project? What is going on with it?

Kirt Rieder

- Asked if the approval sunsets at some point on this project?

Noah Koretz

- The site is being used to stage other work only

Helen Sides

- Hoped it comes back before us and that we get to review it again. This project has been going on way too long.

Carole Hamilton

- They haven't applied for an extension

Bill Grisct

- Cassie, please provide and update for us on the Boston Street/Bridge Street project at the September 23 meeting.

Carole Hamilton

- Asked to pursue the Harmony Grove project. The site work we saw tonight doesn't supplant asking for an extension on the site plan.

Bill Grisct

- We would need the opinion of the City Solicitor

Carol Hamilton

- We would need to look at what the approval said and when they were supposed to be finished. If it is all site work, then we would need the opinion of the City Solicitor.

Bill Grisct

- Cassie will report on this at the September 23 meeting as well

Kirt Rieder

- Do we have any outstanding lawsuits that we need updates on?

Bill Grisct

- Not sure but will check with the City Solicitor and have Cassie set up an executive session.

Kirt Rieder

- Are we anticipating the hiring of a Planning Board clerk rather than the city staff member taking notes?
- Cassie Moskos said "we are working on it"

VI. ADJOURNMENT

A motion to adjourn is made by Kirt Rieder, seconded by Carole Hamilton, and passes 8-0 in a roll call vote.

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

The meeting ends at 9:59 pm.

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/planningboard/webforms/planning-board-2021-decisions>

Respectfully submitted,

Approved by the Planning Board on 12/16/2021