

Salem Harbor Plan Update

Salem Designated Port Area (DPA)

Master Plan Guiding Principles

The Salem DPA is ideally situated and has the key characteristics to transform into a maritime hub for water-borne transshipments; a center for marine science, research, and jobs training; an expanded port-of-call for cruise ships; an expanded terminal for ferries and other forms of passenger water transportation; and dockage for local commercial fishing boats. Due to its location near residential neighborhoods and the narrow local roadway system, the Salem DPA is not well-suited for maritime industrial activities that rely on moving goods by land to and from the port to other markets. The Salem DPA's transition from a largely single purpose coal-burning power plant to cleaner natural gas and the remediation of portions of the DPA has focused interest on making the Salem DPA environmentally sustainable and climate resilient, consistent with the goals being developed for Resilient Cities.

To promote a diverse, sustainable, and resilient industrial port, the Salem DPA Master Plan establishes the following principles to guide the development of the Salem DPA:

- Preferred Water-dependent Industrial Uses
- Other Allowable Uses Within the DPA
- Design Principles

As part of the Salem DPA Master Plan implementation strategy, the Salem Port Authority will adopt these DPA Master Plan Guiding Principles.

Preferred Water-dependent Industrial Uses

- **Renewable energy**, including offshore wind, tidal, or wave energy sources, including associated manufacturing and O&M uses.
- **Marine-related education and training**, including marine science and research, as long as these activities require over-the-dock transfers from ship to shore or the withdrawal and/or discharge of large volumes of water.
- **Expanded cruise ship** and ferry activity, and other passenger-related water transportation including whale-watch vessels.
- **Bulk cargos** and other temporary shipping activities, excluding regular hazardous waste transfer, but only if these activities avoid heavy use of local roadways, for example, by relying on water transportation to move cargo to and from the Salem DPA.
- **Dockage** and other land support for local commercial fishing boats, exclusive of large-scale seafood processing facilities that require large trucks to reach markets.

Other Allowable Uses Within the DPA

- The existing Footprint power facility and related infrastructure, as authorized by DEP's Chapter 91 variance dated November 1, 2013.

- In conformance with Chapter 91 regulations, up to 25% of the Salem DPA may be used for supporting DPA uses.
 - In general, supporting DPA uses shall be located away from the shoreline and shall not compromise large areas that may be used for water-dependent industrial uses. In particular, reasonable efforts shall be made to locate and design supporting DPA uses on landward edges of the DPA to provide visual buffers and attenuate noise between the Derby Street neighborhood and portions of the DPA located along or adjacent to the waterfront
 - Activities under the municipal zoning code that qualify as supporting DPA uses include: small-scale commercial, retail, or office space; research and development; and general education and jobs training.
- Temporary or seasonal uses, as long as they do not conflict with water-dependent industrial uses.
- Public access, as long as it does not conflict with water-dependent industrial uses, with an additional goal of providing alternative public access routes to minimize the potential for conflicts.

Design Principles

- To the extent practicable, activities and development within the Salem DPA shall be designed and carried out based on the following principles:
 - Climate resiliency: the Salem DPA shall be redeveloped to protect against flooding and extend such protections to adjacent neighborhoods.
 - Carbon footprint: port operations shall follow best management practices to decrease its carbon footprint.
 - Multiple uses: where possible, DPA infrastructure shall be designed to allow for multiple uses, such as flood control berms and public access, subject to the operational requirements of the DPA; all DPA uses, and in particular supporting DPA uses, shall be located and designed with the intent of providing visual buffers and noise attenuation between the DPA and the Derby Street neighborhood.
 - Minimize conflicts with residential neighborhoods: Salem DPA developments and activities should minimize impacts on adjacent residential neighborhoods through location of supporting DPA uses, screenings, plantings, traffic circulation plans, etc.

Design Principles Carried Out



PORT Park in Chelsea, part of Eastern Salt shipping facility



Pocket park (point access) in the East Boston DPA



Truck route with pedestrian access in South Boston DPA