

**Meeting Minutes**  
July 15, 2021  
**Present**  
Seth Lattrell, Port Authority  
Deputy/Planner  
Matthew Littell, Utile  
Will Cohen, Utile  
Elizabeth van der Els, Utile  
Tom Skinner, Durand & Anastas  
Mayor Kimberley Driscoll, Mayor  
Capt. Bill McHugh, Salem Marine  
Society/Harbormaster

Mira Riggan, Derby Street Neighborhood Association  
Beth Debski, Salem Partnership  
Bob McCarthy, Ward 1 Councilor  
Barbara Warren, Salem Sound Coastwatch  
Pat Gozemba, Salem Alliance for the Environment  
Kate Fox, Destination Salem  
Fred Ryan, Public Safety  
John Russel, Ward 1 Resident  
Paul DePrey, National Parks Service  
Kathryn Glenn, CZM  
Other Attendees: Mike Magee

## **Salem Municipal Harbor Plan (MHP)** Harbor Plan Committee Meeting #7

### **Meeting Agenda**

- Updates
  - North River
  - Crescent Lot
  - DPA Principles/ Offshore Wind
- Planning Area Review
  - Community Waterfront
  - Industrial Port
  - North Commercial Waterfront
  - Tourist Historic District
  - South Commercial Waterfront
- Timeline and Next Steps

### **Meeting Date, Time, and Location**

- July 15, 2021
- Convened: 4:00 pm
- Adjourned: 5:45 pm
- Zoom web conference

### **Actions**

- No voting occurred at this meeting
- Public Comment: Mike Magee

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### **North River**

The team is exploring substitute provisions in the North River planning area. One of the provisions includes creating flexibility in the depth of the Water Dependent Use Zone (WDUZ). Possible benefits to flexibility includes improved public access to the waterfront, improved visual and physical access from Franklin Street. The team will continue to share updates, but it is challenging to provide detailed substitute provisions in the absence of a specific development plan.

There was a proposal for the Ambulance facility on the Franklin Street side of the property that does enable redevelopment on the water side but we have not seen the proposal. We are working through what is best for the planning side of things in relation to increasing public access. There have not been any proposals for the other parcels adjacent to the Ambulance facility.

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### **Crescent Lot**

The Crescent Lot is within the North River planning area and is landlocked by the MBTA access road and a rail line. There are unique challenges related to grade change from Bridge Street that currently hinder pedestrian access. The site represents a unique opportunity for visual access to the North River from Bridge Street and Downtown as an important “gateway” location. The proposed development by Winn Development offers multiple public benefits, including affordable housing, pedestrian-friendly improvements to the public realm, publicly accessible open space, improved connectivity, and ground floor activation. The team is exploring amplifications that provide more pedestrian-based open space than required under the Chapter 91 regulations.

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### **DPA Principles and Offshore Wind**

The City has been actively engaged with state leadership and others to better understand the role of Salem in the development of offshore wind. The City and the Commonwealth are entering into a partnership to explore the development of offshore wind (OSW) port facilities on the 42-acre Footprint

property in the Port of Salem. The partnership includes: the City, the Executive Office of Energy and Environmental Affairs (EEA), Executive Office of Housing and Economic Development (EOHED), and the Massachusetts Clean Energy Center (CEC). Work will continue at the local level with the Salem Harbor Port Authority and through the municipal harbor planning process to share information

The HPC reviewed and provided feedback on the DPA Master Plan guiding principles from preferred water-dependent industrial uses, other allowable uses within the DPA, and the design principles. There were comments on the preferred water-dependent industrial use section including the first bullet, “renewable energy, including offshore wind, tidal, or wave energy sources, along with associated manufacturing and O&M uses”. There was concern that transitional energy would be interpreted to mean that OSW might be a transitional use vs. a long-term use. For education within the preferred water-dependent industrial uses section a few comments came up including, could it also be an educational use with withdrawal/discharge of large volume of water and could we incorporate supporting educational uses within the “other allowable uses”? For example, could jobs training, vocational programs, maritime academy programs, etc. be included? For supporting use there were questions on if multiple benefits could be tied in for example, indicating a preference for office buildings or educational buildings to be located along Derby to provide visual buffers and attenuate noise? The guiding principles were updated to account for the comments and questions.

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### **Community Waterfront**

The community waterfront occupies the northernmost portion of Salem Harbor and includes Cat Cove, Winter Island and Smith’s Pool. Winter Island is the largest recreational space on the inner harbor and is used for camping, picnicking, recreation and numerous marine related activities mostly supporting recreational boats. Bordering the Community Waterfront are the South Essex

Sewage District treatment plant, the west end of the Salem Willows Park, the Winter Island neighborhood and Juniper Cove. A big change in the planning area includes the change in control at Cat Cove from Salem State to Massachusetts Division of Marine Fisheries (DMF). The facility will continue to be used for research and education.

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### **Industrial Port**

The industrial port is located at the end of the deep-water channel and encompasses the 42.3-acre Footprint Property, the new Salem Harbor Station, the Deepwater Berth, the South Essex Sewage District Treatment Plant (“SESD”), and the Federal Channel. The DPA comprises most of this district except for the SESD. The industrial port will have updated amplifications from the 2008 plan including the portion of the DPA located within the Industrial Port district, will be available exclusively for water-dependent industrial or temporary use (as temporary use is defined in 310 CMR 9.02). It is envisioned that facilities on this site will continue to be primarily employed in the production of electrical energy for public consumption. The Plan supports future use of the site for infrastructure to convert alternative energy sources (e.g. solar, wind, tidal) to electric power.

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### **North Commercial Waterfront**

The north commercial waterfront extends from Hawthorne Cove Marina to the edge of the power plant property and includes the ferry facilities and commercial marina of the Salem Wharf. The DPA extends into this planning district.

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### **Tourist Historic District**

The tourist historic harbor is centered around Derby Wharf and includes waterfront historic sites, such as the Salem Maritime National Historic Site to the House of the Seven Gables. Landward, this

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sub-area extends to Derby Street and the adjacent waterfront neighborhood.

Paul DePrey presented the roughly \$15M rehabilitation project NPS is in the process of advancing at the wharf to stabilize and elevate the structure to be more resilient. The wharf is a key feature of the Salem National Historic Site, a major waterfront asset and tourist attraction. NPS and the City will work collaboratively to support improvements to access and resiliency of this important community and regional asset.

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### South Commercial Waterfront

The south commercial waterfront was a major focus of the last Harbor Plan and is adjacent to and on the waterside of the Point Neighborhood. The planning area includes: Pickering Wharf, the South River Basin (defined by Congress, Peabody, Lafayette and Derby Streets), Shetland Park, Palmer Cove Yacht Club and the Palmer Cove Playground out to the public streets immediately surrounding the playground. Since the last Harbor Plan there have been many improvements to the area including the new harbor walk, the new Salem Waterfront Hotel & Suites with a pop-up beer garden, and the North Shore Bank. There are many substitutions and offsets in this area including allowing a minimum of 20' as opposed to 25' in the standard regs in the water dependent use zone, removing the substitution included in the 2000 Harbor Plan that allowed the distribution of open space on an aggregate basis throughout the entire district and changes for non-water-dependent use buildings up to a height of 70 feet within 130 feet of the high water mark.

Shetland filed an ENF for a development that they will not need any relief for Chapter 91 but the harbor plan can add amplifications to the site. Shetland has a long way to go with community engagement.

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### Timeline and Next Steps

The team shared an updated timeline for the remainder of the project including future committee

meetings, public meetings, and drafting the report. The next scheduled Committee meeting will take place on August 18th.

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### Questions

Fred Ryan: Would it be possible to add an amplification to the area where the walkway is that includes a cleaner more maintained area?

- Seth: Separate from the Harbor Plan, the City is looking at how to improve that connection. The connection is complicated due to the number of landowners, but a grant was recently submitted for that area. As part of the plan a note will be made to improve that area.
- Kathryn Glenn: Amplifications don't need to be tied to a project or development.

Capt. Bill McHugh: Clarified the first section of the presentation was about the North River.

Pat Gozemba: Noted that SAFE and Salem Sound Coastwatch are interested in being at the table when there are more discussions on the future of offshore wind and support the continued efforts.

Kathryn Glenn: Need to clarify education is not included as a Water Dependent Industrial Use in the regulation. Needs to be clarified how it would be licensed and approved.

- Tom Skinner: Noted that the project team referenced how education was used in the Gloucester MHP and was using it as an example for Salem.
- Kathryn: Noted it was just used for research.

Bob McCarthy: Asked if we are going to go over the Cat Cove, Salem State property and the change in control of the site.

- Seth: In a couple slides the project team will go over the change in control.

Pat Gozemba: Asked who is the City talking to at Marine Fisheries (DMF)?

- Seth: The City has been meeting with Dr. Armstrong.
- Pat: Asked if he is a Northshore resident and what his first name is?
- Bill McHugh: His name is Mike Armstrong and he is a Northshore resident.

Kathryn Glenn: Provided a reminder that the 2008 plan had an amplification that required 100% of the DPA to be used for water dependent industrial use which is not the goal of this MHP so the change needs to be pointed out.

Bob McCarthy: Asked if anyone has talked to SESD recently about the future of the plant.

- Seth: Offered to check-in with SESD.

Barbara Warren: Asked if the boat float will change in the south commercial waterfront and if there has been any review of the Chapter 91 substitutions at the Waterfront Hotel as it has been 10 years.

- Seth: The boat float will not change but there will be more effort making the float safe and inviting. The Chapter 91 substitutions include the water dependent use zone being reduced to no less than a 20ft floodplain setback so the Waterfront Hotel is abiding by that, the harbor walk will be 20ft vs 10 ft, and the allowable height is 70ft vs 55ft under the harbor plan.

Mayor: Recapped new developments in the south commercial waterfront like the Sumner Paint building, Beverly Cooperative Bank, and the parking lot.

Pat Gozemba: Asked if we were going to hear an update from Footprint in response to the RFI they submitted a while ago.

- Seth: The Port Authority is going to be handling updates with Footprint moving forward. Footprint received 6-8 submissions through the RFI.

Paul DePrey: Made a note the waterfront experience in Salem is unique and we need to consider how folks

are getting to the waterfront especially when considering boating access.

- Seth: The harbor plan is an opportunity to provide recommendations for boating facilities otherwise it would go through the Harbor Master.

Barbara Warren: Noted her appreciation for boating in Salem over the years and how Winter Island is a key destination for the City especially when entering the area by boat.

Capt. Bill McHugh: Provided a history of the harbor and noted that back in 1980 there were no moorings in the water in Salem and how recreational boating has increased. There are more transient moorings and ramps available for boating in the City.

Mayor: Suggested that if there is a way to make Salem more of a destination for visiting vessels we should try to explore the option.

Mike Magee, 222 Derby Street: Asked about when the next Port Authority meeting will be held and the accommodations that will be made.

- Seth: The meeting will still be held but it will be pushed out a week.

Pat Gozemba: Asked when the final report from CEC about offshore wind might be released.

- Seth: Will look into what the status of the report is.

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This memorandum represents our understanding of the events which transpired and the actions which were taken. If they do not conform to a recipient's understanding, prompt written notice must be communicated to the writer. If no corrections or objections are made, this memorandum will be relied upon as a factual interpretation of this meeting.