

ORDER FOR JOINT OR IDENTICAL POLE LOCATIONS

To the City Council - Salem, Massachusetts

Notice having been given and public hearing held, as provided by law,
IT IS HEREBY ORDERED:

that Massachusetts Electric Company d/b/a National Grid and VERIZON NEW ENGLAND INC. (formerly known as NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY) be and they are hereby granted joint or identical locations for and permission to erect and maintain poles and wires to be placed thereon, together with such sustaining and protecting fixtures as said Companies may deem necessary, in the public way or ways hereinafter referred to, as requested in petition of said Companies dated the 6th day of September, 2023.

All construction under this order shall be in accordance with the following conditions:

Poles shall be of sound timber, and reasonable straight, and shall be set substantially at the points indicated upon the plan marked - Derby St - Salem - Massachusetts.

September 6, 2023. Filed with this order. WR # 30665819.

There may be attached to said poles by Massachusetts Electric Company d/b/a National Grid and Verizon New England Inc. such wires, cables, and fixtures as needed in their business and all of said wires and cables shall be placed at a height of not less than twenty (20) feet from the ground.

The following are the public ways or part of ways along which the poles above referred to may be erected, and the number of poles which may be erected thereon under this order:

Derby St - National Grid to install 1 JO Pole on Derby St beginning at a point approximately 80' feet southwest of the centerline of the intersection of Derby St and Fort Ave. Installation of new Pole # 1907-50.

Also for permission to lay and maintain underground laterals, cables, and wires in the above or intersecting public ways for the purpose of making connections with such poles and buildings as each of said petitioners may desire for distributing purposes.

I hereby certify that the foregoing order was adopted at a meeting of the
of the City/Town of _____, Massachusetts held on the _____ day of _____ 20__.

Massachusetts

City/Town Clerk.

20__.

Received and entered in the records of location orders of the City/Town of
Book _____ Page _____



PETITION SKETCH
CITY OF SALEM
ESSEX COUNTY

Legend

- Proposed JO Pole
- Existing JO Pole
- Center Line
- Street
- Property Line

PD: 41-0244-0
Books / Pages: 21351, 324
Lands of VILLARREAL LUZ
1 BLOCK HOUSE SQUARE, SALEM 01970

The exact location of said facilities to be established by and upon the installation and erection of the facilities thereof

PD: 41-0371-0
Books / Pages: 40349, 134
Lands of SALEM HARBOR POWER DEVELOPMENT
25 FORT AVENUE, SALEM 01970

PD: 41-0321-0
Books / Pages: N/A
Lands of SALEM CITY OF
2 BLOCK HOUSE SQUARE
SALEM 01970

New
P1907-50
(EOP = 57)

P1907-50

P2740

Fort Ave
Derby St



Designer: Alexander Muzz
ControlPoint Technologies, Inc
200 Lodgewood Place, Rockland, MA 02370
781-423-3068

nationalgrid

Petition Sketch for Pole 1907-50
Derby St, Salem, MA

Not To Scale
Distances are
Approximate

Drawn By:
ASAM

WR #
30865819

DATE
04/10/2023

Sheet
- 071

ORDERED:

Notice having been given and public hearing held, as provided by law, that the Massachusetts Electric Company d/b/a National Grid be and it is hereby granted permission to excavate the public highways and to run and maintain underground electric conduits, together with such sustaining and protecting fixtures as said company may deem necessary, in the public way or ways hereinafter referred to, and to make the necessary house connections along said extensions, as requested in petition with said company dated the 19th day of September, 2023.

Said underground electric conduits shall be located substantially in accordance with the plan filed herewith marked – Boston St - Salem - Massachusetts. Plan # 30805527.

The following are the public ways or part of ways along which the underground electric conduits above referred to may be laid:

Boston St - National Grid to relocate 1 JO Pole on Boston St beginning at a point approximately 5 feet north/northeast of the centerline of the intersection of Boston St and Grove St and continuing approximately 15' +/- feet in an east/northeast direction. Relocating P # 561, 15 ft +/- east/northeast towards 96 Boston St.

I hereby certify that the foregoing order was adopted at a meeting of the
.....
....., held on the day of, 20
....., 20

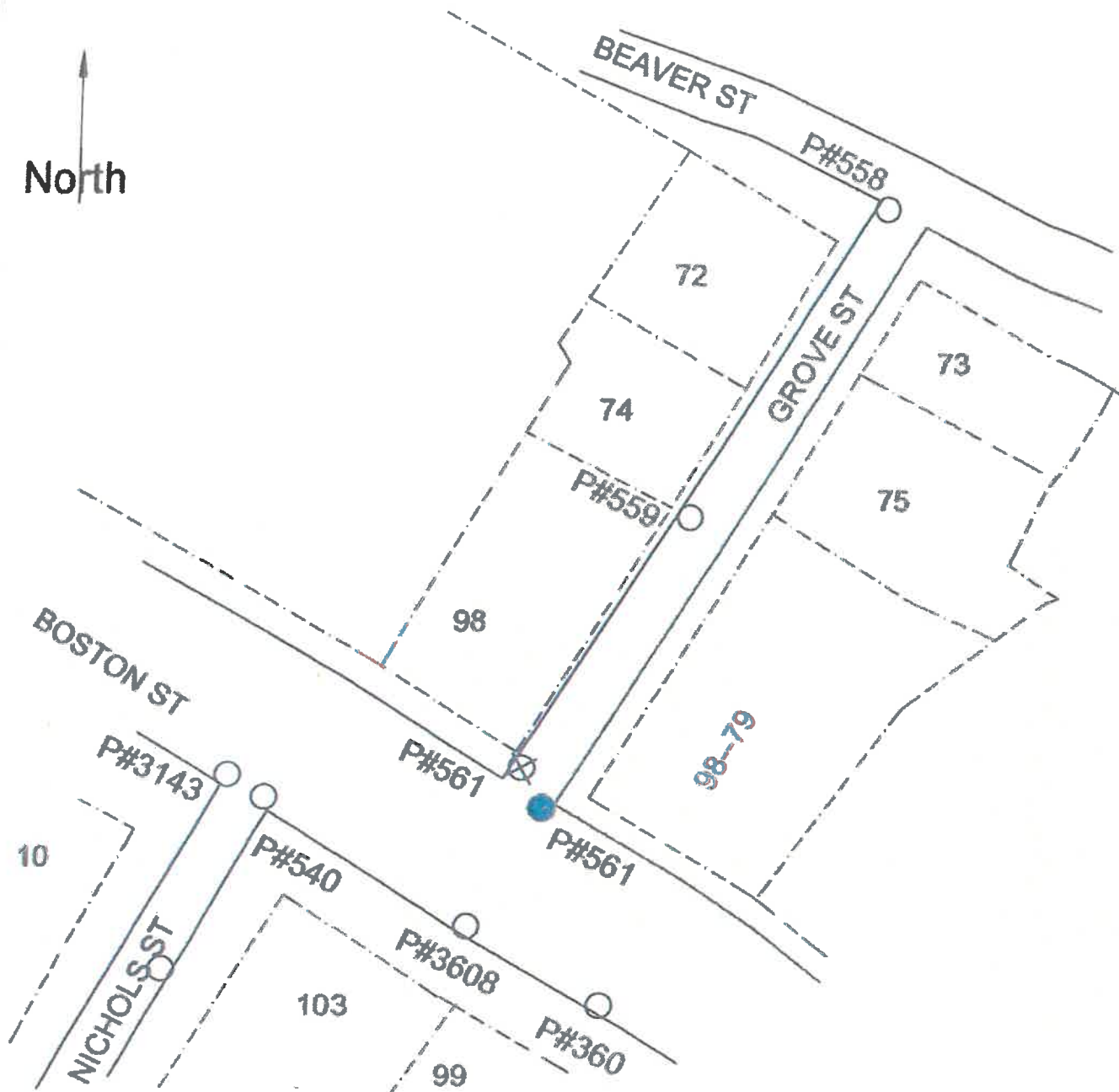
Received and entered in the records of location orders of the City/Town of
Book Page

Attest:
.....

..... hereby certify that on20....., at o'clock,M
at, a public hearing was held on the petition of
Massachusetts Electric Company d/b/a National Grid for permission to construct the underground
electric conduits described in the order herewith recorded, and that I mailed at least seven days
before said hearing a written notice of the time and place of said hearing to each of the owners of
real estate (as determined by the last preceding assessment for taxation) along the ways or parts of
ways upon which the Company is permitted to construct the underground electric conduits under
said order. And that thereupon said order was duly adopted.

.....
.....
.....

North



JOINT OWNED POLE PETITION

- ☒ Proposed JO Pole Locations
- ☐ Existing JO Pole Locations
- ☒ Proposed NGRID Pole Locations
- ☒ Existing J.O. Pole Locations
- ☒ Existing Telephone Co. Pole Locations
- ☒ Existing NGRID Pole Location To Be Made J.O.
- ☒ Existing Pole Locations To Be Removed

DISTANCES ARE APPROXIMATE

nationalgrid

And
Verizon New England, Inc.

Date: 09-18-2023

Work Request Number: 12-23-30805527

To Accompany Petition Dated: 09-18-2023

To The: City Of Salem

For Proposed: Relocating Pole #561 Location: Boston St



CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo
Mayor

October 12, 2023

Honorable Salem City Council
Salem City Hall
Salem, MA 01970

Ladies and Gentlemen of the Council:

I am pleased to appoint William Winn of 83 Essex Street #2 to the Sustainability, Energy and Resiliency Committee to fill a vacant seat for a three-year term to expire October 26, 2026.

I strongly recommend confirmation of Mr. Winn's appointment to the Committee. We are fortunate that he is willing to serve our community in this important role and lend his dedication to the Committee and its efforts to improve our city.

Sincerely,

Dominick Pangallo
Mayor
City of Salem



CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo
Office of the Mayor

October 12, 2023

Honorable Salem City Council
Salem City Hall
Salem, MA 01970


Ladies and Gentlemen of the Council:

I reappoint, subject to City Council confirmation, the following members of Affordable Housing Trust Fund to new 2-year terms to expire October 26, 2025.

Name	Address
Christopher Malstrom	45 Essex St #1
Lynda Fairbanks-Atkins	24 Pickman St #B

I recommend confirmation of their reappointments to the committee and ask that you join me in thanking Mr. Malstrom and Ms. Fairbanks-Atkins for their continued dedicated service and commitment to our community.

Sincerely,


Dominick Pangallo
Mayor
City of Salem



CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo

Mayor

October 26, 2023

Honorable Salem City Council
Salem City Hall
Salem, Massachusetts

Dear Councillors,

I am pleased to appoint Megan Boyle, LICSW, CSW, RYT, of 21 Conant Street #2 to the Affordable Housing Trust Fund Board for a one-year term to expire October 28, 2024.

Ms. Boyle is currently the Director of Specialized Housing at the Pine Street Inn in Boston, and serves as a Psychotherapy Clinician in private practice in Salem, as well. She has previously worked as a Social Worker and Psychotherapist in various capacities throughout the North Shore and beyond. She is an engaged Salem resident, and passionate about addressing the housing issues facing our community.

I strongly recommend confirmation of Ms. Boyle's appointment to the Affordable Housing Trust Fund Board. We are fortunate that she is willing to volunteer in this important role and lend her time and dedication to this important board and its work.

Sincerely,

Dominick Pangallo
Mayor
City of Salem



CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo
Mayor

Office of the Mayor

October 26, 2023

Honorable Salem City Council
Salem City Hall
Salem, Massachusetts 01970

Dear Councillors:

I am pleased to appoint Kelly Tyler-Lewis of 23 Warren Street to the Historic Commission as a member to complete a three-year term to expire April 11, 2025. This seat was previously held by Jamie Graham, who was appointed to a regular member seat in February of 2022. Ms. Tyler-Lewis has been serving as an alternate member of the Historical Commission since November of 2022.

Ms. Tyler-Lewis and her family own a historic 1838 Greek Revival property in Salem and, for the last 18 years, have worked to restore and renovate it, with the guidance of the Commission. Ms. Tyler-Lewis is a writer and historian by profession, the author of *The Lost Men* about Ernest Shackleton's trans-Antarctic expedition, a former consulting historian for the British Film Institute, and a producer, writer, and director for WGBH Educational Foundation's NOVA series and films, as well as WGBH Interactive. She holds a Bachelor's degree in history from Harvard University and has served as a visiting scholar for the Scott Polar Research Institute. Ms. Tyler-Lewis has volunteered as a jury member for the Salem Film Festival and on the standing committee of the First Church.

I strongly recommend confirmation of Ms. Tyler-Lewis's appointment to the Historical Commission. We are fortunate that she is willing to serve our community in this role and lend her passion and her perspective to the Commission and its work.

Sincerely,

Dominick Pangallo
Mayor
City of Salem



CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo
Mayor

October 26, 2023

Honorable Salem City Council
Salem City Hall
Salem, Massachusetts 01970

Dear Councillors:

I am very pleased to appoint Emily Ullman, of 4 Buffum Street, to the Salem Housing Authority Board for a five-year term to expire October 26, 2028. This is the seat most previously filled by Ms. Charity Lezama.

Ms. Ullman is currently a Senior Strategist of Special Projects for the Massachusetts Department of Elementary and Secondary Education/Schoolworks, with a special focus on Equity and Impact. Ms. Ullman is deeply engaged in our community, having worked for eight years as the Director of Community Engagement and Partnerships for the Salem Public Schools as well as Adjunct Faculty at Salem State University. She is especially proud of leading Salem's collective impact initiative in conjunction with the *By All Means Initiative* at Harvard University's Education Redesign Lab. Her background in non-profits, cross-sector partnerships, social justice, youth development and the arts gives her the ability to balance strategic vision and an eye toward detail and has prepared her well to serve on this Board.

I strongly recommend confirmation of Ms. Ullman to the Salem Housing Authority Board. We are fortunate that she is willing to serve our community in this important role and lend her expertise and dedication to the board and its work.

Very truly yours,

A handwritten signature in black ink, appearing to read "Dominick Pangallo".

Dominick Pangallo
Mayor
City of Salem



CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo
Mayor
Office of the Mayor

October 26, 2023

Honorable Salem City Council
Salem City Hall
Salem, Massachusetts 01970

Dear Councillors:

I am pleased to re-appoint the following members to the Salem Food Policy Council for the terms specified below:

- **Allison Caffrey**, of 35 Congress Street #2350, Salem to a three year term to expire November 17, 2026
- **Flora Cordoleani**, of 52 Webb Street, Salem to a three year term to expire November 17, 2026.

I recommend confirmation of their re-appointments and invite you to join me in thanking them for their service and dedication to our community and to addressing issues of food security, access, and nutrition in our city.

Sincerely,

Dominick Pangallo
Mayor
City of Salem



CITY OF SALEM

In City Council,

Ordered:

October 26, 2023

ORDERED: That the City of Salem appropriate the amount of Two Million Dollars (\$2,000,000.00) for the purpose of paying costs associated with a feasibility study regarding a potential new school building at the existing Salem High School site located at 77 Willson Street, Salem, Massachusetts, including the payment of all costs incidental or related thereto, and for which the City may be eligible for a grant from the Massachusetts School Building Authority ("MSBA"), said amount to be expended under the direction of the Salem High School Building Committee; that to meet this appropriation, the Treasurer, with the approval of the Mayor, is authorized to borrow said amount under and pursuant to M.G.L. Chapter 44, Section 7(7) and/or M.G.L. Chapter 70B, or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor; and the City acknowledges that the MSBA's grant program is a non-entitlement, discretionary program based on need, as determined by the MSBA, and any costs the City incurs in excess of any grant approved by and received from the MSBA shall be the sole responsibility of the City; provided, however, that the amount of borrowing authorized pursuant to this order shall be reduced by the amount of any such grant set forth in a feasibility study agreement that may be executed between the City and the MSBA for the project.



CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo
Mayor

October 26, 2023

Salem City Council
Salem City Hall
93 Washington Street
Salem, MA 01970

Dear Councillors:

As you may recall, last year the Massachusetts School Building Authority (MSBA) approved the Salem Public School's (SPS) application to enter the eligibility phase for the MSBA Core Program for school building construction, specifically for the reconstruction of Salem High School (SHS). SPS has completed additional preliminary steps required by MSBA for this project to advance, including the Initial Compliance Certification, formation of the School Building Committee (SBC), and certification of maintenance practices, enrollment projections, and career and technical programming. The next and final step in the eligibility phase is the community authorization of funding to proceed to the feasibility study phase.

The enclosed bond Order authorizes borrowing of up to \$2,000,000 for the Feasibility Study for this critical school building project. It has been reviewed and approved by the City's bond counsel and the language has been provided by MSBA. The dollar amount is based on feasibility bond authorization amounts for similar districts.

This building project is itself built upon the framework established by the SPS Facility Master Plan, completed in 2022. That plan, developed over a year-long process of data collection and public feedback sessions and surveys with stakeholders, concluded with several recommendations for the future structure of SPS's facilities, grade alignments, and school placement policies. It was a catalyst to make our entry into the MSBA Core Program possible and serves as the foundation for the SBC and the district's work and thinking related to this project.

The SBC is now at work preparing for the selection of the Owners Project Manager (OPM) and, subsequently from there, the design team. In order to commence the Feasibility Study, funding is now required. A portion of the Feasibility Study will be funded by the MSBA reimbursement grant and, therefore only the Study costs not covered by the grant will be borrowed from this authorization.

The Feasibility Study is a substantially more detailed document specific to this building project, unlike the district-wide Facility Master Plan. It comprises a thorough analysis of:

- The school's educational program.
- An initial space summary.
- Documentation of existing conditions.
- Design parameters particular to the building.
- Evaluation of alternatives.
- Recommendation of the most cost effective and educationally appropriate preferred plan.

The final study document includes two items: a Preliminary Design Program and a Preferred Schematic Report. If the MSBA approves of these, the project will be able to proceed to the schematic design phase – the third phase (after the eligibility phase and the feasibility study phase) for the Core Program.

To ensure this critical project remains on the intended timetable, the enclosed bond Order requires the City Council's approval before January. We and the members of the SBC request the Council's approval of this order. The SBC co-chairs and both of us would welcome the opportunity to meet with Councillors to answer any questions about this order or about the project in general. This is one of the earliest steps on a lengthy and thoughtful journey to a future SHS building and SPS district facility portfolio that most appropriately meets the health, safety, and educational needs of our students now and into the future. We are excited about the opportunities ahead because of this project and appreciate the partnership with the City Council that will make it possible.

Sincerely,



Dominick Pangallo
Mayor
City of Salem



Stephen Zrike
Superintendent
Salem Public Schools



City of Salem, Massachusetts

Finance Department
93 Washington Street
Salem, MA 01970
www.salem.com

Dominick Pangallo, Mayor

Anna Freedman, Finance Director

October 19, 2023

The Honorable Dominick Pangallo
Mayor of Salem
93 Washington Street
Salem, Massachusetts 01970

RE: Bond Authorization for MSBA Feasibility Study

Dear Mayor Pangallo:

Please find enclosed a proposed order for the City Council's consideration to appropriate and provide authorization to borrow \$2,000,000 for the purpose of paying costs associated with a feasibility study regarding a potential new school building at the existing Salem High School site. As background, Salem has been invited by the Massachusetts School Building Authority (MSBA) into the Eligibility Period of its building project process. If Salem successfully completes the preliminary requirements to the satisfaction of the MSBA within the 270-day Eligibility Period, the City would be eligible to receive an invitation from the MSBA Board of Directors to the Feasibility Study phase. The deadline for a Salem City Council vote on the bond authorization for the feasibility study is January 26, 2024.

Pursuant to MSBA requirements, a city must vote to appropriate and authorize the full amount of a feasibility study's cost, including both the local share and the MSBA's share, if any. We do not yet know how much will be reimbursed by MSBA, but ultimately, Salem will only borrow for the amount that will not be reimbursed. The text of the bond authorization states that the amount of borrowing authorized pursuant to the order shall be reduced by the amount of any such grant set forth in a feasibility study agreement that may be executed between the City and the MSBA for the project. The \$2,000,000 cost indicated for the feasibility study is based on other recent feasibility study bond authorizations for similarly sized districts.

Please note that both MSBA and Salem's Bond Counsel have reviewed the text of this order prior to it being filed. The FY2024 Capital Improvement Plan anticipated the need for this bond authorization and, as such, accommodates this additional projected debt in our borrowing portfolio.

Sincerely,

A handwritten signature in dark ink, appearing to read "Anna Freedman", is written over a light blue circular stamp.

Anna Freedman
Finance Director

Feasibility Study Appropriations: Examples

School Name	Current Grades/ Enrollment	Consolidation/Configuration Agreed upon Study Enrollments	FS/SD Appropriation Amount	Project Scope
Saugus HS	6-12: 1,311	K-2 (district-wide): 620 3-5 (district-wide): 645 6-12 (district-wide): 1,360 9-12 (district wide): 700	\$1,850,000	New Construction
Pentucket RHS	7-12: 949	9-12 (district-wide): 605 7-12 (district-wide): 965	\$ 1,050,000	New Construction
Wakefield Memorial HS	9-12: 846	9-12 (district-wide): 1,000	\$2,000,000	New Construction
Nashoba RHS	9-12: 894	9-12 (district-wide): 925	\$1,500,000	New Construction
Revere HS	9-12: 1,996	9-12 (district-wide): 2,450	\$2,000,000	New Construction



CITY OF SALEM

In City Council,

October 26, 2023

Ordered:

That the sum of One Hundred Forty-Five Thousand, Seven Hundred Fifty Dollars (\$145,750.00) shall be Raised and Appropriated from the City of Salem General Fund for the following fiscal year 2024 supplemental budget appropriations in accordance with the recommendation of His Honor the Mayor.

Account	Description	Amount
11211-5111	Mayor's Office – Salaries Full-Time	40,000.00
11351-5111	Finance Office – Salaries Full-Time	20,000.00
11521-5150	Human Resources – Stipends	3,750.00
11992-5389	Planning – Market and Tourism – Contract Services	32,000.00
14812-5320	Traffic and Parking – Contract Services	50,000.00
Total		\$ 145,750.00



CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo
Mayor

October 26, 2023

Salem City Council
Salem City Hall
93 Washington Street
Salem, MA 01970


Dear Councillors:

The enclosed Order makes supplemental appropriations for the FY2024 budget totaling \$145,750. The bulk of these are intended to lessen the "ARPA cliff" and gradually move on-going costs funded by ARPA into the regular budget. This ensures a more sustainable approach to budgeting in the long-term and releases those ARPA funds to re-program for other one-time uses.

- \$40,000 for the Mayor's Office – Salaries Full-Time line to move a portion of the Neighborhood Stability Coordinator's salary.
- \$20,000 for the Finance Office – Salaries Full-Time line to move a portion of the Federal Funds and Capital Projects Manager salary.
- \$3,750 for the Human Resources Department – Stipends line to move the entirety of the stipends paid to the City's 3-1-1 operators.
- \$50,000 for the Traffic and Parking – Contracted Services line to move a portion of the annual Bluebikes operational costs.
- \$32,000 for the Planning Department – Market and Tourism – Contracted Services line to enable Destination Salem to hire a new director. In the past the director's position was not provided benefits. To be competitive in hiring a new director, the board has identified that they need to do so going forward. We have agreed to increase our appropriation to the organization to make this possible.

I recommend adoption of the enclosed Order. A vote on these modifications is necessary before the tax rate is set for the fiscal year, scheduled to take place at your meeting of December 7, 2023. If you have any questions, please contact me or Chief Financial Officer Anna Freedman.

Sincerely,


Dominick Pangallo
Mayor
City of Salem



City of Salem, Massachusetts

Finance Department
93 Washington Street
Salem, MA 01970
www.salem.com

Dominick Pangallo, Mayor

Anna Freedman, Finance Director

October 19, 2023

The Honorable Dominick Pangallo
Mayor of Salem
93 Washington Street
Salem, Massachusetts 01970

RE: FY2024 Supplemental Appropriations

Dear Mayor Pangallo:

Attached is a Council Order listing various requests for increases in appropriation to the FY2024 budget.

- \$40,000 – Mayor’s Office – Full-Time Salaries – allocates a portion of existing staff salary (Neighborhood Stability Coordinator) from ARPA grant funds to the General Fund budget
- \$20,000 – Finance Department – Full-Time Salaries – allocates a portion of existing staff salary (Capital Planning) from ARPA grant funds to the General Fund budget
- \$3,750 – Human Resources Department – Stipends – allocates existing staff stipends for 311 duties from ARPA grant funds to the General Fund budget
- \$32,000 – Planning Department – Market & Tourism – increases allocation for Destination Salem to support updated staffing model to achieve city marketing goals
- \$50,000 – Traffic and Parking Department – Contract Services – allocates a portion of existing BlueBikes operations expenditures from ARPA grant funds to the General Fund budget

The above items (totaling \$145,750) all support existing staff or services that have been planned for and are underway. Addressing these appropriations now will reduce the amount of funds needed in FY2025 to absorb ongoing ARPA-funded initiatives and provide for a “phased-in” approach over time as ARPA funds roll off. Based on final FY2023 revenue collections, the proposed appropriations can be afforded in FY2024.

If you have any questions on any of the information listed above, please do not hesitate to contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read "Anna Freedman", is written over a light blue circular stamp.

Anna Freedman
Finance Director



CITY OF SALEM

In City Council,

Ordered:

October 26, 2023

That the sum of Fifty-Eight Thousand Dollars (\$58,000.00) is hereby appropriated within the "Capital Outlay" account (20002410-5846HN) for additional costs associated with the purchase of a new fire pump to replace Engine 4 in accordance with the recommendation of His Honor the Mayor.



CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo

Mayor

Office of the Mayor

October 26, 2023

Salem City Council
Salem City Hall
93 Washington Street
Salem, MA 01970

Dear Councillors:

As part of the FY2024 capital plan, the City Council approved a short-term capital allocation of \$685,000 to replace the Fire Department's Engine 4. As detailed in the enclosed letter from Chief Dionne, that amount is no longer sufficient to cover the cost of the vehicle and therefore we are seeking an additional \$58,000, also from short-term capital.

While this is an added cost for this apparatus, it is less than the amount quoted from other manufacturers on the bid list. Furthermore, the engine will be delivered in up to 20 months, where other manufacturers provided timeframes of up to 36 months.

Given the competitive price for the BMP custom pump engine quoted by Pierce and this shorter delivery time, I recommend adoption of the enclosed Order – ideally at your October 26, 2023 meeting – so this procurement can advance. Pierce has indicated they will reserve a production spot for Salem in their current schedule through the end of October, therefore a vote at this week's Council meeting is preferable. If you have questions, I encourage you to reach out to Chief Dionne directly, in advance of the meeting.

Sincerely,

Dominick Pangallo
Mayor
City of Salem



CITY OF SALEM, MASSACHUSETTS FIRE DEPARTMENT

48 LAFAYETTE STREET
SALEM, MASSACHUSETTS 01970-3695
PHONE 978-744-1235 FAX 978-745-4646



FIRE PREVENTION
BUREAU
978-745-7777

ALAN E. DIONNE
CHIEF
978-744-6990
ADIONNE@SALEM.COM

October 12, 2023

Honorable Mayor Pangallo

I am requesting a \$58,000 increase to cover a budget shortfall in the existing Short-Term CIP account set up to purchase a new fire pump to replace Salem Engine 4.

As discussed at our last meeting, the Fire Department is prepared to purchase a new fire pump to replace our ailing Engine 4. Our department has done its due diligence and looked at every available option to facilitate this purchase in a timely and affordable manner. Unfortunately, the industry has changed immensely since our last pump purchase and in some cases, there has been a 30% increase in the overall cost and a production timeline exceeding 36 months. Due to the present condition of Engine 4, it would be inadvisable to wait three years for a new pump.

Our apparatus committee worked with three vendors and four manufacturers, and I believe we have come up with a truck that will meet our timeline and fit our budget. Pierce Manufacturing has quoted us a price for a new BMP semi-custom pump that would meet our specifications and should be available for delivery within 18-20 months. Unfortunately, we have a \$58,000 shortfall from the amount approved by the city council in this year's budget.

Pierce is holding a production slot for us until the end of this month. Related, we are about to take delivery of a Pierce Ladder truck purchased last summer, and we have found working with Pierce Manufacturing to be a pleasure. While visiting the Pierce Wisconsin factory at the beginning of the month, they worked with us to fulfill our budget and timeline needs while creating a plan to allow us to purchase this pump.

I hope this request meets with your approval; I am available at any time, please reach out with any questions.

Most sincerely,

Alan E Dionne
Chief of Department

CITY OF SALEM
ST Capital Outlay Expenditure Request Form – FY 2024

From Department: Fire Date: 10-18-23

Department Head Name: Alan Dionne

Authorization Signature: 

Amount: \$ 58,000.00

Description: Funds are needed to cover a budget
shortfall to purchase a new Fire Pump to
replace Engine 4.

For Finance Department Use Only:

☒ City Council Approval Needed (Y/N)

CIP Balance: \$ 8,407,072.25

Recommendation:

☒ Approved ☐ Denied


Finance Director

Processed: Date: _____ By: _____

CO # _____ JE# _____ Trans # _____

Org: _____ Obj: _____



CITY OF SALEM

In City Council,

October 26, 2023

Ordered:

That the sum of Nineteen Thousand Nine Hundred Fifty-Seven Dollars and Twenty Cents (\$19,957.20) be approved within the "Retirement Stabilization Fund-Vacation/Sick Leave Buyback" account (83113-5146) to be expended for the contractual buyback(s) listed below in accordance with the recommendation of His Honor the Mayor.

Name	Department	Amount
Catherine Stavrakas	School Department	\$19,957.20
		\$19,957.20



CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo
Mayor

October 26, 2023

Honorable Salem City Council
Salem City Hall
Salem, Massachusetts 01970

Ladies and Gentlemen of the City Council:

Enclosed herewith is a request for an appropriation of Nineteen Thousand Nine Hundred Fifty-Seven Dollars and Twenty Cents (\$19,957.20), be approved within the "Retirement Stabilization Fund-Vacation/Sick Leave Buyback" account (83113-5146). This appropriation is necessary to fund the retirement buybacks of the following employees:

Name	Department	Amount
Catherine Stavrakas	School Department	\$19,957.20

I recommend passage of the enclosed Order and invite you to contact Human Resources Director Lisa Cammarata with any questions that you may have regarding it.

Sincerely,

Dominick Pangallo
Mayor
City of Salem



DOMINICK S. PANGALLO
MAYOR

LISA B. CAMMARATA
DIRECTOR OF HUMAN RESOURCES

CITY OF SALEM MASSACHUSETTS
HUMAN RESOURCES
98 WASHINGTON STREET, 3RD FLOOR
SALEM, MASSACHUSETTS 01970
TEL. 978-619-5630

MEMORANDUM

TO: Anna Freedman, Director of Finance
DATE: October 17, 2023
RE: Retirement Stabilization Fund

Attached you will find a retirement buyback for a former employee of the Salem School Department.

This former employee is entitled to the following amount of sick leave buyback.

Catherine Stavrakas

40 sick days @ \$498.93 per day \$19,957.20

Total: \$19,957.20

In accordance with the July 2008 Policy, I am requesting you verify the availability of the funds from the Retirement Stabilization Fund, prepare the Council Order, and continue the process in order that my staff can input the information in MUNIS and issue payments to this former employee upon Council approval.

Thank you for your cooperation, and if you should have any questions, please do not hesitate to contact me


LBC

CITY OF SALEM
APPROVAL-SICK DAYS/VACATION BUY-BACK

From: Department School Date 8/2/23

Authorized Signature: Elyria Pauley
Department Head/City or Business Manager/School

NAME: Catherine Stavvakas

CALCULATION

VACATION DAYS # _____ @ \$ _____ = \$ _____

SICK DAYS # 40 @ \$ 498.93 = \$ 19,957.20 ✓

PRO-RATED STIPENDS # _____ @ \$ _____ = \$ _____

OTHER # _____ @ \$ _____ = \$ _____

Total Amount Due: \$ 19,957.20
Please attach corresponding PAF or other backup to this sheet.

Reason: Retirement

For Human Resources's Use Only:

- ☐ VACATION DAYS
☒ SICK DAYS
☐ PER ACCRUAL REPORT
☐ OTHER

Org and Object: 83113 - 5146

Recommendation:

☒ Approved

[Signature]
H R Director/City or Superintendent/Schools



CITY OF SALEM

In City Council,

Ordered:

October 26, 2023

That the sum of Seventeen Thousand Six Hundred Forty Dollars (\$17,640.00) is hereby appropriated within the "Capital Outlay" account (20002422-5846FW) for additional costs associated with the purchase and installation of security cameras at 93 and 98 Washington Street in accordance with the recommendation of His Honor the Mayor.



CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo
Mayor

Office of the Mayor

October 26, 2023

Salem City Council
Salem City Hall
93 Washington Street
Salem, MA 01970

Dear Councillors:

The enclosed Order appropriates \$17,640 from the short-term capital fund to install security cameras in City Hall and City Hall Annex at exterior doors. The location of the cameras was established through the Salem Police Department and the Building Department and the system will be tied in to the existing police camera system.

This project is a continuation of a commitment made and shared by this administration, former Acting Mayor McCarthy, and former Mayor Driscoll, to City employees and the members of the public who use these buildings, to ensure their safety to the most extent possible. It builds on previous measures we have taken to achieve this goal, including upgrading the City Hall fire alarm systems, expanding the availability of panic buttons to staff, posting clarifying signage about which parts of our municipal buildings are open to authorized staff only, and installing keycard access control for both buildings. We are simultaneously pursuing grant funding to expand these measures to the Community Life Center and the Salem Public Library.

We take the safety and security of our employees and of the public very seriously and I therefore recommend adoption of the enclosed Order. If you have any questions, please contact Police Chief Lucas Miller, Acting Building Commissioner Stavroula Orfanos, or myself.

Sincerely,

A handwritten signature in dark ink, appearing to read "Dominick Pangallo", is written over a light blue horizontal line.

Dominick Pangallo
Mayor
City of Salem



DOMINICK PANGALLO
MAYOR

CITY OF SALEM, MASSACHUSETTS

BUILDING DEPARTMENT
98 WASHINGTON STREET, 2ND FLOOR
TEL. (978) 745-9595

STAVROULA ORFANOS, ACTING
BUILDING COMMISSIONER/ DIRECTOR OF PUBLIC PROPERTY/
ZONING OFFICER

October 19, 2023

Mayor Dominick Pangallo
City of Salem
93 Washington Street
Salem, MA 01970

Re: Request for Capital Outlay for City Hall and City Hall Annex Security Cameras

Dear Mayor Pangallo:

The Building and Police Departments have obtained quotes from 3 separate vendors for new security cameras to be installed at City Hall and City Hall Annex exterior doors. The lowest bidder was Wayne Alarm Systems, Inc. out of Lynn, MA. The quoted price including all parts, labor and software licenses is \$40,989.39.

Funding is expected to be provided through the Building Department's CIP accounts. There is currently \$8,350 remaining in one FY23 CIP account (20002322-5846DR) which can be tapped for this project. For FY24, \$20,000 was budgeted for City Hall Cameras and Keycard Access. If both accounts are allocated for the new City Hall cameras there is a shortfall of \$12,639.39. We would like to request a total of \$17,640 to cover this shortfall and for any unforeseen expenses or change orders.

Attached is a completed ST Capital Outlay Expenditure Request Form. Please let us know if you have any questions or need additional information.

Thank you for considering this request.

Sincerely,

Handwritten signature of Stavroula Orfanos in cursive.

Stavroula Orfanos
Acting Building Commissioner

Handwritten signature of Lucas J. Miller in cursive.

Lucas J. Miller
Chief of Police

Enclosure

CITY OF SALEM
ST Capital Outlay Expenditure Request Form – FY 2024

From Department: Building Dept. **Date:** October 19, 2023

Department Head Name: Stavroula Orfanos, Acting Building Commissioner

Authorization Signature: Vanla Orfanos

Amount:

\$17,640.00

Description:

Additional funds to cover cost of new City Hall and City Hall Annex exterior security cameras. Currently have \$28,350 in CIP Funds (FY23 and FY24).

For Finance Department Use Only:



City Council Approval Needed (Y/N)

CIP Balance: \$ ~~28,350.00~~ \$8,407,072.25

Recommendation:



Approved



Denied

[Signature]
Finance Director

Processed: **Date:** _____ **By:** _____

CO # _____ **JE#** _____ **Trans #** _____

Org: _____ **Obj:** _____



CITY OF SALEM

In City Council,

October 26, 2023

Ordered:

To accept the donation of One Thousand Two Hundred Dollars (\$1,200.00) from Richard Nardella. The donation is to be deposited into the Parks and Recreation Donation Fund 2406 (24061-4830) for a standard bench in accordance with the recommendation of His Honor the Mayor.



CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo

Mayor

October 26, 2023

Honorable Salem City Council
Salem City Hall
Salem, Massachusetts 01970

Ladies and Gentlemen of the City Council:

Enclosed is a request to accept a donation from Richard Nardella in the amount of One Thousand Two Hundred Dollars. These funds will be deposited into the parks and Recreation Donation Fund 24-06 (24061-4830) for a standard bench.

In order to accept the donation approval must be given by both the Mayor and City Council. I ask that the members of the City Council join with me in accepting these funds.

Sincerely,

Dominick Pangallo

Mayor

City of Salem



CITY OF SALEM, MASSACHUSETTS

PARK, RECREATION & COMMUNITY SERVICES

401 Bridge Street, Salem MA 01970

(978) 744-0924

Fax (978) 219-1665

Dominick Pangallo
MAYOR

Trish O'Brien
SUPERINTENDENT

October 19, 2023

Dear Mayor Pangallo,

I am writing to request the acceptance of a \$1,200.00 check written to the City of Salem for a bench donation of \$1,200.00 from Richard Nardella for a Park and Recreation Donation. The amount to be deposited into the Park and Recreation Donation account 24061-4830.

Thank You

Sincerely,

Trish O'Brien

Trish O'Brien
Superintendent, City of Salem
Park, Recreation and Community Services
Jean A. Levesque Community Life Center



City of Salem

In the year Two Thousand and Twenty-Three

An Ordinance to amend the zoning ordinance by adding, "Inclusionary Housing".

Be it ordained by the City Council of the City of Salem, as follows:

Section 1. Section 5- Regulations of the Zoning Ordinance is hereby amended by adding the following new section:

5.4 - INCLUSIONARY HOUSING

5.4.1 Purpose and Intent. The purpose of this section is to expand the City of Salem's housing stock, especially its Affordable Housing Units; to leverage market-rate housing production towards the production of Affordable Housing Units; to provide for housing choices for households of all incomes, ages, and sizes; to increase the production of Affordable Housing Units to meet employment needs; and to establish standards and guidelines in order to implement the foregoing.

At a minimum, Affordable Housing produced through this regulation shall be in compliance with the requirements set forth in G.L. c. 40B sect. 20-24 and other Affordable Housing programs developed by state, county, and local governments. It is intended that the Affordable Housing Units that result from this section be considered as Local Action Units, in compliance with the requirements specified by the Massachusetts Local Initiative Program. Definitions pertaining to this section can be found in Section §10.0 of this ordinance.

5.4.2 Applicability.

1. This Section §5.4 applies to any subdivision or development, whether new construction, conversion, adaptive reuse or expansion of an existing structure, involving the creation of six (6) or more dwelling units. Section §5.4 applies to all residential dwelling types as defined by the Salem zoning ordinance with the exception of assisted living residences, nursing or convalescent homes, and other similar uses.
 - a. A subdivision or division of land shall mean any subdivision as defined in the Subdivision Control Law, G.L. c.41, §81K-81GG, or any division of land under G.L. c.41, §81P, into lots for residential use.
 - b. Developments shall not be segmented or phased to avoid compliance with this Section. "Segmentation" shall mean any development or any division of land that would cumulatively result in an increase of six or more residential lots or dwelling units above the number existing on a parcel of land or contiguous parcels in common ownership up to twenty-four months prior to the application. Where such segmentation occurs, it shall be subject to this Section.

2. This Section §5.4 does not apply to the rehabilitation, repair or reconstruction of any building or structure, all of or substantially all of which is destroyed or damaged by fire or other casualty or a natural disaster; provided, however, no rehabilitation, repair or reconstruction shall result in a net increase of six (6) units beyond what previously existed prior to the damage or destruction thereof except in conformance with this Section.
3. No special permit or site plan review for a development requiring a special permit or site plan review, and no building permit for a use permitted as of right, shall be issued for a development subject to this Section §5.4 unless the applicant provides the percentage of the total dwelling units in the development as Affordable Housing Units as described herein.
4. For projects in the Central Business (B5) District, this Section §5.4 shall be applicable upon approval of an Economic Feasibility Analysis by the Executive Office of Housing and Livable Communities.

5.4.3 Mandatory Provision of Affordable Units.

1. Affordable Housing requirement. As a condition of development, the applicant shall contribute to the local stock of Affordable Housing Units in accordance with the following requirements:
 - a. In any development subject to this Section §5.4:
 - i. For developments up to twenty (20) units in size, at least eight (8) percent of the dwelling units shall be Affordable Housing Units.
 - ii. For developments twenty-one (21) units or larger in size, at least ten (10) percent of the dwelling units shall be Affordable Housing Units.
 - b. Affordable Housing Units required by this Section §5.4 shall be made available to eligible households with incomes at or below 60% of Area Median Income (AMI) at purchase prices or rents that adhere to the income limits determined by the U.S. Department of Housing and Urban Development (HUD) applicable to the City of Salem, and shall comply with the Massachusetts Local Initiative Program regulations.
 - c. Nothing in this Section shall preclude the applicant from providing additional Affordable units, or greater affordability, or both, than the minimum requirements.
2. Special Permit for Tiered Affordability
 - a. Purpose. Adaptive reuse of abandoned, underutilized or functionally obsolete properties as housing enables growth in established locations while preserving or restoring the architectural fabric of Salem. In the event that an adaptive reuse project in the Central Business (B5) zoning district would not be feasible with the Affordable unit requirements of Section 5.4.3, the Affordability unit requirements

of Section 5.4.3 may be met by a special permit from the Planning Board that would allow tiered affordability levels of the required Affordable units up to 80 percent of the area median income if all the criteria of Section 5.4.3(2) are met.

b. Eligibility.

- i. The project must be located in the Central Business (B5) zoning district.
- ii. The incentives of Section 5.4.4 are not permitted if the Affordable unit requirements of Section 5.4.3 are met by a special permit.
- iii. The applicant shall obtain a letter from the Salem Historical Commission that determines:
 1. The building is located on the State Register of Historic Places or that the building is significant in the history, archaeology, architecture or culture of Salem.
 2. The building is a minimum of 50 years old.
 3. The exterior work comply with the Secretary of the Interior Standards.
- iv. The applicant shall obtain a positive recommendation letter from the Affordable Housing Trust Fund Board concerning the proposed affordability tiers.

c. Criteria for a Tiered Affordability Special Permit.

- i. Increasing the affordability level of any of the required Affordable units above 60 percent of the area median income is discouraged. The applicant shall demonstrate to the Affordable Housing Trust Fund Board that all other resources have been exhausted.
- ii. The applicant shall provide financial pro-forma to the Affordable Housing Trust Fund Board that demonstrates the affordable unit provisions in Section 5.4.3(1) would prevent the adaptive reuse project from being financially feasible. The pro-forma shall use EOHLC's Chapter 40B Guidelines for determining whether the project is "uneconomic" and related terms such as "return on total cost" and "net operating income" or other guidelines that are recognized by real estate and affordable housing industry standards that are determined to be acceptable by the Affordable Housing Trust Fund Board.
- iii. The pro-forma will be peer reviewed by a third-party accountant chosen by the Affordable Housing Trust Fund Board and paid for by the applicant. The Affordable Housing Trust Fund Board shall include consideration of the criteria in Section 5.4.3(2)(c) i and ii in their recommendation letter to the Planning Board.

- iv. A permanent preservation restriction mutually agreed upon between the applicant and the City of Salem Historical Commission shall be provided to the City of Salem to protect the historically significant features of the exterior of the building.

3. On-site requirement. All Affordable Housing Units shall be provided on-site.

4. Fractions. When the requirement for Affordable Housing Units results in a fraction of a unit, the applicant shall have the choice to round up to the next whole number or convert the fraction of a unit to a cash payment to the Salem Affordable Housing Trust Fund. For example, a 24-unit project would require 2.4 Affordable Housing Units (10% of 24); the last 0.4 unit may be satisfied by providing an additional Affordable Housing Unit (for a total of 3 Affordable Housing Units) or through a cash payment equivalent to 0.4 unit.

The payment shall be based on the total development cost limit for urban areas outside Metro Boston as articulated in the most current Massachusetts Qualified Allocation Plan for the Low Income Housing Tax Credit Program, issued by the Department of Housing and Community Development (DHCD), the Executive Office of Housing and Livable Communities (EOHLC), or its successor agency.

For projects using historic tax credits or other historic preservation incentives, the cost of the historic credit or incentive may be subtracted from the total development cost limit.

5.4.4 Housing Bonus and Parking Reduction. Developments subject to this Section 5.4, with the exception of those obtaining a special permit pursuant to Section 5.4.3.2, may incorporate either or both of the following:

1. Housing Bonus. Developments in compliance with the requirements of this Section §5.4 are permitted an increase of up to 25% of the total number of dwelling units allowable in the applicable zoning district. The requirements of Section 5.4.3.1 shall be calculated based on the total number of new units, including units created through the housing bonus.
 - a. The minimum lot area per dwelling unit required in the applicable zoning district shall be reduced by the amount necessary to permit the additional units. This reduction of the minimum lot area per dwelling unit shall be by right for developments in compliance with the requirements of this Section §5.4.
 - b. The number of stories allowable in the applicable zoning district may be increased by one story provided it does not exceed the maximum height, and all yard and setback requirements normally required in the applicable zoning district may be reduced by up to 50%, with a Special Permit granted by the Planning Board. In granting a Special Permit, the Planning Board will consider the Special Permit criteria established in Section 9.4.2 and whether the permit is necessary to provide for the additional units permitted by the density bonus.
2. Parking Reduction. Developments in compliance with this Section §5.4 are permitted to reduce the number of required parking spaces as follows:

- a. For developments located within a half mile of a commuter rail station, the development is permitted to reduce the number of parking spaces to one parking space per dwelling unit. This parking reduction shall be by right for developments in compliance with the requirements of this Section §5.4.
- b. For developments located further than a half mile from a commuter rail station, the development is permitted to reduce the number of parking spaces to one parking space per dwelling unit with a Special Permit granted by the Planning Board, if Transportation Demand Management (TDM) practices are incorporated, as evidenced by a Transportation Demand Management Plan to reduce demand for parking, and approved by the Planning Board as a condition of project approval. The Planning Board will assess the need for TDM measures based on site location. TDM methods to reduce parking demand on site may include but are not limited to:
 - i) **Shared Parking:** To implement shared on-site parking, the applicant shall demonstrate that proposed uses are non-competing. In mixed-use developments, applicants may propose a reduction in parking requirements based on an analysis of peak demand for non-competing uses;
 - ii) Use off-site parking to satisfy parking requirements;
 - iii) Pay a stipend to residents without cars;
 - iv) Provide a guaranteed emergency ride home;
 - v) Provide transit pass subsidies;
 - vi) Provide covered bicycle parking and storage;
 - vii) Provide bicycle or car sharing on site;
 - viii) Other means acceptable to the Planning Board.
- c. For historical renovation projects located within the Central Business (B5) district, the development is permitted to reduce the number of parking spaces to zero parking spaces per dwelling unit.

5.4.5 Provisions Applicable to Affordable Housing Units.

1. **Location.** All Affordable Housing Units must be dispersed evenly throughout the development.
2. **Exterior design.** The exterior of Affordable Housing Units must be indistinguishable from the market-rate units in terms of design, appearance, materials, and quality of construction.
3. **Interior size and finishes.** The size and interior finishes of the Affordable Housing Units may differ from the market-rate units within the parameters described below:
 - a. The Affordable Housing units must be supplied with the same base appliances and fixtures as the market rate units; for example, if market-rate units include a dishwasher, Affordable units must include one as well. However, the product

specifications for the fixtures, appliances, and interior finishes in Affordable units may differ from those in the market-rate units, provided that such finishes and features are durable, of good quality, consistent with contemporary standards for new housing, and in compliance with the standards set forth by Local Initiative Program design and construction standards.

- b. Affordable Housing Units must be supplied with the same mechanical systems and energy efficiency features as market-rate units, including windows, insulation, plumbing, and heating and cooling systems.
 - c. The bedroom mix in the Affordable Housing Units shall be proportionate to the bedroom mix of the market-rate units.
 - d. Residents of Affordable Housing Units shall have similar access to all building and site common areas and amenities as residents of market-rate units, including but not limited to outdoor spaces, amenity spaces, storage, parking, bicycle parking facilities, and resident services.
 - e. Compliance with Section 5.4.5 shall be determined by Salem Department of Planning and Community Development staff.
4. Timing of construction of Affordable units and payment made. Affordable Housing Units must be constructed at a proportion of one (1) affordable unit for every five (5) Market Rate Units. The payment for fractional units, if applicable, shall be made before issuance of the Certificate of Occupancy.

5.4.6 Resident Selection and Marketing Plan for Affordable Units.

1. Applicants creating new Affordable Housing Units under this Section §5.4 are required to select qualified homebuyers or renters via lottery under an Affirmative Fair Housing Marketing Plan (AFHMP) prepared and submitted by the applicant and approved by the Salem Department of Planning and Community Development and the Executive Office of Housing and Livable Communities as part of the Local Initiative Program. The AFHMP must include a plan to address AFHMP requirements upon resale of ownership units. The marketing plan shall comply with federal and state fair housing laws and guidelines in effect on the date of filing of the special permit or other permit application with the City of Salem. No Certificate of Occupancy for a development subject to §5.4 shall be issued unless the Salem Department of Planning and Community Development has determined that the applicant's AFHMP complies with this requirement. The affirmative marketing costs for the Affordable Housing units shall be the responsibility of the applicant.
2. For ownership units, if the applicant agent is unable to find an eligible homebuyer within 180 days of marketing the unit, in accordance with the AFHMP, the applicant may sell the property to a household earning up to 80% of the area median income upon approval of the Affordable Housing Trust Fund Board.

5.4.7 Preservation of Affordability. Each Affordable Housing Unit created in accordance with this Section shall have limitations governing its resale through the use of an Affordable Housing Restriction. The purpose of these limitations is to preserve the long-term affordability of the unit and to ensure its continued availability for households at income levels required by this Section §5.4.

1. As a condition of development, all Affordable Housing Units provided under this Section §5.4 shall be subject to an Affordable Housing Restriction in a form consistent with the LIP guidelines or any other applicable guidelines issued by DHCD, EOHLC, or its successor agency acceptable to the Planning Board, that ensures Affordable units can be counted toward Salem's Subsidized Housing Inventory. The Affordable Housing restriction shall run with the land and be in force in perpetuity or for the maximum period allowed by law, and be enforceable under the provisions of MGL c. 184, § 26 or §§ 31 and 32. Affordability restrictions shall be contained in applicable Affordable Housing Restrictions, regulatory agreements, deed covenants, contractual agreements, land trust arrangements and/or other mechanisms to ensure compliance with the affordability requirements of this Section.

The applicant shall be responsible for preparing and complying with any documentation that may be required by DHCD, EOHLC, or its successor agency to qualify Affordable Housing Units for listing on the Chapter 40B Subsidized Housing Inventory as Local Action Units.

2. The Affordable Housing Restriction shall contain limitations on use, occupancy, resale and rents, and provide for periodic monitoring, by the City or its designee named in the deed rider as the monitoring agent, to verify compliance with and enforce said restriction. This monitoring is intended to verify that Affordable homeownership units remain owner-occupied and are resold at a price consistent with this Section §5.4, and that Affordable rental units are occupied by tenants earning incomes described in this Section §5.4 at rents they can afford. The applicant is responsible for providing ongoing monitoring through an organization qualified to serve as a monitoring agent on behalf of the City.
3. The restriction shall establish that Affordable units created under the provisions of §5.4 shall remain affordable to the designated income group in perpetuity, or for as long as legally permissible, per Affordable Housing restrictions that comply with Local Initiative Program requirements as they may be amended for inclusion in the Chapter 40B Subsidized Housing Inventory and is enforceable under G.L. c. 184, § 26 or §§ 31-32.
4. The restriction shall grant the City of Salem or its designee the right of first refusal to purchase the property in the event that a subsequent qualified homebuyer cannot be located. In any and all instances Section 5.4.7(3) shall remain in effect.
5. The Affordable Housing Restriction shall provide that initial sales and rentals of Affordable Housing units and subsequent re-sales and rentals shall comply with federal, state and local fair housing laws, regulations and policies, and Local Initiative Program

guidelines. For Affordable homeownership units, the procedure for resale and the responsibilities of the homeowner, the City and/or its monitoring agent, and EOHLC are described in detail in the Local Initiative Program regulations.

6. The Affordable Housing Restriction shall provide that, in the event that any Affordable rental unit is converted to a condominium unit, the condominium unit shall be restricted in perpetuity as Affordable to the income level required for Affordable ownership units in Section 5.4.3.1.
7. No Certificate of Occupancy shall be issued until the applicant executes an enforceable agreement with the City and provides evidence acceptable to the Salem Department of Planning and Community Development that the agreement has been recorded at the Essex County Registry of Deeds. It is the applicant's responsibility to prepare a complete regulatory agreement, to obtain the necessary signatures and to record a fully executed agreement at the Registry of Deeds prior to the issuance of any Certificate of Occupancy (or in the case of a subdivision, lot releases).
8. For an Affordable homeownership unit, no Certificate of Occupancy shall be issued until the applicant submits documentation acceptable to the Salem Department of Planning and Community Development that an Affordable Housing deed rider has been signed by the homebuyer and recorded at the Essex County Registry of Deeds.

5.4.8 Conflict with Other Sections. The provisions of this Section §5.4 shall be considered supplemental of existing sections of this zoning ordinance. To the extent that a conflict exists between this Section §5.4 and others, the provisions of this Section §5.4 shall apply.

5.4.9 Severability. If any portion of this Section is declared to be invalid, the remainder shall continue to be in full force and effect.

Section 2. The Salem Zoning Ordinance Section 10 Definitions is hereby amended by following definitions:

Affordable Housing Restriction: A deed restriction, contract, mortgage agreement, or other legal instrument, acceptable in form and substance to the City of Salem, that effectively restricts occupancy of an affordable housing unit to qualified purchaser or qualified renter, and which provides for administration, monitoring and enforcement of the restriction during the term of affordability. An affordable housing restriction shall run with the land in perpetuity or for the maximum period of time allowed by law, and be enforceable under the provisions of Chapter 184, Sections 26 or 31-32 of the Massachusetts General Laws.

Affordable Housing Unit: A dwelling unit that is affordable to and occupied by a low- or moderate-income household and meets the requirements of the Massachusetts Local Initiative Program, for inclusion on the Chapter 40B Subsidized Housing Inventory.

Area Median Income: The median income for households within the metropolitan area that includes the City of Salem, as defined in the annual schedule of low-income limits published by the U.S. Department of Housing and Urban Development, adjusted for household size.

Commuter rail station: Any Massachusetts Bay Transportation Authority (MBTA) commuter rail station with year-round, rather than intermittent, seasonal, or event-based, service.

Eligible Household: A household of one or more persons whose maximum income does not exceed the income limits established in Section 5.4.

Eligible Buyer: An individual or household certified by the Monitoring Agent to have met all of the eligibility requirements set forth in the Affordable Housing Restriction and applicable Program Guidelines to buy an Affordable unit, including limits on income and assets, suitability of financing, etc.

Local Action Unit: An Affordable Housing unit developed through a city's zoning or permit issuance process as part of the Local Initiative Program and eligible for inclusion on the Subsidized Housing Inventory.

Local Initiative Program: A program administered by the Executive Office of Housing and Livable Communities (EOHLC), formerly the Massachusetts Department of Housing and Community Development (DHCD), pursuant to 760 CMR 56.00 to develop and implement local housing initiatives that produce low- and moderate-income housing, with or without a comprehensive permit as defined in Chapter 40B.

Low- or moderate-income Household: A household with income at or below 80% of area median income, adjusted for household size, for the metropolitan area that includes the City of Salem, as determined annually by the United States Department of Housing and Urban Development (HUD).

Market Rate Unit: All dwelling units in a development subject to Section 5.4 that are not Affordable Housing Units as defined therein.

Maximum Affordable Purchase Price or Rent: A selling price or monthly rent that does not exceed the maximum purchase price or rent guidelines of the program used to qualify Affordable Housing Units for inclusion on the Massachusetts Chapter 40B Subsidized Housing Inventory. For homeownership units, the maximum affordable purchase price shall account for the monthly cost of a mortgage payment, property taxes, insurance, and condominium fees where applicable. For rental units, the maximum affordable rent shall account for the monthly cost of rent and utilities. The household income used to compute the maximum affordable purchase price or rent shall be adjusted for household size, considering the household size for which a proposed affordable unit would be suitable under guidelines of the Local Initiative Program or any successor affordable housing program established by the state.

Monitoring Agent: The Monitoring Agent is a qualified individual or agency for the purposes of administration, monitoring and enforcement of the Affordability Requirement for a Project pursuant to the Affordability Monitoring Services Agreement.

Salem Affordable Housing Trust Fund: A fund established by the City of Salem pursuant to Massachusetts General Laws, Chapter 44, Section 55C, for the purpose of creating or preserving

Affordable Housing in the City of Salem for the benefit of low- and moderate-income households.

Subsidized Housing Inventory (SHI): The Executive Office of Housing and Livable Communities (formerly the Department of Housing and Community Development) Chapter 40B Subsidized Housing Inventory as provided in 760 CMR 31.04.

Section 3. This Ordinance shall take effect as provided by City Charter.



CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo

Mayor

Office of the Mayor

October 26, 2023

Salem City Council
Salem City Hall
93 Washington Street
Salem, MA 01970

Dear Councillors:

I am pleased to file with you the enclosed Inclusionary Housing (IH) zoning ordinance. There are over 100 municipalities in Massachusetts that have some form of inclusionary housing zoning. It is widely used because it is an effective tool that leverages the private marketplace to create affordable housing without public subsidies. IH is a critical part of our efforts to meet our community's housing goals, in fulfillment of the Housing Roadmap and our shared vision of a more affordable community for all.

The ordinance before you builds on work started in 2020 and includes more recent changes to address current local market conditions. The City engaged with the Metropolitan Planning Council (MAPC) to update the financial feasibility analysis to reflect the amount and depth of affordability supportable in the City today, using information gathered from real estate and construction sources and from interviews with developers who work in Salem.

As you may be aware, most IH ordinances target income levels at 80% of the area median income (AMI) and include opt-out options, including in-lieu fees that developers can pay to avoid having to create affordable units in their project. The proposed ordinance before you is more robust and dynamic. It is tailored to Salem's housing market and is one of the most progressive inclusionary housing ordinances in the Commonwealth in several respects.

First, the ordinance mandates affordability at the deeper level of 60% AMI. The 60% AMI level is more consistent with the income levels of a typical Salem household, as identified in the Housing Roadmap, completed in 2022. Second, the ordinance requires that the affordable units be equitable to the market rate units. This means the affordable units are not allowed to be offsite in a different building from the market rate project and they must be proportional in terms of bedroom mix and square footage to the market rate units. Third, the ordinance does not allow an

in-lieu payment of the affordable units. The construction of actual homes is far more important than a financial contribution, especially when that dollar amount of such payments often fails to cover the full cost of constructing a unit. Further, the policy also includes a requirement that developers pay a fractional fee: when the required number of affordable housing units results in a fraction of a unit, the developer has the option to build the additional unit or that fractional difference can be paid as a dollar amount to the City's Affordable Housing Trust Fund (AHTF). This will establish a funding stream for the AHTF that will enable it to further advance our goals of affordable housing creation and preservation.

Like most inclusionary housing ordinances, this ordinance includes incentives. Bearing in mind that affordable units cost just about as much to build as market rate units, it is critical for the ordinance to strike a balance between meeting Salem's affordability goals and being financially feasible. To that end, MAPC updated the financial feasibility model created for the previous effort in 2020, to reflect the current economic context and test the market implications of various zoning scenarios. The model was based on a pro-forma analysis that considered housing market data from the Warren Group and the US Census Bureau, as well as interviews with Salem residents and local housing experts including lenders, developers, and land use board members. This recent update also includes information gathered from professional real estate and construction sources and from interviews with developers who work in Salem.

Since 2019, MAPC's research has found that construction costs have increased moderately, while both rents and financing costs have increased significantly. Through this feasibility model, it was determined that in order to get 10% of the units at the deeper affordability level of 60% of AMI, the ordinance would need to include a 25% housing bonus, as well as flexibility for parking requirements, especially for developments that are proximal to the commuter rail station. The model found requiring a greater percentage of units to be affordable, deeper affordability, or not offering the stated incentives resulted in the hypothetical project being financially infeasible, which would result in no units being built.

Additionally, the model shows that in these market conditions, projects of more than 20 units can support the desired affordability of 10% of units at 60% AMI with the proposed incentives. For projects of 20 units or fewer, the financial feasibility is less certain. Given Salem is interested in supporting these smaller, often in-fill types of projects, the proposed ordinance allows for 8% of units at 60% AMI for those smaller projects, which the model found to be supportable.

Salem needs a diverse housing stock to meet the current and future needs of our residents. To support diverse housing, we need a broad range of housing tools and inclusionary zoning is an important tool at our disposal. However, this ordinance alone will not meet all the affordable housing needs we have in our community. We must continue working to advance the other housing strategies identified in our Housing Roadmap into 2024 and beyond.

Requiring private developments to create new units at 60% AMI with no public funds will create affordable housing that is more consistent with a Salem household's typical income, a need that was well underscored in the Housing Roadmap. The units will be of the same character and quality as the market rate units, and they will be located on site. Lastly, the ordinance will ensure that affordable units are constructed, rather than allowing an in-lieu of payment.

The enclosed ordinance is accompanied by a memorandum from MAPC that outlines the methodology and findings of the financial feasibility model that underpin the recommendations found within the ordinance.

As written and with the referenced financial feasibility analysis, we believe that the proposed ordinance is compliant with MGL Chapter 40A Section 3A, which requires MBTA communities, including Salem, to have a zoning district with as-of-right multifamily housing. Salem has currently received a designation of interim compliance from the Executive Office of Housing and Livable Communities (EOHLC) for the B5 Zoning District and the City has filed for a final determination. EOHLC and City staff have been in communication concerning the City's consideration of IH zoning, as well.

I'm very grateful to MAPC for their technical assistance in the development of this important measure and to the members of the Affordable Housing Trust Fund Board for the multiple meetings they conducted to review and shape the draft of this ordinance.

Thank you for your shared commitment to pro-actively addressing the growing housing affordability challenge in our community. The lack of affordable housing is the foremost challenge facing Salem today, and this ordinance represents an important step forward in addressing that challenge. I look forward to continuing this discussion with you at the joint public hearing with the Planning Board.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dominick Pangallo', with a stylized flourish at the end.

Dominick Pangallo
Mayor
City of Salem



DOMINICK PANGALLO
MAYOR

TOM DANIEL, AICP
DIRECTOR

CITY OF SALEM, MASSACHUSETTS DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

98 WASHINGTON STREET, 2ND FLOOR ♦ SALEM, MASSACHUSETTS 01970
978-619-5685

October 6, 2023

Mayor Dominick Pangallo
City of Salem
93 Washington Street
Salem, MA 01970

Re: Proposed Amendments to the City of Salem Zoning Ordinance to Affordable Housing

Dear Mayor Pangallo:

I am pleased to provide the enclosed Inclusionary Zoning (IZ) ordinance — a result of a years-long effort by City staff, community stakeholders, and a planning consultant from the Metropolitan Planning Council (MAPC). As you know, several current housing developments in Salem are exceeding the affordability requirements proposed in the IZ ordinance. It is important to note that most of these developments are subsidized with public financing tools such as Low Income Housing Tax Credits. The IZ ordinance will strengthen Salem's quantity and quality of affordable housing by requiring housing developments that are not subsidized with public financing to meet affordability requirements.

In February 2020, a proposed Inclusionary Zoning ordinance was introduced to the City Council. That proposal was built upon a robust public engagement process and lengthy collaboration between the community, City staff, board and commission members, and the consultant team. The proposal was supported by a model to ensure the financial feasibility of the affordability requirement, which was based on a pro-forma analysis that considered housing market data from the Warren Group and the US Census Bureau as well as interviews with Salem residents and local housing experts including lenders, developers, and land use board members. Ultimately, the ordinance failed by a vote of seven councillors in favor and four opposed.

In the intervening years, the Planning Board revised its Affordable Housing Policy, so that all residential projects of six or more new units that come before it are expected to provide 10% of units at 60% Area Median Income (AMI). However, there remained a desire to see Inclusionary Zoning adopted, to ensure the policy would be consistently applied and provide maximum affordability without dampening development.

This desire led to a renewed effort in 2023. The City contracted with MAPC to update the financial feasibility analysis to reflect current local market conditions and to revise the ordinance according to its findings. The resulting proposed ordinance advances the goals espoused in the Planning

Board's Affordable Housing Policy and further strengthens the City's response to the need for affordable housing. The feasibility analysis found that in current market conditions, with certain incentives, projects of more than 20 units can support 10% of units at 60% of AMI and smaller projects of 20 or fewer units can support 8% of units at 60% AMI. The incentives include a 25% housing unit bonus as well as flexibility for parking requirements, especially for developments that are proximal to a commuter rail station. The model found requiring a greater percentage of units to be affordable, deeper affordability, or not offering the stated incentives resulted in the project being financially infeasible, which would result in no units being built.

The ordinance also requires that the affordable units be equitable to the market rate units. This means the affordable units are not allowed to be provided offsite in a different building from the market rate project and they must be proportional in terms of bedroom mix and square footage. Third, the ordinance does not allow a payment in lieu of the affordable units. The construction of actual homes is far more important than a financial contribution, especially when that number often fails to capture the full cost of constructing a unit. Further, the policy also includes a requirement that developers pay a fractional fee, wherein when the required number of affordable housing units results in a fraction of a unit, the developer has the option to build the additional unit or that fractional difference shall be realized as a cash payment made to the Affordable Housing Trust Fund Board (AHTF). This will establish a consistent funding stream for the AHTF that will enable it to further advance its goals of affordable housing creation and preservation.

Additionally, as written and with the referenced financial feasibility analysis, we feel confident that this ordinance is compliant with MGL Chp. 40A Section 3A, which requires MBTA communities, including Salem, to have a zoning district with as-of-right multifamily housing. Salem has currently received a designation of interim compliance from the Executive Office of Housing and Livable Communities (EOHLC) for the B5 Zoning District and the City has filed for a final determination. EOHLC and City staff have been in communication concerning the City's consideration of Inclusionary Zoning and this will continue.

The proposed ordinance is accompanied by a memorandum from MAPC that outlines the methodology and findings of the financial feasibility model that underpin the recommendations found within the ordinance.

In summary, this Inclusionary Zoning Ordinance is a strong addition to Salem's existing toolkit of strategies to respond to the local need for affordable housing. It is tailored to Salem's housing market and is one of the most progressive inclusionary zoning ordinances in the Commonwealth.

Lastly, much of this information is available on Imagine Salem (<https://imaginesalem.org/>), which will continue to be updated as this process continues.

Please do not hesitate to contact me to discuss further.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Daniel".

Tom Daniel, AICP
Director



Memorandum

To: Amanda Chiancola and Elena Eimert
Department of Planning & Community Development, City of Salem

From: Alexis Smith, Metropolitan Area Planning Council

On: October 4, 2023

Re: Inclusionary Zoning Financial Feasibility Analysis

In 2019, the City of Salem worked with the Metropolitan Area Planning Council (MAPC) to conduct a financial analysis to test the impact of various inclusionary housing scenarios on the feasibility of new market-rate residential development and subsequently develop recommendations for a citywide inclusionary zoning (IZ) ordinance. While an inclusionary policy was not adopted in 2019, since that time there has been renewed interest in inclusionary zoning in Salem. Inclusionary Zoning advances several goals identified in the Salem Housing Roadmap, including the creation of affordable housing units at 60% Area Median Income, which is needed given Salem's lower median household incomes, and the expansion affordable homeownership opportunities. Accordingly, the City has partnered with MAPC to revisit the 2019 analysis, update associated market data, assess the 2019 policy proposal in the context of Salem's current housing market, and confirm or update the recommendations accordingly.

Since the original IZ proposal was drafted, the state adopted MGL Chapter 40A Section 3A, which requires MBTA communities have a zoning district where multifamily housing can be built by right. On March 24, 2023, the Executive Office of Housing and Livable Communities (EOHLC) determined that the City of Salem achieved interim compliance with Section 3A. Since then, Salem has submitted an application for full compliance assuming that the Central Business zoning district (B5) meets the requirements set forth in Section 3A.

According to EOHLC's Section 3A Compliance Guidelines, an inclusionary zoning policy that requires residential units to be affordable to incomes lower than 80% of the area median income (AMI) is not considered "as of right" and therefore would not be in compliance with Section 3A. However, the guidelines state that EOHLC may, at its discretion, allow for affordability deeper than 80% AMI if the affordability requirements applicable in the Section 3A multi-family zoning district are supported by an economic feasibility analysis, prepared for the municipality by a qualified and independent third party acceptable to EOHLC, and using a methodology and format acceptable to EOHLC.

The 2019 proposed IZ ordinance would have required that 10% of units in new development be affordable to households earning 60% of area median income, a level of affordability that

aligns with local need but goes beyond the threshold set by EOHLC in the Section 3A Compliance Guidelines. As such, an Economic Feasibility Analysis (EFA) is needed for the IZ requirements to be applied in Salem's Section 3A district. To that end, the feasibility analysis described herein will, along with forthcoming supplemental documentation, satisfy the requirements for an EFA to secure EOHLC approval of Salem's inclusionary policy.

This memorandum describes the analysis methodology, subsequent findings, and updated policy recommendations for an inclusionary policy in Salem per the methodology set forth by EOHLC.

PREVIOUS ANALYSIS AND RECOMMENDATIONS

Because inclusionary zoning leverages the private housing market to create Affordable Housing, municipalities must be cognizant of how an IZ policy will impact private housing development. If a municipality asks for too little, it has not fully leveraged the potential for public benefit. However, if it asks for too much, it risks increasing market rents or deterring housing development altogether. A financial analysis helps decision-makers understand how various policy components interact within the context of the local housing market and balance policy requirements to achieve Affordable Housing priorities without dampening development.

MAPC's 2019 analysis investigated the ways in which different policy components impact new market-rate housing, explored how these components could be combined to achieve Affordable Housing priorities without dampening development, and identified policy options that minimize impact on development feasibility by balancing affordability requirements and cost offsets in various combinations. This analysis—along with permitting data, local need, community input, City priorities, best practices, and extensive input from the project working group—was used to inform recommendations for the proposed IZ policy.

Components of the 2019 proposed policy included:

- New residential development, including both rental and ownership housing, would be required to provide 10% of units affordable to households earning 60% of area median income (AMI).
 - For ownership housing, if an eligible buyer at 60% AMI cannot be found after 180 days, the affordable unit may be sold to an eligible buyer earning up to 80% AMI with the approval of the Affordable Housing Trust Fund Board.
 - Adaptive reuse projects in the B5 zoning district may provide tiered affordability at a range of income levels with the approval of the Planning Board.
- In exchange for providing the required affordable units, projects would be eligible for a 25% housing unit bonus and a reduced parking requirement of one space per unit (combined with other measures that would reduce the need for more than one car per household) and could increase the number of stories by right provided the maximum height is in compliance with underlying district.
- The policy would apply citywide to projects that result in the creation of 6 or more new residential units.
- Developers would not be permitted to pay an in-lieu fee instead of building the required Affordable Housing units.
- Inclusionary units must be provided on-site in the same building or on the same property as market rate units.

- Fractional units would be required to pay a proportionate fee based on the project construction cost. For example, a 12-unit project would be required to provide 1.2 units; one unit would be built on-site and the project would pay a fee equal to the construction cost of the remaining 0.2 unit. Alternatively, the developer may opt to build the additional affordable unit instead of paying the fee.

METHODOLOGY

MAPC's analysis utilizes a development pro forma, a tool that is typically used by a developer to understand whether a real estate project is financially feasible. A pro forma takes into account dozens of project-specific real estate development variables to arrive at a projected level of profitability. As each of these variables change—for example, as construction costs decrease or interest rates increase—profitability goes up or down. If profitability falls below a certain level, the project is considered infeasible.

The purpose for undertaking such an analysis is twofold. First, understanding how a policy might impact the housing market is a best practice and MAPC strongly encourages municipalities to undertake feasibility studies to ensure their inclusionary policies both meet affordability goals and minimize the risk of dampening development. Second, the proposed inclusionary policy of 10% of units at 60% AMI goes beyond the baseline levels set by EOHLC. For the inclusionary policy to apply to the B5 district, which is the district that Salem will use to achieve 3A compliance, an economic feasibility analysis demonstrating that the proposed policy will not be detrimental to new residential development is required. Because a substantial share of new residential development in the city occurs in the B5 district, it is critical that any new inclusionary policy can be applied in that district. The methodology outlined in this section is consistent with EOHLC's 3A feasibility analysis guidelines.

MAPC's financial model considers development costs (including land acquisition, construction, and soft costs like legal and permitting fees), financing costs, and operating costs for projects of varying sizes. An important part of financial modeling involves market research to ensure that the model's inputs reflect Salem's local development conditions. This analysis also relies on interviews with real estate professionals active in Salem and familiar with local development conditions, along with information from industry real estate database CoStar. A full list of assumptions can be found in an appendix to this memorandum.

To understand how the proposed 2019 inclusionary requirements might impact development feasibility, MAPC developed a baseline development scenario with no inclusionary zoning requirements and no cost offsets for projects at a range of sizes common in Salem. From there, MAPC tested how the policy would impact the project's bottom line. In instances where the feasibility of the 2019 policy was less certain—notably for smaller projects—MAPC explored changes that would result in a more balanced policy (for example, fewer affordable units or greater cost offsets). Likewise, at the request of the City, MAPC explored a limited number of policy iterations that would allow for even greater affordability than was recommended in 2019. Those results are included in this memorandum for informational purposes and, while not included in the current updated policy recommendations, may be used as the basis for future analysis should the City wish to revisit inclusionary zoning in the future.

To assess impact to the project's bottom line, the feasibility referenced above, this analysis utilizes Internal Rate of Return (IRR), one of many metrics that developers use to determine anticipated

profitability of a potential development project. The minimum IRR required to advance a project varies depending on the developer's requirements, those of their lenders and equity investors, and project-specific conditions. For the purposes of this analysis, MAPC considered the comparative IRR between no inclusionary zoning and the proposed inclusionary zoning rather than absolute financial feasibility. In other words, the analysis is focused on the extent to which various policy elements increase or decrease a project's IRR, making it more or less feasible, rather than whether the IRR is above a specific threshold. This approach was used because it is more broadly applicable to a range of projects that may have differing IRR targets; for example, a small project in which the developer provides the equity may require a 13% IRR, while a larger project seeking regional investors might target an IRR of 16% or higher. This is particularly important in Salem, where new housing is often built by small, local developers with slim profit margins.

This analysis assumes that a medium- or large-sized market-rate project can reasonably absorb a negative change in IRR of up to one percent. This change roughly approximates the impact of an inclusionary policy with modest affordability requirements (10% of units required to be Affordable Housing for households earning 80% of Area Median Income) that require minimal cost offsets (for example, a minor housing bonus or parking reduction), which is common across Massachusetts. Such a change would make a project less profitable, effectively asking the developer to assume some of the cost of the Affordable Housing development, but the project would likely remain viable. A negative change of greater than one percent was considered substantial enough to risk project feasibility and therefore a policy with this effect is considered viable.

For smaller projects, the analysis aims to maintain a change in IRR up to one-half percent. This lower target was set based on assessor, permitting, and industry data as well as MAPC's conversations with local developers. Small projects have higher per-unit development costs than larger projects and thus have less leeway to absorb additional costs. Relative to other urban municipalities closer to Boston, development in Salem has a comparatively low profit margin, which means that small, local developers have even less wiggle room. Salem also sees a high share of historic renovations, which can come with additional risk and uncertainties. When combined with the heightened variability and risks inherent in small projects, an overly ambitious inclusionary zoning policy could make a small project untenable. Additionally, EOHLC is aware that smaller projects tend to have smaller profit margins and risk being disproportionately impacted by inclusionary policies, so ensuring the viability of small projects must be a particular focus of an inclusionary policy when applied to a 3A district. Demonstrating this viability is a critical component of the required Economic Feasibility Analysis. These smaller infill projects are a critical piece of developing housing sustainably in Salem's walkable, amenity-rich downtown, so the analysis takes care to ensure that the increased risk and decreased margins inherent in small development are considered.

POLICY ANALYSIS

The impacts of the affordability requirements and cost offsets considered in this analysis are shown in Table 1 below. In all cases, the change in IRR is in relation to the baseline project (no affordability and no cost offsets).

Table 1. Affordability requirements and cost offsets, 25-unit rental project.

	Affordability Requirements
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		No affordability	10% units at 80% AMI	15% units at 80% AMI	10% units at 60% AMI	12% units at 60% AMI
Cost Offsets	No offsets	14.0% IRR (Baseline)	13.3% IRR -0.7%	12.8% IRR -1.2%	12.4% IRR -1.6%	11.9% IRR -2.1%
	Housing unit bonus	14.5% IRR +0.5%	13.9% IRR -0.1%	13.6% IRR -0.4%	12.9% IRR -1.1%	12.5% IRR -1.5%
	Parking reduction to 1.0 spaces/unit	14.5% IRR +0.5%	13.8% IRR -0.2%	13.3% IRR -0.7%	12.9% IRR -1.1%	12.5% IRR -1.5%
	Housing unit bonus + Parking reduction to 1.0 spaces/unit	15.0% IRR +1.0%	14.4% IRR +0.4%	14.1% IRR +0.1%	13.4% IRR -0.6%	12.9% IRR -1.1%
Percentages in bold indicate a given scenario's change from the baseline IRR. Scenarios highlighted in yellow indicate a combination of affordability requirements and cost offsets that falls within the defined change from the baseline project. The scenario highlighted in orange indicates the 2019 policy proposal.						

The first row in Table 1 demonstrates the impact that varying affordability requirements would have on the baseline project if no cost offsets were offered. Note that the policy scenarios with affordability at 80% AMI were not under consideration, given the demonstrated need in Salem for more deeply affordable housing units, but are shown here for illustrative purposes.

Unsurprisingly, as the percentage of required Affordable Housing units increases, the impact on project feasibility becomes more substantial. Just as important, as the required affordability levels become deeper, the impact on the project's IRR becomes more deleterious. For example, the impact from a requirement of 10% of units at 60% AMI is roughly double that of a requirement of 10% of units at 80% AMI, even though both scenarios would require the same number of Affordable Housing units.

Conversely, the first column demonstrates the extent to which various cost offsets positively impact IRR in the absence of inclusionary requirements. While MAPC does not recommend utilizing any of these cost offsets for projects that do not include an Affordable Housing component, this column is instructive in that it clearly indicates the degree to which some cost offsets are more effective than others and the need to combine offsets to reach deeper levels of affordability.

The remainder of the columns and rows demonstrate the degree to which each cost offset mitigates each affordability requirement. For each affordability scenario, the minimum combination of cost offsets that would be required to avoid an untenable reduction in IRR is highlighted.

Of the affordability requirements shown in Table 1, only the requirement for 10% of units at 80% AMI—which neither maximizes the number of Affordable Housing units nor requires affordability at a depth consistent with Salem's need—could likely be absorbed without cost offsets.¹ This is consistent with the findings of the 2019 analysis. Any of the scenarios requiring affordability at 60% of AMI, including the 2019 policy proposal, would require cost offsets to maintain development feasibility.

¹ This analysis is limited to financial feasibility; all inclusionary policies should provide some degree of cost offsets to ensure the policy is on sound legal ground.

The 2019 proposal combines two moderate cost offsets to achieve deeper affordability. The first is an increase up to 25% of the total number of units that would normally be permitted by right in the applicable zoning district. An increase in allowable density is one of the most common cost offsets offered by inclusionary policies in Massachusetts. A bonus housing unit reduces costs by increasing the number of market-rate units a developer can build on a given site, thereby increasing a project's rental income.

The second cost offset included in the 2019 proposal is a parking reduction to 1.0 required spaces per unit for projects within a half mile of a commuter rail station and/or for projects incorporating transportation demand management practices. Under current zoning, new development projects in Salem must provide 1.5 off-street parking spaces per dwelling unit. Off-street parking is expensive to build (\$30,000 or more per space for podium parking; \$10,000-\$15,000 or more per space for surface parking). Parking spaces also use space that could otherwise be devoted to housing: one parking space alone uses at least 300 square feet of space, one third the size of a two-bedroom housing unit. Thus a reduction in the number of required spaces offers great potential as a cost offset.

In both the 2019 analysis and the current analysis, either of these cost offsets alone could support an affordability requirement of 15% units at 80% AMI, but neither are sufficient to reach the policy goal of affordability at 60% AMI. However, using the two together allows a 60% AMI affordability requirement that is more consistent with local need.

Small projects

The specific IRR and impacts shown in the tables above and below are based on a medium-sized, 25-unit project. In general, the IRR for a medium project is slightly lower than that of a large project, and the IRR for a small project is slightly lower than that of a medium project. Broadly, in Salem's market the impact of various affordability requirements and cost offsets is proportionally similar across medium and large projects but, as highlighted previously, can be lower and more unpredictable for small projects.

Small projects are more difficult to make "pencil." They have lower profitability thresholds—meaning the baseline IRR is lower—and are riskier and cost more to develop per unit because they lack economies of scale. While there is no clear juncture at which a small project becomes a more feasible medium-sized project, based on permitting and assessor' data, MAPC determined that projects under and including units were on the cusp of uncertain feasibility and the policy should adjust to accommodate these smaller projects.

This can be accomplished by requiring small projects to provide 8% affordable units rather than the 10% required for larger projects. This ensures on-site affordable housing units in smaller developments, which comprise much of the in-fill development in Salem.

Other policy components

Fractional payment. The 2019 recommendations included a fee for fractional units based on the construction cost represented in the project's building permit application. However, MAPC recommended using a different methodology for the current policy for several reasons: construction costs can vary substantially from project to project; a project may pull supplementary

building permits for different construction phases such as site work, thus resulting in an unequal assessment of the fee; it can be a burden on a municipality to determine and assess a new fee for each project. Instead, MAPC recommended that the fee reference the development cost limit per unit articulated in the state's Qualified Allocation Plan for Low Income Housing Tax Credits. This latter metric is more predictable, does not require calculations, and is simpler to administer because it is automatically updated by the state every other year. It is also a common method for setting in-lieu fees in Massachusetts municipalities.

The impact of the fractional unit payment is less variation in feasibility based on project size. For example, under a policy without a fractional payment, a 24-unit project with 2 affordable units (rounded down from 2.4) would be significantly more profitable than a 25-unit project with 3 affordable units (rounded up from 2.5) despite only a one-unit difference in project size.

In-lieu fee. To ensure geographic equity in the location of units and to ensure that the policy results in actual affordable units constructed, the 2019 recommendations did not allow projects to satisfy its affordability requirements through payment of a fee in lieu of providing on-site units. As such, MAPC did not consider the impacts of an in-lieu fee in its current analysis.

Unit design. Some policies allow a certain degree of difference in unit size and finishes for Affordable Housing units from their market-rate counterparts. While this can result in a modest cost offset and is part of the 2019 recommendations, some developers prefer "floating" Affordable Housing units not tied to a physical unit so unit comparability was not considered as a cost offset in this analysis.

Geography. The 2019 proposal was for citywide inclusionary zoning, so MAPC did not analyze differing IZ requirements for different areas of the city.

Stories. The 2019 proposal allowed for an increase in stories by right so long as the resulting height still complied with the requirements of the underlying zoning districts. This element has been retained in this version of the ordinance. For the purposes of the financial analysis, the impact of this component is captured in the housing unit bonus.

SUMMARY

In summary, due to the balance of cost offsets and affordability requirements, the 2019 inclusionary zoning policy for the most part remains a viable policy with regards to medium and larger projects, which we define as projects of greater than 20 units. For small projects, feasibility can be attained by reducing the required percentage of affordable units from 10% to 8% at 60% AML. With this change, the City can confidently advance its inclusionary policy with little risk of negatively impacting residential development.

This analysis was grounded in the EFA guidelines provided by EOHLC and will satisfy the requirement to demonstrate feasibility of an inclusionary zoning policy in a 3A district, in Salem's case the B5 zoning district. The analysis demonstrates that Salem's proposed policy will not risk dampening residential development and will enable the City to apply its inclusionary policy in the B5 zoning district while remaining compliant with Section 3A.

City of Salem

In the year Two Thousand and Twenty-Three

An Ordinance Relative to Traffic

Be it ordained by the City Council of the City of Salem, as follows:

Section 1. Article V – Parking of Chapter 42, the Traffic Code, is hereby amended by adding the following new division:

DIVISION 3. – Zero Emission Vehicle Parking and Charging

Sec. 70A – Regulations

In accordance with the provisions of Chapter 40 S. 22A of the Massachusetts General Laws, zero emission vehicle charging stations shall be reserved for charging or parking by zero emission vehicles only. All other parking regulations applicable to the location in which the zero emission vehicle charging station is situated shall apply to zero emission vehicles using the station. This shall include, but not be limited to, parking time limits, size restrictions, the payment of any other parking fees, meter fees, garage fees, or other similar fees. The user of a zero emission vehicle charging station or equipment may be subject to fees for its use. These fees shall be separate from any parking fees and shall not be considered payment toward those parking fees. Information shall be posted identifying voltage and amperage levels and any type of use, fees, or safety information related to the zero emission vehicle charging station.

Zero emission vehicle charging stations shall be posted with signage indicating that the space is reserved for electric vehicle charging or parking purposes only. Zero emission vehicle charging stations may also be reserved for zero emission vehicle charging only, and not permit zero emission vehicles to park without charging. Such stations must be posted with signage that clearly states such a restriction.

Publicly owned zero emission vehicle charging stations may also be restricted for use only by certain City-owned vehicles. These restrictions must be posted with signage at the zero emission vehicle charging station.

Sec. 70B – Locations

In accordance with the provisions of Chapter 40 S. 22A of the Massachusetts General Laws, the following locations are designated Zero Emission Vehicle Charging Stations:

Bentley Academy – zero emission vehicle charging stations - public use – Six zero emission charging stations sharing three zero emission vehicle supply equipment units, located in the Bentley Academy parking lot at 4 Szetela Lane, southwest of the main building, along the southeastern border of the parking lot, as signed.

Church Street West Lot – zero emission vehicle charging stations - public use – Four zero emission charging stations sharing two zero emission vehicle supply equipment units, located in the Church Street – West parking lot at 29 Federal Street, along the western border of the parking lot, as signed.

Crombie Lot – zero emission vehicle charging stations - public use – Four zero emission charging stations sharing two zero emission vehicle supply equipment units, located in the Crombie Street parking lot at 287 Essex Street, as signed.

Forest River Park – zero emission vehicle charging stations - public use – Six zero emission charging stations sharing three zero emission vehicle supply equipment units, located in the parking lot for Forest River Park at 38 Clifton Street, as signed.

Museum Place Garage – zero emission vehicle charging stations - public use – Four zero emission charging stations sharing two zero emission vehicle supply equipment units, located in the northeastern corner of the second floor of the Museum Place Garage at 1 New Liberty Street, as signed.

Salem Green Lot – zero emission vehicle charging stations - public use – Two zero emission charging stations sharing one zero emission vehicle supply equipment unit, located in the Salem Green parking lot at 21 Church Street, as signed.

Salem High School – zero emission vehicle charging stations - public use – Six zero emission charging stations sharing three zero emission vehicle supply equipment units, located in the northwestern-most parking lot at Salem High School at 77 Willson Street, as signed.

Sewall Street Lot – zero emission vehicle charging stations - public use – One zero emission charging station sharing one zero emission vehicle supply equipment unit with the adjacent restricted use zero emission vehicle charging station, located in the Sewall Street parking lot at 8 Sewall Street, along the western border of the lot, within the Sewall Street right-of-way, as signed.

Sewall Street Lot – zero emission vehicle charging stations - restricted use – One zero emission charging station sharing one zero emission vehicle supply equipment unit with the adjacent public use zero emission vehicle charging station, located in the Sewall Street parking lot at 8 Sewall Street, along the western border of the lot, within the Sewall Street right-of-way, as signed.

South Harbor Garage – zero emission vehicle charging stations - public use – Four zero emission charging stations sharing two zero emission vehicle supply equipment units, located in the eastern portion of the first floor of the South Harbor Garage at 245 Derby Street, as signed.

Sec. 70C – Penalties

In accordance with the provisions of Chapter 40 S. 22A of the Massachusetts General Laws, the use of a zero emission vehicle charging station space by a vehicle other than a zero emission vehicle shall be subject to a penalty as set forth in Section 17A of Chapter 42.

Vehicles found in violation of the provisions of this Division, except those specifically exempt by law, may be removed to a convenient place under the direction of an officer of the Police Department and the owner of a vehicle removed or towed away shall be liable to the cost of such removal and storage. Any vehicle removed or towed away under the provisions of this Division shall also be subject to the penalties provided in Chapter 90, Section 20A of the Massachusetts General Laws. The towing of such vehicles shall be subject to the same regulations set forth in Article V-A of this Ordinance.

Section 2. Article I, Sec. 1 of Chapter 42, the Traffic Code, is hereby amended by adding the following new definitions:

Zero emission vehicle. A battery electric vehicle, a plug-in hybrid electric vehicle or a fuel cell vehicle

Zero emission vehicle charging station. A publicly owned and/or publicly available parking space that is served by zero emission vehicle supply equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery in a zero emission vehicle.

Zero emission vehicle charging station - restricted use. A zero emission vehicle charging station that is publicly owned and restricted (e.g., municipal fleet parking with no access to the general public).

Zero emission vehicle charging station - public use. A zero emission vehicle charging station that is publicly owned and publicly available (e.g., on-street parking and City-owned parking facilities).

Charging. When the connector from a zero emission vehicle supply equipment (or standard outlet) is inserted into the zero emission vehicle inlet, and electrical power is being transferred for the purpose of recharging the batteries on board the zero emission vehicle.

Charging level. The standardized indicators of electrical force, or voltage, at which a zero emission vehicle's battery is recharged. Level 1 is considered slow charging, typically requiring a 15- or 20-amp breaker on a 120-volt AC circuit and standard outlet. Level 2 is considered medium charging, typically requiring a 40- amp to 100-amp breaker on a 240-volt AC circuit. DC Fast Charge is considered rapid charging, typically requiring a 60 amp or higher dedicated breaker on a 480-volt or higher three-phase circuit with special grounding equipment. DC Fast Charging uses an off-board charger to provide the AC to DC conversion, delivering AC directly to the car battery.

Section 3. Article I, Sec. 17A Schedule of Fines re: Penalties is hereby amended by inserting the following as a \$50 fine:

Zero Emission Vehicle Parking and Charging Regulation Sec. 70A

Section 4. This ordinance shall take effect as provided by City Charter.

ORDINANCE

In City Council _____

Submitted by _____



City of Salem, Massachusetts
Traffic and Parking Commission

98 Washington Street, 2nd Floor
Salem, MA 01970
www.salem.com

Dominick Pangallo, Mayor

David Kucharsky, Traffic and Parking Director

Notice to the City Council of Traffic and Parking Commission Action

At a meeting of the Salem Traffic and Parking Commission held on October 18, 2023 and attended by:

- ☒ Jaime Garmendia, Acting Chair
- ☒ Brendan Casey
- ☒ Lt. David Tucker
- ☐ Jeff Swartz

The Commission took the following action:

- ☐ Advisory Recommendation
- ☒ Ordinance Change Recommendation
 - ☐ Handicap Parking
 - ☐ Resident Parking
 - ☒ Other Change

Background and notes: On October 18th, 2023, Commission discussed a proposed ordinance to regulate public zero emission vehicle (electric vehicle) charging stations. These regulations are written according to the final paragraph of Section 22a of Chapter 40 of the Massachusetts General Laws, which gives municipalities authority to regulate such charging stations. The proposed regulations ensure that charging stations are restricted to zero emission vehicles and that other relevant parking regulations apply to these stations (time limits, garage fees, meter fees, etc.) They also require that charging stations be properly signed to indicate the applicable regulations and fees. These regulations only apply to public charging stations, the locations of which are listed in the ordinance. After reviewing the information and regulatory language presented by staff, the Commission voted to recommend the proposed ordinance, with amendments as needed from the City Solicitor, to Council.

Motion and Vote: *On a motion duly made by Commissioner Casey and seconded by Commissioner Tucker, the Traffic and Parking Commission voted to recommend that the proposed zero emission vehicle ordinance, with regulatory language amended as needed by the City Solicitor, be recommended to Council.*
The vote is three (3) in favor, and zero (0) opposed, the motion passes.

Vote: The motion was made by Commissioner Casey and seconded by Commissioner Tucker.

In Favor:

- ☒ Jaime Garmendia, Acting Chair
- ☒ Brendan Casey
- ☒ Lt. David Tucker

Opposed:

- ☐ Jaime Garmendia, Acting Chair
- ☐ Brendan Casey
- ☐ Lt. David Tucker

Abstained:

- ☐ Jaime Garmendia, Acting Chair
- ☐ Brendan Casey
- ☐ Lt. David Tucker

City of Salem

In the year Two Thousand and Twenty-Three

An Ordinance Relative to Traffic

Be it ordained by the City Council of the City of Salem, as follows:

Section 1. Section 75 of Article V-A be amended by repealing the following:

Buchanan Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides in its entirety, 8:00 A. M. to 8:00 P. M. Monday through Friday, Tow Zone. (3/13/90)

Cleveland Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-easterly side, Monday through Friday, 8:00 A. M. to 6:00 P. M. (11/10/86)

Cleveland Road Ext. – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, Monday through Friday, 8:00 A. M. to 6:00 P. M. (11/10/86)

Fairview Avenue – Parking Prohibitions Towing Zones (Resident Stickers) Zone B-Color Red, both sides in its entirety, resident sticker parking 8:00 A.M., Monday through Friday. (10/13/16)

Grant Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, running from Loring Avenue, in an easterly direction to the intersection of Lincoln and Grant Roads, Monday through Friday, 8:00 A. M. to 8:00 P. M. (11/10/86)

Harrison Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B, Color Red-northerly side resident sticker parking only 6:00 PM to 8:00 AM Monday through Friday, resident only Saturday and Sunday. Also, residents of 238 Loring Avenue to 258 Loring Avenue to be eligible for resident only parking stickers for Zone B, color Red.

Hayes Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, in its entirety, Monday through Friday. (11/30/89)

Hayes Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-westerly side, in its entirety, Monday through Friday, 8:00 A. M. to 8:00 P. M. (11/10/86)

Lincoln Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, from Loring Avenue in an easterly direction to Buchanan Road, Monday through Friday, 8:00 A. M. to 8:00 P. M., Tow Zone. (6/21/90)

Lincoln Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, running from Cleveland Road in an easterly direction to Grant Road, Monday through Friday, 8:00 A. M. to 8:00 P. M. (11/10/86)

Lincoln Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides from Grant Road to Monroe Road. (4/24/08)

McKinley Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, in its entirety, Monday through Friday, 8:00 A. M. to 8:00 P. M. (11/10/86)

Moffatt Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, starting at the corner of Loring Avenue and running in a westerly direction for a distance of five hundred (500) feet, Monday through Friday, 8:00 A. M. to 8:00 P. M. (11/10/86)

Monroe Road – Parking Prohibitions Towing Zone (Resident Sticker) easterly side starting at a point across from #30 Monroe Road continuing to a point one hundred eleven (111) feet from Loring Avenue, "Resident Sticker Parking, Tow Zone" (10/11/12)

Paradise Avenue – Parking Prohibitions Towing Zone (Resident Sticker) Paradise Ave., in its entirety, in a westerly direction, odd numbered side of the street only. Resident Sticker Parking, Tow Zone

Pickman Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-northerly side, starting at a point ninety (90) feet from the corner of Loring Avenue and running in a westerly direction in its entirety; southerly side, starting at the corner of Hayes Road and running in a westerly direction in its entirety, Monday through Friday, 8:00 A. M. to 8:00 P. M. (11/10/86)

Pierce Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-in its entirety. (11/10/86)

Preston Road – Parking Prohibitions Towing Zones (Resident Stickers) Zone B-Color Red, Preston Road in its entirety, both sides between Sumner Road and Jefferson Avenue. Resident Sticker Parking Only Tow Zone, Monday through Friday 8:00 A.M. to 8:00 P.M. (10/13/16)

Riverway Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, in its entirety. (10/30/89)

Rosedale Avenue – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, in its entirety. (10/30/89)

Station Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-in its entirety. Resident Sticker Parking only, tow zone, Monday through Friday, 8:00 A. M. to 8:00 P. M. (12/19/90)

Sumner Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red, southerly side in its entirety from Bradley Road to the intersection of Loring Avenue. (10/24/13)

Taft Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red both sides, Monday through Friday amend to 8:00 A.M. to 6:00 P.M. (7/16/09)

Section 2. This ordinance shall take effect as provided by City Charter.



City of Salem, Massachusetts
Office of the City Council
City Hall



REQUEST FOR TRAFFIC ORDINANCE RECOMMENDATION

MEMO TO: Lt. David Tucker Police Traffic Division
FROM: Councilor Varela DATE: October 24, 2023

In accordance with the Council Rule 32A, I hereby request your recommendation for the following Traffic Ordinance:

NAME OF STREET Twenty Streets in Ward 7, listed below.

TYPE OF STREET CHANGE Parking Prohibitions Towing Zones (Resident Sticker)

DESCRIPTION OF AREA WHERE CHANGE IS REQUESTED Twenty Streets in Ward 7.

COUNCILLOR'S COMMENTS/EXPLANATION After discussions between Councilor Varela and Director of Traffic and Parking David Kucharsky, Councilor Varela is requesting the removal of twenty streets in Ward 7 from the resident sticker parking program.

POLICE TRAFFIC DIVISION RECOMMENDATION

The Police Traffic Division hereby submits the following recommendation for the above request:

XX APPROVAL
 DENIAL
 TRIAL PERIOD

CHAPTER: 42 SECTION: 75 TITLE: Parking Prohibitions Towing Zones (Resident Sticker)

DESCRIPTION: **Repeal:**

Buchanan Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides in its entirety, 8:00 A. M. to 8:00 P. M. Monday through Friday, Tow Zone. (3/13/90)

Cleveland Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-easterly side, Monday through Friday, 8:00 A. M. to 6:00 P. M. (11/10/86)

Cleveland Road Ext. – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, Monday through Friday, 8:00 A. M. to 6:00 P. M. (11/10/86)

Fairview Avenue – Parking Prohibitions Towing Zones (Resident Stickers) Zone B-Color Red, both sides in its entirety, resident sticker parking 8:00 A.M., Monday through Friday. (10/13/16)

Grant Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, running from Loring Avenue, in an easterly direction to the intersection of Lincoln and Grant Roads, Monday through Friday, 8:00 A. M. to 8:00 P. M. (11/10/86)

Harrison Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B, Color Red-northerly side resident sticker parking only 6:00 PM to 8:00 AM Monday through Friday, resident only Saturday and Sunday. Also, residents of 238 Loring Avenue to 258 Loring Avenue to be eligible for resident only parking stickers for Zone B, color Red.

Hayes Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, in its entirety, Monday through Friday, (11/30/89)

Hayes Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-westerly side, in its entirety, Monday through Friday, 8:00 A. M. to 8:00 P. M. (11/10/86)

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Lincoln Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides from Grant Road to Monroe Road. (4/24/08)

McKinley Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, in its entirety, Monday through Friday, 8:00 A. M. to 8:00 P. M. (11/10/86)

Moffatt Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, starting at the corner of Loring Avenue and running in a westerly direction for a distance of five hundred (500) feet, Monday through Friday, 8:00 A. M. to 8:00 P. M. (11/10/86)

Monroe Road – Parking Prohibitions Towing Zone (Resident Sticker) easterly side starting at a point across from #30 Monroe Road continuing to a point one hundred eleven (111) feet from Loring Avenue, "Resident Sticker Parking, Tow Zone" (10/11/12)

Paradise Avenue – Parking Prohibitions Towing Zone (Resident Sticker) Paradise Ave., in its entirety, in a westerly direction, odd numbered side of the street only. Resident Sticker Parking, Tow Zone

Pickman Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-northerly side, starting at a point ninety (90) feet from the corner of Loring Avenue and running in a westerly direction in its entirety; southerly side, starting at the corner of Hayes Road and running in a westerly direction in its entirety, Monday through Friday, 8:00 A. M. to 8:00 P. M. (11/10/86)

Pierce Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-in its entirety. (11/10/86)

Preston Road – Parking Prohibitions Towing Zones (Resident Stickers) Zone B-Color Red, Preston Road in its entirety, both sides between Sumner Road and Jefferson Avenue. Resident Sticker Parking Only Tow Zone, Monday through Friday 8:00 A.M. to 8:00 P.M. (10/13/16)

Riverway Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, in its entirety. (10/30/89)

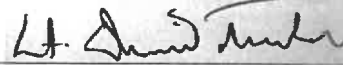
Rosedale Avenue – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-both sides, in its entirety. (10/30/89)

Station Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red-in its entirety. Resident Sticker Parking only, tow zone, Monday through Friday, 8:00 A. M. to 8:00 P. M. (12/19/90)

Sumner Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red, southerly side in its entirety from Bradley Road to the intersection of Loring Avenue. (10/24/13)

Taft Road – Parking Prohibitions Towing Zone (Resident Sticker) Zone B-Color Red both sides, Monday through Friday amend to 8:00 A.M. to 6:00 P.M. (7/16/09)

COMMENTS (IF ANY): _____



POLICE TRAFFIC DIVISION

RETURN THIS FORM TO THE CITY CLERK'S OFFICE

City of Salem Clerk's Office, 93 Washington St, Salem Massachusetts 01970

City of Salem

In the year Two Thousand and Twenty-Three

An Ordinance to amend an Ordinance relative to Traffic.

Be it ordained by the City Council of the City of Salem, as follows:

Section I. Chapter 42 Section 50B – Handicapped Zones, Limited Time shall be amended by adding the following:

Barr Street – in front of 36 Barr Street, running southeast for (20) feet.

Section II. This ordinance shall take effect as provided by City Charter.



City of Salem, Massachusetts
Office of the City Council
City Hall



REQUEST FOR TRAFFIC ORDINANCE RECOMMENDATION

MEMO TO: Lt. David Tucker Police Traffic Division
FROM: Councilor Stott DATE: October 11, 2023

In accordance with the Council Rule 32A, I hereby request your recommendation for the following Traffic Ordinance:

NAME OF STREET Barr Street

TYPE OF STREET CHANGE Handicapped Zones, Limited Time

DESCRIPTION OF AREA WHERE CHANGE IS REQUESTED 36 Barr Street.

COUNCILLOR'S COMMENTS/EXPLANATION A disabled resident of 36 Barr Street has requested an accessible parking space. The resident has off-street parking but due to its distance from the home, they have difficulty using the space. An accessible space in front of their home will ease their hardship.

POLICE TRAFFIC DIVISION RECOMMENDATION


The Police Traffic Division hereby submits the following recommendation for the above request:

☒ APPROVAL
☐ DENIAL
☐ TRIAL PERIOD

CHAPTER: 42 SECTION: 50B TITLE: Handicapped Zones, Limited Time

DESCRIPTION: Barr Street – in front of 36 Barr Street, running southeast for twenty (20) feet.

COMMENTS (IF ANY):



POLICE TRAFFIC DIVISION

RETURN THIS FORM TO THE CITY CLERK'S OFFICE

City of Salem Clerk's Office, 93 Washington St, Salem Massachusetts 01970

(978) 745-9595 ext 41202 www.salem.com



City of Salem, Massachusetts

Police Department Headquarters

95 Margin Street

Salem, Massachusetts 01970

(978) 744-2204

CHIEF OF POLICE

LUCAS J. MILLER

13 October 2023

Salem City Council
City Hall
93 Washington Street
Salem, Massachusetts 01970

Dear City Council Members,

In accordance with Chapter 32, Article 5, Section 32-121 of the Code of Ordinances of the City of Salem, the Salem Police Department respectfully requests authority to install video surveillance camera or have access to the camera system at the following locations:

Access to the camera system at the City Hall and City Hall Annex building allowing the Department the ability to monitor them and deter criminal activity.

Installation of a camera along the South River Walkway by the Shetland parking lot allowing the Department the ability to monitor the area and deter criminal activity.

Per the Ordinance, the above listed security cameras will record video feed only; audio recording will not be conducted. Additionally, public notice of the installation and operation of video cameras will be published.

It is my belief that installation of video surveillance cameras at the above locations will assist this Department in preventing criminal acts and should such acts occur, to take appropriate action.

Sincerely,

A handwritten signature in dark ink, appearing to read "Lucas J. Miller".

Lucas J. Miller
Chief of Police

*City of Salem, Massachusetts
Board of Registrar of Voters*

Board of Registrars:

Donald Bates, Chairman

Charles Barton

Alexandra Piñeros Shields

Ilene Simons, City Clerk & Ex-Officio Member


October 24, 2023

Salem City Council
93 Washington Street
Salem, MA 01970

Dear City Councillors:

At a Board of Registrar of Voters meeting held on Thursday, October 19, 2023, the matter of Rank Choice Voting (RCV) was discussed. The following motion was made and was unanimously adopted: "To recommend to the Committee on Government Services to consider creating a committee to research and draft policy decisions for further review."

Very truly yours,

Donald Bates
Donald Bates, Chairman 
Board of Registrar of Voters

City of Salem

In the year Two Thousand and Twenty-Three

An Ordinance *relative to store fortunetelling licenses*

Be it ordained by the City Council of the City of Salem, as follows:

Section 1. Chapter 14, Division 2, Sec. 14-73. - *Licensing board authorized to license* is hereby amended by deleting sub-section b) in its entirety and replacing it with the following:

"b) Store licenses. The licensing board may issue store licenses. Only one store license may be issued per business address or in the case of a multi-unit building, only one store license may be issued per unit. A store license shall license the owner of an establishment to employ, in addition to the store owner, up to ten employees to engage in the enterprise of fortunetelling, upon the premises of the licensed store. The employee shall be considered a sublicensee and shall only be considered licensed so long as the employee is employed by the holder of the store license. Only five sublicensees may be employed within the store on the same day and time. Upon the discontinuance of employment at the licensed store, the employee shall no longer hold a valid fortunetelling license. Licenses shall be framed and prominently displayed in the store and made available for inspection. Sublicensees shall be considered employees of the store unless they qualify as a contractor pursuant to M.G.L. Chapter 149, Section 148B."

Section 2. This Ordinance shall take effect as provided by City Charter.

In City Council October 12, 2023
Adopted for first passage

ATTEST:

ILENE SIMONS
CITY CLERK

City of Salem

In the year Two Thousand and Twenty-Three

An Ordinance *to amend an Ordinance relative to Traffic*

Be it ordained by the City Council of the City of Salem, as follows:

Section 1. Chapter 42 Section 50B – Handicapped Zones, Limited Time shall be amended by adding the following:

Margin Street – beginning four (4) feet north of the driveway at 80 Margin Street, running in a northly direction for twenty (20) feet

Section 2. This ordinance shall take effect as provided by City Charter.

In City Council October 12, 2023
Adopted for first passage

ATTEST:

ILENE SIMONS
CITY CLERK

City of Salem

In the year Two Thousand and Twenty-Three

An Ordinance *to amend an Ordinance relative to Traffic Ch. 42, Sec. 50B – Handicapped Zones, Limited Time*

Be it ordained by the City Council of the City of Salem, as follows:

Section 1.

Chapter 42 Section 50B – Handicapped Zones, Limited Time shall be amended by repealing the following:

Repeal Willson Street – in front of #25 Willson Street, for a distance of twenty (20) feet

Section 2. This ordinance shall take effect as provided by City Charter.

In City Council October 12, 2023
Adopted for first passage

ATTEST:

ILENE SIMONS
CITY CLERK