Planning Board Application

**PB-26-2**

2026 FEB -4 PM 3:04
CITY CLERK
SALEM, MASS

**Your Submission**

Attachments

Guests (0)

RECEIVED
FEB 04 2026
DEPT. OF PLANNING & COMMUNITY DEVELOPMENT

- Application Stamped by City Clerk
- Planner Review for Completeness

Planning Board Review

Planning Board holds public hearing within 65 days of the application filing for special permits

Legal Notice

Building Department Comment

Engineering Department Comment (includes stormwater if appropriate)

Health Department Comment

Fire Prevention Comment

Traffic and Parking Department Comment

Conservation Committee Comment

Historic Commission Comment

Police Department Comment

Tree Warden Comment

School District Comment

DRB Notification

Zoning Board Notification

Sustainability and Resiliency Notification

Decision Filed with City Clerk

Project File Closed

## Your submission

Submitted Feb 4, 2026 at 2:43pm

### Contact Information

**Joseph Correnti**

Email address

jcorrenti@c-klawyers.com

Phone Number

978-744-0212 ext. _____

Mailing Address

70 Washington Street, Suite 316 , Salem, MA 01970

### Locations

1 location total

PRIMARY LOCATION

**8 HARRISON ROAD**
SALEM, MA 01970

### Applicant Information

How are you involved with this project?

Applicant Type *

Attorney

### Planning Board Guides for Applicants

Guideline and reference documents for Planning Board applicants are available for review at this link: https://www.salemma.gov/planning-board/pages/applicant-guidelines

These documents include the Planning Board Affordable Housing Policy, Engineering Rules & Regulations for Site Plan Review and Building Permit Routing Slip Sign Off, Salem Bike Parking Guidelines, and Fire Department Vehicle Turning Performance.

Have you reviewed the listed guideline and reference documents? *

Yes

## Project Address(s) and Owner Information

| Project Address Street Number | Project Address Street Name | Unit | + 13 Additional Fields |
|---|---|---|---|
| 266 | Loring Avenue | -- | ... |
| 262 | LORING AVENUE | -- | ... |
| 11 | Harrison Road | -- | ... |
| 11 | HARRISON AVENUE | -- | ... |

## Additional Project Address Information - Building Age

Year Built

1,870

Age of Building

156

## Brief Project Description

Brief Project Description *

The Forest River Residences will deliver 145 apartment homes, including at least 58 affordable apartment homes, through the adaptive reuse of existing Salem State University South Campus buildings and the construction of one new residential building along Harrison Road. The project includes the rehabilitation of the Harrington (11 Harrison), Academic (262A Loring), and Alumni (262B Loring) Buildings, along with the proposed Harrison Building (9 Harrison), creating a unified residential campus. The existing buildings will retain their current heights, massing, and roof forms, while the proposed four-story Harrison Building both achieves the density goals of the Harrison Road Smart Growth Overlay District and respects the adjacent residential structures by using design strategies to reduce perceived massing.

At the center of the redevelopment is a network of landscaped common areas and pedestrian paths that connect the buildings to one another and to the surrounding natural setting. Collectively, Forest River Residences transforms an underutilized institutional campus into a residential community that integrates historic buildings, new construction, and enhanced open space while maintaining visual and spatial connections to the Forest River Conservation Area.

Is this for a Site Plan Review? *

No, this is not a Site Plan Review

**Please identify the Permit(s) you are applying for:**

Planned Unit Development Special Permit

--

North River Canal Corridor Special Permit

--

Drive-Through Special Permit

--

Land Based Wind Energy Special Permit

--

Municipal and Religious Reuse Special Permit

--

Wireless Communications Facility Special Permit

--

Business Park Development Special Permit

--

Bridge Street Neck Overlay District Administrative Review

--

Bridge Street Neck Overlay District Site Plan Review

--

Bridge Street Neck Overlay District Development Standard Waiver Special Permit

--

Coastal Resilience Overlay District (C-ROD) Site Plan Review

☑

Smart Growth Overlay District Plan Review

☑

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**Project Information**

Proposed Use *

Residential

Existing Use *

Commercial

Is this an application to modify a previously approved decision? *

No

**Please select the Zoning District(s) the project is located in:**

Specific Parcel information is available at the City Salem Assessors Website.

Residential Conservation (RC)

☑

Residential One-Family (R1)

☑

Residential Two-Family (R2)

--

Residential Multi-Family (R3)

--

Business Neighborhood (B1)

--

Business Highway (B2)

--

Business Wholesale and Automotive (B4)

--

Central Development (B5)

--

Business Park Development (BPD)

--

North River Canal Corridor (NRCC)

--

Industrial (I)

--

**Please select all Overlay District(s) the project is located in:**

Flood Hazard Overlay District (FHOD)

--

Not located in an Overlay District

--

Smart Growth Overlay District

☑

Entrance Corridor Overlay District (ECOD)

☑

Conservation Overlay District (COD)

--

Waterfront Industrial Overlay District (WIOD)

--

Bridge Street Neck Overlay District

--

Coastal Resilience Overlay District (C-ROD)

☑

**Please provide the below information on the existing conditions:**

Total Parcel Square Footage *

370,148

Number of Existing Dwelling Units *

0

Number of Existing Affordable Dwelling Units *

0

Number of Existing Parking Spaces

215

**Please provide the below information on the proposed conditions:**

Proposed Building(s) Gross Square Footage

158,620

Proposed Building(s) Footprint Square Footage

58,845

Proposed Number of New Residential Dwelling Units (if any)

145

Proposed Number of New Affordable Dwelling Units (if any)

58

Proposed Total Number of Parking Spaces

159

Check box if the proposed project includes a new or modified drive-through facility

--

Check box if there is a new curb cut proposed

--

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**Project Information Continued (Stormwater Management)**

Any modifications to existing drainage on the site, regardless of size.

☑

Any activity that results in a land disturbance equal to or greater than one acre of land within the City of Salem.

☑

Any activity that will disturb less than one acre of land but is part of a larger common plan of development or sale that will ultimately disturb equal to or greater than one acre of land.

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**Coastal Resilience Overlay District (C-ROD) - Project Information**

For more information, please review The Ordinance (https://library.municode.com/ma/salem/codes/zoning_ordinance?nodeId=S8.0SPDIRE_S8.9COREOVDI) and the C-ROD Information Page (https://www.salemma.gov/gis-and-maps/pages/c-rod-information-page)

Please note: A statement, signed and sealed by a state licensed architect or engineer, that all covered building spaces below the SLR BFE are designed to be floodproof in compliance with the requirements of this ordinance, must be submitted as part of your application.

Does the project include parking located below the Sea Level Rise (SLR) Base Flood Elevation (BFE) within or beneath a building? *

Yes

If the project includes parking located below the SLR BFE within or beneath a building, the following must be provided:

- An alternative analysis to demostrate that locating parking above the SLR BFE is infeasible, and;

- An operations and management plan to remove vehicles from below the SLR BFE prior to a forecasted flood event.

Are you applying for a waiver to one or more provisions of this C-ROD ordinance? *

Yes

Please note: A complete Site Plan Review application under this Ordinance must be submitted in order for the Planning Board to consider a request for a waiver from any provision of this Ordinance.

Please provide a list of the specific provisions from which a waiver is sought. *

See Report of Weston & Sampson dated February 5, 2026 filed herewith.

Written narrative supporting how the waiver request meets the waiver criteria described in section 8.9.16. *

Based on the City of Salem's Flood Predictions and Weston & Sampson's independent Flood Mitigation Study, the estimated 2070 Sea Level Rise Base Flood Elevation (SLR BFE) is 13.8 (NAVD88), or 3.8-feet higher than the current 100-yr base flood elevation as shown on FEMA Map 25009C0532H (version number 2.6.3.6).
?? The finish floor of the proposed building directly adjacent to Harrison Road maintains a minimum of 5.7-feet of freeboard. The proposed front western entrance/lobby is currently denoted as finish floor elevation 19.5; the front eastern entrance/lobby is proposed to be finish floor elevation 21.8; the back entrance space is proposed to be finish floor elevation 22.8; and the proposed mechanical building structure behind the residential building is proposed to be finish floor elevation 19.5. Additionally, there will be no basement for this building.
?? The existing Harrington building with proposed renovations will maintain a minimum of 5-feet of freeboard with a minimum finish floor elevation of 18.8 at the gymnasium level (which is the lowest level of the building). Additionally, there will be no basement for this building.
?? The two (2) existing buildings to be renovated at the upper campus are well above the SLR BFE. These buildings will maintain sufficient freeboard with a minimum finish floor elevation of 53.3 at the Academic building's garden level.
All residential units, habitable space, and mechanical equipment rooms will be elevated above the BFE and SLR BFE. A final stamped certification statement will be provided in conjunction with the Building Permit Application to be filed at a later date.
Any additional information or materials that may support the Planning Board's consideration of the waiver request.

See Report of Weston & Sampson dated February 5, 2026 filed herewith.

**Project Team Members**

No results to display

**Signatures**

Applicant Signature *

Joseph C. Correnti, Attorney for Applicant
Feb 4, 2026

Important Note to the Applicant: As part of the submission process a paper copy of the application must be provided to the City Clerk to be stamped.

**City of Salem, MA**

**Your Profile**

Your Records (/dashboard/records)

**Resources**

Search for Records (/search)

Claim a Record (/claimRecord)

Employee Login (https://salemma.workflow.opengov.com)

## Narrative

1. **Building Narrative:**

The Forest River Residences redevelopment includes one new residential building (the Harrison Building, 9 Harrison Road) and three existing historic buildings that are currently part of the Salem State University South Campus: the former Loring Villa, (now known as the Alumni Building, 262B Loring Avenue), the former Chretienne Academy Parochial School (now known as the Academic Building, 262A Loring Avenue), and the former Saint Chretienne Academy High School (now known as the Harrington Building, 11 Harrison Road). The Harrington Building, the Academic Building, and the Alumni Building will be adaptively reused for residential use.

The historic buildings will be protected and redeveloped to preserve their character-defining features, including—but not limited to—exterior materials, fenestration, exterior millwork, and roof forms. Existing windows and doors will be removed and replaced with new systems that closely resemble the historic configurations. New exterior canopies will be introduced to provide clear wayfinding and covered residential entries while remaining compatible with the historic architecture.

The proposed Harrison Building is designed to complement the adjacent mid-century modern institutional architecture within the historic district, while also respecting the scale and context of the surrounding residential neighborhood, consistent with the intent of the Smart Growth Overlay District. Projecting bays along the primary elevation fronting Harrison Road reduce the perceived building mass and establish a human-scaled rhythm along the street. Surface parking is located behind the building and accessed via a drive from Harrison Road.

Exterior materials include brick masonry, selected for compatibility with the adjacent Harrington Building, and fiber cement panels. Fenestration is carefully articulated to complement the historic fenestration patterns. At the primary entrance corner facing Harrison Road, additional glazing is incorporated to activate the pedestrian walkway, engage ground-floor common spaces, and strengthen visual connections to the adjacent campus building.

2. **Parking and Loading Narrative:**

Parking facilities are provided in accordance with zoning requirements and include designated areas for electric vehicle charging stations and secure bicycle parking. Electric vehicle charging infrastructure is incorporated to support current and future demand, and bicycle parking is provided in convenient, accessible locations to encourage alternative modes of transportation consistent with Smart Growth objectives.

A 'Transportation Impact Assessment', prepared by Vanesse & Associates Inc., was previously prepared and submitted to the City of Salem as part of the Smart Growth Overlay Subdistrict (40R Zoning) process. This assessment was prepared in consultation with the Massachusetts Department of Transportation (MassDOT) and the City of Salem and was performed in accordance with MassDOT's Transportation Impact Assessment (TIA) Guidelines and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports.

This study is primarily focused on the following:

1. Traffic Forecasts: Estimates new vehicle trips, pedestrian, and bicycle movements generated by the project.

2. Analyzes Network: Assesses impacts on intersections, road segments, and public transport.
3. Evaluates Safety & Level of Service (LOS): Determines if traffic volume, queues, and speeds remain acceptable.
4. Identifies Mitigation: Recommends improvements (i.e., turn lanes, signal upgrades, sidewalks) to mitigate negative impacts.
5. Multimodal Focus: Consideration and recommendations for all users (i.e., vehicles, bikes, pedestrians, transit).

Specific to Item 5 above, the project will provide off-street parking for a total of 159 parking spaces with the following breakdown:

- Two (2) parallel spaces just after Harrison Road transitions to a private drive aisle in front of the Harrington building.
- Four (4) angled (45-degree) spaces in front of the Harrington building,
- Eighteen (18) perpendicular (90-degree) spaces along the drive aisle to the west of the Harrington building,
- Fifty-three (53) perpendicular (90-degree) spaces in the parking lot behind the Harrington building,
- Nine (9) perpendicular (90-degree) spaces around the Academic building,
- Fifty-six (56) perpendicular (90-degree) spaces in the parking lot in front of the Alumni building, and
- Seventeen (17) perpendicular (90-degree) spaces in the parking lot behind the proposed Harrison building.

Vehicular parking will be allocated to comply with the recently Adopted Smart Growth Zoning Ordinance (Harrison Road Smart Growth Overlay Subdistrict, "Harrison Road SGO"), Section 7.4.8.1.e, Parking Requirements, denoting a maximum of 1.75 spaces per dwelling unit for age restricted and/or supportive housing to be provided as surface parking or within a garage or other structures.

Parking spaces meet the minimum dimensional requirements as noted in Section 5.1.5, Design, of the City of Salem zoning Ordinance. Off-street parking will provide accessible and safe for residents and convenient pedestrian connections to the various uses onsite. Electric vehicle (EV) charging stations will be provided within the surface parking for day-one EV stalls for use by residents at the following locations:

- One (1) space in front of the Harrington building,
- Seven (7) spaces in the parking lot behind the Harrington building,
- One (1) space around the Academic building,
- Six (6) spaces in the parking lot in front of the Alumni building, and
- Two (2) spaces in the parking lot behind the proposed building along Harrison Road.

There will be fifteen (15) additional EV-ready stalls available throughout the site for future electrical vehicle charging stations.

Regarding loading, there is no minimum number of off-street loading spaces required for residential use per Section 5.2, Loading, of the City of Salem Zoning Ordinance or established as part of the Harrison Road SGO. However, short-term parking/loading areas will be located proximate to the Harrington and Harrison building lobbies to accommodate rideshare service providers and deliveries.

**3. Traffic Flow, Circulation, and Traffic Impact within the site**

The main entrance to the site's lower campus and access to the Harrison and Harrington buildings will be

directly from the Loring Avenue (State Route 1A) and Harrison Road (public right-of-way) signalized intersection. Vehicles will enter the site and have direct access to both buildings on the lower campus. A 20-foot private driveway will provide direct access to the new building along Harrison Road. Continuing westerly into the site, there will be a 24-foot-wide private access drive providing two-way circulation. Vehicles will continue in counterclockwise direction around the common park/centralized green to access the main entrance of the existing Harrington Building. The driveway fronting the Harrington building will operate as one-way traffic flow as vehicles access the main entry and exit the site. To access the parking in the rear of the Harrington building, vehicles will continue around the park and head due south. The area due west of the Harrington building (adjacent to the Forest River conservation area) will operate as two -way circulation. The area directly south of the Harrington building will operate as one-way circulation in a counterclockwise direction.

The main entrance to the site's upper campus and access to the Academic and Alumni buildings will be via the private driveway off Loring Avenue (State Route 1A). Vehicles will enter the site through the private driveway and have direct access to the surface parking around the two buildings at the upper campus. The driveway has been designed to maintain a 20-foot width from Loring Avenue to the main upper campus. The parking lot in front of the Alumni building has been designed to maintain a 20-foot width for one-way circulation. The drive aisle between the Academic and Alumni buildings has been designed to maintain a 24-foot width for two-way circulation. This drive aisle transitions to a 20-foot width for a short segment at the last parking stall behind the Academic building due to constraints with the existing building to remain; however, only one-way traffic is intended in this segment (i.e., vehicles maneuvering out of the last parking stall and exiting towards the driveway). Each of these designs for the upper campus drive aisles are consistent with minimum parking requirements of Section 5.1, Off-Street Parking, of the City of Salem Zoning Ordinance.

The private drive aisles at the upper and lower campus have also been designed with considerations for emergency vehicle access. In particular, each of these access aisles maintains a width not less than 20-feet and a minimum vertical unobstructed clearance of 13 -feet 6-inches. Additionally, being that the drive aisle between the Academic and Alumni buildings will exceed 150-feet, a City of Salem Fire Department apparatus turnaround has been designed to accommodate the minimum inside turning radius and 'hammerhead' turnaround maneuverability. The Harrison building driveway will not exceed 150-feet and thus does not require a City of Salem Fire Department apparatus turnaround. The drive aisle around the Harrington building has been designed with sufficient turning radii for emergency vehicles to completely circulate the parking lot and exit towards the main drive aisle. All work will comply with the requirements of the Salem Fire Department.

4. **External Lighting Narrative:**
All lighting is dark sky compliant (2700-3000K). Lighting types consist of pedestrian poles mounted at 12'-tall in the resident amenity areas and 14'-tall at the maintenance paths; 25'-tall street light poles at the sidewalks and surface parking; and wall mounted lighting at egress doors. The lighting plan also re-uses the existing pedestrian pole lights in front of the Harrington Building (11 Harrison Road) to reduce required demolition and replacement.

The roads and parking lots are lit to a 0.5FC minimum average. Residential areas and paths are illuminated to a 0.5FC average.

5. **Landscaping and Screening:**
The landscape prioritizes clear views and openness to the Conservation Area from Harrison Road. The lower campus amenity areas are generally located behind the Harrington Building and the proposed Harrison

Building (9 Harrison Road). The Harrison Building amenity area is accessible via a ramp connection from the sidewalk. The Harrington Building amenity area is accessed through the building. There is a short maintenance path connecting the two amenity areas with a 4'-tall maintenance only gate. The gate is not visible from the public sidewalk.

The upper campus amenity areas surround the existing Academic (262A Loring) and Alumni (262B Loring) Buildings and are a constellation of small gathering and program areas. They are not fenced from the driveways and parking areas and are not visible from the public sidewalks.

All amenity areas prioritize transparency and connection to the Conservation Area and woodland hillside.

6. **Snow Removal**

Refuse removal, ground maintenance, and snow removal will be the responsibility of the Applicant. The Applicant will be responsible for keeping all internal roadways, sidewalks, and pedestrian paths clear of snow to ensure safe and reliable access to-and-from the new building. On-and-offsite snow management procedures will ensure that ensure that parking and loading areas remain functional/operational and remain clear for access for emergency vehicles. On-site snow storage will be located to avoid obstructing accessible parking, access aisles, and pedestrian and operational access. Winter snow in excess of snow storage areas reserved on the site shall be removed off-site. No snow will be stored or impact any public streets, sidewalks, bike lanes or crosswalks, or block any public fire hydrants or public utilities.

Refer to the Project Plans for location/designation of snow storage areas.

7. **Utilities**

The proposed development will be served by:

- City of Salem public water:
  - Harrison building will be served by a connection to a new 8 -inch public water main to be located in Harrison Road (installed as part of the AVB project) which will connect to the existing 16-inch public water main in Loring Avenue.
  - Harrington building will be served by a connection to existing 8 -inch private water main located in the existing surface parking lot traversing along the southwest side of the existing building that connects to the existing 16-inch public water main in Loring Avenue.
  - Academic and Alumni buildings will be served by a new 8 -inch private water main to be located along the existing driveway to the upper campus, which will connect to the existing 16-inch public water main located in Loring Avenue.
  - No onsite well(s) for domestic water proposed or needed for this project.
- City of Salem public sewer and onsite private sewer infrastructure:
  - Harrison building will be served by a connection to existing 8-inch public sewer main located in Harrison Road. An oil/water separator will be provided at the back of the Harrison building.
  - Harrington building will be served by a connection to existing 8 -inch private sewer main located in the existing surface parking lot traversing along the southwest side of the existing building. This existing system gravity sewers to the existing 30-inch public sewer located in Loring Avenue along the south side of the property.
  - Academic and Alumni buildings will be served by a new 8 -inch private sewer main to be located along the existing driveway to the upper campus, which will connect to the existing

8-inch public sewer main located in Loring Avenue.

- No onsite sewer treatment or septic system proposed for this project.

- Onsite private storm drainage facilities (i.e., new comprehensive stormwater management system that will connect to existing private drainage facilities onsite). New onsite stormwater management system and infrastructure will provide water quality treatment, peak rate attenuation, and groundwater recharge which will significantly improve surface runoff and groundwater conditions. No new connections to the City of Salem municipal storm sewer system or new outfalls are proposed for this project.

- Gas, electricity, and telecommunications provided by local utility company (i.e., National Grid, Comcast, etc.).
-

**8. Natural Features and their protection and enhancement**

As described in the Abbreviated Notice of Resource Area Delineation (ANRAD) prepared by Goddard Consulting and filed with the City of Salem Conservation Commission in October 2024, the site abuts the Forest River, a tidal river, to the south, and the Forest River Conservation Area to the southwest. The Forest River, which outlets to Salem Harbor, has a large area of abutting vegetated saltmarsh which constitutes the majority of wetland resource area present on the parcel. Salt marsh extends upgradient from the Forest River, transitioning into a narrow Bordering Vegetated Wetland system adjacent to the developed uplands on-site. In addition to the Forest River, salt marsh, and BVW system, an Isolated Vegetated Wetland (IVW) was delineated upgradient to the north of Forest River, adjacent to the existing dorm buildings (i.e., Bates Complex). The IVW consists of a shallow basin, situated between the existing residential buildings and walking trails adjacent to the Forest River. The area was delineated as a closed basin, with no surface water connections to the remaining resource areas on-site.

The proposed project will not alter or impact the existing BVW or IVW. However, there are proposed alterations within the Riverfront Area within previously degraded areas. According to the MassGIS data layers for the Natural Heritage & Endangered Species Program (NHESP), the locus site is not located within Estimated and/or Priority Habitat of Rare Wildlife or an Area of Critical Environmental Concern (ACEC). The site is not located in an Outstanding Resource Waters Area (ORW). To ensure natural area protection, both during and after construction, refer to the discussion below.

<u>Regarding construction-related erosion and sedimentation controls to ensure protection of the adjacent resource areas:</u>

As the site is predominantly developed, minimal vegetation exists in the area of the project redevelopment. The limit of work will be staked prior to construction and delineated by construction fencing and silt/erosion barriers to protect trees and vegetation to remain. All disturbed areas of soil are proposed to be permanently stabilized. During construction, a Stormwater Pollution Prevention (SWPPP) will be implemented and adhered to during the entire duration of construction.

The SWPPP will provide site-specific information to control stormwater runoff and prevent pollutants from contaminating local waterways. This will include provisions for continual monitoring by a licensed inspector who is responsible for identifying potential sources of sediment or pollutant discharges so these areas can be promptly addressed by the site contractor. The final SWPPP will be submitted to the local Conservation Commission and filed in conjunction with the Notice of Intent with the Environmental Protection Agency (EPA) to obtain coverage under the National Pollution Discharge Elimination System (NPDES) General Permit for Stormwater Discharges from Construction Activities (Construction General Permit).

The SWPPP will be submitted to the site contractor prior to commencement of construction. An erosion and sedimentation control plan will be included in the plan set, detailing the areas and types of controls to be installed. These will include measures such as stabilized construction exits/track pad leaving disturbed areas to minimize tracking onto Harrison Road and Loring Avenue, vehicle washing areas, street sweeping, watering, sediment forebay, grading, erosion barriers, minimizing exposed areas, silt sacks, dewatering practices, dust control and limiting dust generation, and several other good housekeeping measures.

Regarding post-construction-related water quality protection, permanent vegetation cover, and long-term maintenance responsibilities to ensure protection of the adjacent resource areas:

The project will result in a decrease in impervious coverage when compared to the existing conditions. The site grading has been designed to promote sheet flow of stormwater runoff versus shallow concentrated flow that is more susceptible to erosion. Landscape area will improve the ground surface ability to retain and infiltrate stormwater by converting compacted fill/gravel and pavement to landscape areas.

The existing drainage outfall will have no negative impact on the receiving waters of the Commonwealth of Massachusetts. Prior to discharge, stormwater runoff from the site will pass through various treatment and infiltration systems designed to meet all local and state stormwater regulations. In addition to reducing the overall impervious coverage of the site, deep sump catch basins, propriety stormwater treatment units, and underground infiltration chambers have been implemented where feasible throughout the site. All new stormwater measures included have been designed to be in full compliance with the Massachusetts Department of Environmental Protection (MassDEP) Stormwater Management Standards and the City of Salem's Rules & Regulations and Stormwater Management Program (SWMP). This new onsite stormwater management system will provide water quality treatment, peak rate attenuation, and groundwater recharge which will significantly improve surface runoff and groundwater conditions. No new connections to the City of Salem municipal storm sewer system or new outfalls are proposed.

In addition to construction best management practices, several long-term efforts will be implemented by the Applicant to limit the potential for future erosion or stormwater pollution. These measures will include maintaining onsite stormwater management system, maintaining vegetated areas, limiting fertilizer usage, ongoing street sweeping, etc. Proper procedures of practices for source control and pollution prevention will be documented in the Long-Term Pollution Prevention Plan (LTPPP). Additionally, an Operations & Maintenance (O&M) Plan will be developed to provide a mechanism for the consistent inspection and maintenance of each post-construction BMP installed as part of the project.

**9. Topography and its maintenance**

The entire site has significant topographic variation but is generally divided between the lower and upper campus. Specific to the Winn redevelopment parcel on the lower campus, the site slopes from northeast (i.e., Harrison Road) to southwest toward the Forest River, ranging in elevation from approximately 30 feet to 11 feet (due southwest of the existing Harrington building to be renovated). The upper campus portion of the site slopes outwards from a high point between the Academic and Alumni buildings to the lower campus and Loring Avenue, ranging in elevation from approximately 65 feet to 25 feet. Elevations are based on a plan entitled "SSU South Campus, ALTA/NSPS Land Title Survey", dated 8/8/2023, prepared by DGT Associates, and based on the North American Vertical Datum of 1988 (NAVD 88). The existing property along the west side of the site is located within the Federal Emergency Management (FEMA) AE Zone, which is defined as a 1% annual chance of flooding (100-year floodplain). This zone is denoted with a base flood elevation (BFE) of 10-feet (NAVD 88) as shown on the Flood Insurance Rate Map for Essex County, Massachusetts, Map Number 25009C0532H (version number 2.6.3.6).

The grading for the Winn portions of the site was primarily designed to minimize cuts/fills to the extent practicable while considering drainage patterns and preservation of abutting resource areas and conservation. The grading design also considers site accessibility which will be fully compliant with the Massachusetts Architectural Access Board (MAAB) requirements. Retaining walls will be needed along the back of the Harrison building and around portions of the upper campus to maintain emergency access and minimum parking and drive aisle requirements. Grading for surface parking and vehicular circulation was designed to direct surface drainage to new stormwater best management practices.

Overall, the site was designed to respond to the natural topography where applicable and maintain existing drainage patterns and drainage ways while minimizing clearing of native vegetation and trees.

**10. Compatibility of architecture with surrounding area:**

The design for the Forest River Residences is intended to integrate the redevelopment seamlessly into its surrounding neighborhood, historic campus context, and adjacent natural resources. The project consists primarily of the adaptive reuse of existing institutional buildings, with limited new construction introduced in a manner that reinforces the established campus character, while respecting adjacent residential development.

The historic buildings will be adaptively reused, their retained features maintaining the architectural identity of the former campus, while new construction is limited to the Harrison Building. In accordance with the Secretary of the Interior's Standards and project specific feedback from the National Park Service, the Harrison Building's design, scale, massing, fenestration patterns, and cladding were developed to ensure compatibility with the adjacent Harrington Building, a significant example of Mid-Century Modern academic and institutional architecture. At the same time, strategic massing strategies have been employed to balance this respect for the mid-century architectural context with contemporary residential expression. A strategic step-back at the Harrison Building's top floor reduces the building's perceived height and minimizes its impact along the residential street. Projecting bays further break down the overall scale, and establish a regular, pedestrian-scaled rhythm along the sidewalk approaching the campus. At the primary entrance corner, the Harrison Building aligns with the visual datum of the Harrington Building roofline, matching the height of the brick cladding and decorative banding.

Brick masonry in a complementary warm, neutral tone—drawn from the Harrington Building—wraps the primary elevation and the prominent corner fronting Harrison Road. Fiber cement panels are introduced at projecting bays and secondary elevations to provide material variation and visual interest. Apartment windows and glazing at the primary entry reference the adjacent historic building, with uneven sash configurations that take cues from the original curtain wall fenestration patterns.

Together, the adaptive reuse of the historic Salem State University South Campus buildings and the thoughtfully designed contemporary residential structure create a vibrant new residential campus within the surrounding neighborhood. This approach supports the intent of the Smart Growth Overlay District while protecting and reinforcing the character-defining features of the historic district.