Planning Board Application

PB-26-1

2026 JAN -7 PM 3:51

CITY CLERK
SALEM, MASS

Your Submission

Attachments

Guests (0)

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JAN 07 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 Jan 7, 2026 at 3:44pm

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
262	LORING AVENUE	--	...
11	Harrison Road	--	...

Additional Project Address Information - Building Age

Year Built

1,950

Age of Building

75

Brief Project Description

Brief Project Description *

Avalon Salem will feature 340 apartment homes wrapping an internal 5-level above-grading parking garage and enclosing two outdoor courtyards. Building heights vary from three- to five-stories and the building form, materials, and colors change along the front of the building, animating the public green and street. At the heart of the master plan, known collectively as Forest River Residences, is a ½ acre landscaped common which acts as a center for the new community, an extension of the existing Harrison Road, and a connection to the trailhead of Forest River Conservation Trail.

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

--

Flood Hazard Overlay District 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

☑

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 *

409,451

Number of Existing Dwelling Units *

0

Number of Existing Affordable Dwelling Units *

0

Number of Existing Parking Spaces

381

Please provide the below information on the proposed conditions:

Proposed Building(s) Gross Square Footage

541,222

Proposed Building(s) Footprint Square Footage

203,652

Proposed Number of New Residential Dwelling Units (if any)

340

Proposed Number of New Affordable Dwelling Units (if any)

68

Proposed Total Number of Parking Spaces

524

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

--

Check box if there is a new curb cut proposed

--

Are you also applying for a Planned Unit Development special permit?

No

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.

--

Required Narrative

If not applicable for the project, please write N/A or explain why it does not apply.

Building Narrative *

See attached Narrative

Parking and Loading Narrative *

See attached Narrative

Traffic Flow, Circulation, and Traffic Impact within the Site *

See attached Narrative

External Lighting Narrative *

See attached Narrative

Landscaping and Screening *

See attached Narrative

Snow Removal *

See attached Narrative

Utilities *

See attached Narrative

Natural Features and their Protection and Enhancement *

See attached Narrative

Topography and its Maintenance *

See attached Narrative

Compatibility of Architecture with Surrounding Area *

See attached Narrative

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 January 8, 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). Therefore, the finish floor of the proposed building was established to ensure a minimum of 2-feet of freeboard. The proposed main lobby/leasing and amenity space is currently denoted as finish floor elevation 16.0 while the remaining remainder of the structure is proposed to be finish floor elevation

18.0. All residential units, habitable space, and mechanical equipment rooms will be elevated above the BFE and SLR BLE. 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 January 8, 2026 filed herewith.

Project Team Members

No results to display

Signatures

Applicant Signature *

Joseph C. Correnti, Attorney for AvalonBay Communities, Inc.
Jan 7, 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

AvalonBay Communities, Inc.
Plan Approval for the Harrison Road Smart Growth
Overlay Subdistrict ("Harrison Road SGO"), Entrance Corridor
Overlay District and Coastal Resilience Overlay District
8, 11, 20-32 Harrison Road and 262 Loring Avenue, Salem

1. **Building Narrative:** The proposed residential building is organized around a central public green and integrated with structured parking and shared amenity spaces. Building placement, orientation, and massing are designed to reinforce pedestrian connections, activate open spaces, and create a cohesive campus environment consistent with the intent of the Harrison Road Smart Growth Overlay District.

The buildings are arranged to frame the central green and internal courtyards, with primary entrances, common areas, and active ground-floor uses oriented toward pedestrian routes and shared open spaces. Structured parking is internalized within the building footprint and screened from public view by residential units and landscaped areas, minimizing its visual impact and supporting a walkable, residential character throughout the site.

Exterior materials include brick masonry, fiber cement cladding, metal railings, and windows, applied in a coordinated manner to emphasize prominent elevations and building entries and to articulate building massing, while reducing the apparent scale of the overall development. Common amenity spaces - including the primary clubhouse, fitness, and outdoor courtyards with pool and seating areas - are centrally located and designed as extensions of the public realm within the site.

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 524 parking spaces, with 508 parking spaces to be located within a central parking structure that will serve the new multifamily residential building and sixteen (16) parking spaces that will be located in surface parking lots proximate to the main entry of the building and near the existing trailhead. Thirteen (13) spaces will be designated for AVB whereas the remaining three (3) spaces will be reserved for public use of the Forest River Conservation Area. Vehicular parking will be allocated to achieve a parking ratio of 1.5 parking spaces per unit for the conventional (non-age-qualified) multifamily residential units. Parking proposed also complies with the recently Adopted Smart Growth Zoning Ordinance (Harrison Road Smart Growth Overlay Subdistrict, "Harrison Road SGO"),

Section 7.4.5, *Parking Requirements*, denoting a maximum of 1.75 spaces per dwelling unit for multifamily housing to be provided as surface parking or within 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 charging stations will be provided within the structured parking for use by residents.

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 building lobby to accommodate rideshare service providers and deliveries. Additionally, two (2) loading areas will be provided in the rear of the site (solely on private property), located along the driveways flanking both sides of the building on the east and west. These will be primarily used for resident/tenant move-ins and move-outs and waste management activities. As such, there will be no adverse impacts to the public right-of-way (i.e.,no queue or back-up into any public street or preclude public sidewalk usage).

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

The main entrance to the site and access to the building 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 the centralized parking structure and/or surface parking located near the main entrance/lobby. The main access drive (private) has been designed to maintain 24-feet for two-way circulation while considering 90-degree parking and emergency access, which is consistent with the minimum parking requirements of Section 5.1, *Off-Street Parking*, of the City of Salem Zoning Ordinance. Private driveways are proposed on both the east and west side of the building. This is not intended for resident parking or access to the main parking structure. These

driveways will be restricted to emergency vehicles, temporary loading, and waste management only. Specific to the Fire Department access driveways, the width will not be less than 20-feet and will maintain a minimum vertical unobstructed clearance of 13-feet 6-inches. Additionally, being that these driveways 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. 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 10'-tall in the resident courtyards and 12'-tall at the Common; 25'-tall streetlight poles at the sidewalks and fire lanes; 3'-tall bollards at the Enclosed Courtyard; and wall mounted lighting at egress doors. The fire lanes and roads are lit to a 0.5FC minimum average. The pool deck is illuminated to a minimum of 1FC per pool code. Residential areas and the Common are illuminated to a 0.5FC average.

5. **Landscaping and Screening:** The landscape prioritizes clear views and openness to the Conservation Area from the Common and from the Avalon Main Courtyard. The Common includes a sculptural landform so visitors and residents on the flexible lawn are raised above the grade of the Harrison Road and adjacent parking. This keeps views open to the Conservation Area instead of the parked cars. The Avalon Main Courtyard includes fencing and planting buffer between the programmed spaces and the fire lane. The fencing at the lower amenity areas is 4' tall. The fencing at the upper pool deck is 6' tall per pool enclosure code. The fencing will be either a vertical picket or non-climbable mesh to allow for as much transparency and connection to the Conservation Area as possible.

6. **Snow Removal** Refuse removal, ground maintenance, and snow removal will be 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** proposed development will be served by:
   - City of Salem public water supply (i.e., connection to existing 16-inch public water main located in Loring Avenue). No onsite well(s) for domestic water proposed or needed for this project.
   - Onsite private sewer infrastructure (i.e. connection to existing 8-inch private main located along west side of property which gravity sewers to the existing 30-inch public sewer in Loring Avenue along the south side of the property). Sand, gas & oil separators will be provided for the garage floor drains in accordance with the Massachusetts Plumbing Code. 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.

Regarding construction-related erosion and sedimentation controls to ensure protection of the adjacent resource areas:
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 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, porous pavement, 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 (LTPP). Additionally, an Operation & Maintenance (O&M) 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 Avalon redevelopment parcel on the lower campus, the site slopes from north (i.e., Pickman Road and Hayes Road) to southwest toward the Forest River, ranging in elevation from approximately 56 feet to 13 feet (due south of the existing Bates Housing Complex). Elevations are based on a plan entitled "SSU Southy 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 (FEBA) 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 site is primarily based on elevating the building to account for future sea level rise. The site is located in the Coastal Resilience Overlay District (C-ROD) which establishes standards for resiliency to projected worsening coastal flooding. Based on the City of Salem's Flood Predictions and Weston & Sampsons 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 (referenced above). Therefore, the finish floor of the proposed building was established to ensure a minimum of 2-feet of freeboard. The proposed main lobby/leasing and amenity space is currently denoted as finish floor elevation 16.0 while the remaining remainder of the structure is finish floor elevation 18.0. All residential units and habitable space will be elevated above the BFE and SLR BLE.

Grading for the remainder of the site was 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 Access Board (MAAB) requirements. Retaining walls will be needed along the north side of the building to maintain emergency access around the rear of the building. 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 architectural design for Avalon Salem has been developed to be compatible with the surrounding campus, nearby residential neighborhoods, and Salem's broader architectural context. The buildings draw on the scale, materiality, and organizational principles found in the area's historic institutional and residential architecture, while expressing them through a contemporary multifamily residential form.

Brick masonry is emphasized on the most prominent and publicly visible elevations, including façades facing Harrison Road, the central green, and primary building entrances. This material strategy reinforces architectural hierarchy and reflects the masonry character of nearby campus buildings and residential structures. Lighter-toned cladding materials are used at upper levels and less prominent building elevations, with variation in material placement, color, and façade articulation used to break down building mass and create visual rhythm.

Building heights and massing are carefully calibrated to transition toward adjacent lower-scale residential areas. Upper level stepbacks are incorporated selectively at the residential edges, helping to moderate perceived height while maintaining a cohesive building form.

Together, these strategies ensure that the proposed development is compatible with its surroundings, supports the objectives of the Smart Growth Overlay District, and contributes positively to the evolving architectural character of the campus and surrounding neighborhood.