



CITY OF SALEM

MEETING AGENDA

A public hearing for the Salem Planning Board was held on Thursday, June 25, 2026, at 6:30 p.m. via remote access. Public participation was possible via Zoom video and conference call.

Chair Kirt Rieder calls the meeting to order at 6:30 pm

I. ROLL CALL

Present: Chair Kirt Rieder, Vice Chair Sarah Tarbet, Jonathan Berk, Carole Hamilton, Graham Wing, Josh Turiel, Helen Sides, and Zach Caunter, Tom Furey (9)

Absent: (0)

Arriving Late: (0)

Leaving Early: (0)

Also in attendance: Claudia Cunningham, Planner

II. REGULAR AGENDA

A. 8 Harrison Road (Map 31, Lot 327), 9 Harrison Road (Map 31, Lot 340), 262 Loring Ave (Map 31, Lot 1), and 266 Loring Ave (Map 31, Lot 341), Salem, MA

Applicant: Joseph C. Correnti, Esq. f/b/o WinnDevelopment Companies, LLC

Description: A continuance of a public hearing for all persons interested in the application of Joseph C. Correnti, Esq. f/b/o WinnDevelopment Companies, LLC for the property located at 8 Harrison Road (Map 31, Lot 327), 9 Harrison Road (Map 31, Lot 340), 262 Loring Ave (Map 31, Lot 1), and 266 Loring Ave (Map 31, Lot 341) in the R1 (Residential One Family), RC (Residential Conservation), SGO (Smart Growth Overlay District), ECOD (Entrance Corridor Overlay District), and C-ROD (Coastal Resiliency Overlay District) Zoning Districts for Smart Growth Overlay District Plan Review and C-ROD Site Plan Review in accordance with the following sections of the Salem Zoning Ordinance: Section 7.4 Smart Growth Overlay District, Section 8.9 Coastal Resiliency Overlay District, and Section 37 of the Salem Code of Ordinances, Stormwater Management Permit. Specifically, the applicant proposes a total of up to 145 dwelling units through the adaptive reuse of three (3) existing Salem State University South Campus buildings (Harrington, Academic, and Alumni buildings) and the construction of one (1) new four-story residential building along Harrison Road. No changes are proposed to the footprints of the existing buildings. Site improvements will also include approximately 159 off-street surface parking spots

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and a connective network of landscaped common areas and pedestrian paths. This project is the second phase of two-phase project known collectively as the Forest River Residences, to be located at 8 Harrison Road (Map 31, Lot 327), 9 Harrison Road (Map 31, Lot 340), 262 Loring Ave (Map 31, Lot 1), and 266 Loring Ave (Map 31, Lot 341).

Attorney Correnti is in attendance for the applicant. The team is requesting a continuance.

A motion to continue to July 23, 2026, was made by Josh Turiel, seconded by Jonathan Berk, and passes 9-0 in a roll call vote.

Kirt Rieder	Y
Sarah Tarbet	Y
Graham Wing	Y
Jonathan Berk	Y
Carole Hamilton	Y
Zach Caunter	Y
Josh Turiel	Y
Tom Furey	Y
Helen Sides	Y

****Attorney Correnti requests that the Old and New Business item on the decision extension for 252 Bridge Street be discussed next.****

B. 73 Lafayette Street (Map 34, Lot 430), 75 Lafayette Street (Map 34, Lot 431), 85 & 87 Lafayette Street (Map 34, Lot 432), 89 Lafayette Street (Map 34, Lot 433), 315 Derby Street (Map 34, Lot 444), 9 Peabody Street (Map 34, Lot 232), and 15 Peabody Street (Map 34, Lot 435)

Applicant: Scott Grover, Esq. F/b/o North Shore Community Development Corporation (NSCDC) and North Shore Community Health Center (NSCHC)

Description: A public hearing for all persons interested in the application of Scott Grover, Esq. F/b/o North Shore Community Development Corporation (NSCDC) and North Shore Community Health Center (NSCHC) for the property located at 73 Lafayette Street (Map 34, Lot 430), 75 Lafayette Street (Map 34, Lot 431), 85 & 87 Lafayette Street (Map 34, Lot 432), 89 Lafayette Street (Map 34, Lot 433), 315 Derby Street (Map 34, Lot 444), 9 Peabody Street (Map 34, Lot 232), and 15 Peabody Street (Map 34, Lot 435) for amendments to a Site Plan Review, Planned Unit Development Special Permit, Drive-Through Special Permit, and Flood Hazard Overlay District Special Permit for a project in the B-5 and Entrance Corridor Overlay District in accordance with the following sections of the Salem Zoning Ordinance: Section 9.5 Site Plan Review; Section 7.3 Planned Unit Development; Section 6.7 Drive-Through Facilities; Section 8.1. Specifically, the applicant proposes to amend an

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existing Site Plan Review, Planned Unit Development Special Permit, Drive-Through Special Permit, and Flood Hazard Overlay District Special Permit decisions dated January 24, 2023, and amended May 3, 2024. The amendment includes changes to conditions 14g and 14h related to the condition and repairs of the culvert.

Ms. Tarbet recuses herself.

Attorney Scott Grover, Cassandra Witthaus and Eileen Vogel from the North Shore Community Development Coalition (NSCDC) and Therese Graf and Jonathan Evans from MassDesign Group are in attendance for the applicant team.

There were a number of changes to the landscape plan that resulted in the projected being readvertised for a new public hearing.

Ms. Graf discusses the updated landscape plan. The floodwall orientation has been switched. There is increased width of Peabody Street side of the Harborwalk. The team looked at updated distribution of tree species and there have been substitutes of specific species based on comments from the Design Review Board (DRB). The team took a closer look at the accessible parking stall and accessible access around the site and expanded the ADA parking access lane. And adjusted access to the Peabody Housing Terrace to accommodate the widened Harborwalk. The DRB approved changes with recommendations on May 20, 2026.

Regarding the plan approved by the DRB, Ms. Graf clarifies that they are not proposing ash trees; there was a request to limit shrubs to witch hazel on the Peabody Street site. There will be more cohesive screening around the utilities. And the team has added more detail to the grading plan, including updating any mislabels. There will be additional screening for the transformer.

Accessibility changes include refining slopes to create even access and smooth transitions to the entry and the main path; the Harborwalk is below 2 3/4 cross pitch; path from parking lot revised to improve access and reduce slope from the ADA stall; Lafayette Crossing added additional detail to clarify connection; drop-off adjusted slope.

Public Comment

Catherine Miller

Exciting to see it proceeding and understands the site has challenges. Tonight's comments are regarding plan 260708. Riverwalk slope should not have a cross slope. The slope is perpendicular to the direction of travel which is greater than the ADA mandated 2% cross slope; this is a two (2) foot vertical change over a distance of one

hundred (100) feet. And it appears that there are two (2) locations where the cross slope is labeled 2% but is steeper. The east door does not seem to have an accessible, flat drop-off area for getting out of vehicles. ADA regulations dictate that a flat area has a 2% maximum slope in any direction. The ADA route from the ADA parking to the east door has an area where there is a change in direction. A change in direction, as defined by the ADA, is any location where someone turns and the cross slope is greater than the ADA mandated 2% maximum slope. Thinks it is important that the law be met but also that there be full access to the building.

Planning Board Comments

Ms. Sides has heard that the recommended changes to the site plan were not made after being part of the DRB review. Concerned by Ms. Miller's observations. Ms. Graf shares her screen.

Mr. Rieder has two (2) issues. 2.0 v. 2.5, the annotation meaningless if spot grades don't work out. It also seems to be between 3 and 3.3 in another location. Doesn't see how the board can approve to make an acceptable condition unacceptable. Feels another issue is that there is a 3% cross slope on a vehicular drop off where seniors, older people and individuals that are coming in for medical care are being dropped off in an area that's not compliant and would like to know why.

Ms. Graf says that it should be 2%, maybe make apron to create an accessible aisle that runs along the accessible aisle, Mr. Rieder thinks you could gather grade to make steeper than 3% to flatten the vehicular drop off. Wants to know who is stamping the drawings. Mr. Evans says MassDesign stamps the drawing and that they all share desire to make accessible. The improvements create more complexities. He feels that the building permit submittals will force compliance that is not current evident. Mr. Rieder asks how Tom Ryan is involved. Mr. Evans says he is a consultant who works with MassDesign Group and he will stamp the drawings. Mr. Rieder asks how to move this ahead when there are issues with the drawings.

Mr. Berk asks if there is a contingency to present updated landscape plans to obtain a building permit. You can file, but there is no permit without approval.

Ms. Sides thinks it is not a good idea to condition this. What the board looks at is what is approved.

Mr. Berk asks if there is anything else they need to discuss.

Mr. Rieder asks for clarification on the substitutions. Ms. Graf says the DRB asked for changes.

Mr. Grover says they also need to discuss culvert conditions. Mr. Reider reassured that culvert work will happen asynchronously, and if the city needs to open the culvert, they can do so without holding up the project.

Mr. Rieder asks to be connected with Tom Ryan prior to the next meeting.

A motion to continue to the July 23, 2026 regular Planning Board meeting is made by Carole Hamilton, seconded by Helen Sides, and passes 8-0 with one recusal.

Kirt Rieder	Y
Sarah Tarbet	R
Graham Wing	Y
Jonathan Berk	Y
Carole Hamilton	Y
Zach Caunter	Y
Josh Turiel	Y
Tom Furey	Y
Helen Sides	Y

C. 56 Margin Street, 54 Margin Street, 7 High Street, 20 Endicott Street (Map 25, Lot 597), 24 Endicott Street (Map 25, Lot 595)

Applicant: Harborlight Homes and Lifebridge North Shore

Description: A public hearing for all persons interested in the application of Harborlight Homes and Lifebridge North Shore at 56, 54 Margin Street, 20 Endicott Street, 7 High Street (Map 25, Lot 597) and 24 Endicott Street (Map 25, Lot 595) in the Residential TwoFamily District (R2), Coastal Resilience Overlay District (C-ROD), Flood Hazard Overlay District (FHOD), and Smart Growth Overlay District (SGOD) for Smart Growth Overlay Plan Review and Coastal Resilience Overlay Site Plan Review in accordance with the following sections of the Salem Zoning Ordinance: Section 7.4 Smart Growth Overlay District and Section 8.9 Coastal Resiliency Overlay District. Specifically, the applicant proposes the demolition of the buildings at 24 Endicott Street (Map 25, Lot 595) and 56 Margin Street (Map 25, Lot 597), the adaptive reuse of 54 Margin Street (Map 25, Lot 597), and the preservation of the façade of 20 Endicott Street (Map 25, Lot 597) to accommodate for a 22,806 square foot building comprised of 53 affordable homes, a shelter with 70 beds, and supportive programming space along with other site improvements. Thirteen parking spaces are proposed on site.

Stefano Basso from SV designs and Pat Connolly from Harborlight Homes are in attendance for the applicant team.

Mr. Connolly provides an overview of Harborlight Homes.

Mr. Basso shares his screen. Project Overview: Harborlight side of project is 53 affordable supportive homes (41 new, 12 renovated). Lifebridge side of project 70 shelter bed with supportive space and office space. Demolish 24 Endicott Street, currently housing the Christopher Columbus Society and incorporate the society in the Harborlight side of the project. Demolishing 56 Margin Street, the building that Lifebridge currently uses. 20 Endicott Street is partially demolished; keeping the brick façade and incorporating it into the new building. There will be adaptive reuse of the church at 54 Margin Street. The buildings are now three to four (3-4) stories high and designed as one building. There is a division between Harborlight and Lifebridge, helpful if funding should be difficult to procure. The site is passive house design with solar ready roof and thirteen (13) parking spaces.

Historic Salem is happy that church is remaining; added benefit of tying the project into the neighborhood. Ground Floor: enclosed parking garage with the thirteen (13) spaces, mostly for staff. Ties in with club space (two levels). Main Harborlight building will be on the corner of Endicott Street and will make use of existing entrance. Small lobby, elevator, program space and meeting room and offices. Small patio off the common room allowing for private outdoor space with screening with a three (3) foot planting bed. Plantings to be native shrubs, drought tolerant, and salt resistant. Lifebridge: the church is not main entrance. There is an ADA ramp from Margin Street to the building. Dining hall, workforce development, commercial kitchen, flexible common space, small outdoor terrace (above sidewalk elevation) with shrub screening. On High Street, there is a small extension with additional programming space, deliveries and trash storage. The park is about one (1) story above Margin Street and will remain. Basement is a small area for both facilities. Harborlight has elevator access (common/storage/utilities). Lifebridge has shelter beds on the second floor of the church, seventy (70) beds. The set up is more private with each bed having an alcove nook, not enclosed room. The third floor on the Harborlight side is similar to the second floor. On the Lifebridge side, it is more administrative space, workforce development, meeting rooms, and flexible space to meet programming needs. Where most of the structure is three (3) stories, there is a fourth floor, this is where the Lifebridge administrative offices will be. The roof is sloped to hide building height. Flat roof sections to keep ridge line down and will remain open to support future solar and current HVAC equipment.

Elevations are shown. The team is building off the pieces they started with and trying to maintain the scale of the neighborhood. Church remains focal point.

Materials are shared. Referencing existing brick from the church along with some new red brick, existing yellow brick from 20 Endicott Street with these nice cast stone details, new storefront system. All the siding that's not brick will be a cement board, things like a Hardy panel, Hardy plank clapboard, PVC trim, high quality materials that will hold up for a long time. G

Will be maintaining existing street trees or replacing in-kind if there is a need to remove. There will be glass incorporated to break up the façade. Garage will be simple white siding with traditional corner boards and a smaller roof gable.

Carrying the white clapboard around the backside. The fourth floor gets a white, vertical, board and batten siding.

Photometric plan with exterior lighting calculations been created; only shows where the project has exterior lights (wall-mounted or recessed).

Public Comment

Written comment

Barbara Mann and Bob Femino
29 Endicott Street and 32 Endicott Street
Co-chair Greater Endicott Neighborhood Association (GESNA)

Concerned for the memorial yard on the corner of Endicott Street and Pratt Street for WWII veterans from the neighborhood. The church bell is there along with dozens of bricks and benches that have been donated. Would it be possible to keep that where it is and adjust the Endicott Street design s that the club could stay where it is now with access to the memorial yard. Does there need to be a garage on Endicott street when Riley Plaza is across the street? Additionally concerned that the parking garage will be problematic on one-way Endicott Street with traffic coming from High Street, Pratt Street, and Summer Street. Also, looking at the peaks and are displeased with the peaks as it makes it look like a four story building. The major concerns are centered around the memorial yard.

Christine Madore
20 Federal Stret U8

Supports the project.

Planning Board Comments

Mr. Furey feels this is an impactful project. Pleased, the church is included in the project.

Ms. Sides is excited about the project as well. Thinks they could cut back on the materials and colors by half. There needs to be more uniformity. Feels the corner building and the church give the team a pallet of color to work with. All the white will stand out too much. The pitched roofs are also unnecessary. The Hampton Inn is too busy. How many other meetings will there be with the DRB? Or just one? Mr. Connolly

says that he is happy to consider more meetings. Ms. Sides appreciates the desire to move quickly but there needs to be more eyes on these projects, And it needs exterior changes. There should be more design meetings beyond the one joint meetings.

Mr. Berk seconds Ms. Sides comments on the business of the materials. He is not a fan of the forced breaking up the massing. He points folks to 81 Washington Street and how it works without materiality. Would like the memorial WWII to be incorporated.

Ms. Tarbet is concerned with the design as well. There needs to be more context to Salem, feels that this could be plopped anywhere. The gables overshadow the church and make the project look like rowhouses. Concerned about the loading dock area. It seems not a straight run. There is opportunity with the front street edge and a “backyard” facing the park.

Mr. Rieder thinks they need more simplicity. Move away from white but not taupe. Surprised by the trash location off of High Street. Since it is a separate lot, what complications does that have if you need to sell? In the back there is aggregate; Is that for draining? Is there a fence with a gate or access within the building? Different trees and shrubs but need consistency. Structural soils along margin street and curious how it will work with existing trees. The existing trees may need to go away. Species are not labeled and would like a change of species on Margin Street. There are currently two (2) plant lists, 601 and C801. On the backside, there are large shade trees that go away. Would it not be prudent to add shade trees behind the building on the aggregate zone.

Mr. Basso shows fence and gate but okay with trees. Mr. Connolly says the aggregate zone is function of stormwater. Ms. Cunningham will provide a list of board comments.

A motion to continue to the July 23, 2026, regular Planning Board meeting is made by Helen Sides, seconded by Josh Turiel, and passes 9-0 in a roll call vote.

Kirt Rieder	Y
Sarah Tarbet	Y
Graham Wing	Y
Jonathan Berk	Y
Carole Hamilton	Y
Zach Caunter	Y
Josh Turiel	Y
Tom Furey	Y
Helen Sides	Y

Ms. Hamilton asks if they are continuing this public hearing and meeting with the DRB. She doesn't recall a continuation at the same time.

D. 57 Wharf Street Units UCB and UCC, and 201 Derby Street (Map 34, Lot 408)

Applicant: Christina Granese f/b/o Pickering Wharf Complex, LLC; Rockett Manag &

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Realty CO

Description: A public hearing for all persons interested in the application of Christina Granese f/b/o Pickering Wharf Complex, LLC; Rockett Manag & Realty CO at 57 Wharf Street Units UCB and UCC, and 201 Derby Street (Map 34, Lot 408) in the B5 Central Development Zoning District, Flood Hazard Overlay District (FHOD) and Coastal Resilience Overlay District (C-ROD) for Site Plan Review and C-ROD Site Plan Review in accordance with sections 9.5 Site Plan Review and 8.9 Coastal Resilience Overlay District of the Salem Zoning Ordinance. Specifically, the applicant proposes to demolish the second floor, third floor, attic, and roof of the existing building to accommodate 3 new floors with a total of 18 new dwelling units.

Mr. Turiel is recusing himself this evening while he checks on conflict of interest.

Attorney Christina Granese, Andrew Arsenault, MDM Transportation Consultants Inc., Bob Griffin, Griffin Engineering, and Walter Jacobs, Walter Jacobs Architects are present for the applicant.

Mr. Jacobs shares his screen. Will maintain existing tenants on first floor. Newer items will be worked around them. The tall tower will help symbolize the entrance to the wharf.

Flood resistant materials on the lower levels.

Lighting strategy is simple. There is an alley between the buildings. Will provide safety lighting and the rest of the building is lit by existing streetlights. The only other lighting being added is the recessed lights at the entrance and the balconies that will have lighting. 18 bikes stored inside and additional outside alley spaces.

Regarding landscaping, there will be planters at the front, and some opportunity at the rear. Plantings on roofs as well.

Public Comment

Mike Magee

Derby Street resident

Didn't see existing roof line and new roofline. Didn't see number of residential units that exist and the numbers that will be there at the end. Concerned about the parking. The area is oversaturated with traffic. And it seems like the marketing is for people that don't need an automobile. The people who can afford these places will have cars. Cannot identify the actual height of building, number units there and parking. Mr. Rieder advises the drawings are on the website. Thinks Walter should add existing rooflines. And hear about the number of units existing. Mr. Jacobs says there are no existing residential units in the building currently and six (6) residential units per floor

for a total of eighteen (18) units. He will provide a side by side next meeting. The top of the tower of the existing is fifty-nine feet and eight inches (59'8") above the first floor. Proposed is fifty-four feet eight and three-quarter inches (54' 8 ¾"). The mass of the building is currently forty-one feet and eight inches (41' 8") and the proposed is forty-two feet and three inches (42'3").

Planning Board Comment

Ms. Tarbet asks if the DRB is looking at this? And does the Planning Board need to request that? Ms. Cunningham does not think the DRB needs to be looped in .

Mr. Berk thinks it is an improvement to what is there. Thrilled to see eighteen (18) homeownership opportunities.

Ms. Sides says anything over six (6) units can request DRB input. Ms. Tarbet thinks DRB review is needed.

Ms. Tarbet on the elevation. The back of the building is being raised? For C-ROD? Mr. Jacobs says the lower elevation will remain. They are designing the building so the structure is built independently on top of those lower units. Their interventions on lower level will meet C-ROD requirements. Proposing to do a brick material where they can.

Mr. Rieder asks Mr. Griffin to explain complications of street trees on Derby Street. Mr. Griffin says that the team discussed it and were reminded of the fact that this becomes a major throughfare at Halloween and they were concerned they would limit movement through this area. Mr. Rieder says there are already light poles along this stretch, and any street trees could fall in line, plus there are other trees on Derby Street. It makes the property more attractive with cooling trees.

Ms. Tarbet asks how they are addressing the intent of the C-ROD without adjusting the floor height.

Mr. Rieder asks about existing air/condensers. Mr. Jacobs says they mostly serve businesses. They are hoping the residential units can be put on the roof. Mr. Rieder says that there are four (4) wall sconces that shoot down from tattoo building; do they stay? Mr. Jacobs noticed those, but they will be improved one way or the other; want to keep walkways safe.

Mr. Arsenault gives a high level over view of the transportation management plan. Mr. Berk asks for clarification on where the plans for offsite parking are. Mr. Arsenault says there is a twenty – twenty-five (20-25) space parking lot about 1/8 mile away as part of the transportation demand management. The team would be looking to unbundle

parking from rent and allow tenants to get separate parking leases if they wish to have a car.

A motion to refer the project to the Design Review Board is made by Sarah Tarbet, seconded by Helen Sides, and passes 8-0 in a roll call vote with one recusal.

Kirt Rieder	Y
Sarah Tarbet	Y
Graham Wing	Y
Jonathan Berk	Y
Carole Hamilton	Y
Zach Caunter	Y
Josh Turiel	R
Tom Furey	Y
Helen Sides	Y

A motion to continue to the September 3, 2026, regular Planning Board meeting is made by Helen Sides, seconded by Johnathan Berk, and passes 8-0 in a roll call vote with one recusal.

Kirt Rieder	Y
Sarah Tarbet	Y
Graham Wing	Y
Jonathan Berk	Y
Carole Hamilton	Y
Zach Caunter	Y
Josh Turiel	R
Tom Furey	Y
Helen Sides	Y

III. OLD AND NEW BUSINESS

A. Discuss and Vote

252 Bridge Street (Map 26, Lot 408) and Map 35, Lot 24) decision extension request on Site Plan Review, Planned Unit Development Special Permit, Flood Hazard Overlay District Special Permit and Stormwater Management Permit decision dated January 12, 2023. The applicant requests to extend through July 17, 2026.

This item was heard second

A motion to extend the decision to October 15, 2026 is made by Carole Hamilton, seconded by Josh Turiel, and passes 9-0 in a roll call vote.

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Kirt Rieder	Y
Sarah Tarbet	Y
Graham Wing	Y
Jonathan Berk	Y
Carole Hamilton	Y
Zach Caunter	Y
Josh Turiel	Y
Tom Furey	Y
Helen Sides	Y

B. Other

Mr. Furey asks for a progress update on the Gateway Project and Walgreens. Ms. Cunningham will provide an update.

IV. REVIEW AND APPROVAL OF MINUTES

A. June 25, 2026, draft minutes

Ms. Tarbet notes that she and Mr. Rieder are missing from the roll call.

A motion to approve the amended draft minutes from the June 25, 2026, regular Planning Board meeting is made by Helen Sides, seconded by Sara Tarbet and passes 9-0 in a roll call vote.

Kirt Rieder	Y
Sarah Tarbet	Y
Graham Wing	Y
Jonathan Berk	Y
Carole Hamilton	Y
Zach Caunter	Y
Josh Turiel	Y
Tom Furey	Y
Helen Sides	Y

V. ADJOURNMENT

A motion to adjourn was made by Carole Hamilton, seconded by Helen Sides, and passes 9-0 in a roll call vote.

Kirt Rieder	Y
Sarah Tarbet	Y

City of Salem Planning Board

Minutes July 9, 2026

Page 13 of 13

Graham Wing	Y
Jonathan Berk	Y
Carole Hamilton	Y
Zach Caunter	Y
Josh Turiel	Y
Tom Furey	Y
Helen Sides	Y

Adjourned at: 8:58 pm

Minutes Approved on: July 23, 2026