



**Town of Reading  
Downtown Smart Growth District (DSGD)  
40R Development Application Form**

**1. Date of Submission:** May 2, 2022

**2. Type of Application (Check all that apply):**

- Multi-Family Residential
- Multi-Family Residential with Mixed-Use
- Mixed-use with:
  - Office
  - Retail
  - Restaurant
  - Consumer Services
  - Institutional

**3. Existing Uses:** Vacant. Previously retail/pharmacy.

**4. Proposed Use:** Mixed Use - Residential & Retail/Restaurant

**5. Location of Project**

Address: 25 Haven Street  
Assessor's Map # 16 Lot # 309

**6. Proposed # of Parking Spaces:** Thirty Two (32)

Shared Use of Required Parking:  Yes  No  
(submit formal written agreement with application if shared parking is proposed)

**7. Number of Dwelling Units**

Total Number of Dwelling Units: Twenty Five (25)  
Total Number of Affordable Dwelling Units: Five (5)

**8. Land Area Sq. Ft.:** 18,935 SF  
**Building Area Sq. Ft.:** 33,562 SF

**9. Building Height / Number of Stories:** 44' / 4 Stories

**10. Property Owner:**



Name: 25 Haven Street LLC  
Address: 25 Haven Street, Reading, MA 01867  
Phone: (781) 420-1509  
Email: lima@elitemetalframing.com

**11. Applicant Name & Contact Info (if different than Owner):**

\_\_\_\_\_  
\_\_\_\_\_

**12. Primary Contact Person:** Joshua E. Latham, Esq.

Email: joshlatham@lathamesq.com Phone: 781-942-4400

Owner's Signature:   
By: Lima Walderi, Manager  
Agent's Signature:  ATTORNEY FOR

**13. Affordable Housing Monitoring Agent:** To Be Determined

**14. List Any Waivers to be Sought:**

Section of the Design Standards or Zoning:  
See Narrative filed herewith

Justification:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## **15. Required Application Material**

(See Downtown Smart Growth District Design Standards and Guidelines)

- a) Completed application form and application fee.
- b) Development narrative including all uses, breakdown of square footage for each use, number of housing units and zoning summary.
- c) Locus map with lot identification.
- d) Existing site plan, including all existing structures, trees, topography and easements, prepared by a licensed surveyor.
- e) Certified list of abutters signed by the Town Assessor, including two sets of stamped and addressed envelopes to all abutters.
- f) Photos of adjacent properties and other properties impacted by the development project.
- g) Proposed site plans indicating project boundaries, building footprints, on-site and remote parking areas (where applicable), drainage and topography. All plans shall be prepared and stamped by a professional engineer.
- h) Proposed architectural plans, including floor plans for all levels including the roof, and building elevations for all sides including courtyards and interior lot elevations. All plans shall be prepared and stamped by a registered architect.
- i) Landscape plan showing existing and proposed landscaping.
- j) Massing perspective sketches or renderings illustrating the key elements of the development proposal within its context.
- k) Proposed exterior lighting plan with photometric information.
- l) Proposed stormwater management plan with rainwater calculations, and O&M Plan.
- m) Parking plan including utilization of municipal lots, on-street parking, and shared parking arrangements, detailing on- and/or off-site accommodations to address the parking needs for proposed commercial spaces and employees.
- n) Traffic study that accounts for all recently approved commercial, mixed-use and multi-family housing projects in and within a half-mile radius of the Downtown Smart Growth District.
- o) Shadow studies, if required pursuant to Section 10.5.5 of the Reading Downtown Smart Growth Design Standards and Guidelines.
- p) Sample boards and color palettes for all exterior building materials.
- q) Evidence that the Development Project complies with the cost and eligibility requirements of Reading Zoning Bylaw Section 10.5.10.
- r) Development Project plans that demonstrate compliance with the design and construction standards of Reading Zoning Bylaw Section 10.5.10.3.
- s) A form of the Affordable Housing Restriction that satisfies the requirements of Reading Zoning Bylaw Section 10.5.10.5.

Please contact the Planning Division staff for the required number of hard copies of the plans, application and supplemental reports. An electronic copy of the complete application package in PDF format is required at the time of submittal.

**Compliance with Design Standards (Refer to the Design Standards):**

Section of Design Standards	Consistent with Design Standards
7.1.1 Front Façade Setback	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7.1.2 Building Step-Backs	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7.1.3 Building Proportions & Appearance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7.2.4 Screened Rooftop Equipment	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7.3 Building Entries	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7.4 Fenestration	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7.4.2 Ground floor Commercial & retail uses a minimum of 60% glass.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7.5 Exterior Building Materials	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
8.1 Sidewalks	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
8.2 Driveways & Parking	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
8.3 Landscaping	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
8.4 Lighting	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
8.5 Utility Areas & Utilities	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
8.6. Drainage & Stormwater Management	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
8.6.3 Stormwater Operations and Maintenance Plan	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
9.1 Building & Property Signage	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
9.4 Awnings	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
10.0 Additional Considerations for District Edges & Transitional Areas	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

**Additional space for reasons project found inconsistent with Design Standards:**

Section of the Design Standards:	Reason / Justification:
_____	_____
_____	_____
_____	_____

**ADDENDUM TO APPLICATION**  
**25 Haven Street, Reading, Massachusetts**

The applicant provides the following information:

**Developer**

The Applicant, 25 Haven Street LLC, is a Massachusetts limited liability company that acquired property known as 25 Haven Street (the “Property”).

**The Property**

The Property sits at the westerly end of Haven Street and lies between Haven to its north, and Green Streets to its south. The lot has an area of 18,935 square feet, with 172.77 feet of frontage on Haven Street and 132.05 feet on Green Street. The Property is located in the Downtown Smart Growth District and the underlying Business B District. The Property abuts commercial properties to its east, at 1 Haven Street, and west, at 51 Haven Street, and a single-family home (within the Business B District) at 12 Green Street. Across Haven Street are the offices at 2 Haven Street and the mixed-use, 40R property at 26 Haven Street. Across Green Street are two auto repair facilities at 17 High Street and 21 High Street. The Site is less than 100’ from the Reading Depot MBTA Commuter Rail and Bus Station.

**Site History**

Historically the Site was part of the “Black’s Block” factory which was a five story building that extended from the corner on High Street down Haven. In 1935 the upper stories were removed leaving a 2 story piece at the corner of High Street and a long 1 story portion along Haven. In 1939 the one story portion along Haven was removed in order to build the Reading Municipal Light Department building which sits there today. The existing building is listed on the Reading Historical Inventory, and was converted in the mid-1990s for use as a Brooks Pharmacy retail store. The Site is currently vacant.

**The Development:**

**The Building**

The Applicant proposes to redevelop the Site as a Mixed-Use Development Project including twenty-five (25) residential dwelling units and two (2) street-level commercial spaces totaling 2,703 SF facing Haven Street. The new building will be four (4) stories and 44’ in height. The project is intended as a condominium ownership project.

Applicant proposes to keep the historical brick façade of the existing building. The proposal upgrades the existing, single-tenant building with new street level commercial space. The first commercial space is 1,485 SF and includes an additional 501 SF outdoor patio. The second commercial space is 1,218 SF. The commercial units are separated by the residential vestibule

and lobby, with an outdoor entry plaza on Haven Street. The ground floor also includes an elevator, mechanical, electrical and trash/recycling rooms accessed from the parking garage. The retail space and residential entrance on Haven Street will have full storefront windows to extend continuous retail programming south along Haven Street frontage.

The twenty-five (25) residential units include five (5) affordable restricted units. The mix of one and two bedroom apartments are designed with abundant light, private balconies and energy efficient features. The residential units will be handicap-adaptable.

The project includes an enclosed parking garage on the ground floor with thirty-two (32) spaces for a ratio of 1.28/residential unit. These include five (5) proposed compact parking spaces at 8' x 17', and two (2) handicap accessible spaces. Vehicular access is proposed to enter from Green Street into a new, secure underneath parking garage for the owners. The traffic design eliminates curb cut on Haven Street, creating the opportunity for at least two (2) new public on-street parking spaces.

The Building design incorporates numerous architectural features to invoke the aesthetic of the existing historical brick structure. The building is designed to setback upper levels away from the residential property to the west on Green Street, including a 1,826 square foot planted roof at the second floor over this part of the ground-level parking. Landscaping is proposed to provide screening/separation with the property to the east of the Site.

#### Compliance with Design Standards & Guidelines:

- Sidewalks. Sidewalks and pedestrian circulation measures will be designed in accordance with 521 CMR Code of the MAAB Regulations and the Reading Zoning Bylaws ("Bylaw").
- Driveways and Parking. The proposed parking facility will provide 32 garage parking spaces beneath the building. This is a ratio of 1.28 parking spaces per dwelling unit which meets the minimum of 1.25 spaces per unit required in Section 10.5.8.1 of the Bylaw. Two ADA parking spaces will be provided in accordance with MAAB. Efficient parking lot design is an objective for the Project.

The design includes the following efficient parking measures:

- ✓ Incorporate compact parking spaces. A total of five (5) compact parking spaces are proposed.
- ✓ The garage is designed to accommodate EV charging stations.
- ✓ The design provides on-site parking for all residents in compliance with the Bylaw.
- ✓ The Project would eliminate the curb cut on Haven Street, improving pedestrian traffic along Haven Street, and providing safer points of vehicular access/egress from Green Street.

- Loading. Loading will utilize space within the garage. Deliveries will be managed by ownership to occur during off-peak traffic hours utilizing vans and smaller delivery trucks.
- Utility Areas and Utilities. All utilities will be removed and re-connected from both streets. The existing sanitary sewer will be cut and capped at the main within the public right-of-way and replaced with a new polyvinyl chloride “PVC” pipe. An oil water separator in the garage level will be installed and connected to the sanitary sewer line. An existing drain line through the property will be replaced with a new ductile iron drain with relocated access structures in the right of way. The domestic water service and a new fire service will be tapped from the water main in Haven Street. Electric, communications, phone and fiber optic services will be extended from Green Street. Natural gas will also be extended from the main on Haven Street and will be coordinated with the respective utility company. All proposed utilities will be underground.
- Solid Waste Disposal. Solid waste will be collected in waste disposal bins within a room designated at the ground level of the building. Recycling bins will also be provided in the waste disposal room.
- Mechanical Equipment. Mechanical equipment will be placed on the roof of the structure, setback to minimize visibility and sound emanation.
- Lighting. Lighting fixtures will be Dark Sky compliant.
- Drainage and Stormwater Management. The stormwater management system for the site redevelopment will incorporate Best Management Practices “BMP” and Low Impact Development “LID” strategies in accordance with the RZB and MassDEP Stormwater Management Handbook “SMH”. LID measures incorporated into the design will include an infiltration system that mimics the natural runoff rate as the existing conditions. Roof stormwater will be directed to an underground retention (recharge) system prior to discharge to the public storm sewer. Stormwater renovation (treatment) will be provided through a proprietary system based on hydrodynamic separation. These separators provide enhanced pollutant removal from the stormwater by separating out total suspended solids “TSS” and floatable oil and grease prior to discharge to the municipal storm sewer.

All surface runoff from the site will be collected in the closed drainage system so there is no direct discharge to the surface of any abutting land. Stormwater runoff will be mitigated to through an on-site infiltration system that has been designed in accordance with local and state stormwater regulations. Stormwater treatment prior to infiltration will be completed through accepted strategies and best management practices. Surface and roof runoff will be entirely infiltrated during all design storms including the 100-year storm event. The site will be graded in a manner to avoid puddling or ponding on the premises and to promote a positive sheet flow away from the building foundation.

- Operations and Maintenance. Once the final stormwater system design is complete, a Long Term Operation and Maintenance Plan (O&M Plan) will be prepared detailing measures to be taken by the owners to ensure long term sustainability of the stormwater management system. The plan will include schedules for inspections and maintenance,

maintenance forms, estimated costs for maintenance, safety measures to be accommodated and responsible entity for the maintenance. The O&M Plan will be prepared in accordance with the SMH. During construction, the developer will follow a Construction Phase BMP Plan prepared in accordance with the SMH. The construction phase plan will outline measures to be taken to prevent discharges of construction materials to the municipal storm sewer.

### **Smart Growth/Sustained Development**

The proposal incorporates both Massachusetts and United States Environmental Protection Agency smart growth criteria and sustained development standards, as follows:

Mix Uses: Smart growth supports mixed uses as a critical component of achieving better places to live. Mixed uses also provide a more diverse and sizable population and commercial base for supporting viable public transit. Mixed residential and commercial uses promotes walking and biking, and reduced driving. Mixed use can enhance the vitality and perceived security of the area by increasing the number and activity of people on the streets. It attracts pedestrians and helps revitalize community life by making streets and pedestrian-oriented business uses that become places where people meet.

Mixed uses also contribute economic benefits. Siting commercial areas close to residential areas can raise property values, helping to increase local tax receipts. Businesses benefit from increased patronage resulting from residential density, increasing economic activity. Mixing uses helps make neighborhoods attractive to workers who are considering quality-of-life-criteria to determine where they will settle. This is increasingly true in the post-pandemic phase of the economy as more workers seek to work remotely.

Concentrated Development and Mixed Uses support the revitalization of Reading's downtown by promoting development that is compact, conserves land, protects historic resources, and integrates compatible uses. The development proposes to repurpose an existing, vacant site that will help foster the pedestrian friendly Downtown neighborhood.

Expand Housing Opportunities by the construction of homes to meet the needs of people of all abilities, income levels, and household types. The project will create quality housing options near jobs, mass transit, and close to where services are available. The proposal provides new housing choices for people of varied means, including five (5) much needed affordable housing ownership units.

Provide Transportation Choices by locating dwellings near public transportation, maximizing mobility, reducing congestion, reducing fuel consumption inherent in traditional car-commuter homes, and supporting improved air quality. This prioritizes rail and bus transportation, shared-vehicles and shared-ride services, bicycling, and walking, consistent with smart growth objectives. The Site is located within 100' of the Reading Depot MBTA commuter rail and bus station.

Increase Job and Business Opportunities by attracting businesses and jobs to locations near housing, infrastructure, and transportation options. Reading's experience demonstrates that large, single-tenant retail sites are not viable in the current economy. Repurposing and upgrading existing outdated and/or single-purpose commercial space



with new, modern, leasable commercial facilities expands local entrepreneurial and employment opportunities. Residents in the new units will increase the number consumers and foot traffic to support the downtown business community.

### **Master Plan**

The proposal meets the objectives stated in the Reading Master Plan (adopted 2006), such as promoting diversity in housing types and households, improving underutilized property, introducing mixed use (ownership concept) in the downtown, and enhancing the economic vitality of the downtown.

### **Zoning Criteria**

The development will conform with the purposes of the Town's Downtown Smart Growth District [Bylaw Section 10.5.1], as follows:

*(1) To provide an opportunity for residential development and to especially encourage mixed-use development, including both new construction and renovation of existing buildings, within a distinctive, attractive and livable environment that supports the commercial revitalization of Downtown Reading.* The proposal before the CPDC meets this stated purpose. It extends and improves retail uses along western Haven Street near the Haven Street/High Street intersection, activating and beautifying a strategic location within the Reading Downtown. It would create an attractive, livable mixed-use project that will beautify a vacant site and support the revitalization of downtown Reading in immediate vicinity of the MBTA commuter rail station.

*(2) To promote continuing development and redevelopment in Downtown Reading that is pedestrian friendly and consistent with Reading history and architecture.* This development is pedestrian friendly by improving walkability along Haven Street. The design incorporates the existing RMLD's historic façade and invokes brick architecture of significant historical structures within the downtown area with tasteful modern design elements.

*(3) To ensure high quality site planning, architecture and landscape design that enhances the distinct visual character and identity of Downtown Reading and provides an environment with safety, convenience and amenity.* The project is designed to fit within, but significantly enhance, the existing streetscape's aesthetic and livability. Security and life-safety features in the building and the control of vehicular traffic, with one entrance and exit to Green Street, promotes physical and traffic safety. The parking is designed underneath the building using a single access entry, eliminating open curb cuts on Haven Street. The close proximity of the property to public transportation and public parking provides convenience and to reduce car traffic.

*(4) To provide for a diversified housing stock at a variety of costs within walking distance of services and public transportation, including affordable housing and other housing types that meet the needs of the Town's population.* The new building will provide five (5) new, much-needed affordable housing units providing much needed opportunities for market-entry home ownership in Reading. The residential units would provide much-desired smaller-scale residential housing alternatives in the downtown. The site is within easy walking distance of services and public transportation and will promote the use of mass transit.

(5) *To generate positive tax revenue for the Town, and to benefit from the financial incentives provided by Massachusetts General Law Chapter 40R, while providing the opportunity for new business growth and additional local jobs.* The property is currently vacant. The existing building is constructed as a single-tenant retail site, purpose built for use by national pharmacy chain. Upgrading the Site and adding the proposed mixed-use project to the tax rolls will generate substantial fiscal benefits to the Town, including I&I fees, building permit fees and ongoing increased annual tax revenues. The new Retail/Restaurant space will generate local employment opportunities, create new and highly visible commercial space in the downtown, and expand the diversity of Reading's Retail/Restaurant options. This type of project and unit mix is not likely to result in a significant addition of school-aged children or other unusual demand on public services. In addition, because there are no new streets, curb cuts or areas that require public maintenance, the post-development demands on Town services should be minimal.

(6) *To promote efficient use of land and existing parking supply and limit expansion within the district by encouraging shared parking.* The plan calls for parking under the structure. Parking for the residential apartments is entirely contained within the garage. Parking for the commercial units is not required per the Bylaws, but closure of the Haven Street curb cut enables creation of at least two (2) new street spaces on Haven Street.

(7) *To encourage adoption of energy efficient building practices and sustainable construction methods.* The development incorporates energy efficient building practices including energy efficient windows and building systems. Construction will follow current Massachusetts energy code for new construction. Applicant designed the building and will strive to utilize building materials to achieve the goals and requirements of a LEED certifiable level.

(8) *To ensure compliance with the Massachusetts Department of Environmental Protection storm water management policies and practices.* The development shall conform to all applicable standards.

### **Commercial Uses**

The commercial spaces will be designed to accommodate either Retail or Restaurant use, to be determined based on market conditions once necessary approvals have been obtained and the space is marketed. The applicant is aware that the following uses are permitted as-of-right: Office, retail, restaurant, institutional, and consumer service uses.

### **Commercial Parking/Traffic**

**Parking:** The Bylaw states that no on-site parking is required for Retail uses and Restaurants, or for business uses within specified proximity to municipal parking. For residential use, the zoning Bylaw requires 1.25 parking spaces for each dwelling unit. With twenty-five (25) dwelling units, thirty-two (32) parking spaces are required. The Project meets the zoning parking requirements.

**Traffic Flow:** A Traffic Report is submitted herewith. The site fronts on Haven and Green Streets but vehicular access will be provided exclusively from Green Street. In comparison to the

previous use as a Rite Aid retail location, fewer vehicle trips are expected to/from the site given the nature of the project and proximity to public transit.

Curb Cuts: The Project will eliminate the existing curb cut on Haven Street. Instead the sole access/exit point will be through a curb cut on Green Street. This results in better design, traffic control and vehicular and pedestrian safety. No driveway will interrupt the continuity of the sidewalk and retail along Haven Street.

### Waivers

The Bylaw provides that the CPDC may waive dimensional and other requirements, including design standards, with conditions, in the interests of design flexibility and overall project quality, and upon a finding of consistency of such variation with the overall purpose and objectives of the DSGD, or if it finds that such waiver will allow the project to achieve the density, mix of uses and/or physical character allowed under Section 10.5. [Section 10.5.12] The Bylaw lists the following positive characteristics to consider as justification for waivers request:

- (1) High performance energy efficient buildings and construction methods.
- (2) Projects with publicly accessible open space.
- (3) Projects that include retail and restaurants located on street level.
- (4) A demonstrated shared parking initiative that makes efficient use of land and existing parking supply.
- (5) The preservation or rehabilitation of historic properties or other buildings considered significant to the Town.

The Project integrates the positive characteristics of (1), (2), (3), (4) and (5). The Project would also provide much-needed affordable housing, improving an important but underutilized and outdated commercial site. With the above standards in mind, the applicant hereby requests waivers from some standards of the 40R district:

1. Density: The standard density in the 40R district is 20 units per acre and an FAR of 2.8. This development is requesting a waiver from 20 units an acre to 58.1 units an acre. In making this request, please note that the development has an FAR of 1.77, well below the maximum allowed in the 40R district. This allows the development to economically viable and is a reasonable redevelopment and reuse for the Site. Other projects approved in the 40R district have been granted waivers for more highly dense mixed-use developments.
2. Loading Areas: The Approving Authority may waive the loading space requirement if the Applicant provides a plan proving that the loading space is not needed or can be shared.

*Commercial Loading*: The size and nature of the proposed retail/restaurant space will not necessitate trailer trucks. Instead the space will be served by smaller trucks and vans which can be accommodated for loading within the ground level garage. Loading can be scheduled/coordinated by property management to require smaller vehicles and to occur during off-peak traffic hours.

*Residential Loading:* As an ownership project, residential move-ins will be infrequent and will not necessitate a dedicated loading area. Instead residential move-in/move-out loading will be managed by the property owner at pre-scheduled times to occur only during off-peak hours and only utilizing smaller trucks and vans. Loading/unloading rules will be incorporated within the Condominium Documents for the Project.