



Town of Reading
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June 13, 2022

Downtown Smart Growth District (DSGD) Plan Review
M.G.L. Chapter 40R
DECISION

Project: 459 Main Street
Applicant: GC Fodera Contracting, Inc.

To the Town Clerk:

*This is to certify that, at a public hearing of the Community Planning and Development Commission opened on February 7, 2022, discussed on March 14, 2022, April 11, 2022, May 16, 2022, June 13, 2022 and closed on **June 13, 2022** by a motion duly made and seconded, it was voted:*

“We, the Reading Community Planning and Development Commission, upon request from the GC Fodera Contracting, Inc., under Section 10.5 of the Zoning Bylaws of the Town of Reading, and MGL Chapter 40R, to consider the application for 40R Development Plan Review to construct a 4-story mixed-use building with 12 housing units, and approximately 1,455 square feet of interior commercial space with an at grade garage containing 20 parking spaces, at 459 Main Street (Assessors Map 17, Lot 62) – as shown on the architectural plans prepared by Olinger Architects and the site plans prepared by Fodera Engineering, and listed below – do hereby vote XXX, to **DISAPPROVE** the 40R Development Plan, inclusive of the listed waivers, subject to the Findings and Conditions below.”

Materials Submitted:

The following materials were submitted into the public record:

- a) Certified List of Abutters, dated 11/3/21;
- b) DSGD Development Application Form, dated 12/6/21;
- c) 459 Main Street Redevelopment Packet including: Project Narrative; Design Guideline Summary; Requested Waivers; and Land Owner Authorization, dated 12/6/21;
- d) Legal Notice, published in the Daily Times Chronicle on 1/20/22 and 1/27/22, and posted with the Town Clerk on 1/20/22;
- e) Civil Engineering Plan Set for 459 Main Street Proposed 40R Development, Reading, MA, prepared by Fodera Engineering, Inc., consisting of:
 - a. Sheet C-1: Existing Conditions Survey Plan, dated 12/1/21;
 - b. Sheet C-2: Proposed Site Plan, originally dated 12/1/21, and most recently revised 6/1/22;
 - c. Sheet C-3: Proposed Utility Plan, originally dated 12/1/21, and most recently revised 6/1/22;

- d. Sheet C-4: Details Sheet, originally dated 12/1/21, and most recently revised 6/1/22;
- e. Sheet C-5: Details Sheet, originally dated 12/1/21, and most recently revised 6/1/22;
- f) Architectural Plan Set for 459 Main Street Redevelopment, Reading, MA, prepared by Olinger Architects and prepared for GC Fodera Contracting Company, consisting of:
 - a. Sheet G-000: Cover Sheet, dated 11/17/21, and most recently revised 4/5/22;
 - b. Sheet G-001: Project Information, Levels One through Four, dated 12/1/21, and most recently revised 3/7/22;
 - c. Sheet G-002: Zoning Guidelines, dated 12/1/21, and most recently revised 5/31/22;
 - d. Sheet G-003: Shadow Study, dated 12/1/21, and most recently revised 1/18/22;
 - e. Sheet G-004: Project Views, dated 12/1/21, and most recently revised 4/5/22;
 - f. Sheet G-005: Ground Level AXO, dated 12/1/21, and most recently revised 5/31/22;
 - g. Sheet G-006: Project Materials Board, dated 12/1/21, and most recently revised 1/18/22;
 - h. Sheet G-007: Context Elevations, dated 12/1/21, and most recently revised 1/18/22;
 - i. Sheet A-001: Site Plan, dated 12/1/21, and most recently revised 3/7/22;
 - j. Sheet A-002: Exterior Area Detail Plans, dated 12/1/21, and most recently revised 5/31/22;
 - k. Sheet A-100: Basement Plan, dated 12/1/21, and most recently revised 3/7/22;
 - l. Sheet A-101: Level 01 Plan, dated 12/1/21, and most recently revised 5/31/22;
 - m. Sheet A-102: Level 02 Plan, dated 12/1/21, and most recently revised 5/31/22;
 - n. Sheet A-103: Level 03 Plan, dated 12/1/21, and most recently revised 1/18/22;
 - o. Sheet A-104: Level 04 Plan, dated 12/1/21, and most recently revised 1/18/22;
 - p. Sheet A-105: Roof Plan, dated 12/1/21, and most recently revised 1/18/22;
 - q. Sheet A-300: Composite Elevations, dated 12/1/21, and most recently revised 5/31/22;
 - r. Sheet A-310: West Building Elevation, dated 12/1/21, and most recently revised 3/7/22;
 - s. Sheet A-312: South Building Elevation, dated 12/1/21, and most recently revised 5/31/22;
 - t. Sheet A-313: East Building Elevation, dated 12/1/21, and most recently revised 5/31/22;
 - u. Sheet A-314: North Building Elevation, dated 12/1/21, and most recently revised 4/5/22;
 - v. Sheet A-315: Corner and Misc. Elevation, dated 12/1/21, and most recently revised 1/18/22;
 - w. Sheet A-400: Building Sections, dated 12/1/21, and most recently revised 4/5/22;
 - x. Sheet A-401: Wall Sections One, dated 12/1/21, and most recently revised 5/31/22;
 - y. Sheet A-402: Wall Sections Two, dated 12/1/21, and most recently revised 4/5/22;
 - z. Sheet A-500: Stair Section One, dated 12/1/21, and most recently revised 1/18/22;
 - aa. Sheet A-501: Stair Section Two, dated 12/1/21, and most recently revised 1/18/22;
- g) Stormwater Management Report, 459 Main Street Redevelopment, prepared by Fodera Engineering, dated 12/2/21;
- h) 459 Main Street, Project Manual:
 - a. Traffic Impact Assessment, prepared by TEC, dated 11/17/21, and most recently revised 3/7/22;
 - b. Photometric Analysis, prepared by DIALux, dated 11/16/21;
- i) Email Summary of Changes, dated 3/7/22;
- j) Summary Letter to CPDC, provided by Regnante Sterio LLP, dated 4/6/22;
- k) Construction Management Plan, dated 4/6/22;
- l) Summary Letter to CPDC, provided by Regnante Sterio LLP, dated 6/1/22;
- m) Responses to Town Engineer Memos, provided by Fodera Engineering, dated 6/1/22;
- n) Draft Construction Management Plan, provided by Genesis Construction and Development, dated 6/1/22;
- o) 459 Main Street Snow and Ice Removal Plan, dated May 2022;
- p) Supplemental Traffic Impact Assessment, prepared by The Engineering Corp, dated 6/1/22;

- q) Email from Reading Fire Department, dated 2/3/22;
- r) Email from Reading Police Department, dated 2/4/22;
- s) Memo from Town Engineer, dated 4/6/22;
- t) Memo from Town Engineer, dated 5/12/22;
- u) Abutter Input:
 - a. Email from Ilene Bornstein, dated 2/8/22;
 - b. Email from Bob Kaminer, 37 Warren Avenue, dated 2/11/22;
 - c. Letter from Johnson Family, 166-168 Washington Street, received 3/15/22;
 - d. Email from Johnson Family, 166-168 Washington Street, received 5/4/22;
- v) Email from Building Commissioner, dated 6/7/22.
- w) Email from Fire Chief, dated 6/8/22.
- x) Draft Decision, dated 6/13/22.

General Findings:

- 1) **Zoning:** The site is located within the underlying Business-B Zoning District and the Downtown Smart Growth District (DSGD) / 40R Overlay District. Properties located to the north, south, and west are also located in the Business-B and DSGD Zoning Districts. The lot abutting the site to the east is split-zoned between the Business-B/DSGD Zoning District and the S-15 Residential Zoning District.

The site is considered a Transitional Area (directly abutting a lot containing two-family dwelling).

→Therefore, Section 10 of the Design Guidelines applies to this redevelopment.

- 2) **Overview:** The land totals 10,256 square feet in area and maintains a combined ~192.57 linear feet of frontage along Main Street to the west and Washington Street to the south. The site is abutted by: an existing 40R Mixed-Use Development to the north; a two-family dwelling to the east; Washington Street to the south; and Main Street to the west.

The existing site contains an ~1,800 square-foot, single-story commercial structure that operates as an automotive repair facility. It also maintains three curb cuts (one along Main Street and two along Washington Street) and an associated at-grade parking area.

The Applicant proposes to redevelop the site into a Mixed-Use 40R Development including twelve (12) residential dwelling units. It will also include a total of 1,455 square-feet of interior commercial space on the first-floor, and twenty (20) associated parking spaces located within a garage built at-grade. Vehicles would access the garage via a 24-foot wide drive-entry along Main Street and exit through a 22-foot wide drive-exit along Washington Street. The garage totals 6,548 gross square-feet of area, which equates to 72.5% of the at-grade area.

The Applicant is seeking Development Plan approval from the CPDC under Section 10.5 of the Reading Zoning Bylaw and the Downtown Smart Growth District Design Standards & Guidelines, pursuant to M.G.L. Chapter 40R.

- 3) **Setbacks, Step-backs and Dimensional Requirements:** A one-story roofed structure is setback 0' from the northern lot line in order to enclose a series of parking stalls along the north end

of the garage. The second-, third-, and fourth-stories of the buildings' north façade will be stepped-back 3'6" from the northern lot line.

The building structure maintains a 16' setback from the eastern lot line where the project abuts an existing two-family structure. A X' tall and X' long perimeter fence shall be located along the eastern property line to screen the open parking area. The bicycle parking and storage area in the northeast corner of the building will be roofed and covered maintaining a 0' setback from the eastern lot line. Additionally, the fourth-floor of the building's east façade is stepped-back 4'-2" from the levels below to further mitigate the massing of the structure for a total step-back of 20'-2" from the eastern lot line to the fourth-floor level.

Projecting bays are utilized over building step-backs on the building's south and west façades. A 0.8' setback is provided from the southern lot line for a 7' concrete sidewalk along Washington Street. The building also maintains a 1.6'-2' setback from the western lot line to allow for a wider (6.5'-7') sidewalk area along Main Street. Additional setback areas of 6' are located along the retail portions of Main Street and Washington Street to allow for sidewalk area up to ±12' wide for additional programming and/or landscaping opportunities. Projecting bays and balconies are utilized over building step-backs on the buildings south and west façades.

There is also a 9' X 15' setback area at the southeastern corner of the development. This corner shall be treated with landscaping that does not infringe on sight lines for the abutting property owners when they exit their driveway.

Building Height: For structures with flat roofs, 'height' is defined in Section 2.0 of the Reading Zoning Bylaw as "*The vertical distance from the average grade around the perimeter of a building to the top of a flat roof, including any parapet...*" Height is not defined separately or differently for 40R projects within ZBL Section 10.5, and mixed-use 40R projects are allowed a maximum height of 45' unless a height waiver can be justified.

Section 10.4.1 of the Design Guidelines requires the following: "*building height shall be measured from the pre-development site grade.*" The maximum building height, to the parapet, based off of the pre-development site grade, is 45'. [While not counting towards maximum height requirements, it should be noted that the elevator penthouse measures 7' in height and the stairwell measures 9' in height bringing maximum building height to 54'.]

Design of a flat roof with a second empire/slanted mansard design is utilized. The elevator shaft and mechanical utilities shall be located on the roof and be setback and/or screened from view. A total of 2,016sf of roof area shall be designated for photovoltaic solar panels.

Lot Coverage: The lot totals ~10,256 square-feet of area, 9,013 square-feet of which will be covered by the principal structure. This calculates to a lot coverage of 87.8%.

- 4) Interior/Exterior Space: The proposed project will comprise +/-29,329 net enclosed square feet, as follows: ±1,378 (basement); +/-2,420 (1st floor); +/-9,247 (2nd floor); +/-9,121 (3rd floor); +/-8,541 (4th floor); and +/-0 (roof). The basement area shall be dedicated to utility space. The first-floor/garage level includes twenty (20) parking spaces dedicated to but unbundled from the residential use, along with a trash room, storage room, bicycle parking, an

elevator system, a mail room, a utility room, two residential lobbies, and the retail space. The storage space within the first-floor will also be provided for bicycle parking and battery storage for the rooftop solar. Residential entries will be provided on both Main Street and Washington Street.

The 1,455 square foot commercial space will include two pedestrian entries on the corner of Main Street and Washington Street that will provide access to and from expanded 12'-wide sidewalk areas located on both Main Street and Washington Street. The expanded sidewalk area is expected to be used for additional programming and landscaping.

The residential units include a mix of one-, two- and three-bedroom units. Five out of the six units located on the third-floor are to be bi-level units with a second level on the fourth-floor. A total of four (4) one-bedroom apartments, seven (7) two-bedroom units, and one (1) three-bedroom will be provided. One-bedroom units average 949 gross square feet, two-bedroom units average 1,472 gross square feet and the three-bedroom unit totals 2,107 gross square-feet.

A 662 square foot terrace fronting the corner of Main Street and Washington Street, which overlooks Elm Park, shall be located at level four, and will be available to all residents of the building. Access to it will be provided through the residential stairwell, which is accessible from all floors of the building.

All residential units will have private balconies or access to outdoor terraces. Sizes will vary in both width and length. No balcony or terrace shall be located on the building's north façade. There are no enclosed areas on the roof and there will be no public access to the roof.

Applicant: How is the storage area and bike parking in the NE corner covered?

- 5) Roof: Mechanical units located on the roof shall be placed so that they are not viewable from the street level or abutting residential properties. The elevator shaft is approximately 7' tall and the stair penthouse is 9' tall. Approximately 2,016 square-feet of roof area shall be dedicated to future solar arrays.
- 6) Commercial Space: The project proposes approximately 1,455 square feet of interior commercial space on the first-level as described above. The commercial space shall also be provided with sidewalk area up to ±12' wide to utilize for outdoor programming. Commercial space is expected to be utilized as restaurant or retail. Three (3) parking spaces within the garage shall be dedicated to the commercial use. While one of the three parking spaces dedicated to commercial use meets the requirements of a standard ADA space it shall not be signed or restricted as such.

Applicant: Is this commercial parking space to be signed as ADA or left as a 'flex' for multiple users?

- 7) Parking: The project requires a minimum of fifteen (15) parking spaces for the twelve units. There are twenty (20) parking spaces in the garage. Three (3) parking spaces shall be dedicated to the commercial use and the remaining seventeen (17) spaces shall be dedicated to, but unbundled from, the residential units. The garage shall be accessed through a 24' wide

curb cut on Main Street. Egress from the garage shall be provided via a 22' wide curb cut on Washington Street. The Washington Street exit shall be gated.

The three commercial parking spaces provided shall each measure 8'6" wide and 17' long. The westernmost commercial space parking space will be next to a 5'2" clearance area in order to act as a standard ADA space when needed. The commercial parking spaces are the three most immediate spaces located along the northern end of the garage when entering from Main Street.

Applicant: How is the commercial parking to be managed? Is this employee only? Where are customers expected to park and walk from?

Seventeen (17) parking spaces will be provided for the residential units, which equates to 1.41 spaces per unit and 0.81 spaces per bedroom. Residential parking includes two (2) ADA spaces, one of which will be an ADA van accessible space that measures 12' wide and 17' long and one standard ADA space that measures 8'-6" wide and 17' long will be provided. A 5'-2" striped area between the two ADA spaces will meet clearance requirements. Eleven (11) standard spaces measuring 8'-6" wide and 17' long will be provided. Four (4) compact spaces measuring 8' wide and 17' long will also be provided along the garage's eastern end.

Applicant: Will EV Charging be adaptable for tenants who desire such?

Commercial Parking: The site is NOT within 300' of a municipal lot and is NOT exempt from providing off-street commercial parking. However, because the proposed use is designed to be retail and/or restaurant, and is less than 2,000 square feet, zero (0) off-street parking spaces are required or provided per Reading Zoning Bylaw Section 10.5.8:

10.5.8.1 Off-Street Parking

Off-street parking shall be provided to meet the following minimum requirements:

Retail or Restaurant	0 spaces
Office and Institutional	2 spaces per 1,000 square feet

If an Office/Institutional use is proposed within the commercial space, two (2) parking spaces will be required for every 1,000 square feet. With the commercial space total of 1,455 square feet, three (3) off-street commercial parking spaces would be required. However, the Applicant is proposing to add three (3) additional off-street parking spaces within the garage for the commercial use. It should also be noted that there is no on-street parking along the property frontage on either Main Street or Washington Street.

Loading / Deliveries: **Front door and on-street deliveries are not allowed to occur on Main Street or Washington Street.** Loading is proposed to occur within the garage and includes access to the retail space. Commercial loading and deliveries will occur during off-peak traffic hours and the size and nature of the commercial space is expected to be served by box trucks and vans, and not trailer trucks. Commercial deliveries shall be provided access to the commercial area from within the garage. The same is expected for both residential move-ins/outs, which shall be managed and scheduled by the property management company.

With the commercial space total of 1,455 square feet, no formal dedicated off-street loading zone is required.

10.5.8.2 Off-Street Loading & Delivery

Off-street loading spaces shall be provided to meet or exceed the following minimum requirements:

Restaurant leasable space in excess of 2,000sf 1 space per 2,000sf

Other allowed Secondary Use leasable space in excess of 2,000sf 1 spacer per 5,000sf

Bicycle Parking: A series of bike racks will be installed within the garage.

- 8) Sidewalk Improvements: The existing sidewalk shall be replaced with new concrete sidewalk around the entirety of the site, and will include 6” vertical granite curbing that lines the street. The concrete sidewalk will vary from 6.5-7’ around the site and a 2’-3’ brick paver band will line the exterior. An additional 6’ of sidewalk depth will be provided along portions of the retail space to allow for public programming and additional landscaping opportunities. Curb cuts are to be consolidated from three to two.
- 9) Traffic Flow and Volume: A Traffic Impact and Access (TIA) study was completed for the project by The Engineering Corp (TEC).

The TIA concludes with the following information/recommendations:

- The proposed development is anticipated to generate approximately 138 new vehicle trips during the average weekday. 7 new vehicle trips are anticipated during weekday morning peak hour and 10 new vehicle trips are anticipated during the weekday evening peak hour.
- Overall, the project is anticipated to result in an increase of traffic on the roadway network by approximately 1 vehicle every 6 minutes; the report indicates this is a negligible impact.
- The 2028 Building Condition yielded similar delays and same Level of Service (LOS) results as the No Build Condition, indicating the proposed project will not significantly impact peak hour traffic operations. The delay is expected to slightly increase for several movements but the report indicates the overall impact of the increase in delays per vehicle will be negligible.
- The Applicant shall work with the Town of Reading to monitor and optimize traffic signal timings post-occupancy, if necessary, through joint field observations.
- The level of impact from the project does not warrant any additional project-specific mitigation beyond the signal timing optimization identified above.

Does the CPDC feel peer review is warranted on the access arrangement?

10) Drainage and Grading: The site is relatively flat in grade and is currently 100% impervious area due to the existing building and its associated parking. Redevelopment will incorporate Best Management Practices (BMP's) and Low Impact Design (LID) strategies. LID measures include an infiltration system that improves the natural runoff rate over existing conditions.

Roof runoff will be captured and directed to the on-site infiltration gallery. Portions of the roof runoff not captured will flow onto the new sidewalk and towards existing conveyance systems on both Main Street and Washington Street. Treatment prior to infiltration will be completed through a manhole with deep sump prior to discharging into the recharge system. The deep sump will separate Total Suspended Solids (TSS) for advanced pollutant removal. The system will be designed to capture up to 100-year storm events. An overflow outlet pipe will be included in the system in case of an extreme event. Overflow will be directed toward Washington Street.

The site will be graded in a manner to avoid puddling on the premises and to promote positive sheet flow away from the building.

Once the final stormwater system design is complete, a long-term Operations and Maintenance Plan will be prepared. The Plan shall detail measures to be taken by the property owner to ensure long-term sustainability of the system. The Plan shall include, but not be limited to, schedules for inspections and maintenance, estimated costs of maintenance, safety measures, and responsible entity. A separate construction phase BMP plan shall be drafted and followed.

11) Utilities: All utilities are to be removed and reconnected from Washington Street. The existing sanitary sewer will be cut and capped at the 20" main within the right-of-way and replaced with a new PVC pipe. An oil-water separator is to be installed within the garage and will connect to the sanitary sewer line. Domestic water and a new fire service will be tapped from the 12" water main in Main Street. Electric, telephone and communication will also be extended from Washington Street. Natural gas connections will be extended from Washington Street and shall be coordinated with respective utility companies. All proposed utilities will be underground.

Use of Photovoltaic Solar Panels is proposed on the fourth-floor of the building. A total of 2,016sf of roof area is dedicated to such. An estimated maximum of 69 PV panels are anticipated and a bank of PV batteries will be installed within the building's garage that will modulate the building's energy demand with the grid.

Building Commissioner questions:

- Location of Sprinkler room
- Location of Electrical room
- There looks to be solar panels installed on the roof. If so is there a plan for solar storage on site and where are the storage banks going to be located?

Fire Chief questions

1. In accordance with the Massachusetts Comprehensive Fire Code, propane gas grills are not permitted on elevated balconies or roof decks.

2. Please provide information on the proposed garage carbon monoxide vent fans and their location.

3. How will pedestrians on the side walk be alerted to cars exiting the parking garage?

4. Will the garage door facing Main Street be open or will it be provided with a door?

- 12) Lighting: Lighting shall be incorporated at the first level façade in order to distinguish commercial entries from residential entries, as well as to provide a measure of public safety. Upper floor exterior lighting shall be designed to be Dark Sky compliant and mitigate impacts to abutting residential properties.
- 13) Property Management: The property is proposed to be managed by a property management company.
- 14) Transformer: An electric utility plan shall be submitted and approved by RMLD. The transformer shall be located along Washington Street and be screened from the street.
- 15) Wetlands / Floodplain: There are no wetland resource areas or buffers on or near the site, and the site is not within a 100-year floodplain.
- 16) Landscaping: A mulch bed with shrubs is proposed at the retail entrance. The existing street tree on Main Street is proposed to remain. Additional shrubs and vegetation will be provided in the southeast corner of the lot.
- 17) Trash Management: Trash and recycle bins shall be located within the garage and near the Main Street entry. Trash is to be managed by private entity. Language detailing how trash and recycling will be managed on-site, including but not limited to schedule of pick-up days and times, and logistics for trash truck access to the site shall be described within the property management documents. Trash management for both the residential and retail uses shall be managed separately, as is practicable.
- 18) Signage: No building signage is approved herein. Any future signage shall require the submittal of a Sign Permit Application and shall comply with Section 8.0 of the Zoning Bylaw and Section 9.0 of the Downtown Smart Growth District Design Guidelines.

Findings pursuant to DSGD Design Standards & Guidelines:

7. Building Design Standards

7.1 Massing

7.1.1 Front Façade Setback – Over 60% of the Main Street façade is at the minimum setback of 0'. Over 60% of the Washington Street façade is also at the minimum setback of 0'. Recessed retail areas of 6' will be provided on both the Main Street and Washington Street and shall be designed specifically for pedestrian uses.

7.1.2 Building Step-Back Requirements – The second- through fourth-floors of the building's north façade are stepped-back 3.5'. The fourth-floor of the building is stepped back 4'2" from the eastern property line. Projecting bays are utilized on the southern and western façades.

7.1.3 Mixed-Use Building Proportions – The building's commercial space and main entry space is provided horizontal brick work and large glass paned windows. Residential floors above are provided projecting bays, vertical windows and blue shipyard siding to differentiate from the retail uses below.

7.1.4 Special Function Space Differentiation – Not applicable to the current proposal; however, the Applicant is encouraged to think about community place-making events when approaching commercial tenants, especially for the second-floor retail space.

7.2 Appearance

7.2.1 Defined Proportions – The project uses projecting bays and balconies, and a second empire/mansard rooftop design to define different levels of the façade.

7.2.2 Horizontal and Vertical Elements – Horizontal elements such as brick masonry, retail awnings, and large framed windows are combined with vertical projecting bays, cornice roof designs at different levels, and mansard roofing on the fourth-floor. Materials shall be submitted to CPDC for review.

7.2.3 Continuous Façade Elements – Façade elements and materials are used continuously around the façade.

7.2.4 Rooftop Mechanical Setbacks – Mechanical units on the rooftop level are setback and screened so as to not be visible from the pedestrian level.

7.2.5 Incorporation of Existing Significant Building Facades – The building form adapts in scale and texture to create continuity with abutting properties.

7.2.6 Franchise Architecture – Distinctive building design that is trademarked or identified with a particular chain or corporation and is generic in nature, is not allowed in the DSGD – the Applicant shall be aware of this when recruiting tenants.

7.3 Entries

7.3.1 Articulation – Commercial entries are provided at the corner of Main and Washington Street and shall be articulated through design and signage. Residential entries shall be recessed and will be provided on both Main Street and Washington Street.

7.3.2 Retail and Commercial Entry Transparency – Commercial space is designed to activate Main Street and a portion of Washington Street. Commercial areas shall be visible from Elm Park across Main Street. Commercial spaces are provided large glass window panels for visibility.

7.3.3 Integrated Lighting & Signage – Sidewalk lighting has been designed around the entire perimeter of the building.

7.3.4 Upper Floor Entries – The entry to upper floor residential areas shall be made distinct upon entering through the either the Main Street or Washington Street façades by signage and design.

7.4 Fenestration

7.4.1 Commercial Horizontality & Residential Verticality – Commercial spaces are designed with over 60% of their façade length being glass window panels. Residential portions of the building are designed with vertical windowing.

7.4.2 Glazing – Commercial spaces are designed with over 60% of their façade length being glass window panels. Retail or restaurant uses were stated as intended tenants to provide activation of the areas and limit tint of the windows.

7.4.3 Overhanging Awnings or Canopies – Awnings to distinguish the commercial spaces shall be utilized.

7.5 Materials

7.5.1 Exterior Finishes – A combination of light-colored masonry, blue ship-lap siding, patina finishing, bronze finishing and green slated shingles will be used for the building façades.

7.5.2 Prohibited Materials – Not Applicable.

7.5.3 Changes in Materials – The first-floor will consist of a light-colored masonry base to transition from the sidewalk to the building structure. Commercial spaces will utilize large windows inserted into the masonry storefronts. Residential spaces and entries above will differentiate themselves by utilizing a navy ship-lap siding, bronze and patina finishing, and a green slated shingled roof. Materials shall be submitted to CPDC for review.

7.5.4 Continuity of Materials – Façade elements and materials are used continuously around the façade.

7.5.5 Blank Facades Not Permitted – The second- and third-floors of the north façade utilize the navy ship-lap siding and the fourth-floor utilizes the green slated roof.

8. Site Design Standards

8.1 Sidewalks

8.1.1 Sidewalk Continuity – The existing curb cuts on Washington Street will be consolidated from two to one. Widened sidewalks will be provided for pedestrian use.

8.1.2 Pedestrian Amenities – The project will provide ~Xsf of at-grade open space accessible from the sidewalk.

8.1.3 Usable Open Spaces – The open space will be programmed dependent on commercial uses, but will most likely be used for pedestrian-centric activities such as dining and seating.

8.1.4 Pedestrian Improvements – Improvements to adjacent crosswalks, curbing and sidewalks may be requested by the Town Engineer.

8.2 Driveways and Parking

8.2.1 Sidewalk Continuity – The existing sidewalk will be removed and replaced. Curb cuts on Washington Street will be consolidated from two to one.

8.2.2 Parking Lots – A majority of the parking garage shall be contained within the building structure and concealed from public view. The access will be provided off of Main Street and exit will be provided along Washington Street. A portion of the parking area to the east shall be screened by a 13'6" wall along the eastern lot line and shall be covered by a one-story sloped roof.

8.2.3 Parking Lots Behind Buildings – The ground level parking shall be screened by an opaque fence.

8.2.4 Below-grade Parking – Not Applicable to application.

8.2.5 Parking Lot Screening – The portion of the parking area abutting the existing two-family dwelling will be screened by a X' fence. The fence shall screen the residential parking area for the residential abutter.

8.2.6 Shared Parking – Shared use of parking between residential and commercial tenants will be encouraged. If the parking garage is not fully utilized by residents the Applicant shall look to allow commercial employees garage parking access. Ride sharing services will be encouraged.

8.2.7 Pedestrian & Vehicular Safety – Recommendations of the Traffic Impact Assessment shall be considered and discussed with the Town's Parking Traffic and Transportation Task Force (PTTTF).

8.3 Landscaping

8.3.1 Street Trees – The existing street tree on Main Street is to remain.

8.3.2 Retail Frontages – The final location of street trees shall be determined by the Tree Warden and shall not impede visibility of commercial areas or signage.

8.3.3 Parking Areas – The eastern parking area will be screened by a X' fence, the rest of the parking area shall be enclosed within the garage.

8.3.4 Public Open Spaces – The project will provide ~Xsf of publicly accessible open space accessible from the sidewalk. An additional 662sf of private amenity space for residents is provided at the 4th floor level.

8.3.5 Native Species – Final determination of street tree species shall be determined by the Tree Warden.

8.3.6 Preservation of Healthy 6" Caliper Trees – Not Applicable to application.

8.4 Lighting

8.4.1 Articulation of Building Uses & Entries – The project will incorporate lighting along the street level façade that will identify major commercial and residential entry ways. Any upper level lighting shall be Dark Sky compliant and designed to mitigate impact to residential abutters.

8.4.2 Coordination w/Town's Street Lighting & Trees – All proposed lighting will be coordinated with the Town's street lighting and street trees.

8.4.3 Light Spillover – Lighting at upper-level terraced areas shall be designed to minimize impact to abutting properties.

8.4.4 Public Safety – All lighting for public safety shall be added to the plans.

8.4.5 Sign Lighting – No signage proposed or approved herein.

8.4.6 Dark Sky Standards – All upper floor lighting shall comply with dark sky standards.

8.5 Utility Areas and Utilities

8.5.1 Location – The trash area and utility rooms will be located within the parking garage. The trash area will be situated along the northern façade. Mechanical units will be located on the roof, and will not be visible from the street.

8.5.2 Screening – All rooftop mechanicals will be setback so they are not viewable from street level.

8.5.3 Shared Utility Areas – Not Applicable.

8.5.4 Aboveground Utilities Not Permitted – All utilities will be underground.

8.5.5 Underground Utilities Required – All utilities will be underground.

8.6 Drainage and Storm Water Management

8.6.1 BMP/LID Strategies – Roof runoff will be captured and directed to the on-site infiltration gallery. Portions of the roof runoff not captured will flow onto the new sidewalk and towards existing conveyance systems on both Main Street and Washington Street. Treatment prior to infiltration will be completed through a man hole with deep sump prior to discharging into the recharge system.

8.6.2 System Elements – A series of underground infiltration systems are proposed beneath the garage floor; the system is designed to capture roof runoff and reduce flow into the Town's system.

8.6.3 Operations & Maintenance Plan – An O&M Plan shall be provided.

8.6.4 On-site Recharge – On-site recharge has been provided.

8.6.5 Pervious Paving – Not Applicable to application.

8.6.6 Site Grading – As existing, the site is proposed to remain relatively flat.

9. Signage Design Standards – No building signage has been proposed or approved herein.

10. Additional Considerations for District Edges & Transitional Areas

10.3 Applicability – The site is designated as a Transitional Area as it abuts an existing two-family structure.

10.5 Design Considerations for Transitional Areas

10.5.1 Abutting Historic Structures – Not Applicable to application.

10.5.2 Density of Project away from Residential Use –The fourth-floor is stepped back 4’2” from the eastern property line. Primary retail spaces are located at the western and southwestern facades of the building in order to add to the primary commercial street of Main Street.

10.5.3 Engage Existing Residential Fabric – The project utilizes a ‘second empire’ mansard roof design to engage existing residential fabric.

10.5.4 Screen for Residential Privacy – The portion of the parking area abutting the existing two-family dwelling will be screened by a X’ fence wall.

10.5.5 Shadow Study – A shadow study has been provided.

10.5.6 Noise Mitigation – Mechanical units located on the roof shall be placed and screened so that they are not heard from the street level or abutting residential properties.

10.5.11.2 Application Procedures

5. Criteria for Plan Denial

A Plan Approval application may be disapproved only where the Approving Authority finds that:

- The applicant has not submitted the required fees and information as set forth in the regulations; or
- The Project as described in the application does not meet all the requirements and standards set forth in this Section 10.5, applicable Design Standards and the AA Regulations, or that a required waiver there from has not been granted; or
- It is not possible to adequately mitigate significant project impacts on nearby properties by means of suitable conditions.

Waivers pursuant to Section 10.5.12 and DSGD Design Standards & Guidelines:

Upon request of the Applicant, the Commission, 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 and the Reading Master Plan, or if it finds that such waiver will allow the project to achieve the density, affordability, mix of uses and/or physical character allowed. The Commission shall take into consideration the following items when considering a waiver:

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 Applicant has requested the following waivers from ZBL Section 10.5:

1. **Density:** *to allow a density of 52 units/acre where 20 units/acre is the maximum permitted.*
The Applicant stated this will allow the development to be economically viable and notes that the Floor Area Ratio (FAR) of 2.72 is below the maximum of 2.80 allowed.

The CPDC voted XXX to DENY this waiver because...

2. **Parking Dimensions:** *to allow 4 parking spaces to be striped, sized and signed as compact spaces that measure 8' wide and 17' long where 8.5' x 17' is permitted.* This totals 20% of the garage parking spaces.

The CPDC voted XXX to DENY this waiver because...

3. **Garage Drive Aisle Width:** *to allow 24' drive aisle widths within the parking garage where 26' is required.* The Applicant states that 24-foot wide drive aisles may accommodate the one-way vehicular flow of traffic.

The CPDC voted XXX to DENY this waiver because...

4. **Landscaping:** *to waive the requirement of submitting a full landscaping plan and provide landscaping where appropriate.*

The CPDC voted XXX to DENY this waiver because...

The CPDC votes XXX to DISAPPROVE the 40R Plan described herein.

Appeal:

Any person aggrieved by this Decision of the CPDC may appeal to the appropriate court in accordance with the provisions of M.G.L. Ch. 40A Section 17, pursuant to M.G.L. Ch. 40R Section 11, within twenty (20) days after the date of filing of this Decision with the Town Clerk. Notice of any appeal with a copy of the complaint must also be filed with the Town Clerk within such twenty (20) days as provided in M.G.L. Ch. 40A Section 17.

This Decision and the relief, terms, restrictions and conditions contained herein shall run with the land and all subsequent owners shall benefit from and be bound by the relief, terms, restrictions and conditions contained herein.

Signed as to the accuracy of the vote as reflected in the minutes:

Andrew MacNichol, Staff Planner
Cc: Applicant, Town Clerk, DRT Staff, planning file

Date