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September 7, 2022

Town of Reading
Community Planning and Development Commission
16 Lowell Street
Reading, MA 01867

Re: Application for DSGD Chapter 40R Plan Review: 459 Main Street
Applicant: GC Fodera Contracting, Inc.

Dear Commissioners:

This office is legal counsel to GC Fodera Contracting, Inc., the applicant with respect to the proposed Chapter 40R smart growth development located at 459 Main Street. Enclosed with this letter please find the following for filing in advance of the Commission's September 12 public hearing regarding this project:

- (1) Planning Update plan set entitled 459 Main Street Redevelopment (Revised September 7, 2022), containing updated architecture sheets prepared by Olinger Architects and updated civil engineering sheets prepared by Fodera Engineering.
- (2) Updated "Journey to Home" vehicle trip distribution chart dated August 29, 2022, prepared by TEC, Inc.

Additionally, I write to acknowledge the applicant's receipt of a letter dated August 18, 2022 the Commission's traffic peer review consultants (Green International Affiliates, Amy Allen, P.E., PTOE), as well as Town of Reading planning staff comments dated August 25, 2022 regarding this project. I have reproduced the salient comments and questions from these letters below, followed by the applicant's responses.

Comment: Please correct FAR calculation on page G002 Figure 5.B to 2.72 (includes required parking areas)

Response: This calculation of FAR was made in accordance with Section 2 of the Reading Zoning Bylaw and reflects the fact that the parking area is not enclosed by "exterior walls", and therefore is excluded under the definition of net floor area (as well as gross floor area, since it is non-habitable space). If, notwithstanding, it is preferred to interpret the parking area as constituting net floor area, the total would be 2.72. See sheet G002.

Comment: Please look to add an interior door to Trash Room for improved retail access.

Response: This change has been made as requested. See architecture sheet A101.

Comment: Please look to relocate interior retail door access to not be within proposed loading zone area for better access to such.

Response: This change has been made as requested. See architecture sheet A101.

Comment: Because some of the spaces in the parking garage are intended for the commercial land use, the Applicant should provide signage to indicate that commercial parking is available on-site.

Response: This change has been made as requested. See civil sheet C-2.

Comment: Please confirm Washington St garage door clearance/height and that delivery/emergency vehicles exit can be accommodated. Please confirm the lowest garage clearance. Does Stairwell #1 impact the 13'6" expected?

Response: The minimum clearance through the garage door, in the garage drive aisle, and in the loading zone is 10'. See architecture sheet A101. This height can accommodate standard delivery vans (height: 7'-0"), mail trucks (height: 7'-5"), ambulances (height: 7'-11"), delivery trucks (height: 9'-4"), and 20-foot moving trucks (height: 9'-9"). All of these vehicles can be accommodated in the loading zone and can navigate into, through, and out of the garage. See architecture sheets A002 & A410 and civil sheet C-6.

Please note: the 13'-6" measurements indicated on building section plans represent the height from the top of the first-floor plate to the top of the second-floor plate – not the interior clearance inside the garage, which will vary based on the second-floor structure, presence of utilities, etc. Stairwell #1 will reduce the clearance in this location but will not affect the use of this area of the garage. All garage clearances will comply with Building Code.

Comment: Please confirm that solar is to be installed from the onset. Or is the site only to be solar ready? If the latter when can solar install be anticipated?

Response: The building will be designed and built as solar ready, the decision whether/when to install solar will be determined by the condominium association unit owners.

Comment: Please consider patio/terrace doors that open inwards so as to not prevent utilization of already thin spaces. Sheets A102 and A103 show a balcony in the southwest corner that is accessed through bathroom and kitchen. This should be corrected and perhaps relocate balcony slightly to east so it is accessed through bedroom. Do all terrace/balconies maintain at least 4' in width?

Response: Outward opening doors have been shown due to superior building envelope sealing properties. However, the applicant will consider the feasibility of changing to

inwards opening doors. Full balcony details will be finalized and corrected in final construction documents (CDs).

Comment: Please provide note of No Left Turn signage to install within garage.

Response: This change has been made as requested. See civil sheet C-2.

Comment: Please remove 'Do Not Block' box proposed on Washington St on Sheet C-2 of Civil Plans.

Response: This change has been made as requested. See civil sheet C-2.

Comment: Please provide vehicle pavement markings for loading zone on Civil Sheets.

Response: This change has been made as requested. See civil sheet C-2.

Comment: Please revise trip distribution analysis for residential uses by utilizing the most recent census data

Response: TEC has revised the trip distribution based on the updated US Census Journey-to-Work information (enclosed). Although the residential trip distribution percentage per approach slightly changes, the overall number of trips per approach does not change with these distribution changes. This is based on the low number of overall residential trips generated by the proposed site. Note that this comment does not apply to retail related trips.

Comment: Please provide staff and GIA turning movements out of the garage and the template that was used for the ambulance. Please provide all vehicle templates used to staff and GIA.

Response: The requested turning movements and templates have been provided and are shown on updated plans. See architecture sheets A002 & A410 and civil sheet C-6.

Comment: Please include analysis of what a left turn out of the property would do to the operation of the Washington/Main intersection, specifically related to the timing of movements – can Green Int review this analysis as well?

Response: The Traffic Impact Assessment (TIA) as prepared by TEC on March 3, 2022 provides an analysis of the Main Street/Washington Street intersection under a Build condition with the left-turn out of the Washington Street Driveway. The traffic study showed that based on the trip distribution characteristics of the site, it would be expected that a negligible number of vehicles would exit the site and turn left onto Washington Street (0 reported during AM/PM peak commute hours). The Applicant has committed to restrict left-turns from the driveway which would require all turns out of the driveway to turn right into the intersection. The TIA also indicates that the effect of traffic at the intersection (7 total vehicles in the AM peak hour and 9 total vehicles in the PM peak hour) would be generally unnoticeable (1 new vehicle on average every 6 minutes). The Applicant has committed to complete any retiming of the intersection in accordance with Green International's recommendation of pre-occupancy and post-occupancy (if necessary).

Comment: What improvements, recommended by GIA, to intersection is Applicant willing to commit to?

Response: The applicant is agreeable to a condition of approval requiring the applicant to deposit with the Town offsite infrastructure improvement/project mitigation funds in the sum of \$25,000.00 prior to issuance of building permits for vertical construction. These funds can be earmarked by the Town Engineer for such improvements as are deemed necessary by his office at the appropriate time.

Respectfully,

REGNANTE STERIO LLP

/s/ Jesse D. Schomer, Esq.
JESSE D. SCHOMER, ESQ.

Encls.