



Town of Reading
16 Lowell Street
Reading, MA 01867

Andrew MacNichol
Senior Planner
Phone: 781.942-6670
Fax: 781.942-9071
Website: www.readingma.gov

September 12, 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, August 8, 2022, September 12, 2022 and closed on XXX 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 _____ 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) Adjustment of Public Hearing Notice, published in the Daily Times Chronicle on 8/24/22 and 8/31/22, and posted with the Town Clerk on 8/24/22;
- f) 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 9/7/22;
- c. Sheet C-3: Proposed Utility Plan, originally dated 12/1/21, and most recently revised 9/7/22;
- d. Sheet C-4: Details Sheet, originally dated 12/1/21, and most recently revised 9/7/22;
- e. Sheet C-5: Details Sheet, originally dated 12/1/21, and most recently revised 9/7/22;
- f. Sheet C-6: Vehicle Tracking, originally dated 12/1/21, and most recently revised 9/7/22;
- g) 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 9/7/22;
 - 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;
- h) Stormwater Management Report, 459 Main Street Redevelopment, prepared by Fodera Engineering, dated 12/2/21;
- i) 459 Main Street, Project Manual:
 - a. Traffic Impact Assessment, prepared by TEC, dated 11/17/21, and most recently revised 3/7/22;
 - b. Supplemental Traffic Impact Assessment, prepared by The Engineering Corp, dated 6/1/22;
 - c. Revised Trip Distribution Gravity Model – Residential, provided by The Engineering Corp, received 9/7/22;
 - d. Photometric Analysis, prepared by DIALux, dated 11/16/21;
- j) Summary Letter to CPDC, provided by Regnante Sterio LLP, dated 3/7/22;
- k) Summary Letter to CPDC, provided by Regnante Sterio LLP, dated 4/6/22;

- l) Summary Letter to CPDC, provided by Regnante Sterio LLP, dated 6/1/22;
- m) Summary Letter to CPDC, provided by Regnante Sterio LLP, dated 8/8/22;
- n) Responses to Town Engineer Memos, provided by Fodera Engineering, dated 6/1/22;
- o) 459 Main Street, Equinox Shadow Study Animation, received 6/1/22;
- p) Draft Construction Management Plan, provided by Genesis Construction and Development, dated 6/1/22, and most recently revised 8/1/22;
- q) 459 Main Street Snow and Ice Removal Plan, dated May 2022;
- r) Proposed Traffic Management Plan, received 8/1/22;
- s) Transportation Peer Review of Proposed Mixed-Use Development at 459 Main Street, performed by Green International Affiliates, Inc., dated 8/2/22;
 - a. Subsequent Letter of Review to Applicant Responses, dated 8/18/22
- t) Staff Reports:
 - a. Email from Reading Fire Department, dated 2/3/22;
 - b. Email from Reading Police Department, dated 2/4/22;
 - c. Memo from Town Engineer, dated 4/6/22;
 - d. Memo from Town Engineer, dated 5/12/22;
 - e. Email from Building Commissioner, dated 6/7/22.
 - f. Email from Fire Chief, dated 6/8/22.
 - g. Email from Economic Development Director, dated 8/2/22;
 - h. Email from Reading Fire Department, dated 8/2/22;
 - i. Email from Reading Police Department, dated 8/3/22;
 - j. Email from Assistant DPW Director, dated 8/3/22;
- 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;
 - e. Letter from Johnson Family, 166-168 Washington Street, dated 6/13/22
 - f. Letter from Johnson Family, 166-168 Washington Street, re: Traffic Concerns, dated 7/11/22;
- v) Draft Decision, dated 9/12/22.

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 building's 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 a split-zoned (Bus-B/S-15) lot containing an existing two-family structure with a detached commercially-used outbuilding. An 8' tall and 87'-4" long perimeter fence shall be located along the eastern property line to screen the open parking area. 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'-9-10" setback is provided from the southern lot line for a 7' concrete sidewalk along Washington Street. The building also maintains a 1'-7"-2' setback from the western lot line to allow for a wider (6'-6"-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.

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 the potential of future install of photovoltaic solar panels.

Lot Coverage: The lot totals ~10,256 square-feet of area, 7,870 square-feet of which will be covered by the principal structure. This calculates to a lot coverage of 77.2%.

- 4) Interior/Exterior Space: The proposed project will comprise +/-23,985 net enclosed square feet, as follows: ±1,378 (basement); +/-2,488 (1st floor); +/-7,143 (2nd floor); +/-7,137 (3rd floor); +/-5,540 (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. However, the storage areas shall not be roofed. 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.

Any concerns on bike parking and solar storage not being covered by roof?

- 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 for the potential of future solar array install.

- 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 (i.e., ADA-adaptable) for flexible use.
- 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 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. It is expected that two of the commercial parking spaces will be utilized and signed for short-term customer parking and the remaining space to be dedicated to retail employee.

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.

All parking spaces will be 'EV Ready' in that wiring required for Electric Vehicle charging stations shall be included during construction. The implementation of EV chargers will be up to individual unit owners who require 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 6'6"-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.

10) Peer Review: A peer review of the project site plans, supplemental traffic impact information and site access and circulation was conducted by Green International Affiliates, Inc. The peer review included a series of recommendations not provided in the TIA aimed to improve the site circulation, access and safety.

11) 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.

12) 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.

A total of 2,016sf of roof area is dedicated for future photovoltaic (PV) solar arrays. The area would allow an estimated 69 PV panels 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.

- 13) 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.
- 14) Property Management: The property is proposed to be managed by a property management company.
- 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 3'6". Projecting bays are utilized on the southern and western façades.

Design Guidelines Section 7.1.2 Diagram D requires the following:

"Where buildings are directly abutting a single-family, 2-family or 3-family residential use, the side yard or rear yard step-back shall be at the 2nd or 3rd floor and shall be a minimum of ten (10) feet."

The eastern property line directly abuts a 2-family use. The fourth-floor of the proposed building on the east façade is stepped back 4'2"; no step backs are currently proposed at the 2nd and 3rd floors of this façade as required.

→ Based on prior feedback from the CPDC and abutters, the Applicant modified the project to remove the enclosed garage and the step-back which complied with Design Guidelines Section 7.1.2 Diagram D. This change means that the project no longer complies with this requirement; staff recommend that the Applicant seek a waiver from this requirement.

→ In addition, staff recommend that the Applicant provide an analysis of the north façade and seek waivers for any deviations from the Design Guidelines.

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 with a mansard design. No windows are proposed for this facade for privacy reasons due to the proximity of the adjacent residential building to the north.

→ Does this need a waiver?

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 ~500sf of at-grade open space accessible from the sidewalk (~900sf new 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. The parking area shall be screened by an 8' tall fence along the eastern lot line.

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 an 8' opaque privacy 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 an 8' fence, the rest of the parking area shall be enclosed within the garage.

8.3.4 Public Open Spaces – The project will provide ~500sf of publicly accessible open space accessible from the sidewalk (~900sf new 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 an 8’ fence.

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.

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 51.0 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.
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.
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.
4. **Landscaping:** *to waive the requirement of submitting a full landscaping plan and provide landscaping where appropriate.*

The CPDC voted XXX to _____ the requested waivers.

Conditions:

General:

- 1) **Public Health, Safety and Welfare:** If, at any time, the site becomes a nuisance to public health, safety or welfare (i.e., traffic spillover, excessive noise, unreasonable site illumination beyond the hours of operation, etc.) – as shall be evidenced by substantiated complaints to the Police Department or Public Services Office – the Applicant/Owner shall agree to work with staff to rectify the problem. Should the situation warrant it, an additional Site Plan Review by the CPDC may be required.
- 2) **Utilities:** All utilities, structures, frames and covers shall meet the Town of Reading standards. The electric utility plan is subject to approval by the Reading Municipal Light Department (RMLD).
- 3) **MS4 Permit:** The project shall comply with the most recent MS4 permit.
- 4) **Lighting:** The Applicant shall ensure that any proposed lighting is not occluded by the street trees along the frontage, and does not compete with existing street lighting. The Applicant shall submit specifications for each type of lighting fixture to the Community Development Director for approval.
- 5) **Limitations / Future Uses:** The 40R Development Plan Decision herein does not include approval for any future uses or site renovations that may – on their own merits and design – trigger the requirements of 40R plan review, or site plan review, and/or require a special permit. Pursuant to Section 10.5 of the Zoning Bylaw the following uses are permitted by right within the proposed commercial spaces: office, retail, restaurant, institutional and consumer services.
- 6) **Commercial Spaces:** It is strongly recommended that the Applicant prep the commercial space(s) with utility connections, grease traps, etc. in anticipation of future tenants.
- 7) **Engineering Concerns:** In general, throughout the project, the Applicant shall work with the Town Engineer to address any outstanding comments in the memos to the Community Development Director dated 4/6/22 and 5/12/22.

- 8) **Shared Parking:** The Applicant is encouraged to engage in conversations with nearby property owners regarding shared parking, and to partner with Zip Car and other shared services if possible, and to provide electric vehicle charging stations. If and when progress on shared parking is made, the Applicant shall provide more information about these amenities, and indicate which area(s) of the garage are intended for them and how they will be managed.
- 9) **Storage Areas:** The Applicant is encouraged to consider adding supplemental storage areas for tenants to the building if possible.
- 10) **Community Place-making / Creative Economy:** When approaching potential commercial tenants, the Applicant is encouraged to think about community place-making events, and/or dividing the space into smaller units that are affordable to creative economy tenants.

Prior to the Issuance of Building Permits and Prior to the Start of Construction:

- 1) **The Applicant shall make the following plan changes, and shall submit two (2) full size (24x36) copies of the revised plans to the Community Development Director:**
- 2) **Other Permits:** The Owner/Applicant is responsible for obtaining all other requirements and permits including but not limited to, utility connections, sewer, water, curb cut, street opening and Jackie's Law excavation permits from the Engineering Department (prior to excavation), and Board of Health approvals.
- 3) **Pre-Construction Meeting:** The Owner/Applicant and contractors shall coordinate with the Community Development Director to schedule a pre-construction meeting with Town staff prior to applying for demolition and/or building permits, in order to review these conditions and any and all final construction sequencing, details and plans for this project.
- 4) **Construction Management Plan / Contractor Parking:** The Applicant shall submit a Construction Management Plan which includes provisions for off-site parking.
- 5) **Test Pits:** The Owner/Applicant shall perform soil test pits to confirm soil conditions and recharge rates. If changes are needed to the stormwater management infrastructure based on test pit findings the Owner/Applicant shall provide revised plans and details to the Town Engineer and the Community Development Director for review and approval.
- 6) **Construction Documents & Fire Safety:** Full construction documents must be submitted and approved by the Fire Department at 80% design. A fire flow test shall also be performed prior to the issuance of a building permit. A building permit shall not be issued until the Fire Department has approved the plans and test findings.
- 7) **Master Box:** The Applicant shall coordinate with the Fire Department on the requirement for a Master Box tied that is to be tied to the fire alarm system.
- 8) **Materials:** No colors have been approved herein. The Applicant shall return to the Commission with samples of proposed materials and colors to be used on the building prior to installation.

During Construction:

- 1) **Construction Hours:** Construction shall be limited to the hours stated in Section 8.9.8 "Construction Hours" of the Reading General Bylaws and said hours shall be posted in a conspicuous place at the entrance prior to any work on the site.

- 2) **Construction Activities:** Construction activities shall be conducted in a workmanlike manner at all times. Blowing dust or debris shall be controlled by the Applicant through stabilization, wetting down, and proper storage and disposal methods, subject to the approval of the Health Agent or designee. The Applicant shall ensure that the abutting local streets are kept clear of dirt and debris, which may accumulate as a result of construction activities for the Project. Documentation shall be provided demonstrating ongoing pest management control, subject to the approval of and administration by the Health Agent.
- 3) **Construction Management Plan / Contractor Parking:** Site operations shall comply with the aforementioned Construction Management Plan at all times. Contractors shall park in the locations designated and provided for within the CMP.
- 4) **Site Inspections:** Town staff or their designee shall have reasonable access to inspect the site to determine compliance with this Decision.
- 5) **Bond:** The Applicant/Owner shall furnish a bond for the final As-Built plans prior to the issuance of the final certificate of occupancy. The bond amount shall be determined by the Town Engineer consistent with the reasonable costs associated with a third party performing the work. The bond shall be returned once the requirements of this condition are met.
- 6) **Scaffolding:** The scaffolding at the property lines shall be completely screened 100% of the time to maintain privacy and prevent materials/debris from falling/blowing or otherwise dropping onto the abutting properties.
- 7) **Construction Vehicle Restrictions:** The Applicant/Owner shall include language within their contracts prohibiting construction vehicles from entering/exiting the site from/onto Washington Street. Construction vehicles shall be directed to enter the site from Main Street and exit the site onto Main Street and travel northbound to the highway interchange.
- 8) **Road Lane Closures:** The Applicant/Owner shall include language within their contracts to ensure that no construction deliveries which require lane closure on Main Street occur during peak travel hours (8:00AM-10:00AM/4:00PM-6:00PM). At no point during construction shall both northbound travel lanes on Main Street be closed.
- 9) **Sidewalk Closures:** During times of sidewalk closures and/or pedestrian re-routing, the Applicant/Owner shall ensure that signage to the effect of "Sidewalks Closed, Businesses OPEN" are strategically placed near the site.

Prior to Vertical Construction:

- 1) **Garage As-Built:** The Applicant shall provide, to the Building Commissioner and Community Development Director, an as-built of the foundation and garage, that shows an overlay of the location and size of structural columns, fire/building/energy code requirements, and dimensioned parking striping, proving that the parking as approved can work. If the parking cannot work as approved, the Applicant shall return to CPDC for an amendment prior to starting vertical construction.
- 2) **Funding for Intersection Improvements:** In recognition of the fact that this project will add traffic to an already congested area with problematic intersections, the Applicant has agreed to contribute \$25,000 to the Town for the purpose of implementing recommendations within the peer review conducted and provided by Green International Affiliates, Inc. This funding shall be managed by the Town Engineer and/or Community Development Director for such improvements that are deemed necessary.

Prior to the Issuance of a Certificate of Occupancy:

- 1) **Architecture:** The building façade on each elevation (north, south, east, and west) shall be substantially as indicated on the approved architectural plans and elevations.
- 2) **Stormwater O&M Plan:** A post-construction Operations and Maintenance Plan for the stormwater system shall be provided to the Town Engineer.
- 3) **Traffic Signal Phasing and Optimization:** The Applicant shall engage with the Town’s Engineering Department to review and optimize traffic signal timing based on projected traffic volumes prior to the occupancy of the development. The traffic signal timing shall be reexamined 6-months after occupancy for further necessary adjustments.
- 4) **Property Management / Leasing Documents:** A copy of the finalized Property Management / Leasing Documents shall be submitted to the Community Development Director for review and approval, and shall contain the following language:
 - a. **Fire Safety:** Language ensuring fire safety by prohibiting gas/propane grills on balconies, etc.
 - b. **Delivery Vehicles & Times:** Language prohibiting commercial deliveries along Main Street and Washington Street, and prohibiting commercial deliveries to the commercial space between 10:00 PM and 5:00 AM.
 - c. **Management of Move-ins & Move-outs:** Language regarding management of move-ins and move-outs by the on-site property manager, specifically with regards to the size of moving vehicles allowed and the timing and use of the garage.
 - d. **Drainage System Maintenance:** Language that requires the property management company to adhere to the requirements of the Stormwater O&M Plan.
 - e. **Trash Removal:** 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. Trash management for both the residential and retail uses shall be managed separately, as is practicable.
 - f. **Snow Removal:** Language that requires the property management company to adhere to the requirements and specifications of the Snow and Ice Removal Plan submitted.
 - g. **Site Lighting:** Language that commercial lighting (including signage) shall be programmed to shut off at the close of business each day.
 - h. **Conditions for Ongoing Maintenance after Occupancy:** Language that the property management company shall adhere to the “Conditions for Ongoing Maintenance after Occupancy” as are stated herein below.
- 5) **Rooftop Mechanicals:** All rooftop mechanicals shall be set back from building facades and appropriately screened from view.
- 6) **Pedestrian Improvements:** Improvements along Main Street, Washington Street and abutting rights-of-way, as deemed necessary or advantageous to the Town Engineer and Community Development Director, to adjacent crosswalks, signal heads, curbing and sidewalks, shall be installed at the Applicant’s expense in accordance with Town standards.
- 7) **Garage Striping:** Garage parking spaces shall be striped in accordance with the approved plans. Dimensions shall be measured from centerline to centerline. Striping of parking lanes,

and directional arrows, consistent with current Manual on Uniform Traffic Control Devices (MUTCD), shall be installed within the garage.

- 8) **I/I Fee:** The Applicant is subject to the required Inflow/Infiltration Fee as the proposed sewer flow usage will be greater than historical usage. The Fee is calculated as twice the flow times \$4.00.
- 9) **Street Trees:** The Applicant shall work with the Tree Warden to locate the street tree along Main Street to an appropriate location. Both the species and location shall be approved by the Town's Tree Warden.
- 10) **Commercial Tenant Space(s):** The approved plans and parking ratio are based on an intended retail, restaurant, or certain other commercial use of the commercial tenant space(s). No office or institutional use shall occupy the commercial tenant space(s) until the property owner or prospective tenant submits a plan to the CPDC demonstrating how commercial parking demand will be met and/or applies and receives a waiver from the CPDC for the parking requirement.
- 11) **Lighting:** All exterior building and site lighting shall comply with the dark sky initiatives (light shall shine down only) with the light source being fully shielded (with cutoff shields) so that little to no light or glare spills onto abutting properties. Spec sheets of proposed lighting fixtures shall be submitted to the Community Development Director for review and approval.

Conditions for Ongoing Maintenance after Occupancy:

- 1) **Parking Utilization Data:** The Applicant or Owner shall provide reports to the Community Development Director indicating utilization of the on-site parking and shall work with Town staff to evaluate impacts and make any necessary modifications to the parking space management system described above, including the provision of EV charging infrastructure, Zip Car spaces, etc. if evidenced to be desired by tenants.
- 2) **Energy Utilization Data:** The Applicant shall provide reports to the Community Development Director detailing the building's annual energy use and corresponding greenhouse gas emissions. A report shall be created utilizing the building's benchmark year and Owners shall report energy use for all metered uses to the Town.
- 3) **Signage:** Prior to installation of any building or tenant signage, a Sign Permit Application and/or Master Signage Plan shall be submitted for review and approval.
- 4) **As-Built Plans:** Two full size paper copies and electronic AutoCAD final As-Built plans showing the building footprint, drainage systems and utility connections shall be submitted to the Community Development Director and Town Engineer to ensure compliance with this decision and other applicable Town standards. The bond held for this requirement will be returned to the Applicant once this condition has been fulfilled.
- 5) **Landscaping:** Landscaping on-site shall be maintained in a healthy condition in perpetuity. In the event that landscaping is damaged during snow removal operations, the property owner shall replace such landscaping during the next growing season.
- 6) **Lighting:** All exterior building and site lighting shall comply with the dark sky initiatives (light shall shine down only) with the light source being fully shielded (with cutoff shields) so that little to no light or glare spills onto abutting properties. Any exterior lighting that is required for security purposes may be illuminated by photocells and is not required to be extinguished at the close of business. All site and building lighting for commercial purposes,

beyond what is needed for security purposes, shall be programmed to shut off at the close of business each day.

- 7) **Trash Removal:** All trash collection and disposal are the responsibility of the owner / property manager. The Applicant shall ensure daily that exterior areas of the site remain clear of debris, trash and any equipment used in connection with any commercial activities on site.

Plan Changes after Approval by the Commission:

Contemplated future changes to the plan approved herein shall be presented to the Community Development Director and the Building Inspector, or other relevant Town staff, for review prior to implementation of proposed changes.

10.5.13.1 Minor Plan Changes: After Plan Approval, an Applicant may apply to make minor changes in a Development Project involving minor utility or building orientation adjustments, or minor adjustments to parking or other site details that do not affect the overall build out or building envelope of the site, or provision of open space, number of housing units, or housing need or affordability features. Such minor changes must be submitted to the Commission on redlined prints of the approved plan, reflecting the proposed change, and on application forms provided by the Commission. The Commission may authorize such changes at any regularly scheduled meeting, without the need to hold a public hearing. The Commission shall set forth any decision to approve or deny such minor change by motion and written decision, and provide a copy to the Applicant for filing with the Town Clerk.

10.5.13.2 Major Plan Changes: Those changes deemed by the Commission to constitute a major change in a Development Project because of the nature of the change in relation to the prior approved plan, or because such change cannot be appropriately characterized as a minor change as described above, shall be processed by the Commission as a new application for Plan Approval pursuant to Section 10.5.

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, Senior Planner
Cc: Applicant, Town Clerk, DRT Staff, planning file

Date