



Town of Reading Meeting Minutes

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Board - Committee - Commission - Council:

Community Planning and Development Commission

Date: 2023-12-11	Time: 7:30 PM
Building: Town Hall	Location: Hybrid Meeting – Zoom and Select Board Meeting Room
Address: 16 Lowell Street	Session: Open Session
Purpose: Hybrid Meeting	Version: Final

Attendees: **Members In person:** John Weston, Chair; Tony D’Arezzo, Vice Chair; Hillary Mateev; Tom Armstrong; Mark Wetzal; Heather Clish

Others Present in person: Community Development Director Andrew MacNichol, Senior Planner Mary Benedetto, Jason Adams, Jeff Sarra, Stephen Cook, Mary Michelle Kramer, Patrick McCracken, John McCracken, Lindsey McCracken, John Richards, Mary Richards, Laura Richards, James Fucci, Lisa Mallon, Chris Murphy, Dan Cronin, Doreen Cronin, Rob Pacciore, Linda McKenzie, Mike Farrell, Lynne Farrell, Joan Guidi, Katelyn Lloyd, Elisha Willis, Debbie Ribeiro, Patricia McCarty, Maureen Hart, Janet Hart, Jenn Killeen, C.R. McClanahan, Kenneth Reardon, Jamal Fuller, Sarah Fuller, Andrea Farina, Elena Farina, Sriram Narayan, Sangeeta Narayan, Michael Bertone, Dan Allen, Saverio Fulciniti, Chris Latham, Scott Thornton, Carlton Quinn

Remote Participants: Arlee Dulak, C Brown, A, Eric Dubrule, Joani Fraske, Nancy Docktor, Carly Jacobson, Audra Hart, Aaron Parry, Angela, Sara Brenner, Wendy Epstein, Sean Foley, Daniel, Erin Reardon, Keri Fox, Chris I, J Dietz, S Cook, Jeff Brenner

Minutes Respectfully Submitted By: Mary Benedetto

Topics of Discussion:

MEETING HELD IN THE SELECT BOARD ROOM AND REMOTELY VIA ZOOM

Mr. Weston called the meeting to order at 7:32 PM.

Mr. MacNichol gave an overview of the hybrid meeting procedures.

Sign Permit Application

47 Harnden St, Reading Town Florist

Mr. Jeff Sarra from Batten Brothers signs presented on behalf of the applicant. Ms. Benedetto summarized for the members that the proposed sign was identical to the sign approved by CPDC members in May 2023 for Anton’s Cleaners, the other tenant in the same building.

Mr. Wetzal questioned if the sign was a bit large for the space compared to the size of the Anton’s sign. Ms. Benedetto indicated the sign is an allowable size based on the linear footage of the storefront. Mr. Armstrong asked if the free-standing sign would be the same color as the original. Mr. Sarra indicated it is actually the same color, the Anton’s one has just been faded by time. He noted that he anticipated Anton’s wanting to update their panel once the new sign for the florist goes in. Mr. D’Arezzo asked if the section of the free-standing sign would be a new panel or if it would be a new sign and he brought up the fact



Town of Reading Meeting Minutes

that the free-standing sign was grandfathered in, including that the background is not currently opaque. The new bylaws ask for an opaque background, whereas the other Anton's sign is not opaque, it is clear. Mr. Sarra indicated it was not a problem to make the sign background opaque.

Mr. Weston opened it up for public comment and there was none.

Mr. MacNichol reviewed the Certificate of Appropriateness with the Board. Mr. MacNichol added a new condition that any new sign background should be opaque in design.

Mr. D'Arezzo asked to indicate that only 1/3 of the windows can be covered with materials as the florist currently has a temporary banner inside that is very large, but it was discussed that it would likely be taken down when the new signage goes up.

Ms. Clish made a motion to approve the Certificate of Appropriateness for 47 Harnden St, Reading Town Florist, as amended. Mr. Wetzel seconded the motion, and it was approved 5-0-0.

Continued Public Hearing, Definitive Subdivision Application 0 Annette Lane, Peter Seibold

Mr. D'Arezzo made a motion to continue the public hearing for the Definitive Subdivision Application for 0 Annette Lane to January 8, 2024. Ms. Clish seconded the motion, and it was approved 5-0-0.

Continued Public Hearing, Site Plan Review Application 413 Main St, McDonald's c/o Bohler

Mr. Dan Allen from Bohler Engineering presented in person on behalf of the applicant. Mr. Jason Adams from McMahon was in person as well to answer any questions specifically about the newly supplied traffic counts. Mr. Allen presented the project overview and updates to the plans since the last meeting. The applicant proposes a temporary loading zone in the parking stalls on the north side of the building. Because the bylaws require two loading spaces, they are now requesting a waiver from the loading zone. They now propose to remove the chain link fence on the north side of the property and replace the fencing. And there had been questions regarding further improvements that could be made to the stormwater system, but the applicant again stated that they are constrained by the culvert, and that there is ledge 6 ft down on the north side of the building and other very poor soils for infiltration on the site that limit their ability to make additional improvements to the design. Mr. Allen discussed the dual order point drive-through and noted that the closure of the drive-through lane closest to the abutter was included in the ZBA decision, as was the type of sound wall included in the design today. Mr. Allen discussed the anticipated 3-5% increase in sales volume post-construction, which he stated is equivalent to an additional 3-4 cars per hour. He noted that the police and engineering memos did not note any issues or concerns with traffic or the proposal.

Mr. D'Arezzo started the questioning from the CPDC members with the loading zone, he clarified that they would be requesting a waiver from both loading spaces, not one loading zone. Mr. D'Arezzo asked if they removed the 7 parking spaces what would that mean for their parking counts and Mr. Allen indicated that then they would have 23 spaces, which is the minimum required, but that operationally they would want the 30 now included in the design.



Town of Reading Meeting Minutes

Mr. Wetzel asked if the culvert under the site flowed east or west and Mr. Allen said east to west. Mr. Wetzel asked if the Town had plans to improve the culvert and Mr. MacNichol indicated no. Mr. Wetzel asked if the applicant had seen the Green International study of the intersection at Main/Ash/Bolton and they stated that they had not seen it. Mr. MacNichol brought up some of the options on the screen and there was a general discussion about the previously proposed options for redesign. Mr. Wetzel stated that he didn't want this project to be approved without the intersection being discussed. Mr. Adams noted that nothing that was in the proposed site plan for McDonald's would be impacted by the concepts put forth by Green International for the intersection. The frontage and sidewalk of their site remain the same even in those designs, as the sidewalk bumps out into the intersection, not into the site, so the applicant team saw no issues with any of the conceptual designs.

Mr. Weston brought up that one of the primary pieces of feedback from the public were the traffic impacts. He brought up the two memos from the Reading Police Department and that the Police stated there are no traffic or public safety concerns at the moment. Mr. Weston brought up some points about the newly provided traffic counts and that putting the sales volume in total isn't the same as indicating traffic at high volume sales times. He generally liked the additional onsite circulation, but surmised that knowing that customers can recirculate and have a quick in and out on Bolton could invite additional traffic to the site. He felt there will be more traffic coming out of the Bolton St exit because the site improvements will direct more traffic there. He summarized his view that the changes won't impact the Washington and Main intersection because it is already rated "F", another 30 or 40 cars won't change the overall intersection, but adding it onto the Bolton St area is different, and is an issue Staff and the applicant should be looking at to see if something can be done. Mr. Wetzel agreed that he wants to address the circulation of the area and opportunities to improve it.

Mr. Adams spoke to the design of the project and indicated that they don't see Bolton St is a concern, and they cited the Police memo with traffic data. He discussed the current counts they are seeing of traffic turning onto Bolton St and that they don't view the proposed changes as exacerbating any concerns. Ms. Clish brought up that under the current circumstances that taking the left onto Main and left onto Bolton would be so difficult that people wouldn't take it, so they don't really know what level of usage they will see in the future when they make it possible to easily turn left onto Bolton St. Mr. Weston agreed that it will be an induced demand issue. The Commission members discussed and agreed that they don't foresee concerns with access into the site, the issues will be with exiting. The members discussed their general concerns with the Bolton/Ash intersection. Mr. MacNichol clarified that the Police cited accidents at the intersection, but they can't attribute those to McDonald's. Mr. Wetzel wanted to see if there was an opportunity to discuss the intersection and a timeline for changing it, he advised as a minimum the Town should consider the intersection. Mr. MacNichol indicated that the problem right now is that the Town doesn't have a preferred design, but that in his discussions with McDonald's corporate that they are ready to help the Town implement improvements to the intersection in the future. The issue is that while they will certainly consider assisting us financially, the Town doesn't have anything ready; the Town isn't ready with design specifics.

Mr. Armstrong asked about the language in the Decision and stated that the Police should have the final say about the entrances and exits on the site. Mr. Armstrong asked about the sidewalk that will be deeded to the Town and Mr. Allen showed where it was on the plan. Mr. Armstrong hated the idea of the chain link fence and the guard rail, and proposed instead something very sturdy or similar but with a better design. Mr. Armstrong noted that the plantings should be evergreen trees at least 2-3 feet tall along the Bolton St side. Ms. Clish agreed about wanting improved landscaping and stated that the site is currently very car friendly in design. She asked the applicant to consider how to make Main and Bolton



Town of Reading Meeting Minutes

more pedestrian friendly, such as if there is space for another tree along the Bolton/Main intersection. If there is space without impeding sight lines, the Commission members agreed they would like to have additional plantings provided along the parking area.

Mr. Armstrong stated that between the Chase Bank they would also prefer plantings. Mr. Allen indicated that there is really only space for the fence, but that they could certainly provide the fence in a different material. Mr. Weston asked if they even need a fence as he wasn't sure what they were fencing off and for the applicant to consider if it was needed.

Mr. D'Arezzo said he wasn't a huge fan of monument signs in Business-B. Mr. Wetzel said that in the sign package it is listed as being illuminated and Mr. Allen indicated that they were not proposing it to be lit; that what was included size wise was correct but there is no internal illumination for any of it. Mr. Weston asked the plans to be updated to reflect no internal illumination. Mr. D'Arezzo asked them about the sizes of the electronic menu boards. Mr. MacNichol stated that the three signs fit within the total signage allowable.

Mr. D'Arezzo asked about the height of the fence in the rear being 12 ft, Mr. Allen clarified for him that the drive-through is about 9 ½ feet. Mr. D'Arezzo asked about the height of the lights and Mr. Allen clarified they are 21 ft high, specifically in the back. Mr. D'Arezzo asked about the parking lot lights and Mr. Allen indicated they are usually on up until 30 minutes after the restaurant closes. Mr. Weston asked if it was possible to do lighting in the back that is lower so it would be shielded from the abutter by the fence. They discussed the rear of the site and the existing conditions with lighting today.

Mr. D'Arezzo asked about the culvert and Conservation. Mr. Allen indicated they've already spoken with Conservation and met with them and there were no issues, Conservation was just waiting until CPDC signs off before they close the public hearing.

The hearing was opened for public comment. Mr. Dave Talbot, 75 Linden St, spoke in person about the hearing. He mentioned that the public only had a few business days ahead of the hearing to analyze the plans and Mr. Weston indicated that the Board gets the same amount of time as the public does to prepare for the hearings. Mr. Talbot clarified that the applicant has all the advantages to the process. Mr. Weston indicated that in prior years Reading has been considered non-business friendly, and now in order to be more business-friendly there is a quicker turnaround for materials ahead of the public hearings. Mr. Talbot stated that it didn't seem that the applicant covered the actual traffic impact of the double drive-through in their resubmittal. He indicated that they only covered sales volume, not the traffic volume increase, and that the traffic increase could be much more than the sales increase. They currently have an advertisement for \$1 coffees which could bring much more traffic than the sales volume might imply. He brought up many of the issues he cited in his resident report and stated that much of the resident requests haven't been answered yet by the applicant. He stated that he had a picture of a truck onsite at 6pm doing loading/unloading, so if the applicant says that not having a loading zone isn't an issue, perhaps it is. He stated that he didn't know why CPDC would do any favors to the applicant and asked the Board to bring the discussion forward to another meeting. He asked Mr. MacNichol to share some of his photos demonstrating his points. He stated that he hoped CPDC would deny the site plan.

Ms. Nancy Docktor, 371 Pearl St, Precinct 1 Town meeting member, spoke from Zoom, and stated that she was attending because the November Town meeting discussion. She also asked that the application not be approved tonight, that CPDC would wait until the applicant has provided more information.



Town of Reading Meeting Minutes

Mr. Adams spoke on behalf of the applicant to clarify what traffic data had been provided. He stated that all data is recent post-pandemic data, so current app usage, mobile pickup, etc. is already included in the counts that they completed last month. There isn't a lot of traffic data available before and after a reconstruction from other locations. He indicated that the double drive-through is a way to stay competitive and fix issues with the site, not to generate more traffic or necessarily more sales. The objective is to remain where they are and improve the experience. He said that as a professional engineer he is not expecting additional trips.

Mr. Wetzel brought up that in Ayer where he used to work, the McDonald's has a dual drive-through now and they could do before and after traffic counts to see if they changed significantly. His point being that there is the ability to get traffic data, but that it doesn't seem like McDonald's has tried. Mr. Wetzel stated that McDonald's should be able to provide what the Commission members need to approve the plans. Mr. Weston suggested that without that data, they should do some sensitivity analyses to their traffic plans. Such as, what would it do to their site plans if the traffic did double or what would the impacts be to the intersections, both from a turning movement standpoint and from a safety standpoint. If traffic did increase, they should also look at the impacts to safety and sightlines. Mr. Weston indicated he could work with staff to set out parameters of the testing. Mr. Wetzel commented that the residents' report was very well put together and very professional and called out #5 for a data request to McDonald's to answer those questions.

Mr. Adams brought up that any traffic counts from pre-pandemic are so different from the situation now as to be incomparable. He reiterated that there are existing industry specific standards, and that their real observed traffic counts were only 1 trip off from the industry standard data. Mr. Wetzel indicated that some counts were 9% off in the projections. Mr. Adams said that one extra car every 5 minutes would look exactly the same to the average person. If there was one extra vehicle every 3 minutes or so you wouldn't be able to notice it. Mr. Wetzel stated that if you were waiting to turn left onto Main St you would notice it. He expressed frustration to the applicant team that the Board and residents have been asking for more information but not getting real numbers. Ms. Clish seconded that there is no other supporting data than this single McDonald's source saying that sales volume would increase only 3-5% to help them make their decision. Mr. Weston brought up the nearby Chick-Fil-A drive through and that the dual drive-through there has made a huge increase in traffic, more than a doubling, near Washington St in Woburn. Mr. Weston asked the applicant to help them not jump to the conclusion that the Chick-Fil-A scenario is what is going to happen. Ms. Clish reiterated the ask for comparable traffic info. Mr. Allen noted the increase in total stacking capacity on site and the board members agreed that the increase in stacking ability is a positive.

Mr. Armstrong noted that he felt they would never receive traffic data unless there was a condition constructed in the Decision to require it or to create some kind of mechanism for evaluation post-construction. Mr. Wetzel discussed a similar condition they had put in place on a project when he was in Ayer and that he wasn't sure quite what the condition would be in this scenario. Mr. Weston said that a condition for some kind could help CPDC feel comfortable approving.

Mr. D'Arezzo asked about what the second and third order windows are for and how they use the pickup and pull forward windows. The applicant clarified how they are used for picking up food and managing the drive-through flow and there was a discussion that the distance between the pickup and pull forward windows is 40 ft.



Town of Reading Meeting Minutes

Ms. Clish made a motion to continue the public hearing for the Site Plan Review Application and Special Permit for 413 Main St to January 8, 2024. Ms. Mateev seconded the motion, and it was approved 5-0-0.

Public Hearing, Site Plan Review Application, Special Permit, Stormwater Permit 252-262 Main St / 10 Pinevale Ave, BLVD Reading LLC

Mr. MacNichol re-summarized the meeting procedures for the in-person and remote attendees. Mr. D'Arezzo read the public notice into the record. From the applicant team Mr. Chris Latham was in person with Mr. Saverio Fulciniti, Civil Engineer Mr. Carlton Quinn, and traffic engineer Mr. Scott Thornton. Mr. Chris Latham began an overview of the project, using the submitted slide deck. He covered: the overall proposal, the context of the site, neighboring properties, existing conditions of the four parcels, the project benefits, zoning compliance, the overall site plan, parking, landscape plan, stormwater management, waste removal, building design, façade materials, signage, lighting, elevations, and the shadow studies.

Mr. Weston asked if there were any pressing comments from the Board, because if not he would like to move directly into public comment. Mr. Wetzel asked about the 30 ft transition zone being used for the project and Mr. MacNichol explained how the 30ft transition zone works on split zoned lots in Business-A. He also mentioned that the Special Permit is specific to the Mixed-use definition in the bylaw. He stated that Conservation Commission will be doing a review, but given that the majority of the site is under CPDC not Conservation the Special Permit will be issued by CPDC. Mr. Armstrong asked about how much of the site would be graded and moved offsite. He asked for that info in truckloads. Mr. Quinn, the civil engineer on the project spoke in person. He stated that they did not have that info at the moment, but that he could certainly get the data for them.

Mr. Weston opened it up for public comment.

Ms. Joan Guidi, 54 Pinevale Ave, spoke in person, she read a letter and had also submitted a letter as public comment. She had lived on Pinevale since 1973 and she covered the history of local projects and residents' successes in getting projects cancelled. She spoke of the wetlands in the area and the nature in the area. She spoke of concerns with overflow parking from the dental office on the corner of Pinevale. She implored the Board to consider the resident point of view for the project.

Ms. Jennifer Killeen, 12 Pinevale Ave, spoke in person and noted she was speaking both as an abutter and as a representative of the neighborhood. They "respectfully but forcefully" oppose the project. She spoke to share the community concerns. She spoke about the current residents on the street and that many of them are also public servants. They ask CPDC to keep intact their peaceful and cohesive residential neighborhood. They have 20+ children living on their street and residents who have lived there for decades. They are determined to push back against the property. She personally will lose the tranquility of her backyard with noise and light pollution. She stated that this couldn't have been the vision for the application of Mixed-use in Reading. She cited the removal of mature trees that couldn't be replaced in the landscaping plan. She brought up headlights, car alarms, and noise from the parking areas. She noted that the proposed stockade fence will impede snow removal from her property in addition to not providing an adequate noise buffer, especially given that the neighboring house is being removed. She brought up concerns about flooding, particularly with the primary snow storage area being directly behind her house and that the street is prone to flooding as it is. She believes the parking is not enough for the residents. The issue for them is that there is nowhere else to park once the lot is full and overflow parking on Pinevale Ave could put their children at risk. She discussed the



Town of Reading Meeting Minutes

parking lot as creating a heat island and that there are children with asthma in the neighborhood. In summary, the whole neighborhood feels the building proposed is too large for the size of the lots and that there is no benefit to having the curb cut on Pinevale Ave. Together they ask that CPDC deny the special permit based on nine of the twelve criteria.

Ms. Linda McKenzie, 7 Pinevale, spoke in person. She has been there for about 40 years. Their property abuts the property on the corner of Main Street. When they first moved in they were told the neighboring building was an office building but it now houses a Domino's and a tattoo parlor. She cited Domino's as a nuisance for them with deliveries at 4am, rats, and being open until 1am. On two occasions trucks backed into her fence and broke the fence right when she got a new dog. She stated that a stockade fence is not strong enough to protect from cars. She spoke about the area being a wetland and that everyone has moss in their yards.

Ms. Lynn Farrell, 2 Pinevale owner, spoke in person. She called the proposal an "invasion of privacy" given that it is only 5 feet from their property. It is a rental property for them and is part of their retirement plan. It will have a huge negative effect on their plans as their property is their investment property for their retirement. She believes there is insufficient parking.

Ms. Maureen Hart, the occupant of 2 Pinevale, rents from the Farrells and spoke in person. She's been renting there for 10 years, it is a duplex and her mother moved into the other unit this summer. They are concerned about the size and scope of the building given that they are the immediate abutters. There's only 20 ft between the two buildings. She's lived there since there was one occupant living next door and now there will be a great number of units overlooking them.

Ms. Patricia McCarty, 43 Pinevale, spoke in person. She believed the intention of the mixed-use bylaw was that those properties on Main St would only be those impacted. She stated that there could be confusion about the use of those rules and since this is the first time anyone has used these rules she asked the Board to consider whether the original intention would be to tear down the houses directly next to Main St. She asked the developer to start over with a proposal that respects their neighborhood.

Ms. Andrea Farina, 51 Pinevale, spoke. She spoke about the congestion on Main St and that traffic has already been "challenging" with the building of the apartments across the street. She argued that renters and customers would get "priority" access and exit onto Main St. She cited the concerns with it being a dead-end street that is very tight. She cited cars speeding down the street and damaging property when they go to turn around. Pinevale is the only safe place for their kids to play because they would have to go out to Main St to walk anywhere else. She stated that the proposed curb cuts are an issue for them walking to Main St. She's lived on Pinevale Ave for 12 years. Her daughter Elena then spoke in person and read a letter she wrote. She lived here 10 years with her family and cars have often been a problem and there will be issues with cars turning around on the street. She is concerned about strangers and foot traffic from people going on a walk.

Mr. Chris Murphy, 19 Pinevale, spoke in person, stating that he is a police officer in another community and that they are called constantly to developments like this one to write parking tickets for cars. He stated that there isn't enough space for both parking and circulation on Pinevale Ave. He stated that Conservation was out there on their street today and the members parked on their lawn doing a site visit and now there are tire marks on a neighbor's lawn. At the end of their street there isn't enough room to turn around and this will cause a huge problem.



Town of Reading Meeting Minutes

Ms. Katelyn Lloyd, 46 Pinevale, spoke in person, and brought up the neighborhood vibe of the place. She believes the development will increase traffic onto their street and will pose safety issues for their youngest residents. She brought up the issues with combining resident and retail parking and that overflow retail parking will likely be on their street. She noted that their street is too narrow for trucks to turn around and for emergency vehicles to turn around.

Ms. Sarah Fuller, 24 Pinevale, spoke in person. She has 3 daughters and spoke to address the Special Permit criteria #3 and how the proposal would impact the residents of Pinevale as well as the implications for the residents. The back of their home will have a direct line of sight to the property. She stated that lights will impact them at night and make sleep difficult for them at night, especially for their children. She has concerns about rats. She is concerned about the impact of the development on the water table and stated that residents of Pinevale Ave regularly have water in their basements. She asked if the Town studied the impact of the development on wildlife. The residents want an independent review of the flags that delineate the wetlands.

Ms. Angela Binda, 10 Orchard Park Drive, spoke from Zoom. The end of her dead-end street goes up to Pinevale and she is a Town Meeting member. She wanted to say that this was not what she envisioned for the South Main St area when Town Meeting approved the Mixed-Use regulations. She does not want such encroachment on an established neighborhood. She supports the Pinevale residents and does not support development that encroaches on such established areas.

Ms. Jenn Killeen spoke again, reiterating that the residents are strong and united against the development. It uniquely impacts the residents and they ask the Board to oppose this project.

Mr. Weston told residents to continue to be engaged in the process. He stated that they heard a lot tonight from the residents of Pinevale Ave and that the Board would need some time to digest it all. He spoke to the applicant team stating that just because they can do something doesn't mean they should, and it seems like a lot is jammed onto the site in this current proposal.

Mr. Wetzel stated that he took a lot of notes and would appreciate an opportunity to organize thoughts and comments. Mr. Armstrong asked for a 5-page executive summary of all the documents that are over 70 pages. He asked if they had done an endangered species review. He asked if they have considered joint parking agreements with neighboring businesses. He also stated that a break-down of the apartments would be appreciated as well as a short summary of the exact zoning requirements and how the proposal meets them. The applicant team did not provide additional comment.

Ms. Clish made a motion to continue the public hearing for the Site Plan Review Application for 252-262 Main St to January 8, 2024. Ms. Mateev seconded the motion, and it was approved 5-0-0.

Other Business

There was a brief discussion on MBTA Communities zoning language in relation to the upcoming public hearings.



Town of Reading Meeting Minutes

Meeting Minutes

The Commission reviewed the minutes for 11/6/23, and made changes. Mr. D'Arezzo made a motion to approve the minutes of 11/6/23, as amended. Mr. Wetzel seconded the motion and it was approved 5-0-1.

The Commission reviewed the minutes for 12/4/23, and made changes. Mr. D'Arezzo made a motion to approve the minutes of 12/4/23, as amended. Mr. Wetzel seconded the motion and it was approved 5-0-0.

Adjournment

Ms. Clish made a motion to adjourn at 10:44 PM. Ms. Mateev seconded and it was approved 5-0-0.

Documents Reviewed at the Meeting:

- 47 Harnden St Sign Permit Application
 - Sign Renderings
 - Draft Certificate of Appropriateness dated 12/11/23
- 0 Annette Lane Continuance Request
- 413 Main St McDonald's
 - Supplementary Traffic Report
 - Reading Police Memos
 - Response Memo from Applicant
 - Photos submitted by Dave Talbot
- 258 Main St Strada
 - Slide deck submitted by applicant
 - Letters submitted by residents
- Draft Minutes:
 - 11/6/23
 - 12/4/23