

256-260 Elm Street & 270 Elm Street

Neighborhood Meeting

TO: Somerville Residents, Property Owners, and Neighbors
FROM: AP Davis Square Plaza, LLC
RE: Neighborhood Meeting at 256-260 Elm Street & 270 Elm Street

Please join the AP Davis Square Plaza's team as they present a redevelopment and enhancement for the 256-260 Elm Street and 270 Elm Street sites.

WHEN: June 21, 2022
TIME: 6:00
RSVP: See website below for call-in information

<https://www.7thspokesomerville.com/>

In this meeting, the AP Davis Square Plaza team will present a redevelopment proposal for the site. There will be an opportunity to discuss issues and potential impacts. The development team will consider this feedback when preparing an application for the Somerville Planning Board.

Contact Councilor Lance Davis at lancedavisward6@gmail.com or by phone at (857) 261-1909 for video conference/ call in information.

To join the webinar, all attendees will be required to register. Please visit the link provided above to register. The host will provide you with a confirmation page after you registered. Please click on the link provided in the confirmation page to join the meeting.

EXISTING VIEWS OF DAVIS SQUARE PLAZA



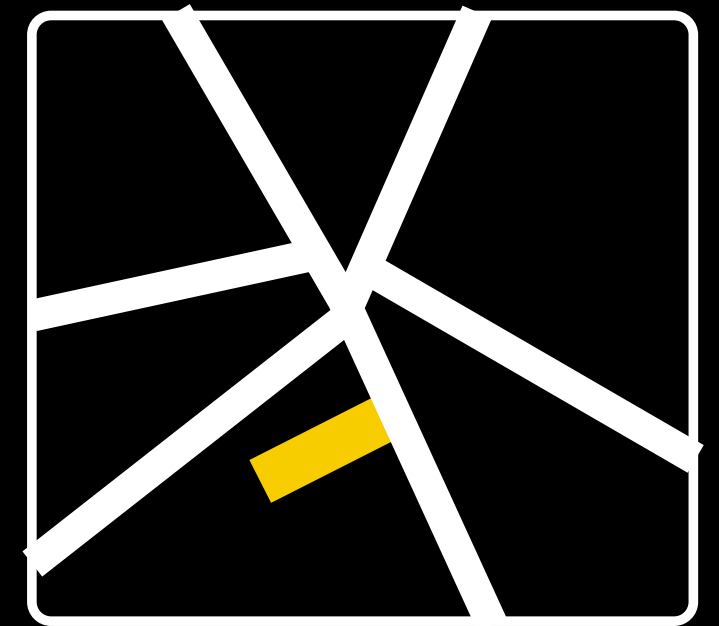
Elm Street Plaza

7th Spoke - Urban Design Commission Meeting

06.21.22 - Neighborhood Meeting

Please reach out with questions at www.7thspokesomerville.com

Elm Street Redevelopment

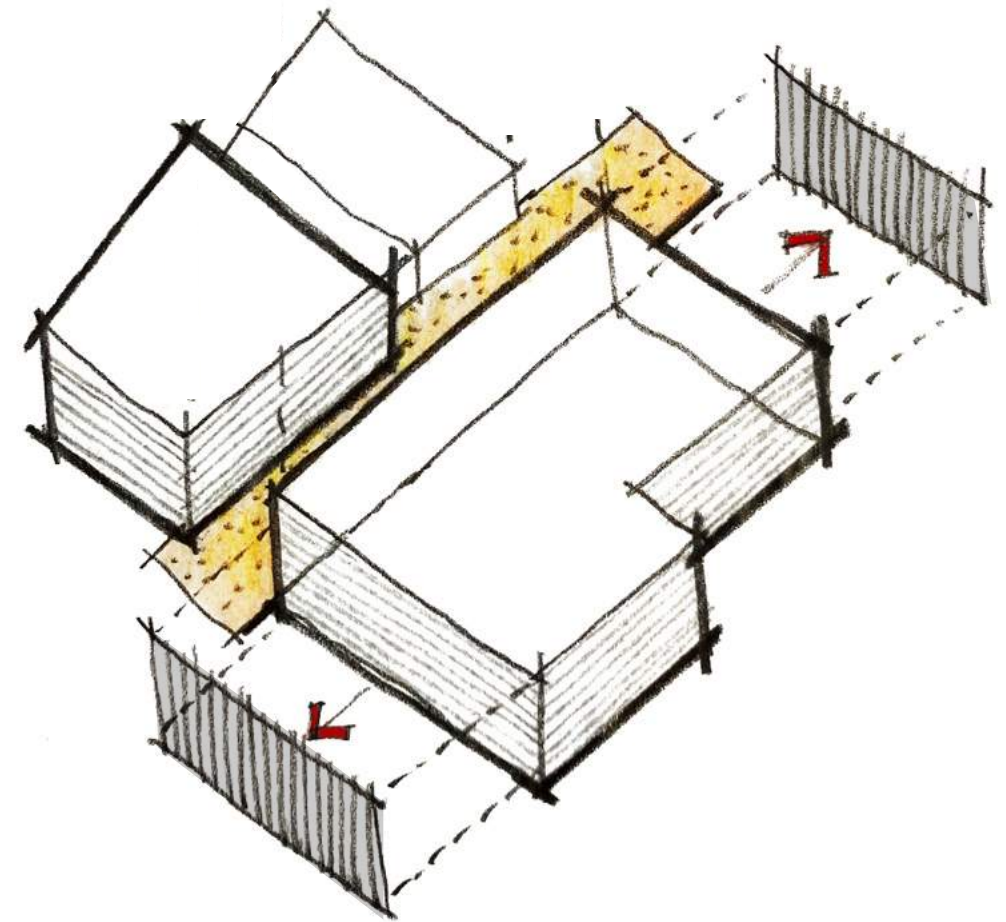


Project Narrative

Located in the epicenter of a lively and diverse Davis Square, 7th Spoke is a 120,000 SF highly sustainable redevelopment focused on creating dynamic new ground floor space for retailers and the community as well as new office space for innovative and entrepreneurial companies.

The project reimagines the Elm Street Plaza as a new vibrant, accessible and inclusive cultural hub, with space for local events, gatherings and exhibitions that will provide a connection to the neighborhood. A new Civic Plaza at the existing open area will be constructed to act as the heart of the project, and a public gathering space to be enjoyed by the Davis Square Neighborhood.

This Civic Plaza will be flanked on one side by the newly renovated, 58 Day Street and 278 Elm Street, and on the other by the new, 4 story, proposed structure at 256 Elm.



The Project Team



Welch Liles



Sam Judd



Diana Pisciotta



Robert Brown



Gautam Sundaram



Angelica Merg



Chris Dalton



Anusha Cicchetti

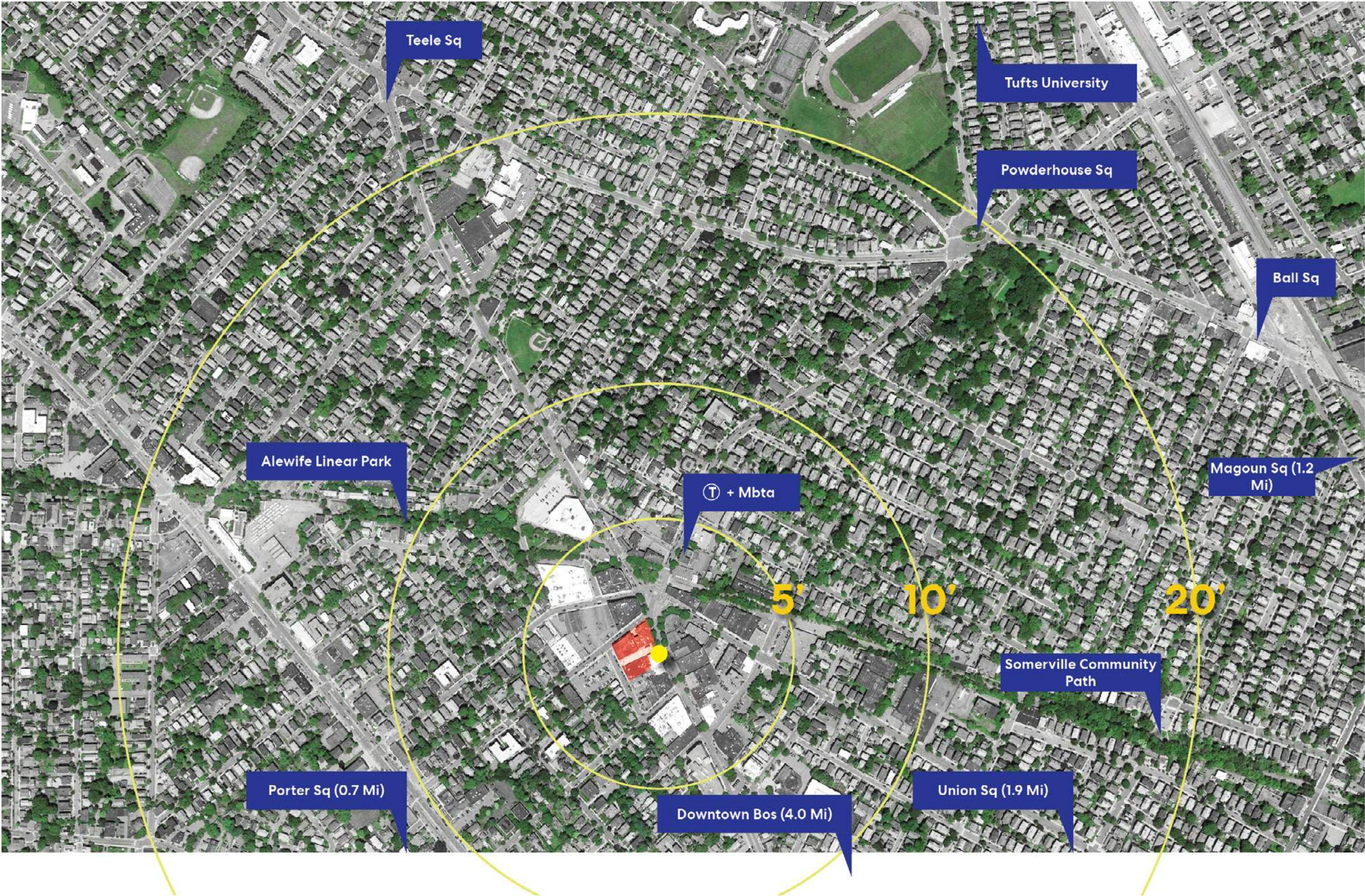


Derek Johnson

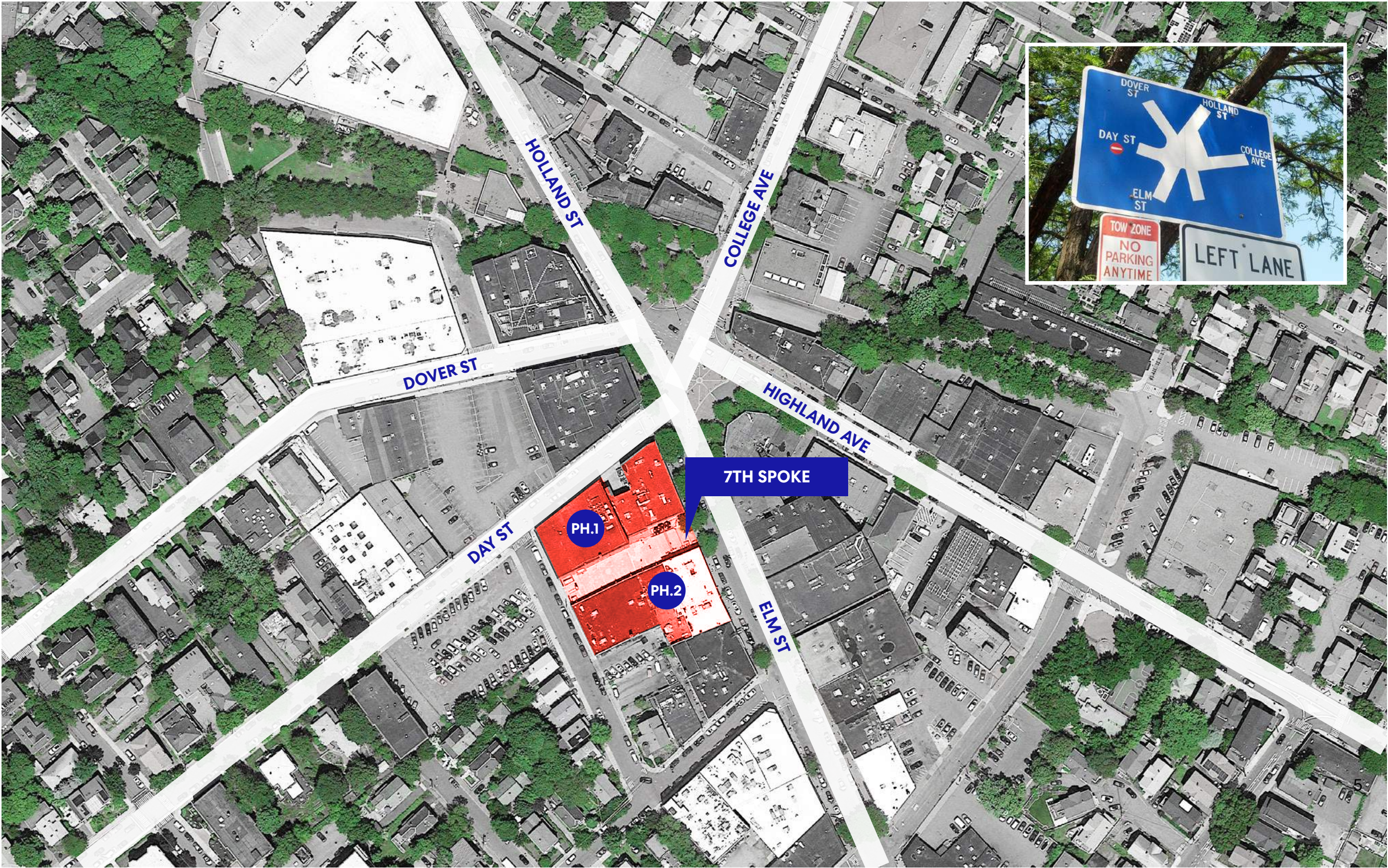


Ryan Kurlbaum

Project Location



Davis Square Plaza

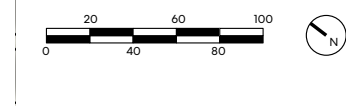


Existing Conditions

Adjacent Uses

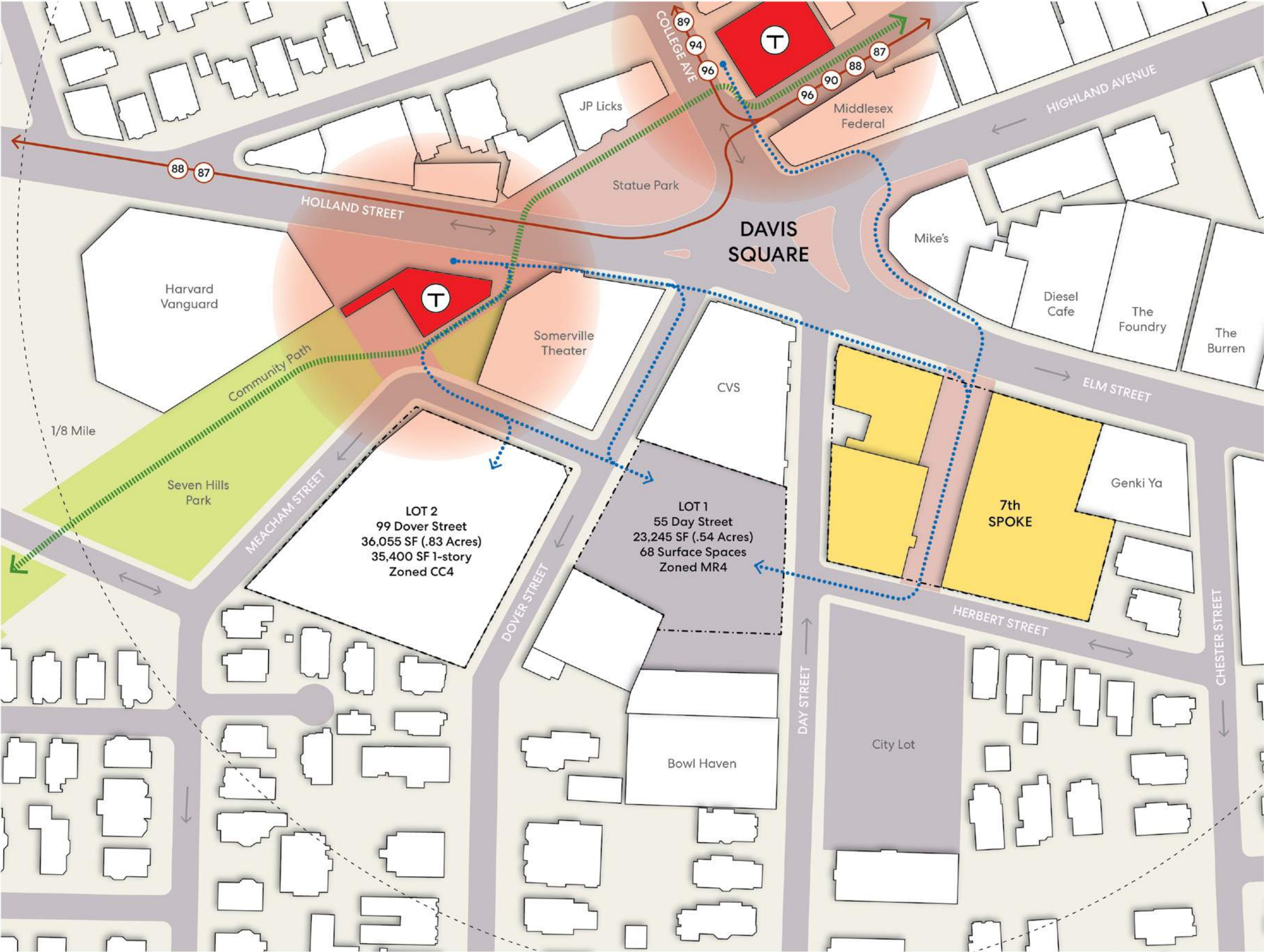
1st Floor Program

- Retail
- Restaurant
- Office
- Residential
- Civic

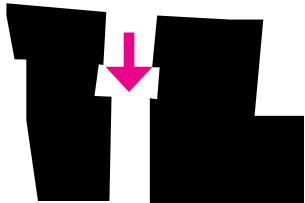


Existing Conditions

Connectivity / Mobility



From Existing Plaza



From Herbert Street



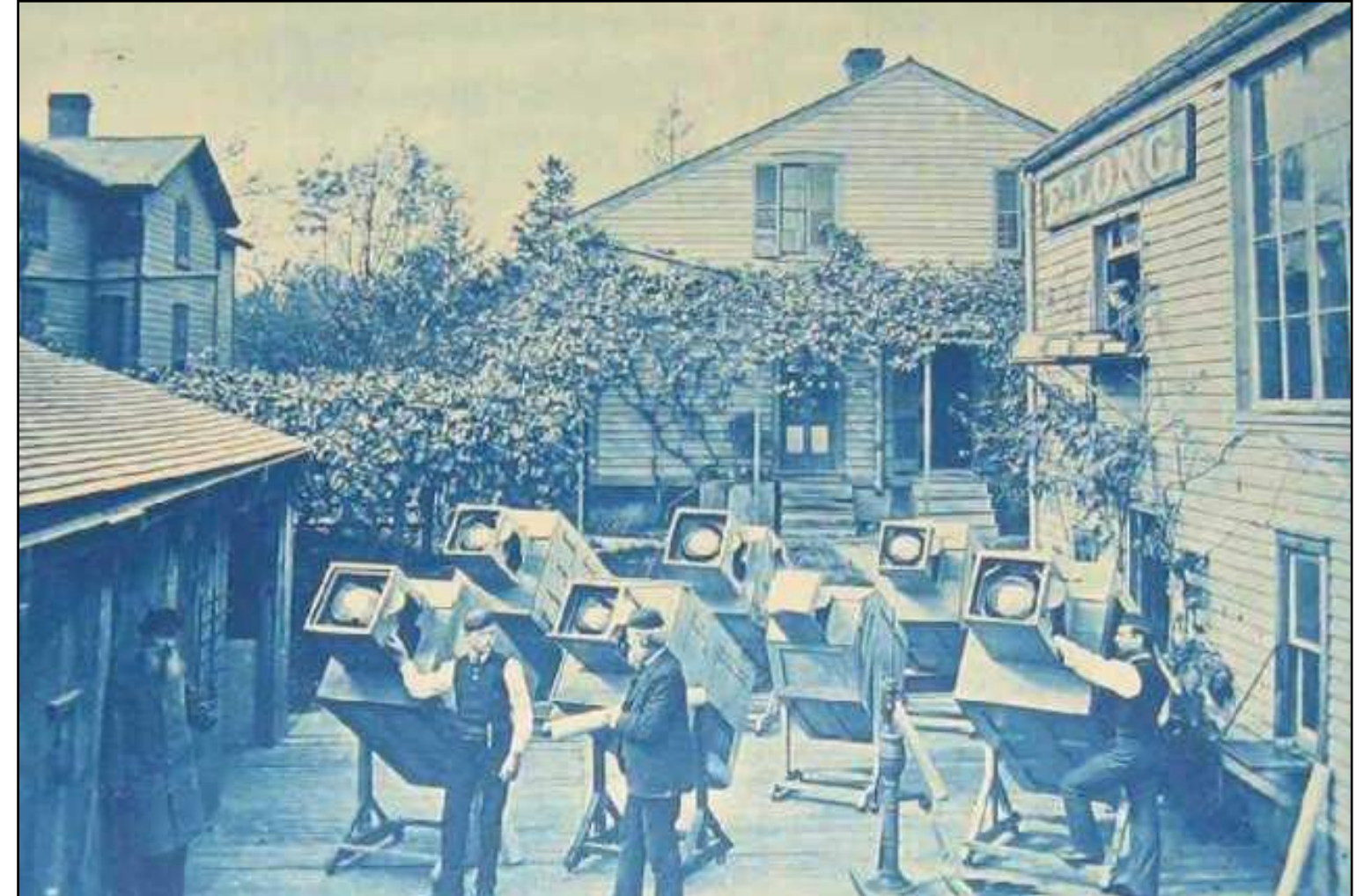
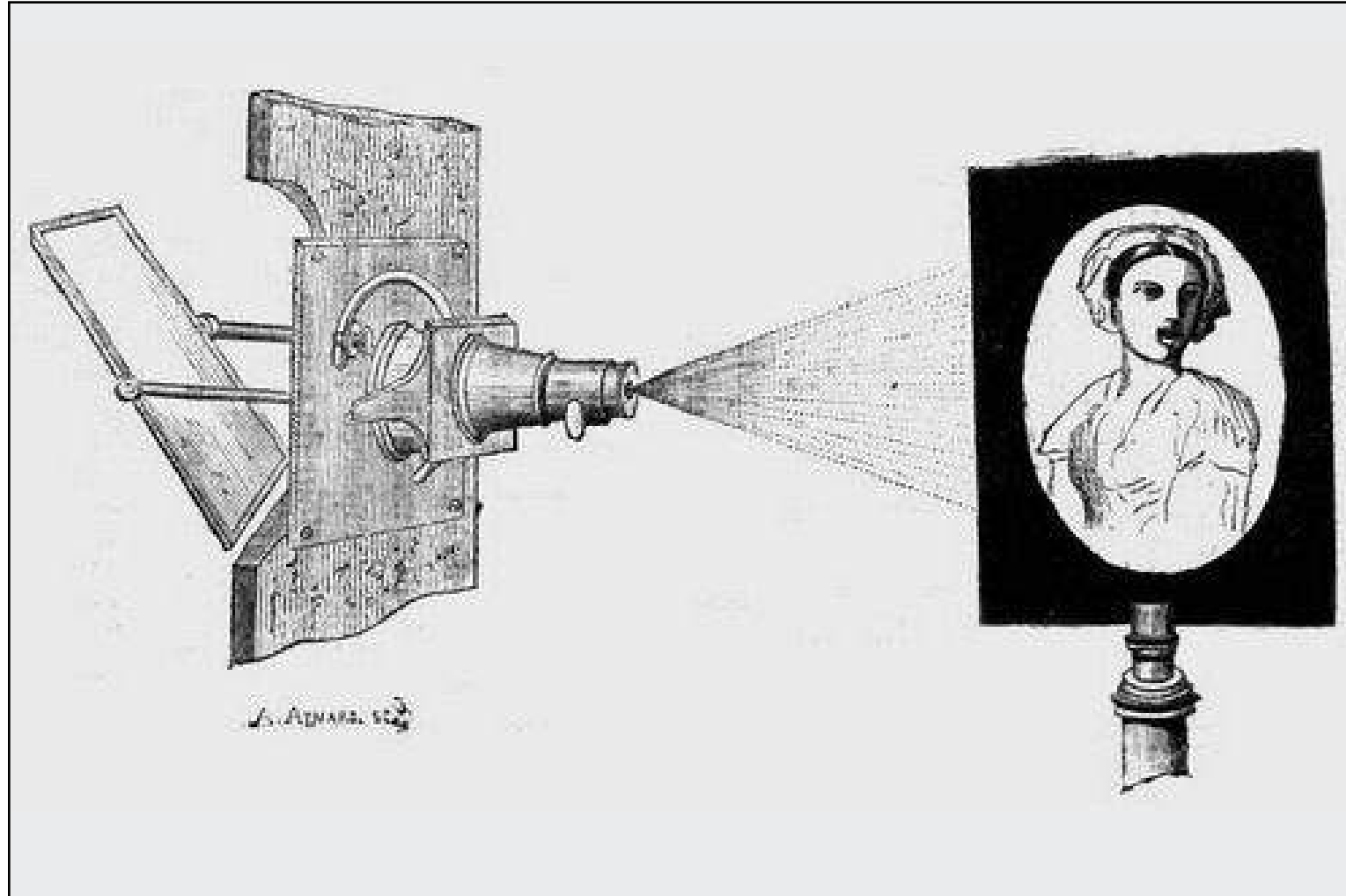
History of Place

Infrastructure + Development



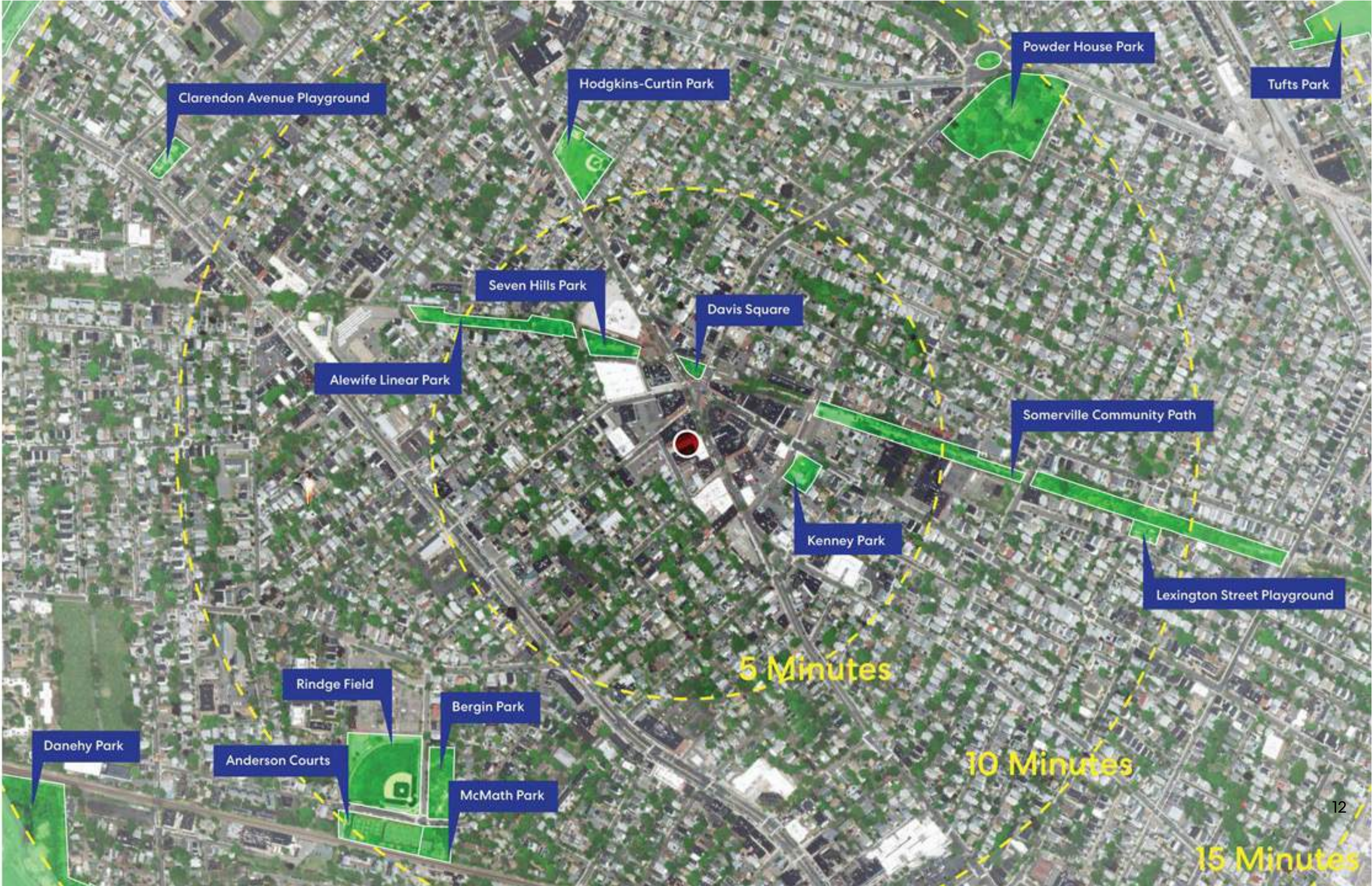
History of Place

Artisan Beginnings



Sprague and Hathaway - Solar Enlarging, Framing, Artist Studio

Nearby Open Spaces



Davis Square



Somerville Open Spaces



Kenney Park



Seven Hills Park



Alewife Linear Park



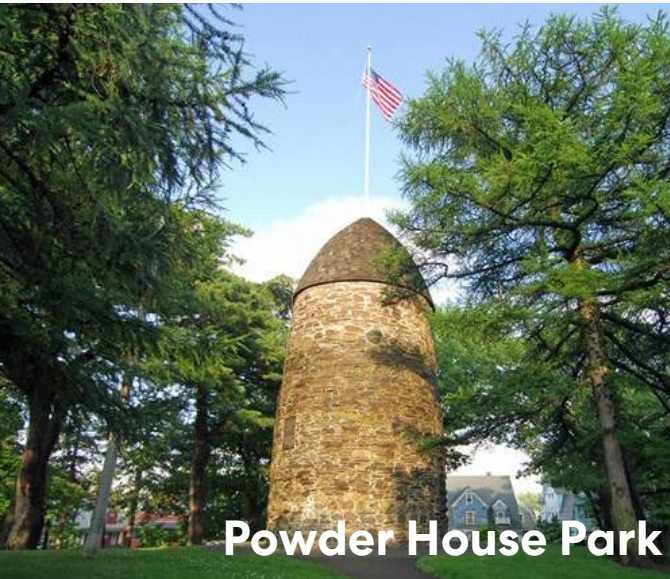
Lexington St. Playground



Somerville Community Path



Hodgkins-Curtin Park



Powder House Park



Rindge Field



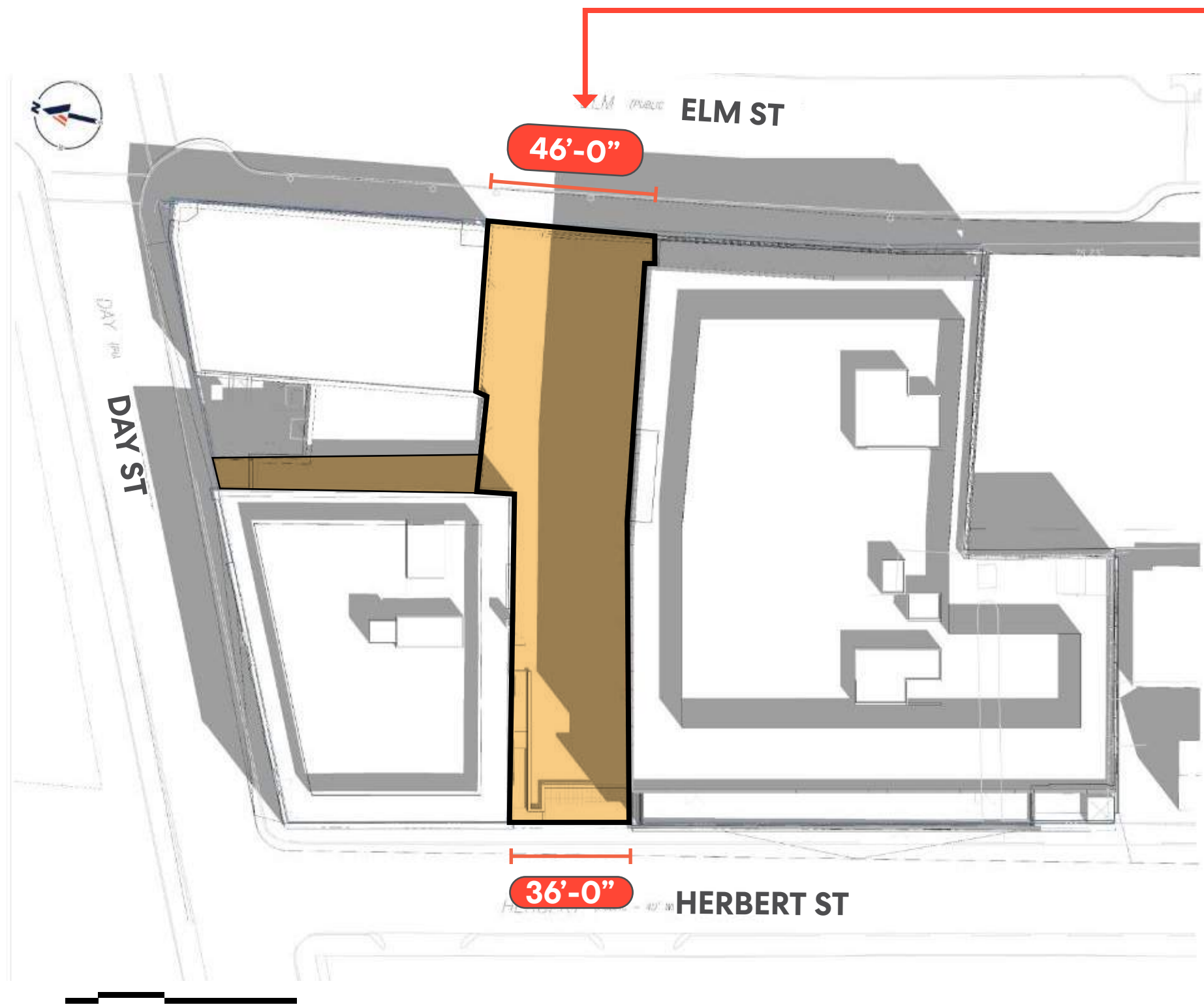
Bergin Park



Local Precedents
Bow Market



Through Block Space Guidelines



Plaza Dimensions

SF: 7,480

Plaza Requirements

- Trees: 5.0
1 Large Tree per 1,500 SF
- Landscaped Area: 748 SF
Minimum 10% SF
- Pervious Pavement: 5,240 SF
Minimum 70% SF
- Seating: 100 Linear Feet
1 Linear Foot per 75 SF
- Tables: N/A

Engagement



Neighborhood Meetings:

- + March 17th, 2021
- + April 29th, 2021
- + November 9th, 2021

Public Space/ Urban Forestry:

- + July 26th, 2021
- + September 14th, 2021
- + November 29, 2021
- + January 4th, 2022



Engineering Review:

- + July 16th

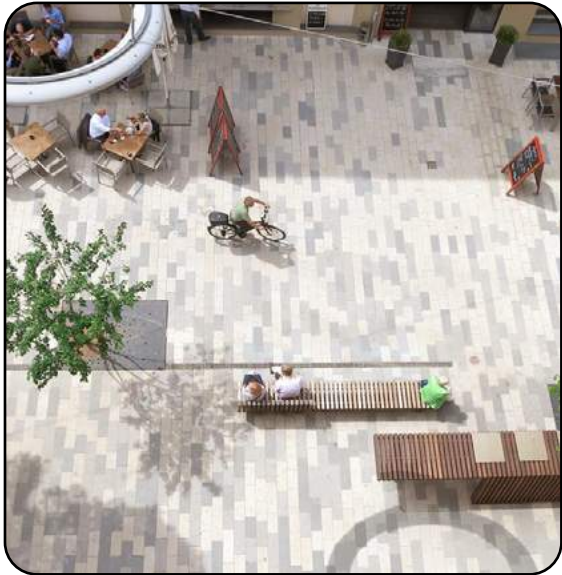
Historic Meeting:

- + July 26th, 2021
- + November 29, 2021

Engagement
Somerville HS



Civic Space Plan



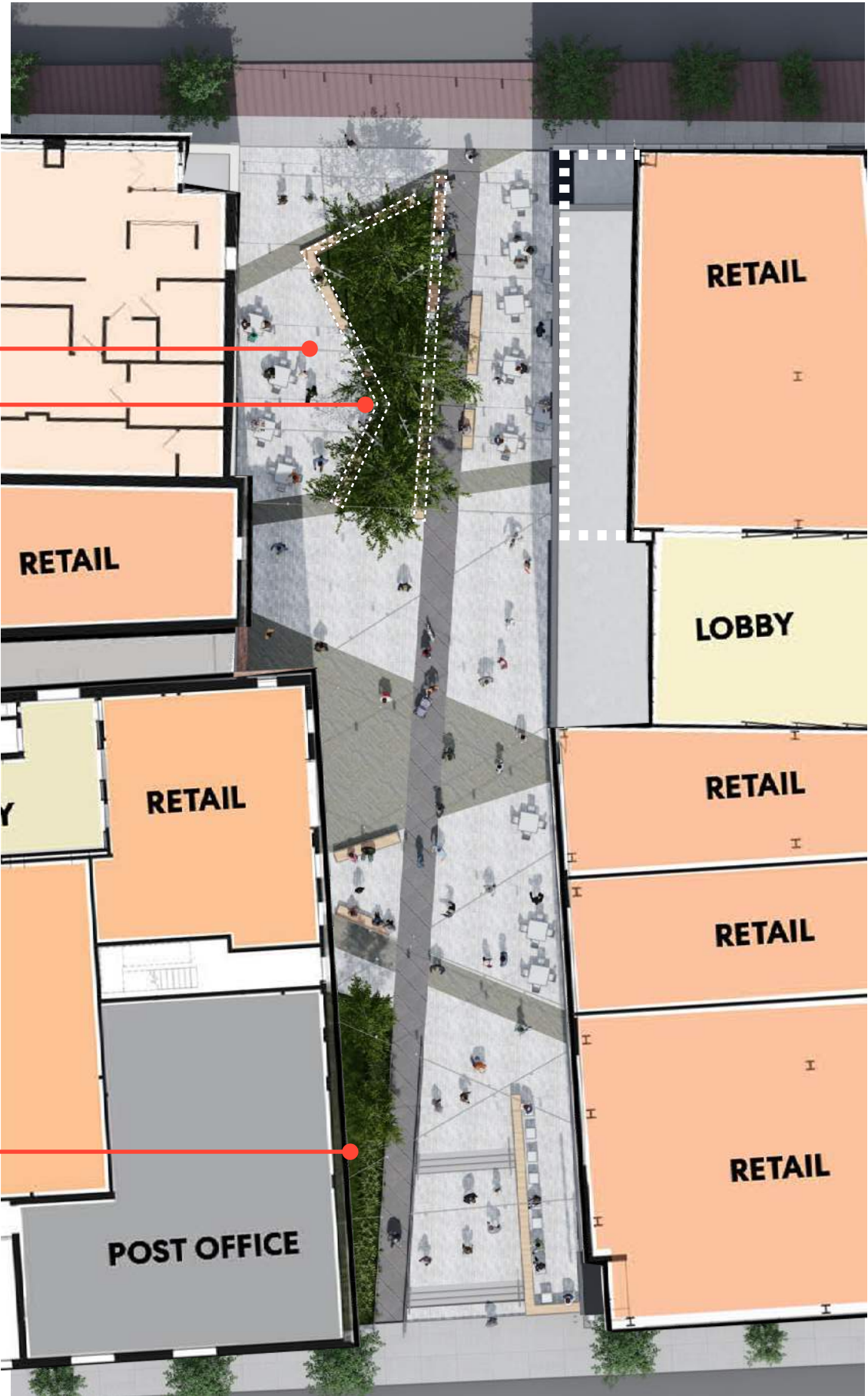
Pervious Paving



Site Furnishings



Places to meet/ rest



Programming Opportunities

FARMER'S MARKET

(4) 10x10' Stalls



Programming Opportunities
MUSIC FESTIVAL

400-500 Standing



Programming Opportunities

ARTS/ SCULPTURE

2-3 Large Outdoor Works



Programming Opportunities

FOOD FESTIVAL

(2) 10x10' Food/ Bev Stalls
(10) Tables with Benches



Site Material Palette



Light colored pavers



Stainless steel poles to support catenary lights



Light poles



Catenary lights



Selux Lanova



Pervious paving with moveable tables and chairs



Custom wood benches

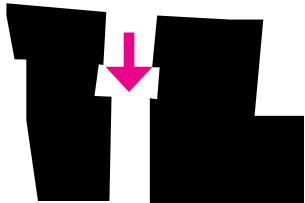


Honey locust trees



Sculptural furnishings

Elm Street Plaza View



Elm Street Plaza View



Plaza View from Herbert Street



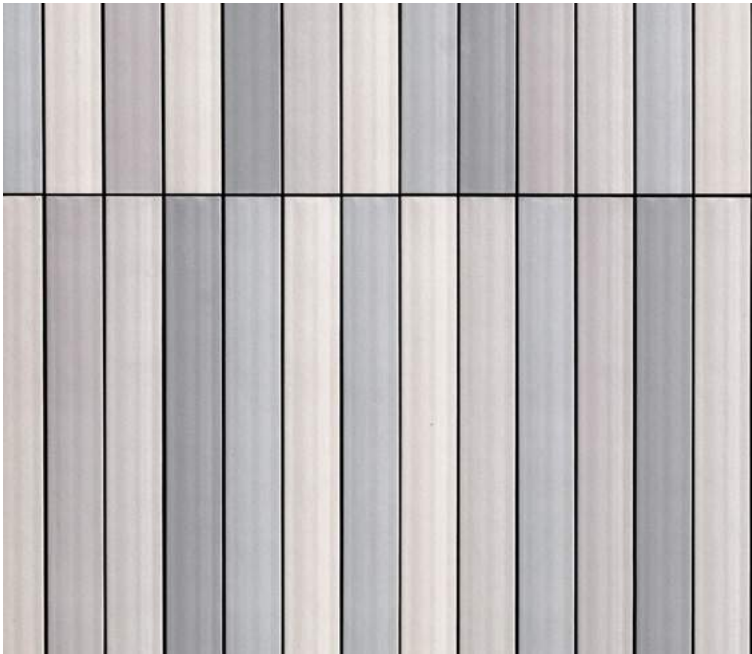
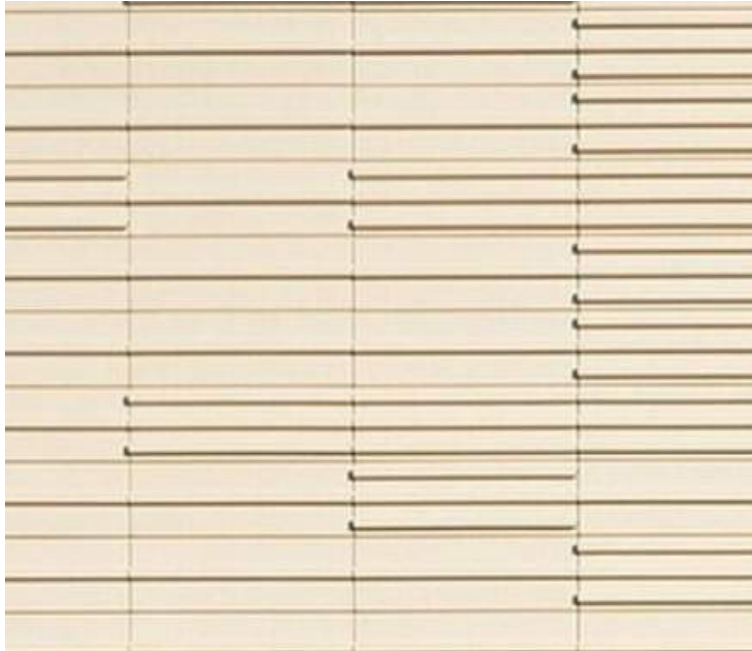
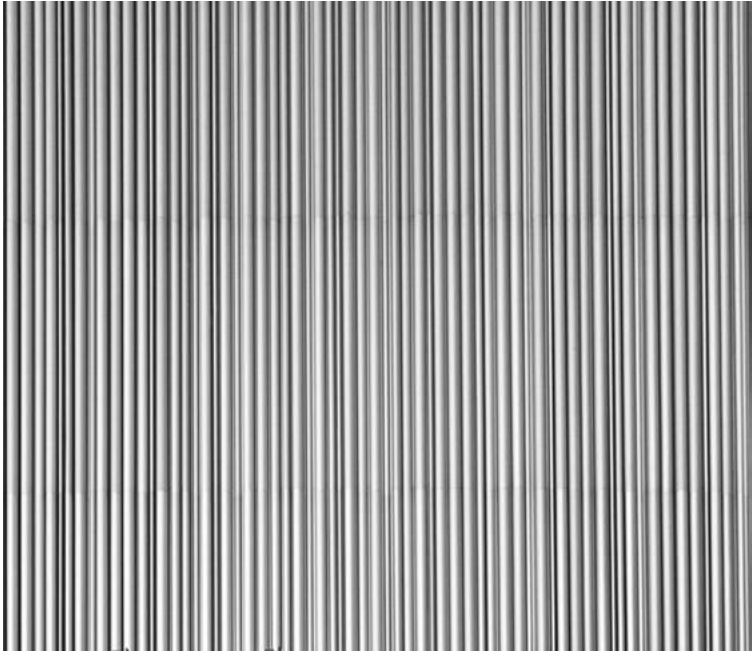
Plaza View from Herbert Street



CONTEXTUAL INSPIRATION
POST OFFICE - 58 DAY ST

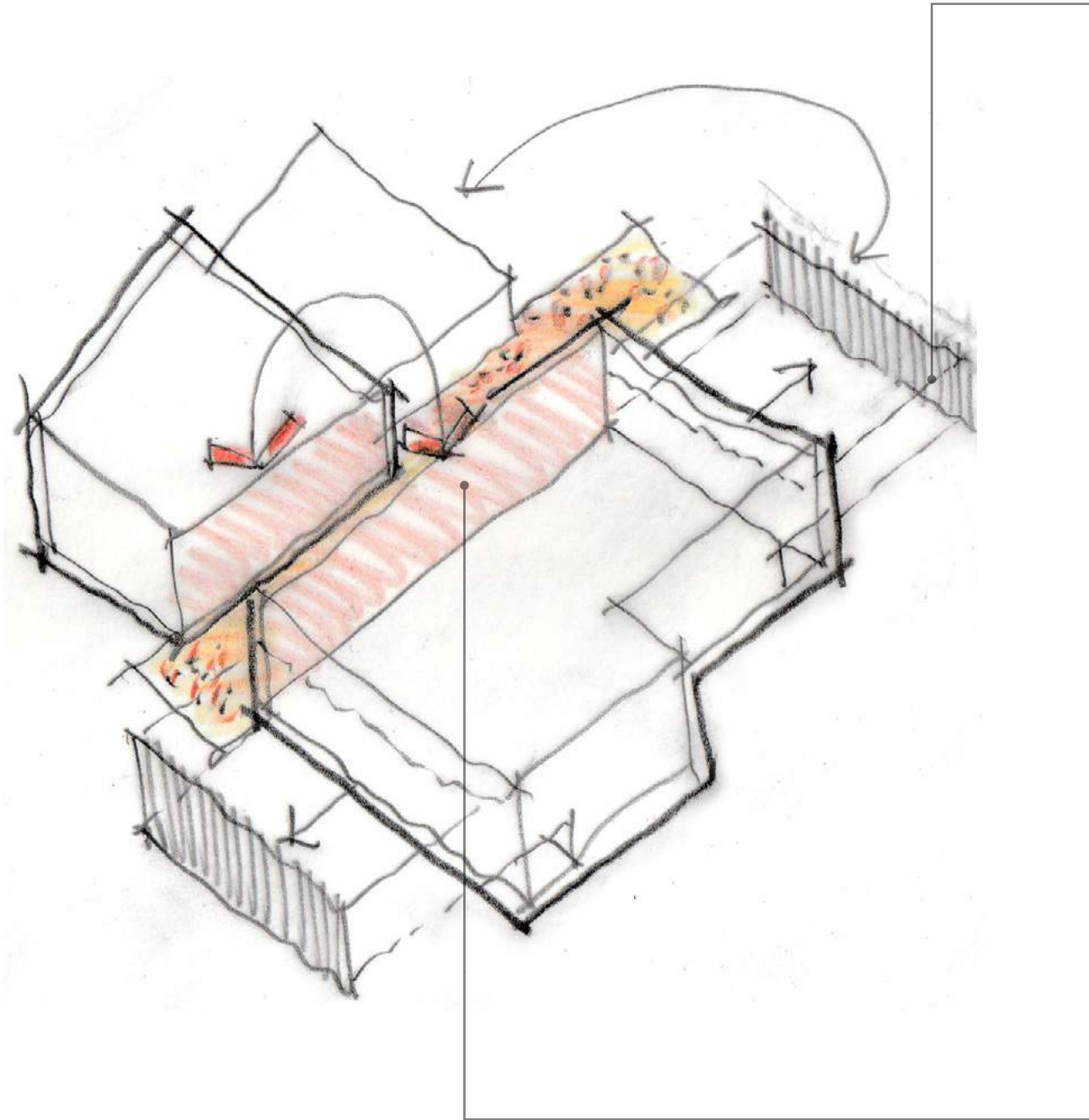


CONTEMPORARY INSPIRATION
INNOVATIVE CLADDING



KENT STATE ARCH SCHOOL - WEISS MANFREDI

CONTEXTUAL INSPIRATION
MATERIALITY

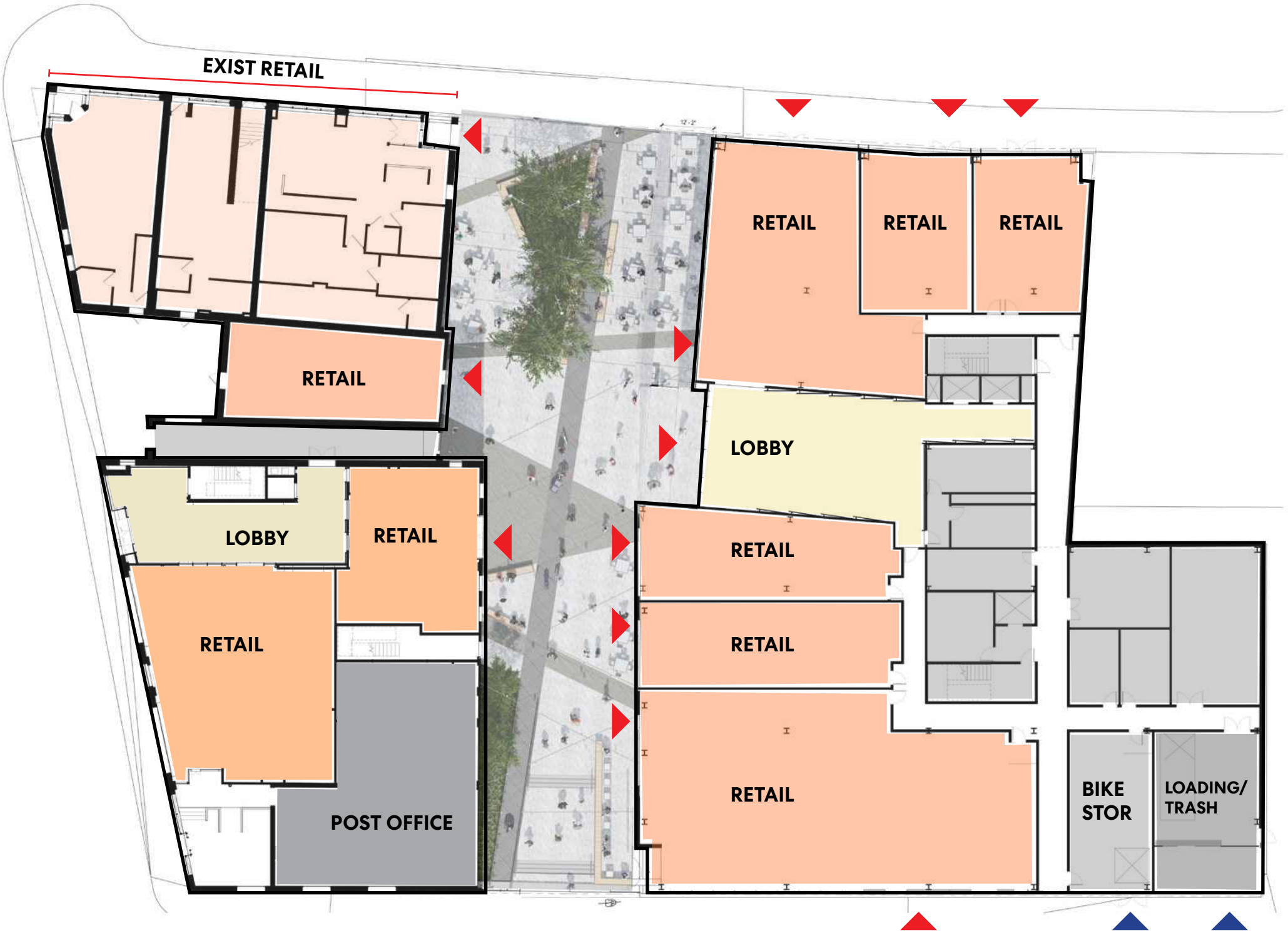


BOOKENDS - SMOOTH, REFLECTIVE, GLAZED, MONOLITHIC



PLAZA - TEXTURE, TONE, COURSING

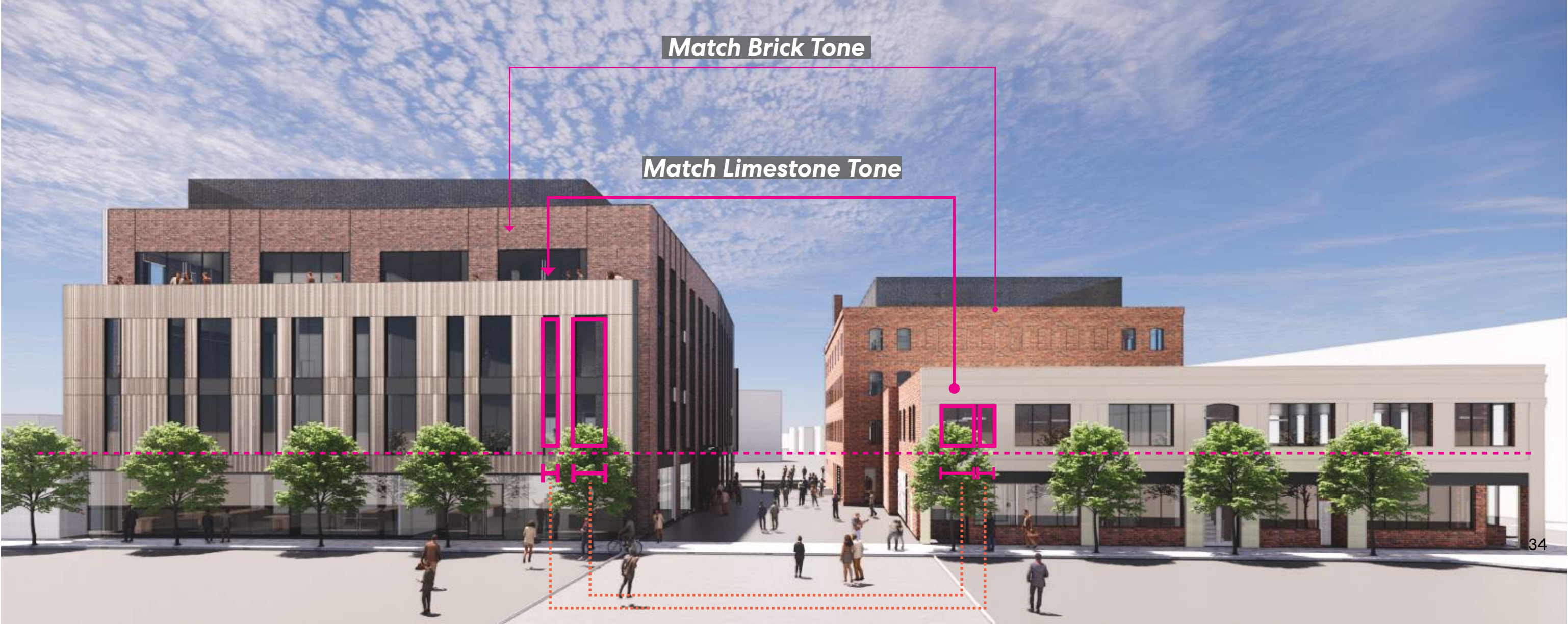
Ground Floor Plan



Elm Street Elevation



Elm Street Elevation
Regulating Lines

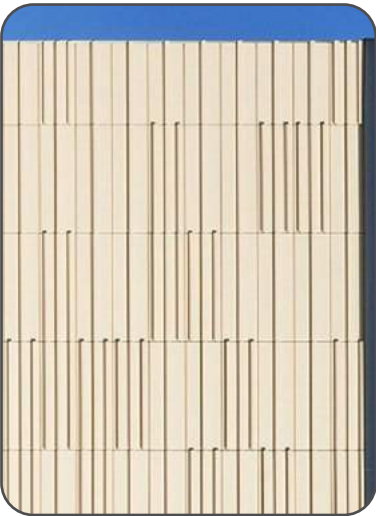


Match Brick Tone

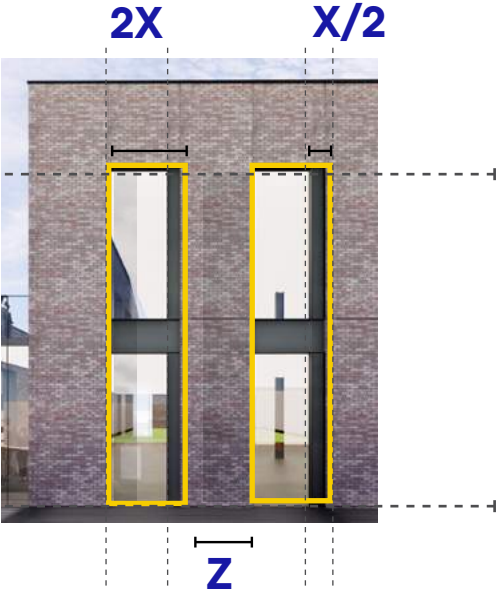
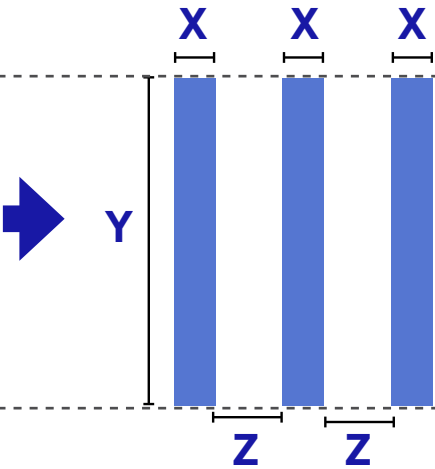
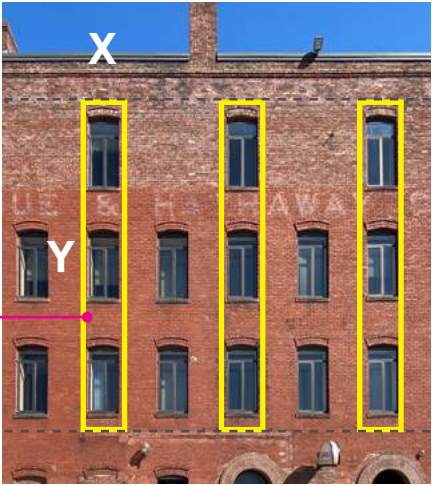
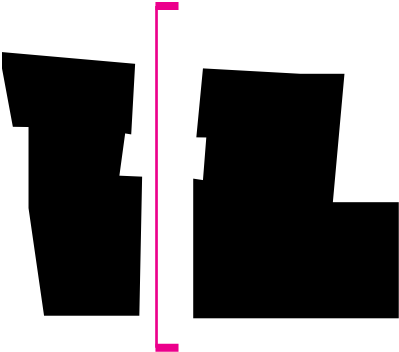
Match Limestone Tone

Match Window Proportions

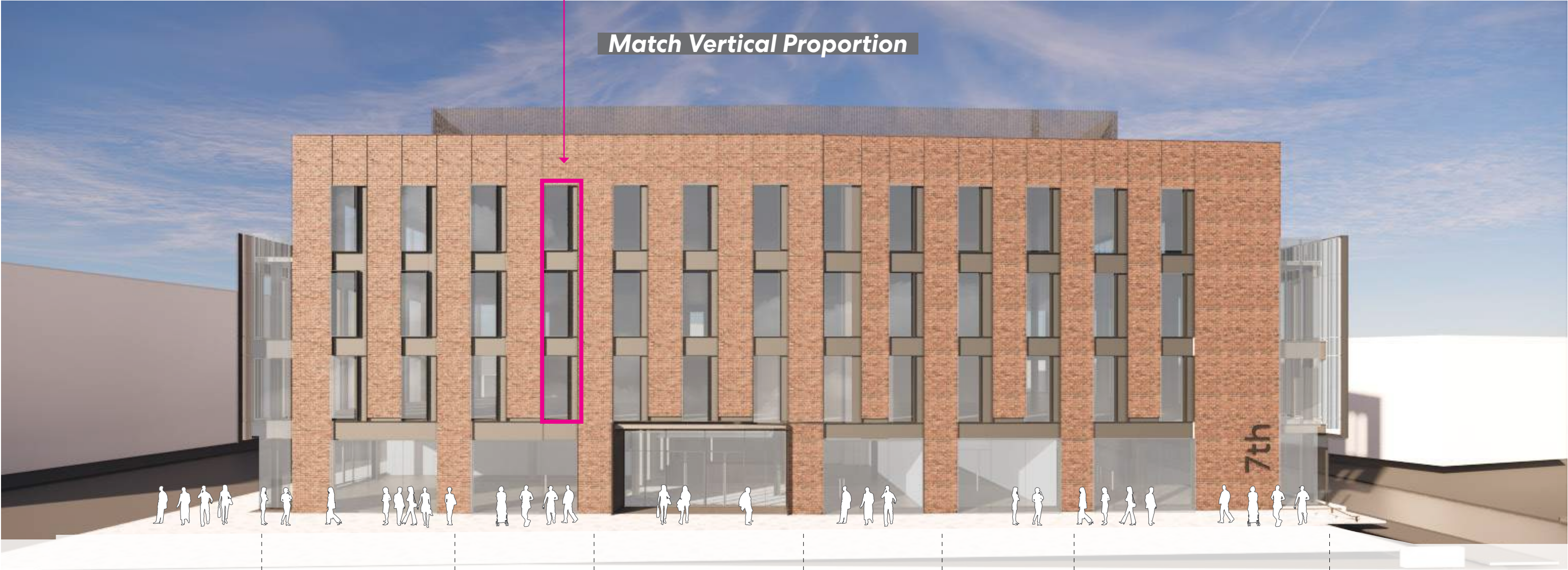
FACADE OPTIONS
03: Bookend - **PW PREFERENCE**



Elm Street Elevation
Context Inspiration



Match Vertical Proportion



RETAIL

RETAIL

LOBBY

RETAIL

RETAIL

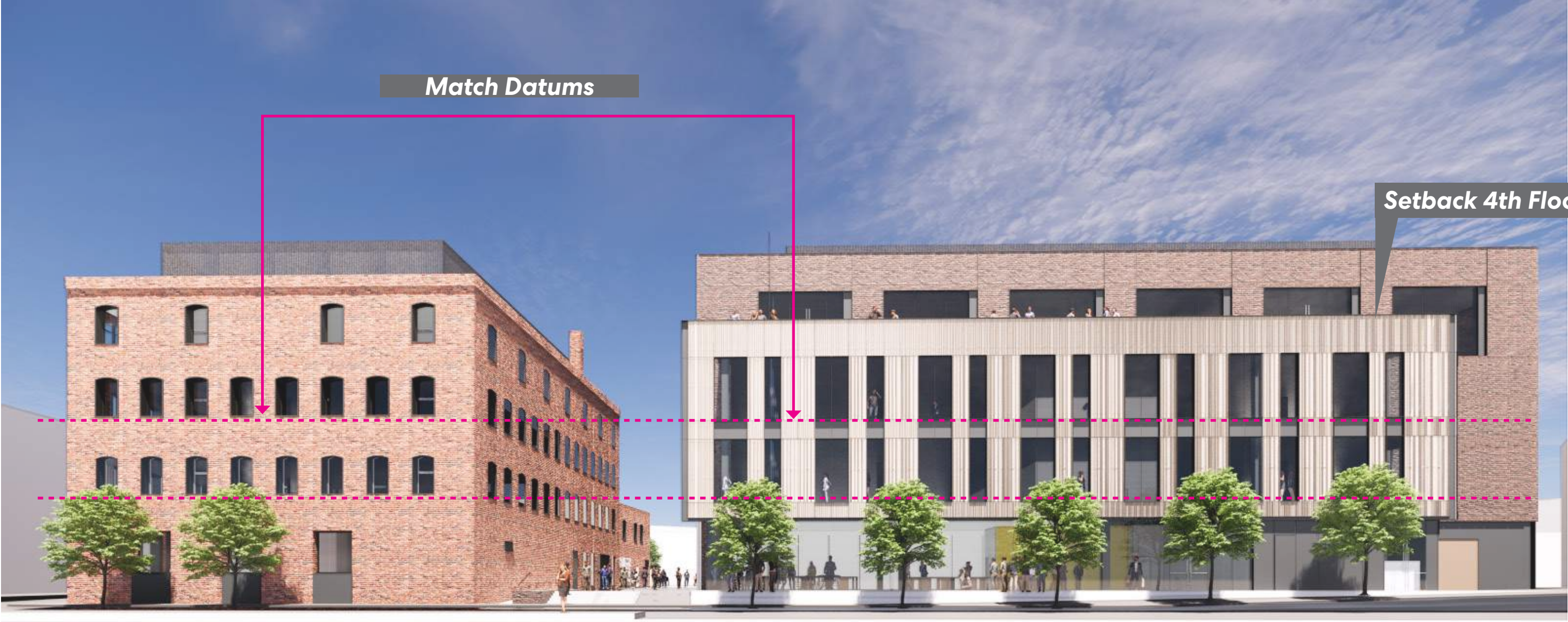
RETAIL

7th

Herbert Street Elevation

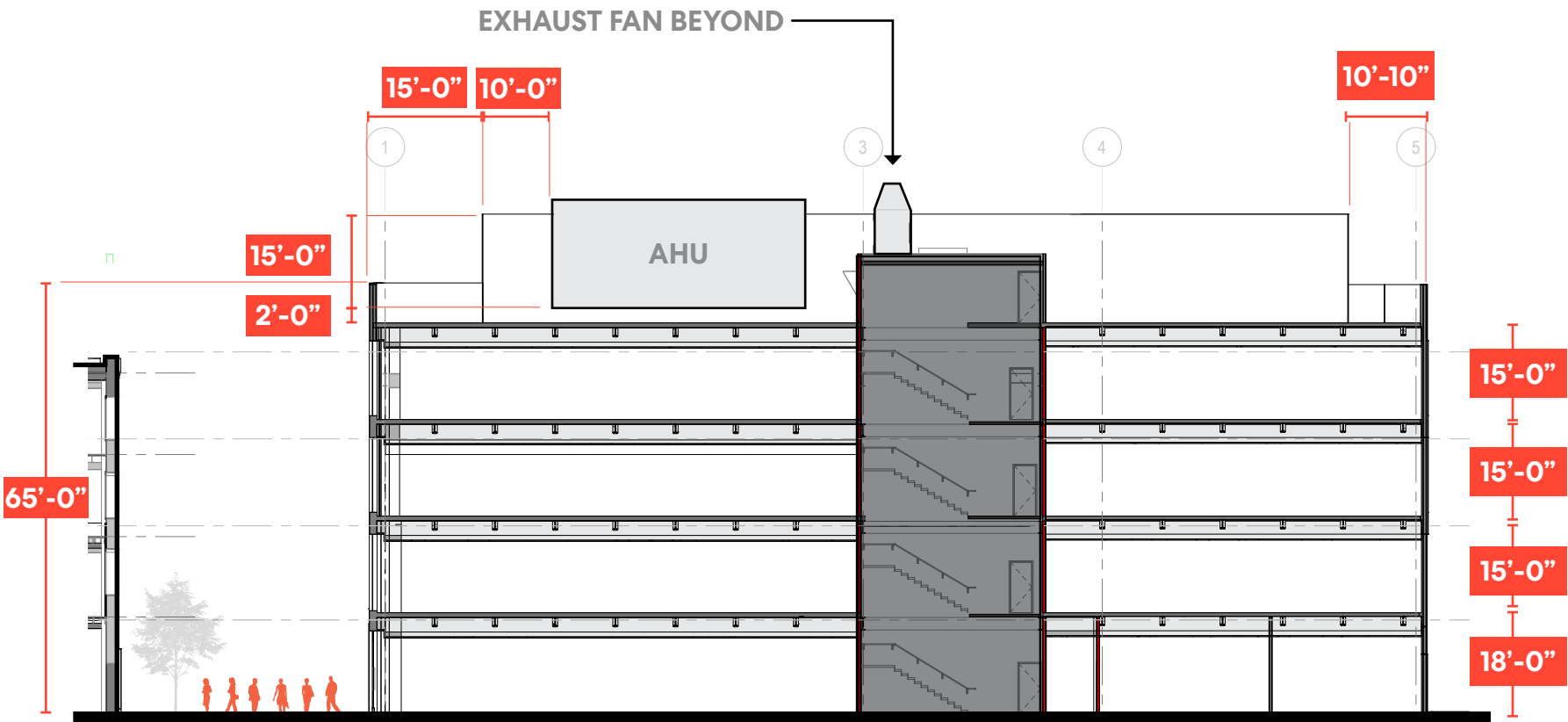
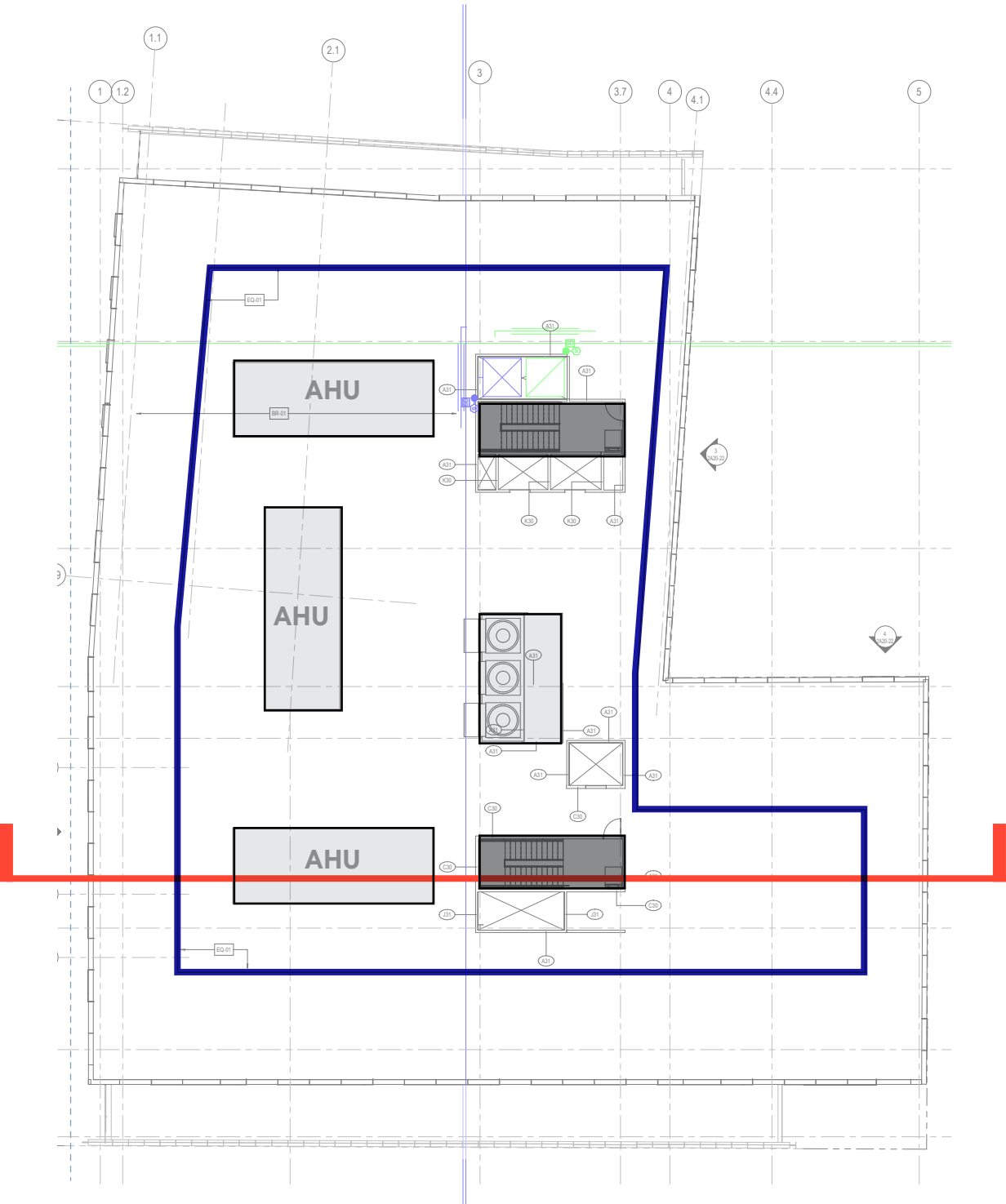


Elm Street Elevation
Context Inspiration



Schematic Equipment at PH

PH VIEW





View from Elm Street



View from Herbert Street



View from Herbert Street



View from Day and Herbert Street



View from Day and Herbert Street



Aerial View



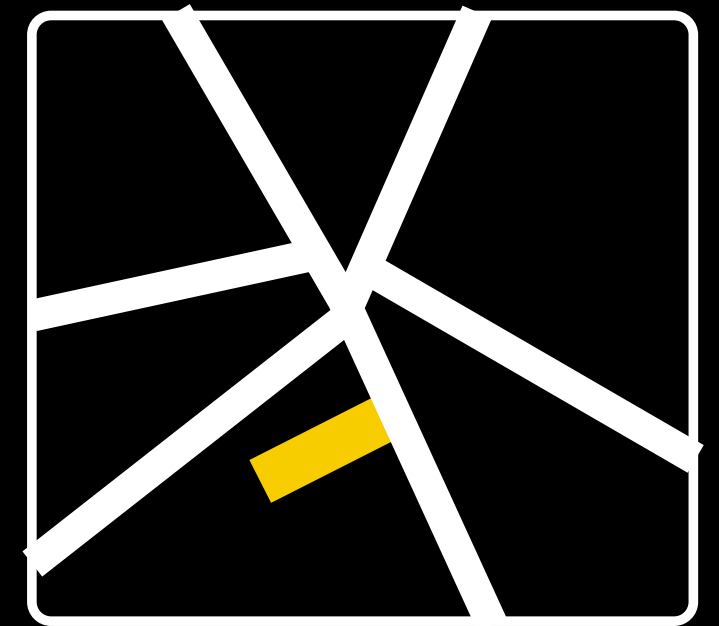
Elm Street Plaza

7th Spoke - Urban Design Commission Meeting

06.21.22 - Neighborhood Meeting

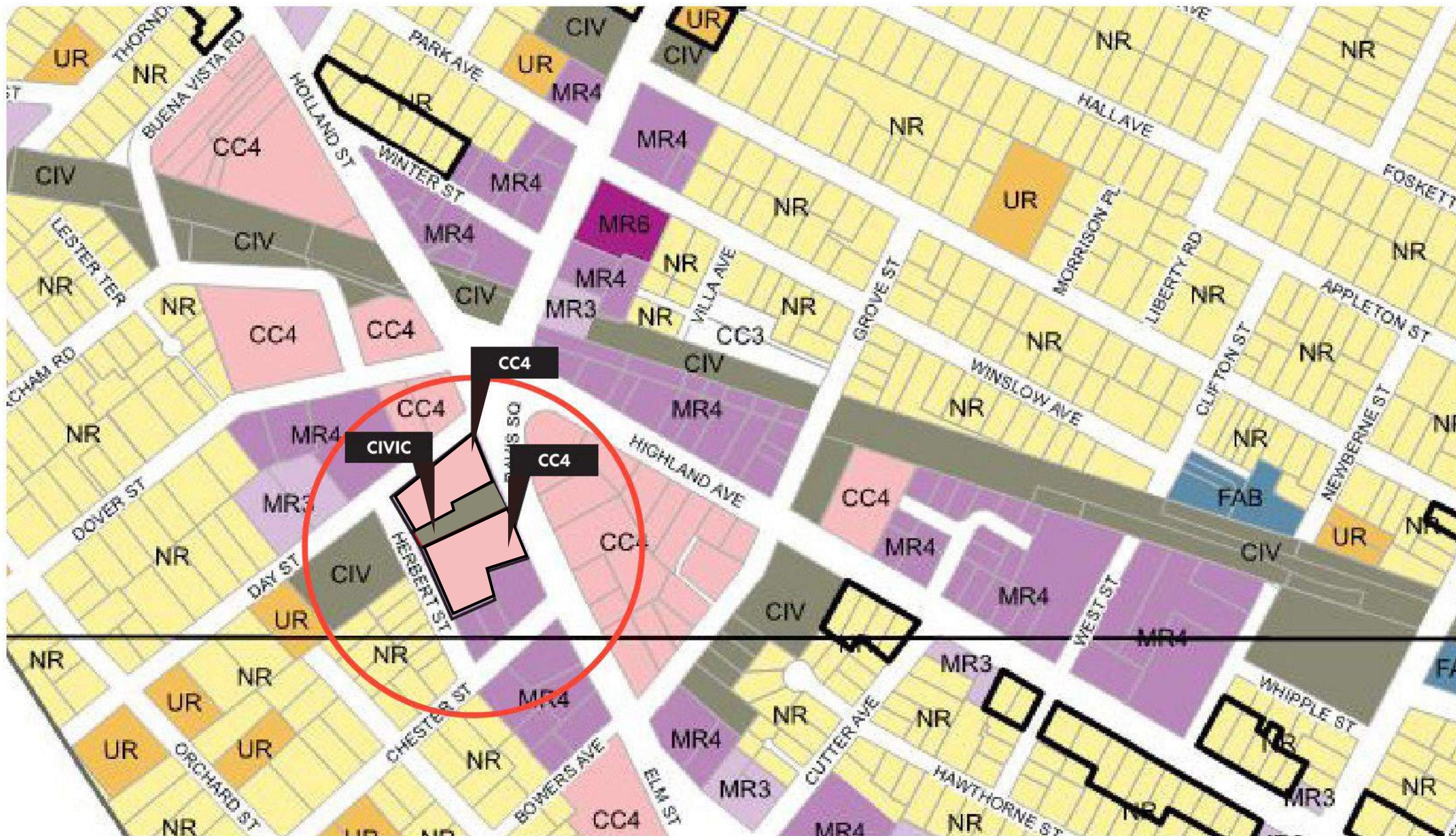
Please reach out with questions at www.7thspokesomerville.com

Elm Street Redevelopment

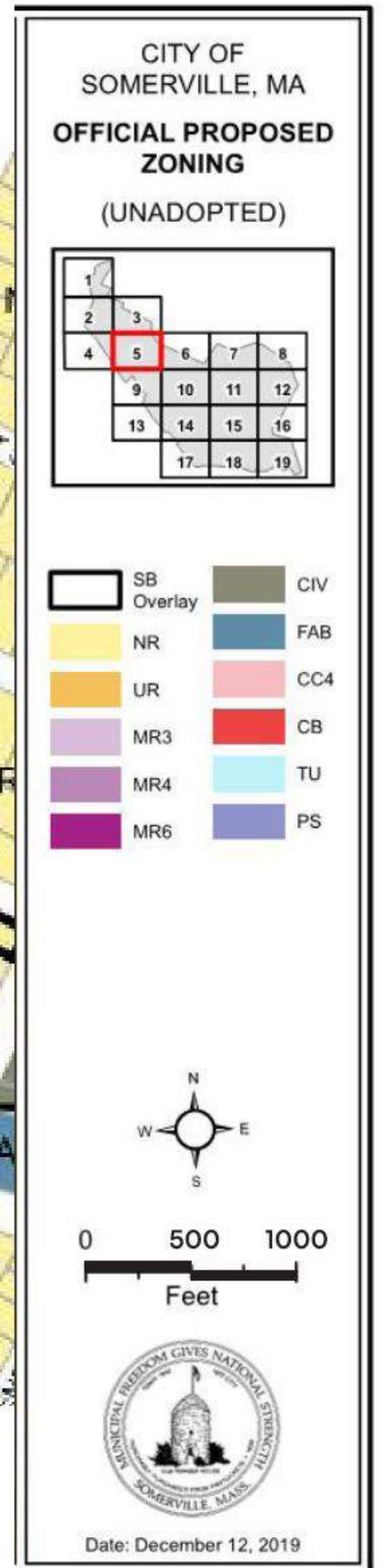


APPENDIX

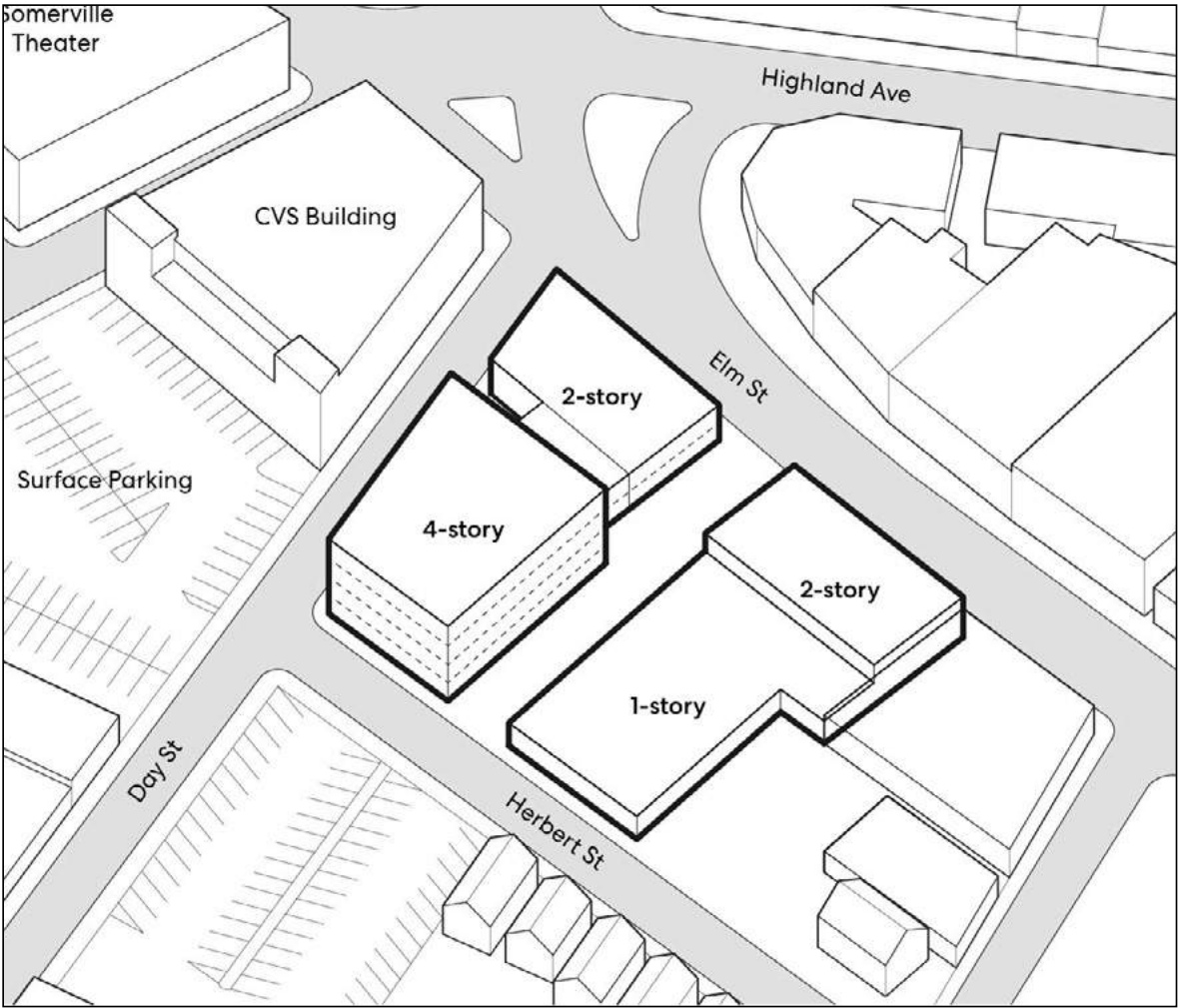
Enlarged Zoning Map



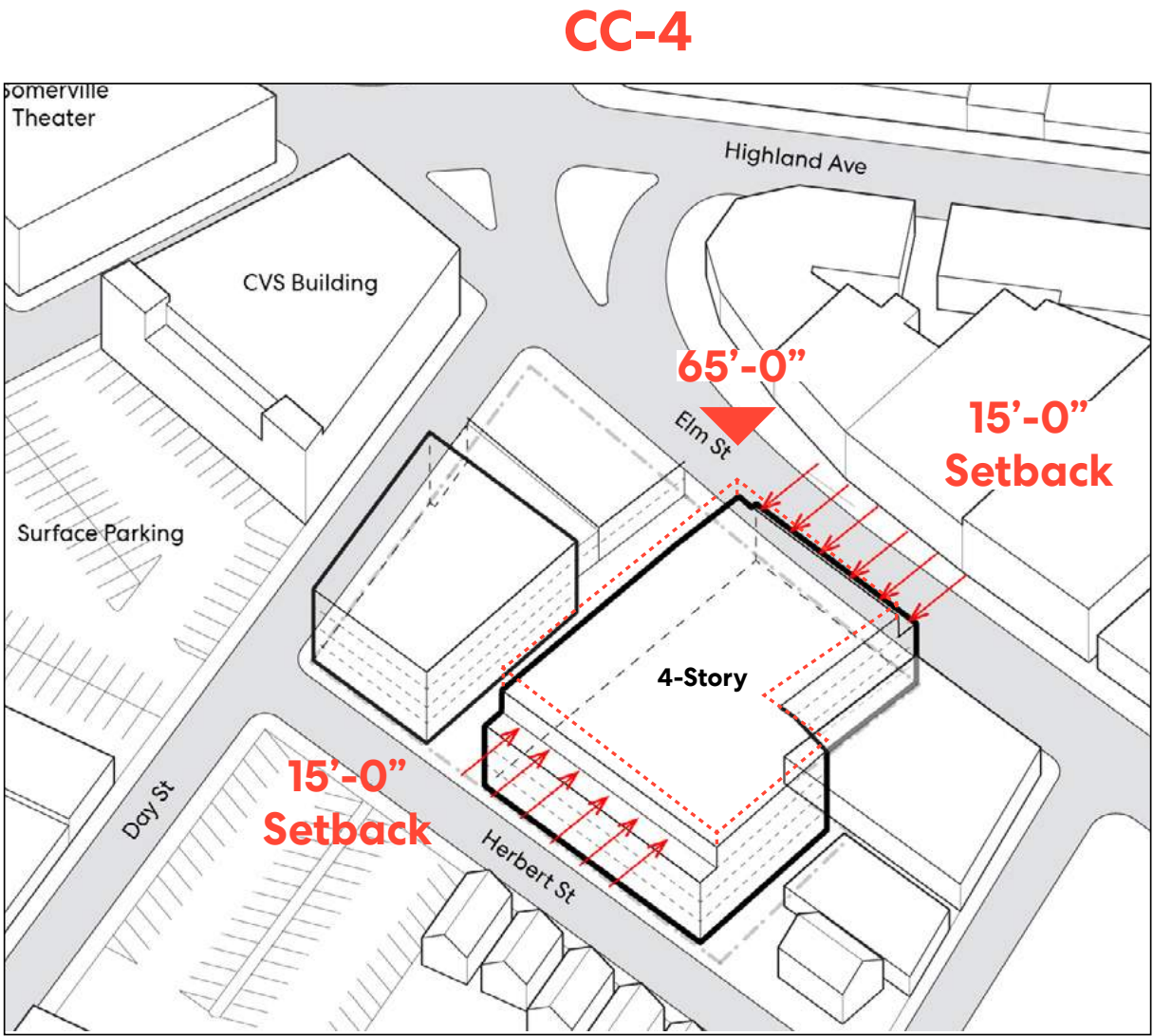
CC4 - COMMERCIAL CORE 4



Massing Per Zoning



Existing Conditions Massing



Proposed Massing Per Zoning Change
Allowable Floor Plate: 21,000 SF
(Under Zoning Maximum 35,000)
Ground Floor Height: 18'-0"
Floor to Floor Height: 15'-8"

Phase 2

Pedestrian Wind Study - RWDI

REPORT

DAVIS SQUARE PLAZA - PHASE 2

SOMERVILLE, MA

PEDESTRIAN WIND ASSESSMENT

PROJECT # 2104854

SEPTEMBER 10, 2021

RWDI

REPORT

SUBMITTED TO

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1. INTRODUCTION

RWDI

RWDI was retained to assess the potential pedestrian wind conditions around the proposed Davis Square Plaza Phase 2 development in Somerville, MA (Image 1). This qualitative assessment is based on the following:

- a review of the regional long-term meteorological data from Boston Logan International Airport;
- design drawings received by RWDI on September 2, 2021;
- wind-tunnel studies undertaken by RWDI for similar projects in the Somerville area;
- our engineering judgment, experience and expert knowledge of wind flows around buildings¹⁻³; and,
- use of software developed by RWDI (Windestimator[®]) for estimating the potential wind conditions around generalized building forms.

This qualitative approach provides a screening-level estimation of potential wind conditions. Conceptual wind control measures to improve wind comfort are recommended, where necessary.

Note that other wind issues, such as those related to cladding and structural wind loads, air quality, door operability, noise and vibration, etc., are not considered in the scope of this assessment.

Image 1: Rendering of the proposed development (view from northeast)

Courtesy of Perkins & Will

1. C.J. Williams, H. Wu, W.F. Waechter and H.A. Baker (1999), "Experience with Remedial Solutions to Control Pedestrian Wind Problem", 10th International Conference on Wind Engineering, Copenhagen, Denmark.

2. H. Wu, C.J. Williams, H.A. Baker and W.F. Waechter (2004), "Knowledge-based Desk-Top Analysis of Pedestrian Wind Conditions", ASCE Structure Congress 2004, Nashville, Tennessee.

3. H. Wu and F. Krüsk (2012), "Designing for Pedestrian Comfort in Response to Local Climate", Journal of Wind Engineering and Industrial Aerodynamics, vol.104-106, pp.397-407.

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Pedestrian Wind Assessment

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2. SITE & BUILDING INFORMATION

RWDI

The project site is located at the south intersection of Day St. and Elm St. (Image 2). Phase 1 of the development is located right at the intersection and Phase 2 is to its immediate south. The site of Phase 2 is currently occupied by a one-story building, a two-story building and a parking lot (Image 2). The immediate surroundings include low-rise buildings and parking spaces. Boston Logan International Airport is approximately 5 miles to the southeast.

Phase 2 of the proposed project consists of a 4-story lab/office/retail building (Image 3). Pedestrian areas of interest to the current assessment include building entrances, public sidewalks, a covered public plaza and outdoor terraces at Level 4.

Image 2: Existing site and surroundings (photo credit: Google Earth)

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September 10, 2021

Image 3: 3D model of the proposed development - View from south (top) and view from northeast (bottom)

Pedestrian Wind Assessment

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3. METEOROLOGICAL DATA

RWDI

Wind statistics at Boston Logan International Airport between 1990 and 2019 were analyzed and Image 4 graphically depicts the distributions of wind frequency and directionality for the four seasons and for the annual period. When all winds are considered (regardless of speed), winds from the northwest and southwest quadrants are predominant. Northeasterly winds are also relatively frequent in the spring.

Strong winds with mean speeds greater than 20 mph (red bands in the wind roses) are prevalent from the west-northwest direction throughout the year, while the strong winds from the southwest and northeast are also common. These are critical wind directions focused on in the following discussions.

Image 4: Directional distribution of winds approaching Boston Logan International Airport (1990 to 2019)

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Pedestrian Wind Assessment

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4. PEDESTRIAN WIND CRITERIA

RWDI

The City of Somerville has adopted two standards for assessing the relative wind comfort of pedestrians.

First, the Somerville pedestrian wind design guidance criterion states that an effective gust velocity (hourly-mean wind speed + 1.5 times the root mean square wind speed) of 31 mph should not be exceeded more than one percent (1%) of the time. This criterion is hereby referred to as the gust criterion.

The second set of criteria used to determine the relative level of pedestrian wind comfort for activities such as sitting, standing, or walking. The criteria are expressed in terms of benchmarks for the 1-hour mean wind speed exceeded 1% of the time (i.e., the 99-percentile mean wind speed). They are shown in Table 1.

Table 1: Somerville Mean Wind Speed Criteria *

Uncomfortable for Walking	> 19
Comfortable for Walking	> 15 and ≤ 19 mph
Comfortable for Standing	> 12 and ≤ 15 mph
Comfortable for Sitting	≤ 12 mph

* Applicable to the mean wind speed exceeded one percent (1%) of the time.

Image 5: General wind flow around buildings

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Pedestrian Wind Assessment

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5. PEDESTRIAN WIND CONDITIONS

RWDI

5.1 Background

Predicting wind speeds and frequencies of occurrence is complicated. It involves the assessment of building geometry, orientation, position and height of surrounding buildings, upwind terrain, and the local wind climate. Over the years, RWDI has conducted thousands of wind tunnel model studies on pedestrian wind conditions around buildings, yielding a broad knowledge base. This knowledge has been incorporated into RWDI's proprietary software that allows, in many situations, for a screening-level qualitative estimation of pedestrian wind conditions without wind-tunnel testing.

Short buildings do not redirect winds significantly to cause adverse wind conditions at pedestrian areas (Image 5a). Buildings taller than their surroundings tend to intercept the stronger winds at higher elevations and redirect them to the ground level (Downwashing, Image 5b). These winds subsequently flow around exposed building corners (Corner Acceleration, Image 5c), and between the gaps of adjacent buildings (Channeling Effect, Image 5d), causing increased wind activity at grade. If these building / wind combinations occur for prevailing winds, there is a greater potential for increased wind activity and uncomfortable conditions.

Image 5: General wind flow around buildings

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Pedestrian Wind Assessment

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5. PEDESTRIAN WIND CONDITIONS

RWDI

5.2 No Build

The existing buildings on site are low rise and therefore not expected to interact much with the prevailing winds. Also, the site is protected from the prevailing northwesterly winds by the Phase 1 building of the proposed development as well as a number of other 3-4 story buildings in that direction. Wind conditions along the adjacent sidewalks are likely comfortable for sitting or standing on an annual basis. Wind speeds are expected to meet the effective gust criterion throughout the year.

5.3 Build

The proposed Phase 2 has a similar height as the Phase 1 building to its northwest and, therefore, is not exposed to winds from the northwesterly direction. However, it is exposed to southwesterly and northeasterly winds (see Image 6). The 4-story building itself isn't tall and not expected to significantly interact with the prevailing winds; however, southwesterly and northeasterly winds are expected to accelerate through the covered plaza between Phases 1 and 2.

Wind conditions on and around the project are expected to meet the effective gust criterion and uncomfortable mean wind speeds not be anticipated in any season.

Sidewalks

Day St. is separated from Phase 2 by the Phase 1 building, and it is far

Image 6: Ground floor plan

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Pedestrian Wind Assessment

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5. PEDESTRIAN WIND CONDITIONS

RWDI

Covered Plaza

As a result of acceleration of southwesterly and northeasterly winds through the covered plaza between Phases 1 and 2, slightly higher wind speeds are expected throughout the plaza. Wind conditions are expected to be comfortable for standing on an annual basis, while walking conditions might occur during spring and winter seasons. These conditions are considered appropriate for the intended use of the plaza. If reduced wind speeds during the winter and spring seasons are desired, we recommend including landscaping elements such as planters and windscreens at both ends and throughout the plaza. Examples of these mitigation measures are shown in Image 8.

Level 4 Terraces

The terrace on the east side of the building at Level 4 will be exposed to northeasterly winds while the one on the west side will be exposed to southwesterly and northwesterly winds (see Image 7). These terraces have a parapet around them which is a positive feature in providing protection from prevailing winds. We recommend including partitions and planters to break up the winds that may potentially accelerate along these long terraces, if lower wind speeds are desired.

Building Entrances

The main entrance (marked with a red triangle in Image 6) is recessed into the facade which is a positive design feature as it provides a protected area for pedestrians to take shelter on windy days. Appropriate conditions are expected at this entrance year-round. Wind speeds at other secondary entrances along the north facade might be occasionally higher than desired during the winter and spring seasons. If these entrances are used frequently, we recommend recessing them or installing wind screens on both sides of them. Examples of these mitigation measures are shown in Image 8.

Image 7: Level 4 terraces

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Pedestrian Wind Assessment

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6. SUMMARY

RWDI

RWDI was retained to provide an assessment of the potential pedestrian wind conditions on and around the proposed Davis Square Plaza Phase 2 development in Somerville, MA. Our assessment was based on the local wind climate, the current design of the proposed project, our experience with wind tunnel testing of similar buildings, and screening-level modeling of wind flows around buildings.

Our findings are summarized as follows:

- Wind conditions on and around the project are expected to meet the effective gust criterion and uncomfortable mean wind speeds are not anticipated in any season.
- Suitable wind conditions are predicted on an annual basis at the entrances, adjacent public sidewalks and the covered plaza.
- Slightly higher wind speeds might occur through the plaza and at the secondary entrances along the north facade during spring and winter seasons. If reduced wind speeds are desired, conceptual wind mitigation features recommended in the report can be incorporated.
- Suitable wind speeds are expected on the outdoor terraces at Level 4 during the summer.

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Pedestrian Wind Assessment

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Phase 1

Wind Wake

Study - RWDI

<div><div>FINAL REPORT</div><div><div></div><div></div></div><div>58 DAY STREET, SOMMERVILLE, MA <div>EXHAUST DISPERSION ASSESSMENT RWDI # 21Q-4854 September 7, 2021</div></div><div><div>SUBMITTED TO</div><div>Ryan Kurbaun, AIA, NCARB, LEED PA Associate / Project Designer rkurbaun@perkinswill.com</div><div>Perkins & Will 225 Franklin Street, Suite 1100 Boston, MA 02110</div></div><div><div>SUBMITTED BY</div><div>Martin Stangl, P. Eng., IntPE (Canada) Technical Director / Associate martin.stangl@rwdi.com</div><div>John Alberico, MSc, CCEP, WELL AP Senior Project Consultant / Principal john.alberico@rwdi.com</div><div>Greg Thompson, M.A.Sc. Senior Project Manager / Principal greg.thompson@rwdi.com</div><div>RWDI 600 Southgate Drive Guelph, Ontario, Canada N1G 4P5 T: 519.823.1311 F: 519.823.1315</div></div><div><div>THIS DOCUMENT IS PREPARED FOR THE EXCLUSIVE USE OF THE CLIENT AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT PERMISSION IN WRITING FROM RWDI. RWDI DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, REGARDING THIS DOCUMENT.</div><div>rwdi.com</div></div></div>	<div><div>EXHAUST DISPERSION ASSESSMENT 58 DAY STREET, SOMMERVILLE, MA RWDI #21Q-4854 September 7, 2021</div><div><div></div><div></div></div><div><div>EXECUTIVE SUMMARY</div><div>Numerical exhaust dispersion modeling was completed for new roof-mounted HVAC equipment proposed as part of the laboratory/office conversion of the existing 58 Day Street building in Somerville, Massachusetts. The recommendations from RWDI's assessment are summarized below:</div><div><div>Laboratory Exhaust Fans<ul style="list-style-type: none">Operate the Laboratory exhaust fans as follows:<ul style="list-style-type: none">Minimum of 11,000 cfm per fan to meet 3,000:1 criterion, orMinimum of 5,500 cfm per fan to meet 1,000:1 criterion.</div><div><div>Gas Boilers<ul style="list-style-type: none">No design changes needed if the boiler flue is uncapped.<ul style="list-style-type: none">If the flue has a fixed rain cap on the top, the boiler vendor should verify that NO_x emissions from the boilers are less than 10 ppm (i.e., ultra-low NO_x emissions). No design changes are needed to the flues.</div><div><div>Emergency Gas Generator<ul style="list-style-type: none">Orient the emergency gas generator with the stack located at the (project) east end to achieve 25 ft or more separation from the air inlet of AHU-1-2.</div><div><div>Chipotle Kitchen Exhaust<ul style="list-style-type: none">A wall-and-seal approach is recommended to see if cooking odors are a problem after the building is renovated and operational. If complaints arise, equipment can be retrofitted with control equipment to manage the odors. It is recommended that AHU-1-1 and AHU-1-2 be designed to accommodate future carbon filters, if required.</div></div><div><div>rwdi.com</div><div>Page 1</div></div></div></div></div></div></div>	<div><div>EXHAUST DISPERSION ASSESSMENT 58 DAY STREET, SOMMERVILLE, MA RWDI #21Q-4854 September 7, 2021</div><div><div></div><div></div></div><div><div>1 INTRODUCTION</div><div>Rowan Williams Davies & Irwin Inc. (RWDI) was retained by Perkins & Will to conduct an exhaust dispersion assessment of the roof-mounted HVAC equipment proposed as part of the laboratory/office conversion of the existing 58 Day Street building in Somerville, Massachusetts.</div><div>The purpose of this assessment was to identify any notable concerns for re-entrainment of noxious exhaust air, and provide mitigative recommendations that can be incorporated into the current mechanical design.</div><div>This final report presents the background, objectives, results, and recommendations from the assessment based on the August 13, 2021 Construction Issue drawing set provided to RWDI on August 18, 2021.</div></div><div><div>2 BACKGROUND AND APPROACH</div><div><div>2.1 Project Description</div><div>The existing building at 58 Day Street will be renovated to include new exhaust systems for office and laboratory functions. The first floor will remain largely unchanged.</div><div>New HVAC equipment includes rooftop units (RTUs) and a kitchen exhaust on the lower roof, and laboratory fans, a boiler, a gas emergency generator, and air handling units (AHUs) on the upper roof. Equipment on the upper roof will be enclosed by a 12-ft tall screen wall. The locations of the exhaust sources are shown in Figure 1.</div><div>The site contains many existing buildings that are shorter than the 58 Day Street building. This is positive since the exhausts of most concern (i.e., the laboratory fume hood exhausts) will discharge high above the upper roof to promote effective dispersion of fumes above ground-level pedestrian spaces and the shorter existing buildings.</div><div>It is understood that there will be a similar "Phase 2" redevelopment on the property directly southeast of the current project, which is considered "Phase 1". The Phase 2 project is at an early stage but is expected to be a few feet taller than Phase 1 and will contain new HVAC equipment on its roof.</div></div><div><div>2.2 Dispersion Modeling Methodology</div><div>This assessment was accomplished by performing numerical dispersion modeling combined with RWDI's experience in wind tunnel testing, wind flow around buildings, and knowledge of building air quality issues. The numerical modeling involved the use of two proprietary models developed by RWDI: one based on the methodologies published in the American Society of Heating, Refrigeration and Air Conditioning Engineers (ASHRAE) Handbook of Applications, and one based on a Gaussian plume model.</div><div>The ASHRAE building wake dispersion equations are semi-empirical, based on wind tunnel tests on generic building shapes with rooftop exhausts. ASHRAE equations are best suited for receptors on the same roof or lower than the exhaust point on the same building and were used for self-contamination calculations.</div></div></div><div><div>rwdi.com</div><div>Page 1</div></div></div>	<div><div>EXHAUST DISPERSION ASSESSMENT 58 DAY STREET, SOMMERVILLE, MA RWDI #21Q-4854 September 7, 2021</div><div><div></div><div></div></div><div><div>2.3 Design Criteria</div><div>The Gaussian plume model is typically employed to evaluate elevated receptors that are situated above the exhaust discharge points but can also be used to assess grade-level impacts from elevated exhaust stacks. This model is patterned after similar models from the U.S. EPA (e.g., ISC, AERMOD). Since there is some uncertainty in using Gaussian models near buildings, the plume model was evaluated over a range of receptor heights. This model was used to assess potential elevated receptors on Phase 2, impacts from the Chipotle exhaust to elevated air intakes on Phase 1, and to make a screening estimate of ground level impacts from the laboratory exhausts.</div></div><div><div>2.4 Exhaust Sources and Receptors</div><div>Exhaust dispersion modeling was conducted for the exhaust sources and associated parameters listed in Table 1. The locations of the exhaust sources are illustrated in Figure 1.</div><div>Based on a review of Google™ imagery for the area, there were no exhausts identified on nearby buildings that could adversely impact the 58 Day Street building so the focus was only on the building's new exhausts.</div><div>Dispersion of the exhaust from these sources was assessed at the new upper roof air handling units AHU-1-1, and AHU-1-2 where we expect worst-case impacts to occur. There are no operable windows on the study building. Screening modeling was also conducted to consider potential impacts to Phase 2 and to make an estimate of ground-level impacts from the laboratory exhausts. These receptor locations are summarized in Table 2 and illustrated in Figure 1.</div></div><div><div>rwdi.com</div><div>Page 2</div></div></div>																																																										
<div><div>EXHAUST DISPERSION ASSESSMENT 58 DAY STREET, SOMMERVILLE, MA RWDI #21Q-4854 September 7, 2021</div><div><div></div><div></div></div><div><div>Table 1: Summary of Exhaust Sources and Parameters Modeled</div><table><tr><th>Source Label</th><th>Description</th><th>Stack Height⁽¹⁾ (ft)</th><th>Exhaust Flow Rate (cfm)</th><th>Stack Internal Diameter (in)</th><th>Stack Exit Velocity (fpm)</th></tr><tr><td>A</td><td>Laboratory Fume Hood Exhaust Fans⁽²⁾ (2+1 Standby)</td><td>19</td><td>Maximum 11,000⁽³⁾ Minimum 5,500 (per stack)</td><td>24</td><td>3,053</td></tr><tr><td>B</td><td>Boiler Chimney (3 x 1,250 MBH Condensing Gas Boilers into Single Flue)⁽⁴⁾</td><td>13</td><td>520⁽⁵⁾</td><td>10</td><td>953⁽⁶⁾</td></tr><tr><td>C</td><td>400 kW Emergency Gas Generator⁽⁷⁾</td><td>7</td><td>2,720</td><td>8⁽⁷⁾</td><td>7,792⁽⁷⁾</td></tr><tr><td>D</td><td>Chipotle Restaurant Exhaust</td><td>3⁽⁸⁾</td><td>2,500⁽⁷⁾</td><td>17</td><td>1,586⁽⁷⁾</td></tr></table><div><div>Notes:</div><div>[1] All stack heights referenced above local roof. [2] LEF-1-1: Greenheck Vector Model MH-24-4-B5. [3] System capacity is 22,000 cfm across two fans. [4] B-1-1 to B-1-3: Lochmar Crest Commercial Condensing Boilers Model FB1251 with low-NO_x burner. [5] Estimated based on exhaust flow rate of two boilers operating at 100% capacity. System designed as N=1. [6] Caterpillar DG400 as basis of design. [7] Estimated based on typical values.</div></div><div><div>Table 2: Summary of Receptors Modeled</div><table><tr><th>Receptor Label</th><th>Description</th><th>Location</th></tr><tr><td>AHU-1-1</td><td>Office/Lab AHU⁽¹⁾</td><td>Upper Roof</td></tr><tr><td>AHU-1-2</td><td>Office/Lab AHU⁽¹⁾</td><td>Upper Roof</td></tr></table><div><div>Note:</div><div>[1] Air intake for AHU is at the bottom of the unit.</div></div></div><div><div>rwdi.com</div><div>Page 3</div></div></div></div>	Source Label	Description	Stack Height ⁽¹⁾ (ft)	Exhaust Flow Rate (cfm)	Stack Internal Diameter (in)	Stack Exit Velocity (fpm)	A	Laboratory Fume Hood Exhaust Fans ⁽²⁾ (2+1 Standby)	19	Maximum 11,000 ⁽³⁾ Minimum 5,500 (per stack)	24	3,053	B	Boiler Chimney (3 x 1,250 MBH Condensing Gas Boilers into Single Flue) ⁽⁴⁾	13	520 ⁽⁵⁾	10	953 ⁽⁶⁾	C	400 kW Emergency Gas Generator ⁽⁷⁾	7	2,720	8 ⁽⁷⁾	7,792 ⁽⁷⁾	D	Chipotle Restaurant Exhaust	3 ⁽⁸⁾	2,500 ⁽⁷⁾	17	1,586 ⁽⁷⁾	Receptor Label	Description	Location	AHU-1-1	Office/Lab AHU ⁽¹⁾	Upper Roof	AHU-1-2	Office/Lab AHU ⁽¹⁾	Upper Roof	<div><div>EXHAUST DISPERSION ASSESSMENT 58 DAY STREET, SOMMERVILLE, MA RWDI #21Q-4854 September 7, 2021</div><div><div></div><div></div></div><div><div>2.5 Meteorological Data</div><div>RWDI reviewed wind data from the Boston Logan International Airport to estimate wind conditions at the site. This is the closest meteorological station with a substantial and recent data set. A summary of the directional distribution of winds over a period from 1945 to 2021 is shown in Image 1. The wind directions in the image refer to the direction from which the wind blows, while the annual frequency of a given wind direction is shown as a distance radially from the center.</div><div></div><div><div>Image 1: Directional Distribution (%) of Winds Recorded at Boston Logan International Airport (1945-2021)</div></div><div><div>3 RESULTS AND DISCUSSION</div><div>Dispersion modeling results are presented in Table 3 and discussed on a source-by-source basis in Sections 3.1 through 3.4. Results are presented in the form of estimated worst-case predicted dilution level and compared to criteria. Dilution results greater than criterion indicate the criterion is met. Dilutions less than the criterion indicate that the criterion is not met and recommendations for modification to design or operating parameters have been provided.</div></div><div><div>rwdi.com</div><div>Page 4</div></div></div></div>	<div><div>EXHAUST DISPERSION ASSESSMENT 58 DAY STREET, SOMMERVILLE, MA RWDI #21Q-4854 September 7, 2021</div><div><div></div><div></div></div><div><div>Table 3: Summary of Dispersion Modeling Results</div><table><tr><th>Exhaust Source</th><th>Dilution Criterion</th><th>Estimated Worst-Case Dilution Level (Receptor)</th><th>Criteria Met?</th></tr><tr><td>A Laboratory Fume Hood Exhaust Fans (2+1 Standby)</td><td>3,000:1 (Health & Odor)</td><td>Max Flow: 11,000 cfm (AHU-1-1) Min Flow: 5,500 cfm (AHU-1-2)</td><td>Yes for Maximum Flow No for Minimum Flow</td></tr><tr><td>B Boiler Chimney (3 x 1,250 MBH Condensing Gas Boilers into Single Flue)</td><td>50:1 (Health - NO_x)</td><td>240:1 (AHU-1-1)</td><td>Yes</td></tr><tr><td>C 400 kW Emergency Gas Generator</td><td>170:1 (Health - NO_x)</td><td>170:1 (AHU-1-2)</td><td>Yes</td></tr><tr><td>D Chipotle Restaurant Exhaust</td><td>600:1 (Odor Detection)</td><td>300:1 to 450:1 (AHU-1-1, AHU-1-2)</td><td>No</td></tr></table></div><div><div>3.1 Laboratory Fume Hood Exhaust Fans (Source A)</div><div>There will be a set of three (3) Greenheck Vector variable air volume (VAV) laboratory fume hood exhaust fans on the upper roof in an N+1 arrangement. The maximum system flow rate will be 22,000 cfm discharged across two fans each exhausting 11,000 cfm at an exit velocity of 3,053 fpm. The minimum system flow rate is 11,000 cfm assumed to be directed through either one or two of the fans (i.e., 5,500 cfm from each of two fans, or 11,000 cfm from a single fan). The exhaust array will be 19 ft tall (15 ft stacks +</div></div></div>	Exhaust Source	Dilution Criterion	Estimated Worst-Case Dilution Level (Receptor)	Criteria Met?	A Laboratory Fume Hood Exhaust Fans (2+1 Standby)	3,000:1 (Health & Odor)	Max Flow: 11,000 cfm (AHU-1-1) Min Flow: 5,500 cfm (AHU-1-2)	Yes for Maximum Flow No for Minimum Flow	B Boiler Chimney (3 x 1,250 MBH Condensing Gas Boilers into Single Flue)	50:1 (Health - NO _x)	240:1 (AHU-1-1)	Yes	C 400 kW Emergency Gas Generator	170:1 (Health - NO _x)	170:1 (AHU-1-2)	Yes	D Chipotle Restaurant Exhaust	600:1 (Odor Detection)	300:1 to 450:1 (AHU-1-1, AHU-1-2)	No
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Existing Shadows

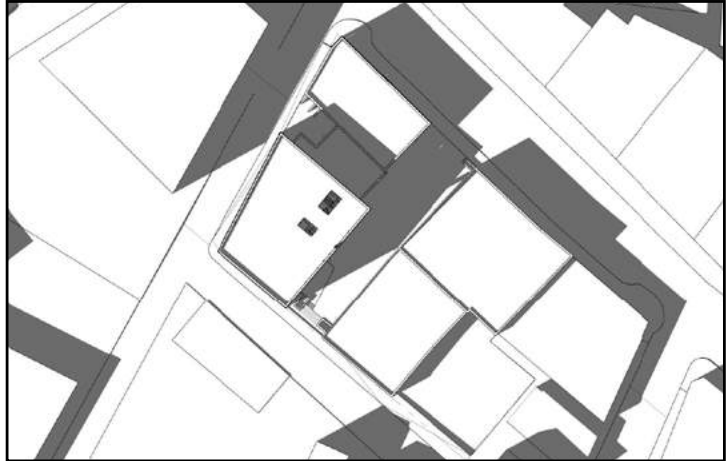
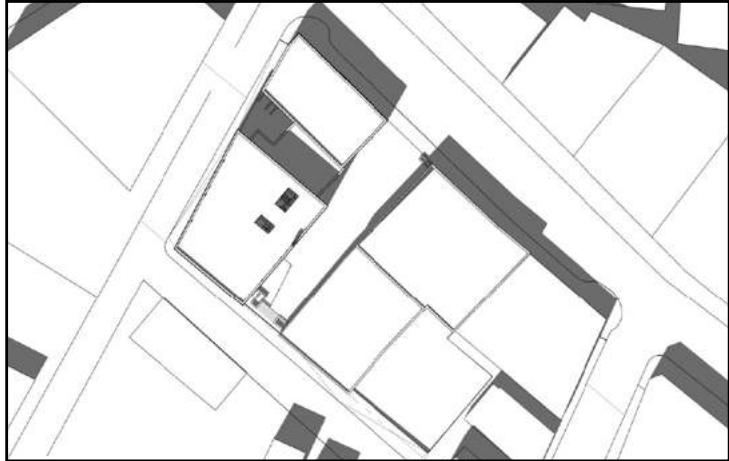
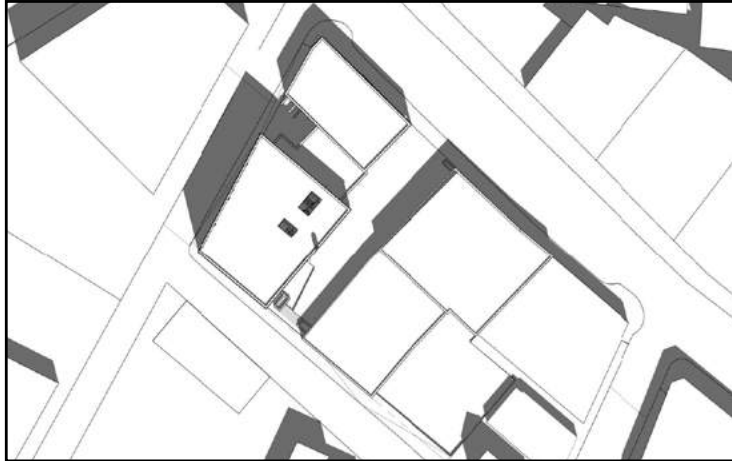
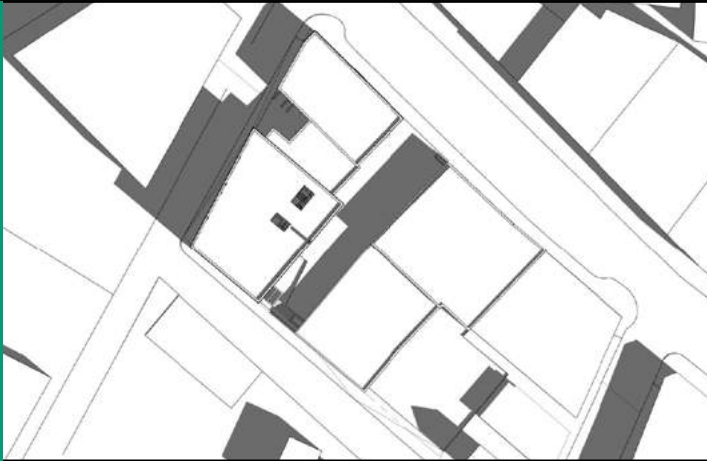
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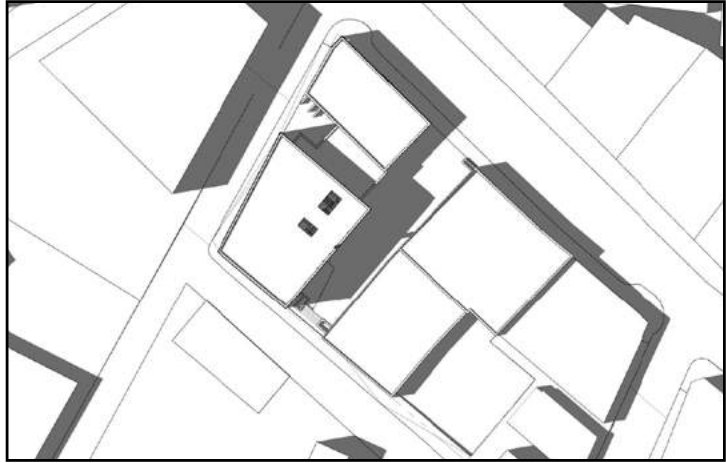
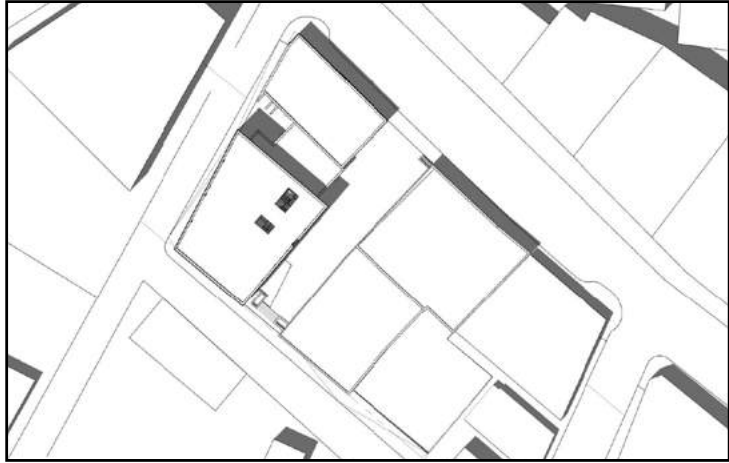
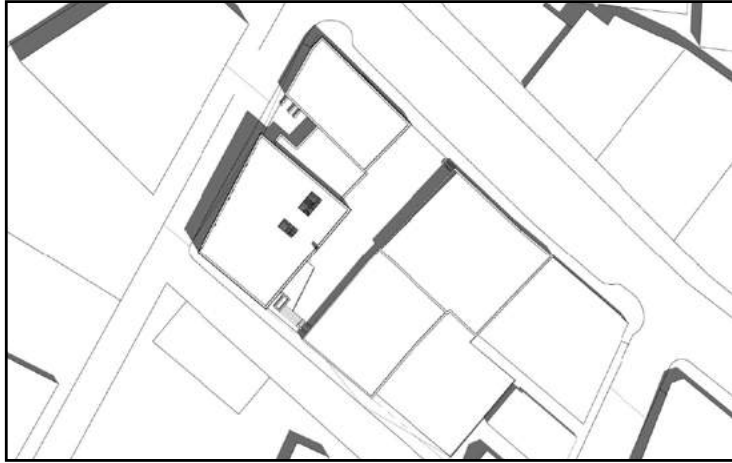
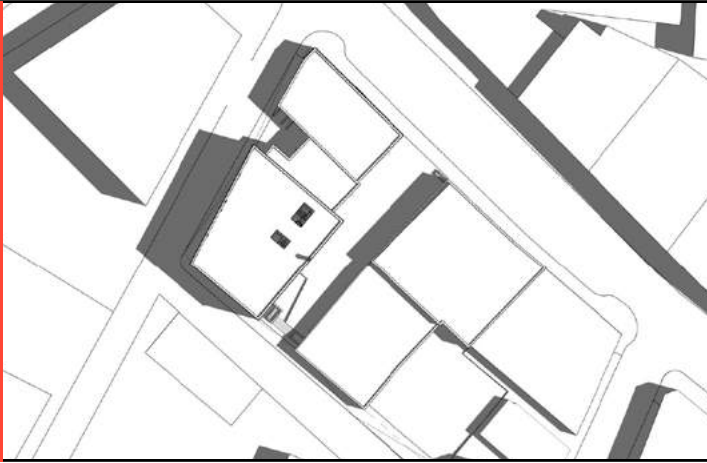
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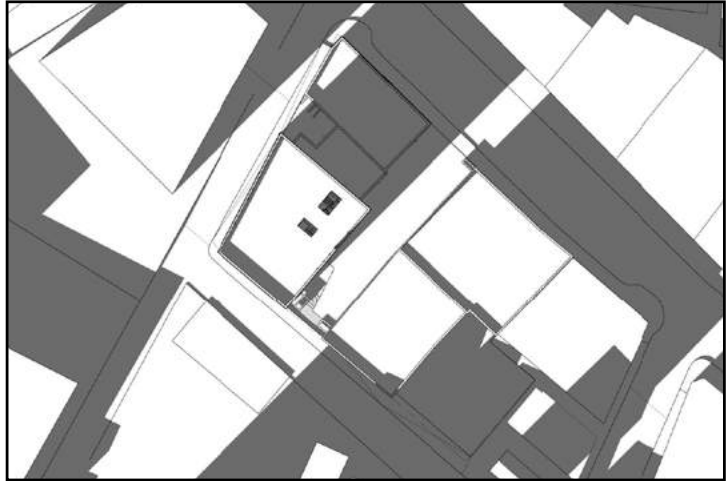
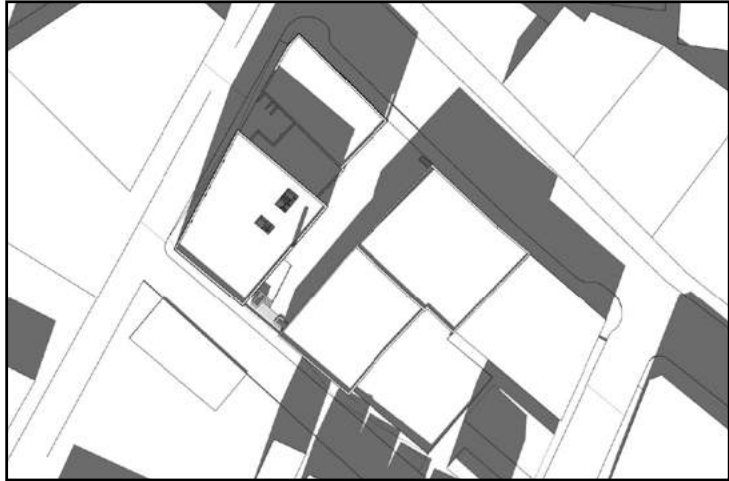
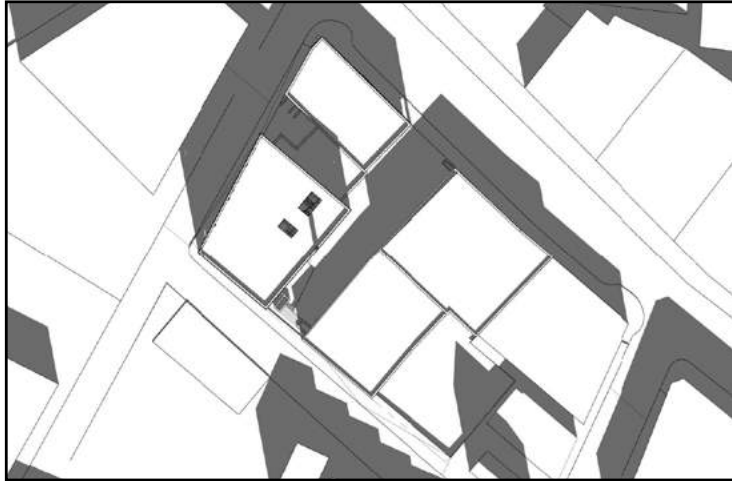
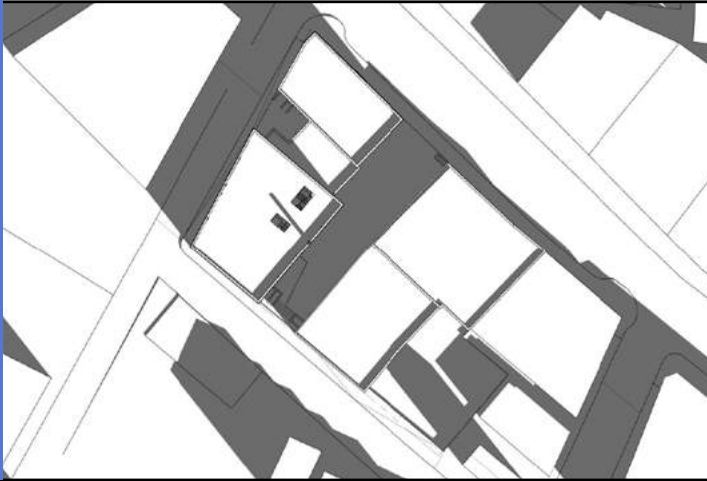
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SUMMER - JUNE



WINTER - DECEMBER



Shadow Studies without 15' Screen

Existing Massing Shadows

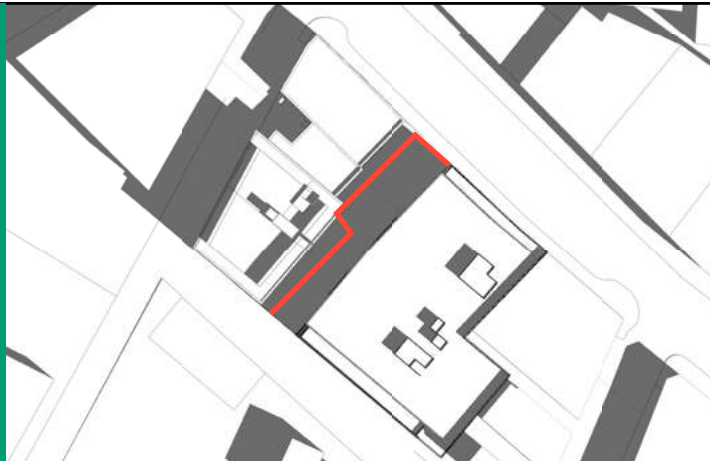
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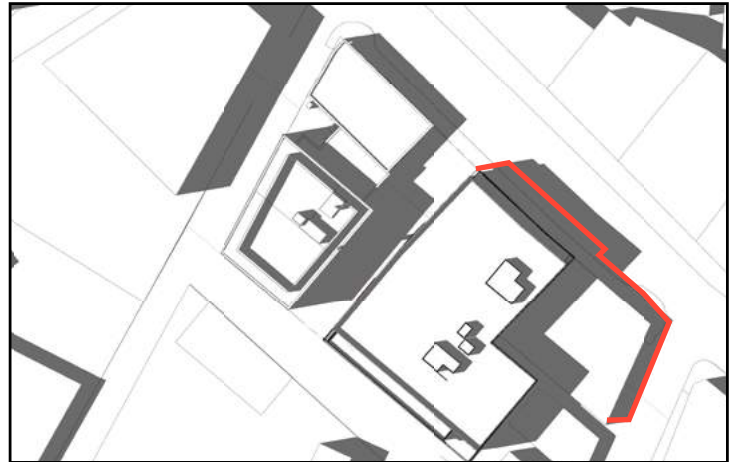
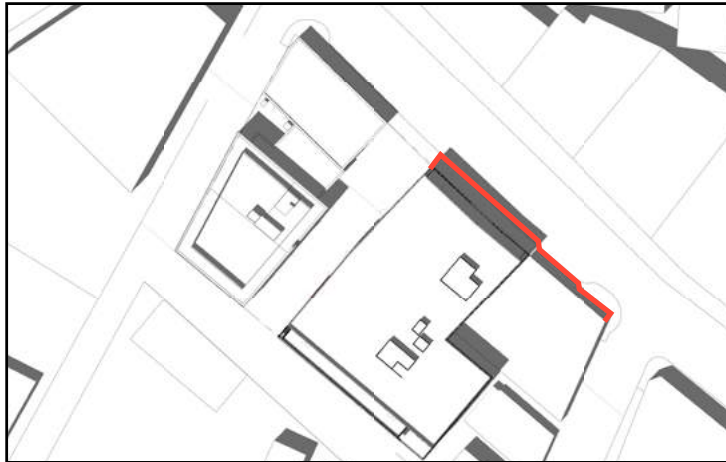
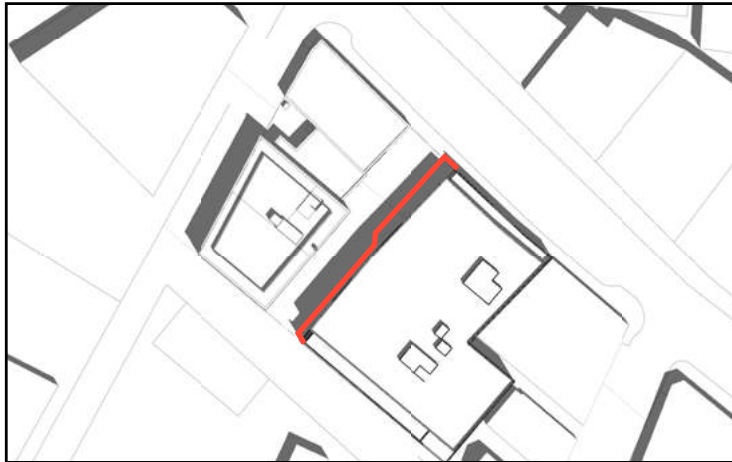
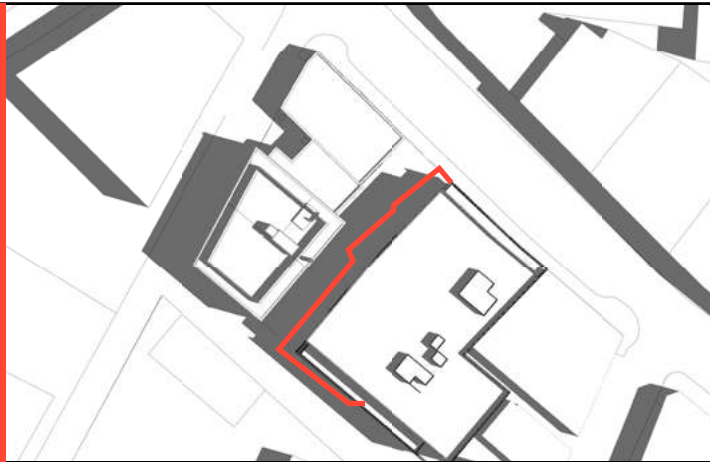
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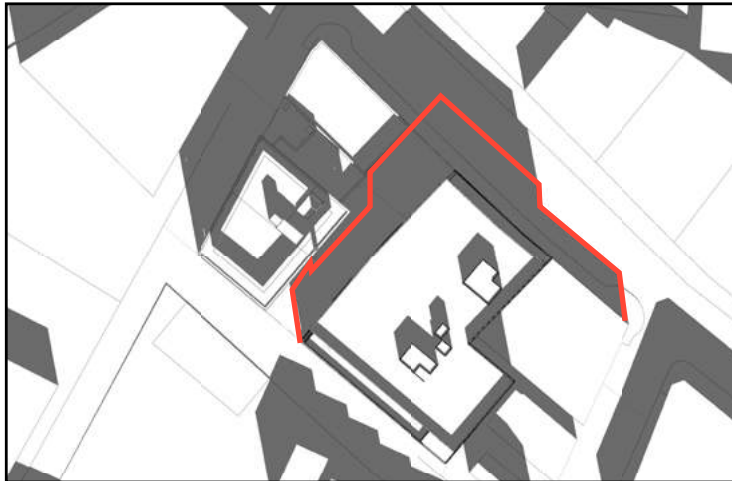
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SUMMER - JUNE



WINTER - DECEMBER



Shadow Studies with 15' Screen



Without PH Screen

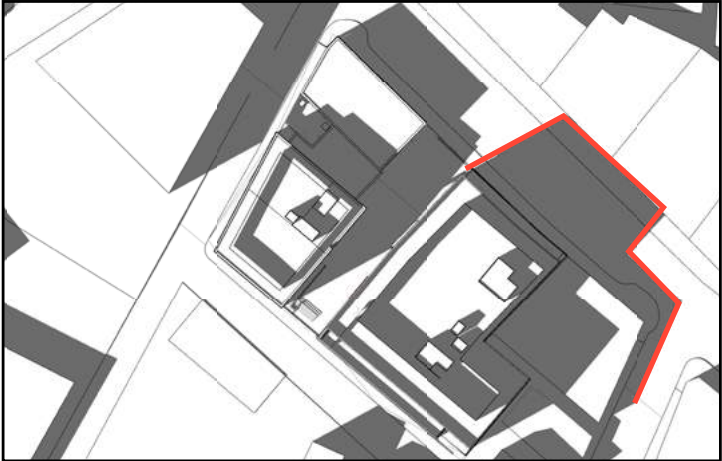
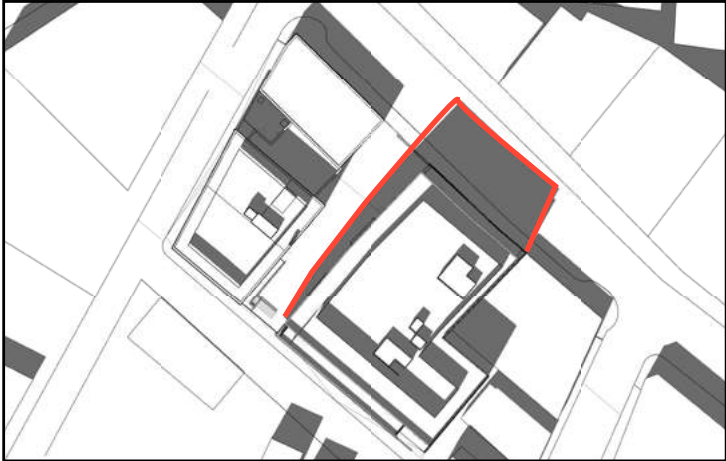
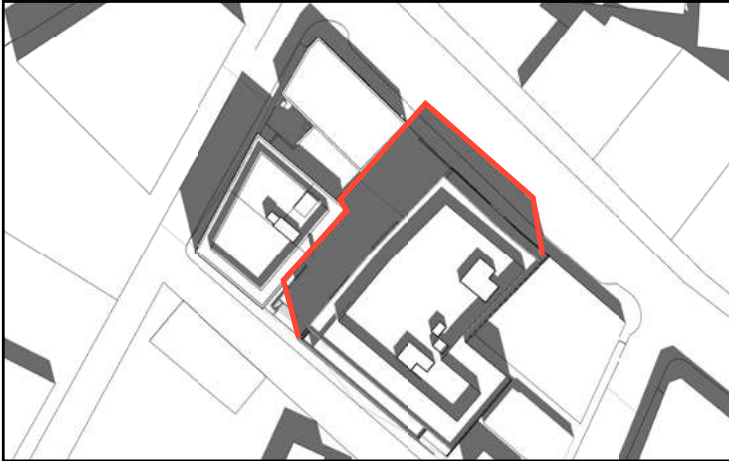
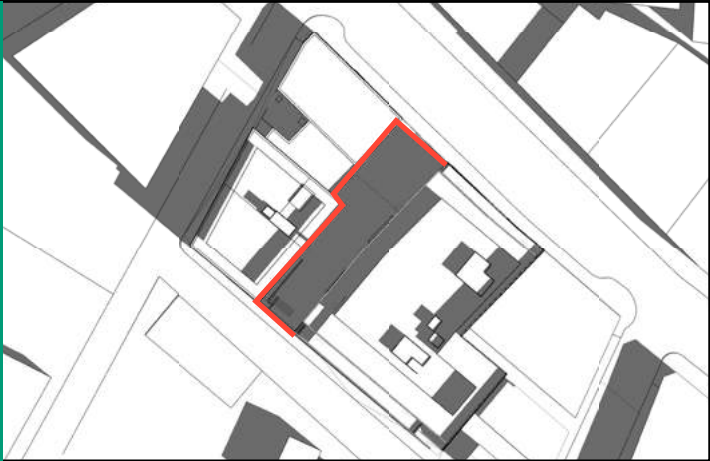
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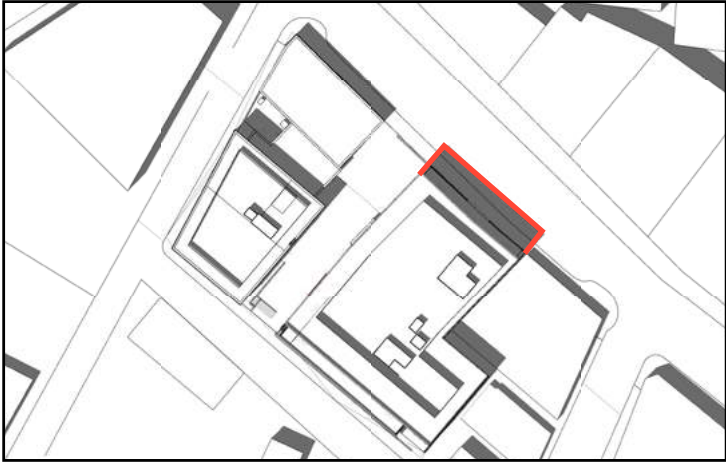
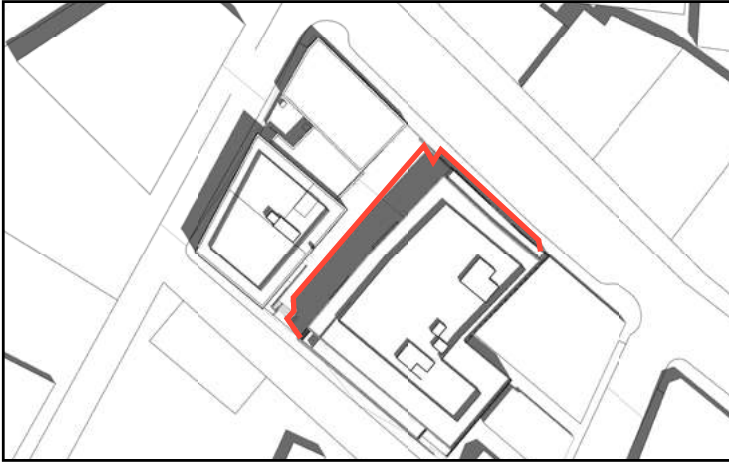
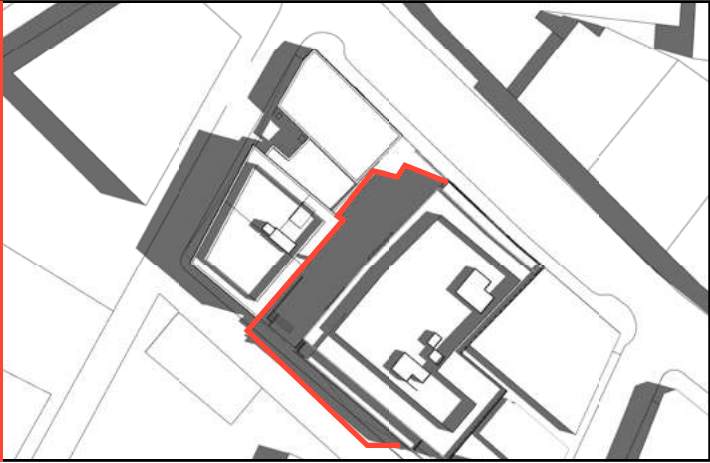
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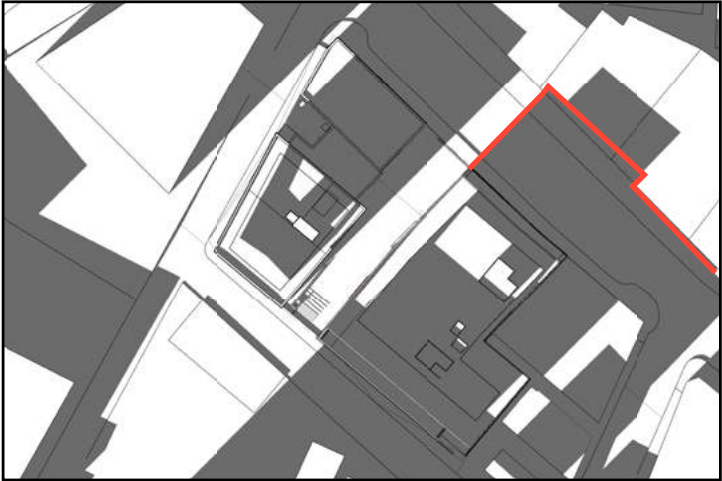
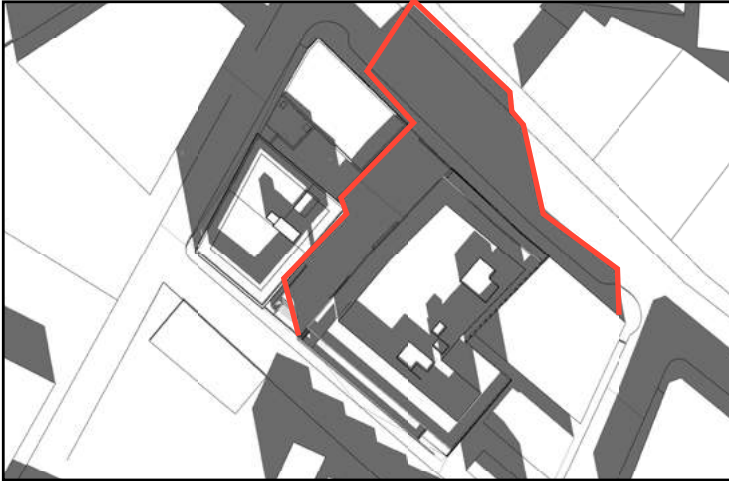
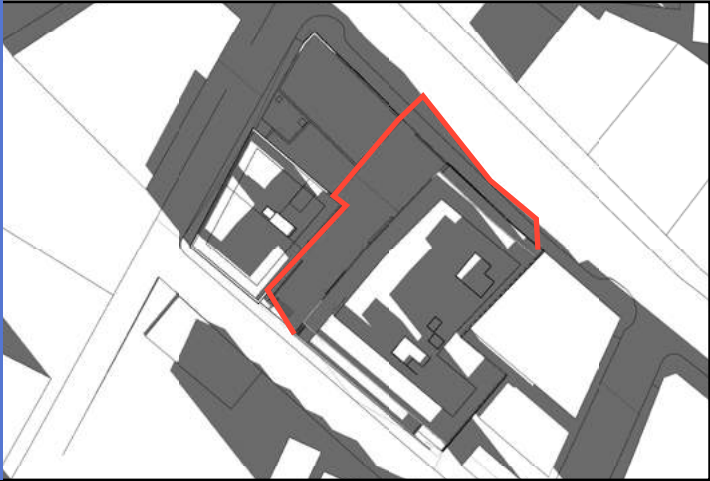
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WINTER - DECEMBER



Illustrative Sections



LAB/ OFFICE



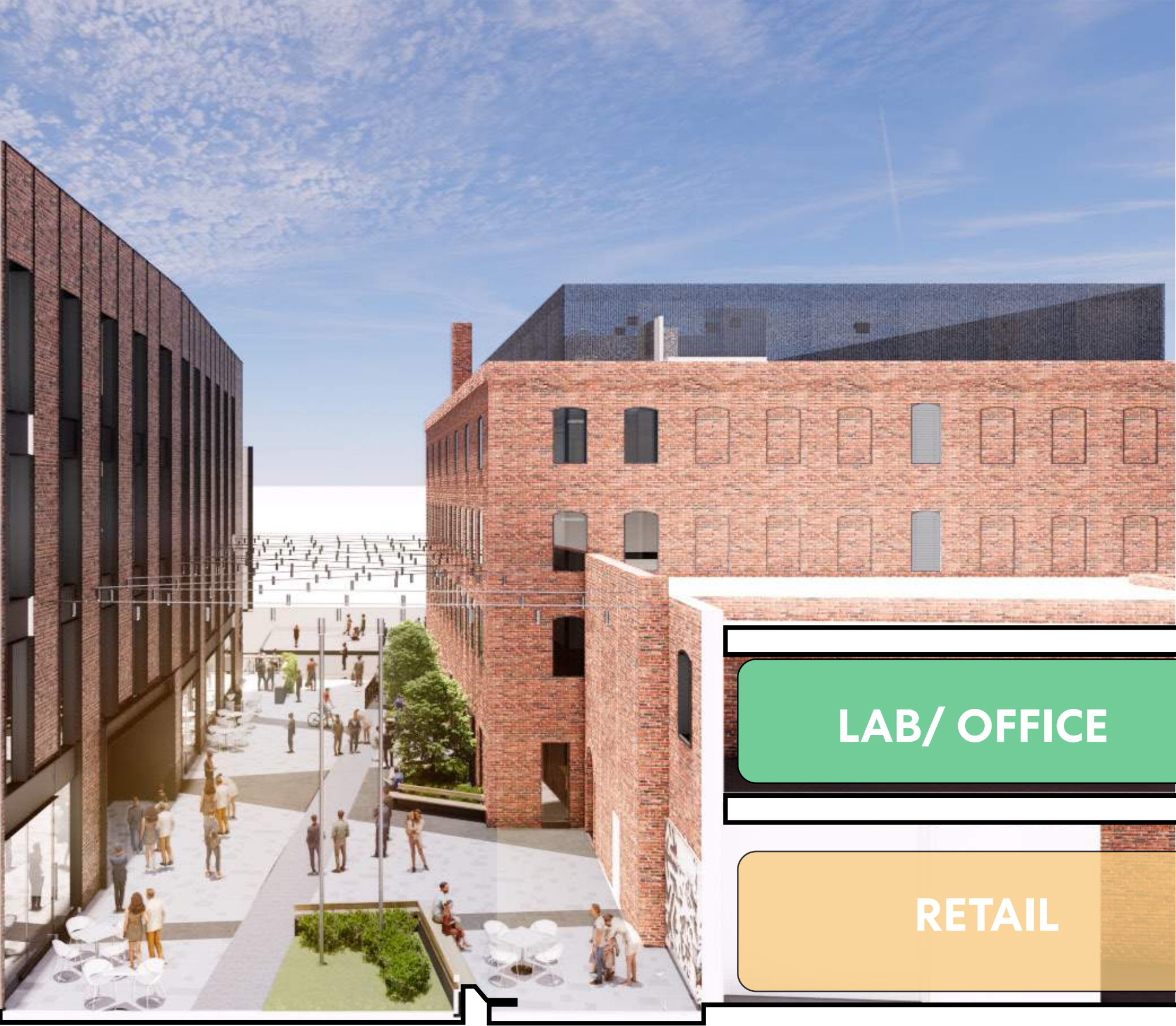
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RETAIL





LAB/ OFFICE



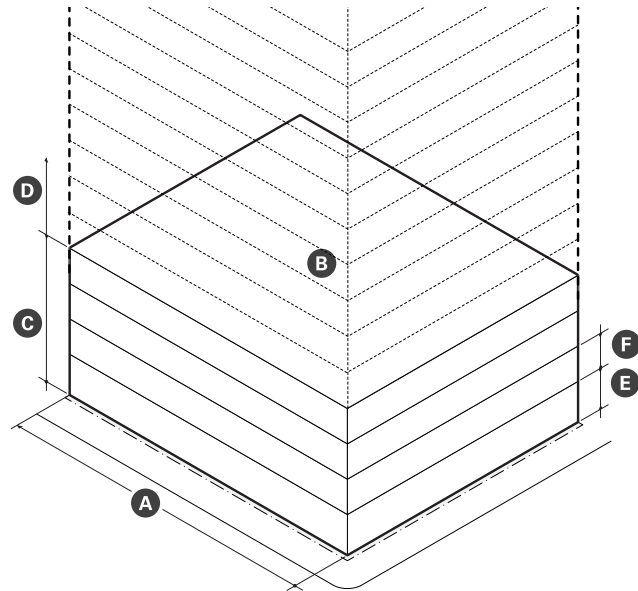
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6.0 COMMERCIAL DISTRICTS

Commercial Core (CC)

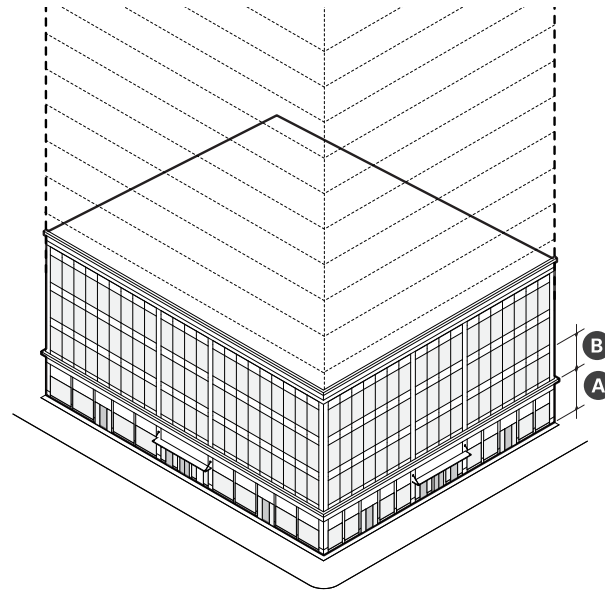
6.2.8. Lab Building (continued)

c. Height & Massing



Main Mass	
A Width (max)	240 ft
FACADE Build Out (min)	—
Primary Frontage	80%
Secondary Frontage	65%
FLOOR PLATE	35,000 sf
B GROUND STORY Height (min)	18 ft
C UPPER STORY Height (min)	10 ft
D BUILDING Height, Stories (min)	—
Primary Frontage	4 stories
E BUILDING Height, Stories (max)	Varies by Map Designation
F BUILDING Height, Feet (max)	—
3 STORY	50 ft
4 STORY	65 ft
5 STORY	80 ft
7 STORY	110 ft
10 STORY	155 ft
Roof Type	Flat

d. Uses & Features



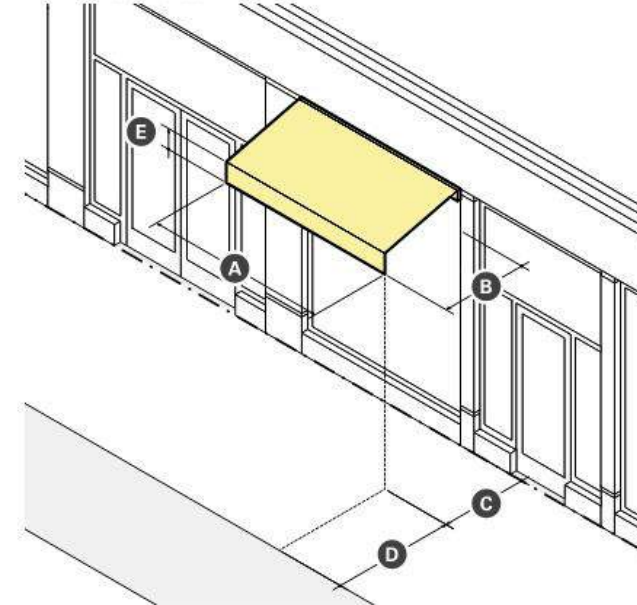
Facade Composition		
A GROUND STORY FENESTRATION (min)	70%	
B UPPER STORY FENESTRATION (min/max)	15%	70%
BLANK WALL (max)	20 ft	
Use & Occupancy		
Entrance Spacing (max)	30 ft	
Commercial Space Depth (min)	30 ft	

6.0 COMMERCIAL DISTRICTS

Commercial Core (CC)

e. Awning

- i. An awning is a wall mounted frame covered with fabric or other material that provides shade and weather protection over a storefront or BUILDING entrance.

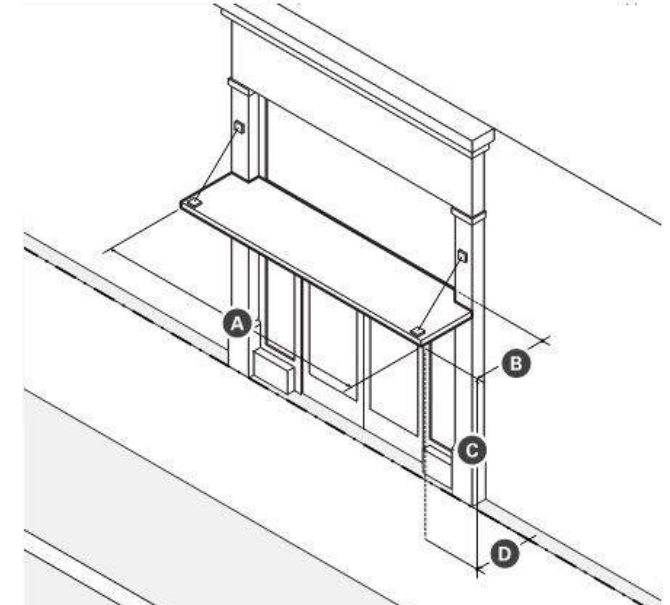


Dimensions	
A Width (min)	See ii Standards
B Projection (min)	3 ft
C CLEARANCE (min)	8 ft
Front SETBACK ENCROACHMENT (max)	100%
D SETBACK from Curb (min)	2 ft
E Valance Height (max)	12 in

- ii. Standards
- Awnings must be securely attached to and supported by the BUILDING and must fit the windows or doors the awning is attached to.
 - An awning must be made of durable, weather-resistant material that is water repellent.
 - Internally illuminated or back-lit awnings are prohibited.
 - An awning that projects over the sidewalk of a public THOROUGHFARE requires compliance with all City Ordinances.

f. Entry Canopy

- i. An entry canopy is a wall-mounted STRUCTURE that provides shade and weather protection over a storefront or BUILDING entrance.



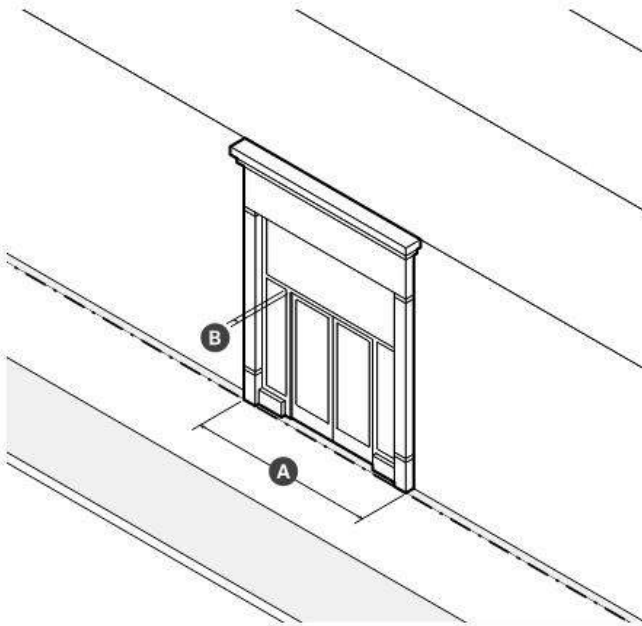
Dimensions	
A Width (min)	See ii Standards
B Projection (min)	3 ft
C CLEARANCE (min)	8 ft
D Front SETBACK ENCROACHMENT (max)	100%
SETBACK from Curb (min)	2 ft

- ii. Standards
- Entry canopies must be visually supported by brackets, cables, or rods.
 - The width of an entry canopy must be equal to or greater than the width of the doorway surround or exterior casing it is mounted over.

6.0 COMMERCIAL DISTRICTS
Commercial Core (CC)

g. Lobby Entrance

- i. A lobby entrance is a non-load bearing assembly of entry doors and windows providing ACCESS and light to the lobby of a BUILDING.

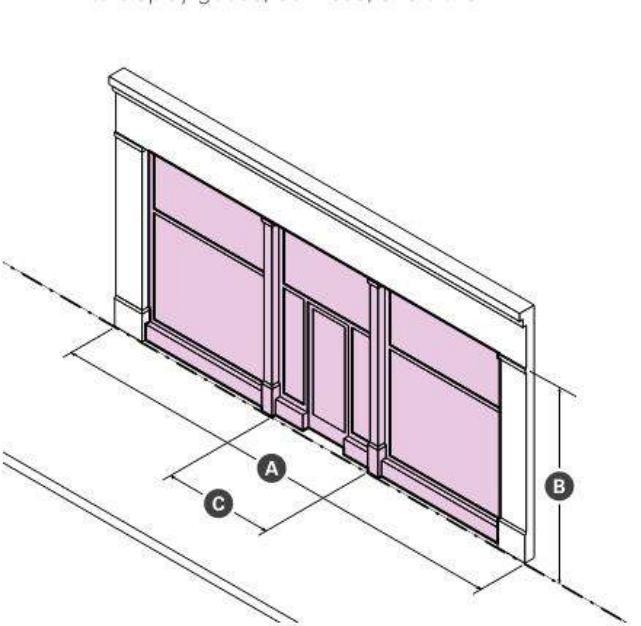


Dimensions		
A Width (min/max)	15 ft	30 ft
B Height (min)	80% of GROUND STORY Height	
Recessed Entrance Width (max)	15 ft	
Recessed Entrance Depth (max)	5 ft	

- ii. Standards
- a). When a lobby entrance is set back from the FRONT LOT LINE, the FRONTAGE AREA must be paved.

h. Storefront

- i. A storefront is a non-load bearing assembly of commercial entry doors and windows providing ACCESS and light to a commercial space and a place to display goods, services, and SIGNS.



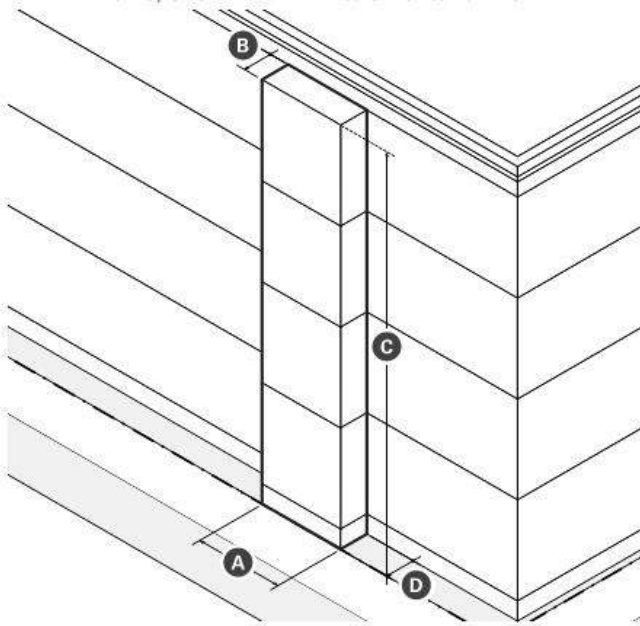
Dimensions		
A Width (min/max)	15 ft	30 ft
B Height (min)	80% of GROUND STORY Height	
Display Window Height (min)	8 ft	
Recessed Entrance Width (max)	15 ft	
Recessed Entrance Depth (max)	5 ft	

- ii. Standards
- a). An unobstructed view of the interior space or a lighted and maintained merchandise display(s) must be provided for a depth of at least four (4) feet behind storefront display windows.
- b). When storefronts are set back from the FRONT LOT LINE, the FRONTAGE AREA must be paved.
- c). When present, awnings and canopies must be mounted between columns, PILASTERS, or PIERS; above doorways and display windows; and below the SIGN BAND.
- d). Exterior security grilles, gates, and roll-down security doors and windows are prohibited.

6.0 COMMERCIAL DISTRICTS
Commercial Core (CC)

i. Bay Window

- i. A bay window is an assembly of multiple windows that projects from a BUILDING to provide additional HABITABLE space, increased light, multi-directional views, and ARTICULATION to an exterior wall.

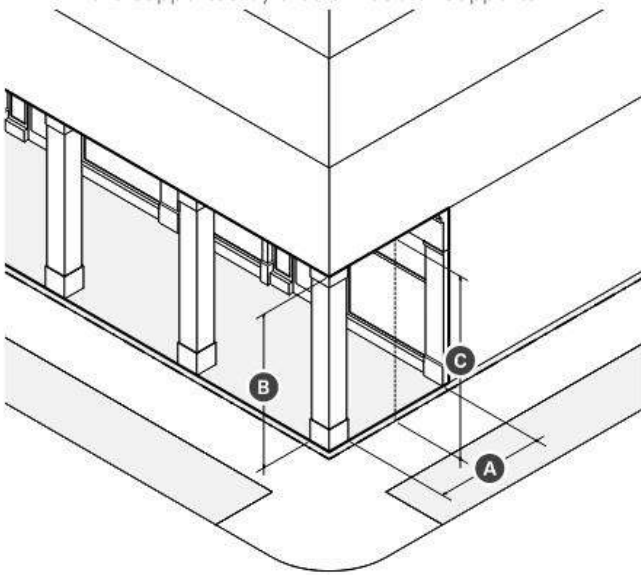


Dimensions	
A Width (max)	16 ft
B Height (min)	3 ft
C Height (max)	Height of BUILDING in Stories
D Front SETBACK ENCROACHMENT (max)	3 ft
FENESTRATION (min)	60%

- ii. Standards
- a). Bay windows, including box and bow windows, must include at least three (3) windows.
- b). The cumulative width of multiple bays may equal up to fifty percent (50%) of the width of the exterior wall from which the bays project.
- c). Bays projecting over the sidewalk of a public THOROUGHFARE must have at least two (2) stories of CLEARANCE and be compliant with all City Ordinances.

j. Arcade

- i. An arcade is a frontage type featuring a pedestrian walkway covered by the upper floors of a BUILDING. The GROUND STORY FACADE IS SETBACK and upper floors are supported by a colonnade or supports.



Dimensions		
A Depth (min/max)	10 ft	15 ft
B Height (max)	1 STORY	
C CLEARANCE (min/max)	14 ft	24 ft

- ii. Standards
- a). Arcades must extend the entire width of a BUILDING and must have a consistent depth.
- b). Support columns or PIERS may be spaced no farther apart than they are tall.
- c). Arcades are considered part of the BUILDING for the purpose of measuring FACADE build out.
- d). Arcades may be combined only with storefront and lobby entrance frontages
- e). The finished ceiling of an arcade interior may be arched or flat, but must have a greater CLEARANCE than the openings between columns or PIERS.

13.1 CIVIC SPACE

1. Development Review

- a. The DEVELOPMENT of any CIVIC SPACE requires Site Plan Approval followed by a Civic Space Permit, in accordance with Chapter 15: Administration, and is exempt from Chapter 11, Article II, Sec. 11-33 (b) of The Code of Ordinances, City of Somerville, Massachusetts.
- b. All DEVELOPMENT, excluding NORMAL MAINTENANCE, requires the submittal of a development review application to the BUILDING OFFICIAL and the issuance of a Certificate of Zoning Compliance prior to the issuance of a Civic Space Permit.

2. Standards for All Civic Spaces

- a. Siting & Orientation
 - i. CIVIC SPACES must be SITED and oriented to maximize their inherent exposure to the sun as follows:
 - a). CIVIC SPACES are prohibited on LOTS that have only one (1) NORTH-FACING, west-facing, or east-facing FRONT LOT LINE.
- b. Design & Construction
 - i. CIVIC SPACES must be engineered and constructed as required by the Director of Public Space & Urban Forestry, in consultation with the City Engineer.
- c. Accessibility
 - i. The design of all CIVIC SPACE must comply with the Americans with Disabilities Act and the Rules and Regulations of the Massachusetts Access Board (521 CMR), as amended.
 - ii. Sloping walkways are encouraged over ramps when reasonably possible to provide for ACCESSIBLE grade changes.
- d. Hours of ACCESS
 - i. CIVIC SPACES must be ACCESSIBLE to the public at all times (twenty four (24) hours per day, seven (7) days per week, three hundred and sixty-five (365) days per year).
 - ii. The review boards may limit the hours of public ACCESS when necessary for public health and safety purposes and maintenance of the space by the PROPERTY OWNER as a condition of Site Plan Approval.
- e. Circulation
 - i. Entrances must be physically and visually ACCESSIBLE from surrounding SITES, designed to make visitors feel welcome and comfortable entering the space, and oriented to preserve view corridors and enhance visual connections to surrounding properties or activities.
 - ii. Entrances adjacent to children's activity areas must be gated.
- f. Landscape
 - i. All landscaping within CIVIC SPACES must comply with

- the provisions of Section 10.4 Landscaping.
- ii. LARGE TREES are required as indicated for each type of CIVIC SPACE.
- iii. Unless otherwise specified, trees must be planted flush-to-grade or at grade within PLANTING BEDS. Tree grates, raised curbs, railings, and resin-bonded aggregate are prohibited.
- iv. At least one thousand (1,000) cubic feet of SOIL VOLUME must be provided for each tree within a twenty seven (27) foot radius of the tree trunk.
 - a). Where SOIL VOLUMES within the maximum allowable radii for adjacent trees overlap, up to twenty-five percent (25%) of the required for each tree may be shared between trees.
 - b). SOIL VOLUME provided under paved surfaces must be provided through SUSPENDED PAVEMENTS OR STRUCTURAL CELLS. SAND-BASED STRUCTURAL SOIL SYSTEM (SBSS) may be used with approval of the Director of Public Space & Urban Forestry.
- v. TREE PITS and PLANTERS must have a minimum thirty-six (36) sq. ft. (such as 6'x6') open soil area, centered at the tree trunk. Planting soil must be provided to a depth of three (3) feet in the TREE PIT OR PLANTER.
- vi. Unless otherwise specified, shredded bark mulch must be applied to the soil area at a uniform depth of three (3) inches and distributed to create a smooth, level cover over the exposed soil at the time of planting.
- g. Hardscape
 - i. Surface materials must be approved by the Director of Public Space & Urban Forestry.
 - ii. Pervious surfaces may be provided above underground parking and any required cap/fill over contaminated soils, but must be constructed as required by the City Engineer and the Director of Public Space & Urban Forestry.
- h. Amenities and Furnishings
 - i. All amenities and public furniture must comply with the City of Somerville's Park Specifications Handbook. The Director of Public Space & Urban Forestry may authorize the USE of amenities and furnishings that are proportional or better in quality and function to those identified in the Park Specifications Handbook, excluding dedication plaques and SIGNAGE.
- i. Seating
 - i. Seating is required as indicated for each type of CIVIC SPACE. The provision of seating in excess of this requirement is encouraged.
 - ii. Seating must be designed for the convenience and comfort of visitors, located in support of gathering spaces and along pedestrian paths, but should be out of the flow of pedestrian traffic.

- iii. When required to provide seating, CIVIC SPACES should offer a variety of seating types and seating locations including places to sit in the sun, in the shade, out of the wind, in groups, alone, close to activity, and in relative seclusion to every extent possible.
- iv. Linear feet of seating may be provided through movable chairs, fixed individual seats, fixed benches with or without backs, seat walls, PLANTER and fountain ledges, and/or seating steps.
- v. Seat walls, PLANTER and fountain ledges, and/or seating steps may not, in aggregate, represent more than fifteen percent (15%) percent of the linear feet of required seating.
- vi. All seating must have a minimum seat depth of eighteen (18) inches and a seat height between sixteen (16) inches minimum and twenty (20) inches maximum above grade (adjacent walking surfaces).
- vii. Seating thirty (30) inches or more in depth is counted as double the linear feet, provided there is ACCESS to both sides.
- viii. PLANTER or fountain ledges provided as seating must have a minimum depth of twenty two (22) inches.
- ix. Seat backs must be a minimum of fourteen (14) inches high and either contoured in form for comfort or reclined between ten (10) to fifteen (15) degrees from vertical. Walls located adjacent to a seating surface do not count as seat backs.
- x. Movable chairs are not permitted to be chained, fixed, or otherwise secured while a CIVIC SPACE is open to the public, however may be chained or removed during the hours of 9:00pm to 7:00am.
- xi. Steps provided for pedestrian circulation and the seating of open air café areas do not count toward seating requirements.
- xii. Deterrents to seating, such as spikes, rails, or deliberately uncomfortable materials or shapes, placed on surfaces that would otherwise be suitable for seating are prohibited.
- xiii. Deterrents to skateboards, rollerblades and other wheeled devices are permitted on seating surfaces if they do not inhibit seating, maintain a minimum distance of five feet between deterrents, and are integrated into the seating surface at the time of manufacture or construction.
- j. Tables
 - i. Tables are required as indicated for each type of CIVIC SPACE. The provision of tables in excess of this requirements is permitted.
 - ii. All CIVIC SPACES requiring tables must include a minimum of one handicapped ACCESSIBLE table.

- k. Bicycle Parking
 - i. Bicycle parking must be provided as required by Director of Public Space & Urban Forestry and is subject to provisions of §12.1 Bicycle Parking.
- l. Signage
 - i. Permanent signage must be provided as appropriate for each type of CIVIC SPACE.
 - ii. Signage should be located at entrances and at significant locations to provide direction and information for visitors and residents.
- m. Litter Receptacles
 - i. Litter receptacles must be designed in such a manner that users do not have to touch the receptacle or push open a door in order to dispose of litter.
 - ii. Litter receptacles must be constructed of durable materials that are graffiti-, fire-, rust, and stain-resistant.
 - iii. Litter receptacles must include a metal barrier to prevent rodents from entering from the bottom.
 - iv. Litter receptacles should be located near entrances to CIVIC SPACES and within reasonable proximity to seating areas.
 - v. Recycling receptacles are required in conjunction with litter receptacles.
- n. Lighting
 - i. Lighting that promotes personal safety and invites pedestrian activity while adding visual ambiance and character to civic and recreation spaces at night must be provided.
 - ii. Lighting fixtures should be smaller-scale, frequently placed, and scaled to pedestrians. Fixture components (base, pole, luminaries) should have stylistic compatibility, while varying in form according to functional requirements. The indiscriminate use of bright lighting should be limited.
- o. Irrigation & Drainage
 - i. All irrigation systems must be designed to use a minimal amount of water.
 - ii. Drainage systems must be designed to return drain water to the soil.
 - iii. All water holding and infiltration facilities must be designed to meet the specific needs of each type of CIVIC SPACE.
- p. Accessory Structures
 - i. Accessory structures common to CIVIC SPACES, including but not limited to, restrooms, open-air pavilions, gazebos, picnic shelters, outdoor theaters/performance stages, field houses, and their substantial equivalents are permitted.

5. Plazas

- a. A Plaza is a CIVIC SPACE type designed for passive recreation, civic purposes, and commercial activities, with its character defined primarily by hardscape. Plazas are generally located in activity centers or the nexus of major circulation routes. There are three subtypes of plaza: a Central Plaza, Through Block Plaza, and a Pocket Plaza.



Lot Dimensions		
Lot Size (min/max)	--	--
Central Plaza	8,000 sf	2 acres
Through Block Plaza	5,000 sf	10,000 sf
Pocket Plaza	2,000 sf	10,000 sf

Vegetation	
LARGE TREES (min)	--
Central Plaza	1 / 1,000 sf
Through Block Plaza	1 / 1,500 sf
Pocket Plaza	1 / 400 sf

Lot Development		
Landscaped Area (min/max)	--	--
Central Plaza	10%	30%
Through Block Plaza	10%	30%
Pocket Plaza	10%	30%
PERVIOUS AREA (min)	--	--
Central Plaza	70%	
Through Block Plaza	70%	
Pocket Plaza	70%	

Furnishings	
Seating (min)	--
Central Plaza	1 linear foot / 30 sf.
Through Block Plaza	1 linear foot / 75 sf.
Pocket Plaza	1 linear foot / 50 sf.
Tables (min)	--
Central Plaza	1 / 4 movable chairs
Through Block Plaza	N/A
Pocket Plaza	1 / 3 movable chairs

13. PUBLIC REALM
Civic Space

- ii). Trees may be planted below the finished surface of a plaza and the soil area covered by a suspended PAVER grate system with a minimum twenty-four (24) inch wide tree opening and permeable PAVERS. Two- piece, removable trim rings are permitted to cover the tree opening.
- p). Plazas that contain outdoor cafes or kiosks providing food service must provide one (1) additional litter receptacle and (1) additional recycling receptacle for every one thousand five-hundred (1,500) square feet of plaza area occupied by such outdoor eating area.
- ii. Design Guidelines
 - a). A plaza should contain substantial areas of hardscape complemented by PLANTING BEDS or arrangements of trees with open canopies.
 - b). Plantings should contribute to the spatial definition of the space as an outdoor room.
 - c). Benches and seating ledges or walls should be designed for the convenience and comfort of visitors, located in support of gathering spaces and along pedestrian circulation paths, but should be out of the flow of pedestrian traffic.
 - d). The perimeter of a plaza should be well integrated into its surroundings and free from fences, hedges, and other barriers that would impede movement into the space and obscure visibility from adjacent STREETS or BUILDING frontages.
- d. Through BLOCK Plazas
 - i. DEVELOPMENT Standards



- a). The first fifteen (15) feet of a through BLOCK plaza measured perpendicularly from any FRONT LOT LINE is considered the FRONTAGE AREA of a through BLOCK plaza and must be free from all obstructions.
- b). The surface of a Through Block Plaza must be equal to the average elevation of ABUTTING sidewalks or publicly ACCESSIBLE walkways.
- c). Through BLOCK plazas must contain an unobstructed circulation path at least ten (10) feet in width, connecting the two THOROUGHFARES on which the through BLOCK plaza fronts.
- d). A minimum of fifty percent (50%) of required seating must have seat backs.
- ii. Design Guidelines
 - a). Adjacent buildings should provide ground level spaces fronting onto the through BLOCK plaza for commercial uses including, but not limited to, the arts & creative enterprise, eating & drinking, and retail USE categories.
 - b). Exterior walls fronting onto the through BLOCK plaza should meet the GROUND STORY FENESTRATION and BLANK WALL standards for the appropriate BUILDING TYPE to every extent practicable.
 - c). UPPER STORY balconies and terraces overlooking the through BLOCK plaza are encouraged for adjacent buildings.
- e. Pocket Plazas
 - i. DEVELOPMENT Standards
 - a). Contiguous LOTS designed as pocket plazas are considered the central plaza type if, in



256-260, and 270 Elm Street Neighborhood Meeting

June 21, 2022

Presentation of the 7th spoke project and the improvements to Davis Square Plaza. Discussions on the materiality of the proposed retail and commercial building and improvement of the street-level connections. Discussion of neighborhood considerations, exterior views, proposed landscaping and green spaces. Building materiality and scale was presented through a variety of precedents and facade studies. The drawer concept was introduced to provide a sense of scale along Elm and Herbert Streets. Feedback from the UDC was reviewed and how it been incorporated into the current design.

Q (Ron Cavallo): Actually, I do not have a question. I just submitted a response because I need to attend the meeting in 15 minutes. I played an active role supporting this project with the historic Commission and I believe it was my input that got the development team to this stage of the development process and, my goodness, any developer that is willing to deal with the City of Somerville and the various stages and complexities, I give them kudos, but with that being said I think this is a phenomenal project. I think this is an amazing opportunity for Davis Square and for Davis Square in the city of Somerville. I should have introduced myself. My name is Ron Cavallo. I live at 70 Victoria Street and I actually have done extensive development in the past, mostly residential development. Very large amount of condo conversions and I consider myself an experienced developer. I think this is a high-quality development team. I supported this at the Historic Commission level. I think this is an amazing project. I think this would be an incredible gathering place for people. I think the existing conditions do nothing to draw people. I think it's boring. I think this is exciting. I think this is thoughtful. I think the scale is more than acceptable. I think the facade, I think, is very approachable at the streetscape, but I absolutely love the gathering place and the lighting systems and the thought that's gone into this. And I'm all for revenue for the City of Somerville, and this is definitely a source of revenue. The City of Somerville is essentially bankrupt. Nobody talks about it, but it is. The expenses far exceed the available funds and just that the whole infrastructure in the city is falling apart. So, I support all good development that's going to bring revenue to the city. And you know, Davis Square is, you know the Happening Hood and all these things. Well, you know my relationship with the City of Somerville goes back to 1894 when my family first moved into the city when my grandfather started a custom shoe store in Magoon Square where he worked for 50 years and he raised six children in this city, all of whom became very successful. This is an opportunity. This is an opportunity. I'm going to say it a third time for emphasis. This is an opportunity, and when a high-quality development team puts this kind of effort into a project of this kind and does it as well as this team has, this is an opportunity. We must take this opportunity. We need quality development in this city, and may I say that the historical Historic Commission, up until recently when I started adding input, they had a one-word response to pretty much everything. It was no. It was thoughtless. It was relentless. It was ignorant and it was unacceptable. I'm here to change that and I'm here to say as clearly as I can: I think this is a great opportunity. I think Davis Square frankly is overrated. I think this brings an upscale opportunity to the square, and I think it is dynamic. I think it is wonderful.

A (Welch Liles): Thank you very much, Ron. We certainly appreciate your support both you know in the

past, the historical, and tonight. It means a lot. You know we put a lot of hard work into this to make sure that it does feel like a part of the square and is inviting and active and so, but I appreciate the feedback.

Response (Ron Cavallo): I absolutely see it. I understand the importance of the high-quality development team and some of the teams that I've seen make proposals in the city have been frankly terrible. I am not somebody that rubber stands everything. I stopped a 600-unit proposal in West Somerville on Powder House Blvd. That had a horrible team and a poorly conceived project, and it was going to be a traffic disaster and it was just a mess from start to go, from beginning to end. But more than anything, I felt the development team for that project was awful. The development team is very critical, especially for a project that is in a dense area where the construction process is critical, where the design is critical, where every single component is critical, and where it's easy for things to go wrong and hard for things to go right. And if you don't have the brainpower and the skill behind a project of this kind, it could be a real mess. This is not the case. So, you know, I fully support this project, fully. I think it's a wonderful thing.

A (Welch Liles): Thank you. That's a big kudos to Gautam and Ryan and, you know, the fifty plus other people who have, you know, really, really worked hard on this. So, I really appreciate that.

Response (Ron Cavallo): I know what it takes all too well and I know what it costs all too well. And this is a very expensive project, but it is a truly thoughtful one and I think it's one that will really, really add to the city and add to Davis Square. I can see this as a very vibrant gathering place. And, you know, Davis Square, there's another proposal for Davis Square that's subway-based or train-based. And clearly the square is going to change. I think that's a good thing. And a project like this avails itself of the public transit, which is right around the corner. I want to add, I own a historic property, a very high end, fully restored, beautiful historic property. That's about a minutes' walk from here. So, I'm just not an individual that doesn't have a vested interest in Davis Square. I have a significant event. I'm a large property owner in the city. I'm a really good property owner in the city and I care about the city, but I really care about quality development. So, with all that said, I'm sorry I need to leave the meeting, but I do hope I got my point across. I did write a short response, which essentially is a summarization of what I just said. But kudos to the development team. I wish you success and I'm glad I was able to move this through historic, which was probably the biggest hurdle; maybe not, but certainly a big hurdle and a critical hurdle. And enough said, I must leave you. I attended this meeting. In fact, I drove from my lake house in New Hampshire specifically to be here to make my comments.

Q (Lance Davis): Before we get into some of the questions that were in the chat, Welch, I wanted to, or maybe to Gautam or whoever can answer the question, because I noticed a comment in the chat that Marcie just put in, that actually touches on a question I had and let me take a step back, Welch, because you know, I sort of noted that I had some concerns with the design but didn't share them with you because I wanted to get back with you as I always do sit back with my neighbors and hear from you all and I'm glad I did. I get a lot more what you're going for here and I like a lot of what I heard, but one of the slides talked about the shading or, just the lack of a better phrase from my perspective, I think it was the color of the brick and it was pointing at the post office, the existing post office building in the new building. It looks in the renderings like the new building has a much darker brick than the building that will be next to it. Is that correct? Because that seemed to be contrary to what the slide

noted and Marcie in her comment pointed out that the building design feels fairly weighty and imposing, and I know that's not just about correct color but to me, at least to my eye and I'm just one, you know, one neighbor here. That's a part of it. Can you speak to that and then speak to Marcie's comment generally, in terms of, you know, the field there and they'll note there are some other aspects of Marcie's comment as well, but I do want to let you get to, but since we're looking at the pictures here and that was the one thing that I wanted to at least clarify, I think clarify could be just that?

A (Welch Liles): Sure. So, I'll touch base on that and, Ryan, Gautam, feel free to jump in and correct me. So, I think the intent is to match the break of 58 Day. The renderings depending on kind of the shot, and you know the natural shadowing, just how the renderers have made it may make it appear a little darker and really as you know Councilor Davis is part of the new next UDC process we will do a full mockup, you know, of all these materials together and one of those details and have that other opportunity to make sure that those final selections do meet that intent. And so, you know, still several steps in design necessary to get there and kind of specify the exact brick, but the intentions for it to be a lighter brick and more traditional kind of Boston Red than what's been shown and funny you mentioned 58 Day and the existing building actually have a very dark, almost purplish brick purple, black, tight brick that a lot of people voiced they don't love, you know.

Response (Lance Davis) : As the front façade brick?

A (Welch Liles): Yes. And so, as part of our UDC presentation, we also agreed to clad that on, on the Day-Street building as well to kind of a lighter tile, something that feels lighter and less of a, you know, that '70s, purple brick and more, and feeling was kind of the original architecture. So, we're sensitive to that as well and definitely want to lighten it up. And then I think the Terracotta on the front, and that detail was specifically meant to kind of tie to the historical piece at, you know, 256 Elm, but then also give it that lighter feature and kind of a softer approach on the street and, Ryan, I don't know if there's anything else you guys want to add.

A (Ryan Kurlbaum): I appreciate Marcie's comment. It's a good question and quite thoughtful. I think our goal is really to activate and make the kind of street and ground plane as porous as possible and in that way, it feels quite light. The building above is kind of a harder working in kind with the 58 Day building and we felt contextually that was the appropriate response and Welch is exactly right about the brick tones. We certainly will do our very best to match the 58-Day brick and forgive us if the renderings are slightly off, but that is our design.

Development Review Application Update: A selection of brick material colors has been included. Final selection of brick color is to be determined but is intended to match that of 58 Day Street.

Q (Larry Yu): My name is Larry Yu. I live at 6 Herbert Street. So, I'm a director of a butter to Space and thank you for that presentation. I really love the activation of the civic space and the thought that's going into it. However, I couldn't help but notice that you have placed a, I think, what you call

loading trash dock directly across the street from me and it seems to be a fairly small loading dock and I'm curious how that loading dock could possibly support all of the retail and commercial and office space in the structure, both the trash and loading through that one gate, given that already Herbert Street is essentially a loading dock as it is, and also, given that I mean I think some of your renderings seem to have made Herbert St a little bit wider than it actually is. So, I'm curious if you've modeled whether a truck could actually back its way into that loading dock without driving into my living room first. Thanks.

A (Gautam Sundaram): We would never drive into a living room. They have some engineer on our team as well and as part of the site plan approvals is that we show the circulation movement for all of the different, whether it is going into the parking or the loading as well, and those turning movements are shown and they are all based on existing conditions surveys. And so, we're happy to share those documents as those are also part of the formal site plan application as well. We made sure that we are compliant with also what are the expected circulation, except all circulation patterns and turning radius as well.

Q (Larry Yu): Sorry, if I could just also clarify, have you modeled the volume of truck traffic, truck and garbage traffic that would be expected in a number of businesses and that one loading dock can support it?

A (Welch Liles): Yes, we have. So, we're in the process of a full traffic impact study and mobility plan that will fully highlight that, and we have both traffic consultants and trash consultants on board. It'll have a, from a trash perspective, it'll have a full compactor. So, that should limit the amount of trips and, you know, probably maybe a biweekly volume. We can get the exact calculations and it'll depend ultimately a lot on the tenant mix right now, which is somewhat flexible, but we're modeling it after kind of a worst-case scenario. And then you speak to the loading. It should be able to fit a full, not a full WB 67 type truck, but a tip standard truck that you would see and then I think you still see that a lot of the soft good retailers at 58 Day. There's another pull in, right? That'll be a separate loading for that Bay and then a lot of those smaller retails will still just front load, which is kind of typical up and down Elm St. Sorry, one other thing I'd like to point out. Right now, this shows it as a, you know, garage door hidden, I think, that that's a really another great opportunity for some type of wall art and we would love to make that, you know, one of several spaces around the site that we would be programming with local art so that you're not looking at a garage door when it is closed.

Development Review Application Update: A full traffic impact study and mobility plan have been in progress and have developing with the support of traffic consultants and trash consultants.

Q (Chris Iwerks): Yeah, this is Chris Iwerks. A few things. In a previous or last presentation, I had asked that you show us what the building looks like from the South side in perspective, which would be from Elm Street or Chester St, because that is a party wall condition and that hasn't shown up. So, my question is how come?

A (Welch Liles): I think that may have been a mistake or oversight, but I think we may have some models that we could share or at least give you a sense of that.

Development Review Application Update: Renderings of the building from the south side have been presented.

Response (Chris Iwerks): While you're looking that up, I also wanted to make a few other comments on Marcie's point that the building seems imposing. I think there's a few things that are contributing to that. One is the upper portion of the building on the upper 5 feet or so is a continuous band of brick, and I think that gives the impression of this being a large block. You know, despite the fact that it's got very large openings into it.

A (Gautam Sundaram): We've really been getting closer towards the central and use that as a diagram as something that connects between Elm Street and Herbert street and let the ramp actually be part of it. I see your point that may feel like you're adding more but what we're trying to do is take the elements that we have to include and really use those elements as design features as a way to organize the plaza design itself. So, like those diagonals that grow across the EW direction are really connecting from doors to try to be a little bit more purposeful and not arbitrary, to take those kind of functions and elements as a way to organize and reflect out of the plaza as well.

Response (Chris Iwerks): But it sort of seems as a hospital-planning mentality like I want to connect doors, I want to connect this street to this street; so I am going to have lines everywhere that connect it which is completely the antithesis of making a space that people will stay in. And I don't think you successfully got it both ways with that particular design. That's how I read it.

A (Ryan Kurlbaum): Chris, I didn't want to share that party wall we are doing that we did in fact promise you. We have tried to limit that the openings on that because that would be the East side for a number of code reasons but to limit the kind of number of spring load openings we would have but that's that party wall condition that we're working with an envelope consultant quite closely on detailing correctly.

Response (Chris Iwerks): Do you have it from further back?

A (Ryan Kurlbaum): No, but what we do, we do have renderings in the deck from Chester Street where we studied the height of the penthouse. We can probably follow up with something further down the street.

Response (Chris Iwerks): Yeah I just want to understand, I just want to understand the impact of the whole block from this view.

A (Ryan Kurlbaum): I see.

A (Welch Liles): Well, we'll be happy to follow up with that. Chris, you have other questions that you'd like to touch base on?

Response (Chris Iwerks): No.

Development Review Application Update: An envelope consultant has been helping with detailing the party wall condition and renderings from further down Chester St have been shared.

Q (Lee Auspitz): Will there be a written agreement between Asana and the city covered insurance policing and maintenance? And will Asana undertake to take the maintenance of the new zone civic space?

A (Welch Liles): Their answer there is "Yes". So, I think as we discussed before the new zone civic space will

be privately owned. Though it would be open to the public and therefore maintained by Asana and the property ownership. We have already reached out to the City's attorney's office to start the process of drafting all these documents and so we fully expect all of those to be in place before any approvals for, you know, final approvals for the project. So, that will all take place and from an Operations perspective we would want to maintain a clean, safe, and welcoming atmosphere there. So, you know, outside of those documents...

A (Ryan Kurlbaum): Welch froze there. Can you, Welch, hear me ok?

A (Welch): Did you all lose me a little bit?

A (Ryan Kurlbaum): Yeah we did. It's ok.

A (Welch Liles): Can you hear me now?

A (Ryan Kurlbaum): Yes.

A (Welch Liles): Ok. Sorry about that. Speaking to the BSL and high risk tenants, you know, I think the building has been built for life & science potential. None of the upper floor spaces, either 58 Day or the proposed new building, have been leased yet and yet the timeline and all that are still very much uncertain as we work through the process but we'll say we expect, given the size of those spaces, that is probably a more of a gene therapy type user; if it is a life science or life component, that would be a BSL Level 2 or below. I don't know if there is a covenant or something like that that would commit to BSL3 or something like that I would be surprised to get that type of user here and we really don't think it's a possibility. And same with, you know, toxic labs in use through that point and we have that available to share. We've done a full-week study for both buildings verifying that in any exhaust, we'll not come to the street level and it's safely disposed off from the new building if it goes that route. Moving ahead to a few other questions, Christine Schroeder and Ron Cavallo, for providing their support with the project and we really appreciate, thank you for attending and the few out there.

Development Review Application Update: The City's attorney office has been contacted regarding the insurance policy and maintenance.

Q (John Connelly): How long will the construction take and will it happen at the same time as the scape project on the other side of Elm street?

A (Welch Liles): So, from a construction perspective we are anticipating that total construction time will be 14 to 16 months with really the disturbance being the early part of that and the building being stabilized and kind of closed off probably within the first few twelve months toward the end of the project is more isolated and less disturbing. We're uncertain as I mentioned earlier on the exact timelines of when this would start. And, I am not up-to-speed on where this potential scape project is on this timeline. So, I can't speak to whether or not it would be happening at the same time, but I do know that we have a general contractor in place but a lot of time looking at the logistics here. We've had several conversations with the City of Somerville and the Engineering Department regarding not only our project and the scape project but other potential Elm street improvements and making sure that if any of these happened at the same time it would be fully coordinated and we have a bit of a logistics plan in place to help minimize any disturbance.

Development Review Application Update: There have been conversations with the City of Somerville

and the engineering Department regarding the timeframe of the construction of the Davis square project.

A (Ryan Kurlbaum): I think that's the end of the Q&A. There's quite a bit in the chat though if you want to run through that.

A (Welch Liles): Yeah we'll run through that as well. So Marcie Campbell I believe we touched on your question earlier as we discussed kind of the heaviness and the brick tones.

Q (Lance Davis): Can you hear the question at the back end of Marcie's first comment there about the attendance and maybe one of the things I'd ask was just an update on whatever you said you can't share about your discussions with the current tenants and any of their plans, you know, to understand if you would be able to offer any of the spaces and then, Ryan says they were compared to the that are there now and the rents that are on Elm street and, you know, if could you speak to that?

A (Welch Liles): Sure. From a tenant perspective, as Ryan mentioned earlier in the presentation we have provided for the new small business overlay. There's some smaller more affordable spaces that are being made available on Elm street and there's about 12,000 sq ft of total retail there, Starbucks will be relocated back to the corner. We have some other current tenants, who will be relocating just down the street from us to another location on Elm street. We originally hope there'll be the anchor tenant in the 58 Day building, but given some timelines and this other opportunity on the street, we thought that was probably a better fit to maintain their businesses so they could stay open with the timelines and there are still other tenants we're either still on conversations with or working through and that's, you know, a big component of what we spoke to earlier about the timing of construction and just kind of make sure we have space for everybody before anything can proceed.

Q (George O'Shea): Do you have a slide showing the side of the building from Chester Street?

A (Ryan Kurlbaum): We did show that in the presentation and I don't mind, I could just bring that up again. We did look at this when looking at the penthouse visibility that's before the renderings. There it is. Yeah so the upper right in the corner, George, I know that's small. That's standing on Chester Street.

A (Welch Liles): And we can follow up with a full elevation of the Chester Street façade and make sure that it is posted to the 7th spoke Somerville website so that everyone has access for that and we will also work to summarize any of the questions tonight in writing and add that to the FAQ section so that they're available as well.

Development Review Application Update: The building elevation view from Chester St has been presented and a full elevation of the Chester St façade has been shared with the community via the website. The questions of this meeting have been summarized and posted to the Q&A section on the website.

Q (Lance Davis): Hey Welch on that on the Chester Street façade - you and others mention you know the opportunity for public art in space just as put in there the garage door, something that we're looking at. There looks like there is a good bit from obviously it's just a shared wall and, you know, there's, there's a bunch of code considerations. And had there already been conversations yet or is it part of a or there might be an opportunity for a larger mural that go off in those spaces to the extent that you see it? I am not sure how visible out of...

A (Welch Liles): Yeah we have not had any and we started to identify opportunities and agree I think that

this is a fantastic one. We have not had any, you know, specific conversations with artists yet and I think that would really kind of start, you know, further on in the project once everything is really locked in on the façade but we've had some really great conversations with the Arts Council, you know, some of the High School Projects showed and would definitely looked to bring a local artist for all those opportunities. So, we can certainly keep the neighborhood up-to-date on that and then some other neighborhoods where we're working, something that's fun has been, there's some rolling mural opportunities and so about every two years you can change them out. The city kind of votes on what stays and what the opportunities are, and we don't have a full program in place but we've done things like that in the past and it's kind of fun to keep it vibrant and make sure that, you know, new artists are getting an opportunity, you know, just really highlighting different artists and potentials.

Response (Lance Davis): Thank you. I personally I think that'd be a great idea. More of a quick clarification on that side that you're on right now. I think that you said that that's just a street view, I take that this is intended to be sort of standing on Chester looking down towards Herbert, the curbs aren't exactly to the corner here. Is that the intent of what you're trying to...

A (Welch Liles): That's right. So the right side you get a sense of the corner view from Chester Street even though it's not a full, full elevation view of Chester but there's windows giving you an indication of the size and locations and we'll make sure we'll follow up with that full elevation. We just kicked out of the slipper of it from this view.

Development Review Application Update: There have been conversations with the Arts Council and the community has been kept posted about any updates. A full elevation view of Chester has been shared with the community.

Q (Marcie Campbell): I'm also interested in what sort of affordable rents will be given to independent retail businesses on the ground floor. Excellent job on the existing post office building and I love that you brought in the high school students.

A (Welch Liles): So again, so the two small retail bays on Elm street have been marked for affordable rent and that'd be below market. The rest of the spaces will remain at market and then again, you know, we're working again with several existing tenants and to a lot of, of local groups, you know, to either relocate or take other spaces that would be in line with current rents.

Response (Lance Davis): And on that Welch I confess I haven't had a chance to circle back with someone to get their perspective but we, you know, the rents on those Elm street spaces, that's just something you anticipate going into a discount with the city.

A (Welch Liles): We can, yes. I think we can commit to a discount to market rates with the City.

Response from (Lance Davis): Thank you.

Development Review Application Update: There have been discussions with several existing tenants and local groups to reach better informed relocation or other spatial arrangement decisions.

Q (from Chat): How do you intend to message on project updates and potential issues to the residents and businesses?

A (Welch): So right now we currently have the project website which is 7thspokesomerville.com and it's been used right now mostly from a design perspective to inform meetings such as this. I think our intent would be that as this evolves you can continue to get updates on the project there and then, you know, if we do commence construction it would be able to provide live updates of things, you know, if there is a potential road closure for the time being or something like that could help keep neighbors informed as things are moving forward and then same too, you know, with leasing momentum for a new restaurants or tenants coming to the upper floors things like that. We'll keep everyone up to speed with what's happening.

Response (Lance Davis): Welch and to that point thank you, the website here is a great resource, but would it be possible to include just more on the website so you have, you know, the UDC submissions that are top public but I'll be the first to admit the city's website finding that stuff can be a bit challenging – even for those of us that work for the city. You know would you all be willing to be fully transparent on that to have that coming to meetings with the UCD here and any other public documents that we might want to take a look at.

A (Welch Liles): We posted some additional information this morning and we'll certainly post this entire presentation for everyone to reference as a follow up and then if any additional views from, I think we have the wind wake study, we have shadows studies. We'll be sure to post everything and maybe we can provide a kind of a summary of documents so it is easy to see what's available.

Response (Lance Davis): That would be great. I appreciate your collaboration on this. I, and my colleagues, are trying to kind of change things and the way that this project would happen in the city in terms of folks being able to access them. It shouldn't be that we have to rely on you all to do this. We should build on our own city capacity. We are working on that in the meantime. In the meantime, we appreciate you all in doing that.

A (Welch Liles): We're happy to share. I mean, there's no surprises. We want it to be a building that everyone comes to. That's the point. We want it to be something people are excited to visit and so the feedback's helpful.

Development Review Application Update: The presentations slides and recording along with additional views, the wind and shadow studies have been uploaded to the website (7thspokesomerville.com).

Response (Lance Davis): One final point and I say this probably just because, you know, it's, everything else I've said, you know I don't want to say to my neighbors, as you go through that last pages of the UDC process, remember what you're hearing here tonight because there are some examples that I've seen recently where UDC has some views that maybe aren't entirely aligned with the feedback you got from the public and at the end of the day, my perspective is, we should listen to the public first. You know, I have been to the extent that maybe the UDC works things that might accomplish their requests or they address issues that we're raised here tonight and that's why the transparency of having those documents up on the website is important so that people can see particularly if there are changes made through the UDC process, people who can see it and raise questions and say maybe we don't like that. Maybe we liked it better the first time and you had it right. That may not be the case here and hopefully the UDC will do nothing but make it even better. But, I just want to put that out there that there can be some frictions sometime between, you know, with the neighborhood feedback they provide and the feedback the UDC has.

A (Welch Liles): So, no we would definitely take this into consideration and you know like I said earlier the

folks on this call are the ones that we expect to be visiting the shops here you know on a daily basis and sitting in this plaza and so that feedback is important.

Q (Aaron Weber): I may have misread the slide the texture portion of the façade option, isn't applied on the surface of the plaza correct? Is it important to keep it smooth for a wheelchair to use?

A (Gautam Sundaram): Yes, that is correct. The texture is not applied to the surface, to the paving surface. The paving surface is smooth and is an ADA compliant surface, all the paving materials.

Q (Matthew Griisser): Hi, can you hear me? Yeah first I want to say I am broadly supportive of the project and mostly like what I was seeing. I appreciate that there will be more going on on Herbert street and Day street. I agree with the comment I believe by Chris earlier about the top of the building. I think it would be nicer if there's maybe a bit more detail or something going on up there. I think that would make the brick side of the building less monolithic. I think my, you know, the main thing I am certainly worried about with the current renderings that I've seen is you know when you go to the current plaza as it is in Davis square you can very easily see what all the businesses are there. What are the signs that stick out along the corridor, they have them up along the façade on the front but in the kind of current design it feels like they're really going to be I mean literally overshadowed by the portion of the building sticking out and it seems to me that it'll be difficult to really feel that they're well integrated into the square because I'm just curious how you guys are thinking of that and that's my main concern about it.

A (Welch Liles): Sure. I can appreciate that and we focus on retail day in and day out and understand those needs and the visibility is very important. We have not shown signage as a part of this yet because that whole package is still being developed and I think we'll kind of go through a separate approval process and it's roughly, roughly laid out, but we will have a new monument sign. I envisioned the tenants having both wall signs and blade signs so they have that visibility and then you know we've also provided some flexibility for each one to you know provide some color and activation at their storefronts at the façade. So it just hasn't been fully vetted yet as we've been working through the building design and kind of finalizing that so that we can then really inform the final signage plan.

Response (Matthew Griisser): Alright, yeah that makes sense to me. Yeah I would like to see a plan. I am not sure who that needs to be worked out with that does allow the businesses to feel individuated from the building as a whole and not sort of just like small vs big shopping.

Development Review Application Update: The building design has been further developed so that the final signage plan can be really informed.

Response (Lance Davis): Thank you Matt. That's a great point and it's something that is so, take a step back, so when the city did sort of walk-in meetings in Davis square I mean looking at this experience one of the things that was identified most frequently was, I don't exactly how they'd actually put it, but I remember it being sort of the differentiation between the storefronts, right? It doesn't look like one big building and I kind of thank you. More than just signs and signage I think without putting words in your mouth, what I heard you saying is, if the actual physical spaces appear to be more or less than just a wall of glass and three separate spaces. One of which was Starbucks and those two other locations and you know, can be it done beautifully? I'm sure, right? And you all are professionals at seeing these things on drawings and its actually conceptualizing it. I know I'm not a, I look at things and I realize how that's going to look at the very end. That's what I also one of my sort of reactions was that sort of wall of glass doesn't feel like a very thing that people like about Davis square. The other side of Elm street in particular is frequently noted as being a model for the pedestrian experience. Lots of those shops, that is what we

base the small business overlay with the small retail/commercial space zoning amendment on based on those metrics. So having the actual spaces is important 'cause as you pointed out that's what helps you keep the rents down and in this case actually we've been below market, which is great. The actual physical feel of on having an individual shop space I think is lost in what I am seeing is what I am interpreting is what I'm seeing. I think it's part of what Matt's point is as you go forward through the design process I kind of ask you to bear that in mind that might be adjusted to the design if there's opportunities to do so.

Response (Matthew Griisser): Yeah and I'd say I pretty much agree with that.

A (Welch Liles): We can definitely take that into consideration and see if there's maybe some more surrounding and mutual areas that can be then modified by tenants, you know, to be a little more in line with branding and their character.

Response (Lance Davis): Let me be clear. Even if it's not in modular design just to physically break up those spaces.

A (Welch Liles): Sure.

Response (Lance Davis): You don't have large details on the slides. It looks like it's a wall of glass and I think that to me is one of the things that jump out. So you can take out glass, right? But if those spaces are differentiated a little bit more, I think it would keep that sort of walk down the street there are lots of different options – your brain differentiates it that way. As opposed to just a wall of glass. Your brain greets those two things very differently.

A (Welch Liles): We'll definitely look into that until we can do the kind of bring back the engagement. And then Raisa pointed out that the signage plan that I mentioned earlier would be a part of the submission as part of the complete application and so that will be made available, and we can post it publicly as well on the site and follow up with that information.

Q (Joe Kislos): Hey I am Joe. I live on Herbert street, basically essentially directly across your phase two of your building. I got a couple of questions and comments. The first one is on sidewalk width. So, the sidewalk the side of Herbert Street that your building would be on, the sidewalk there is actually pretty narrow right now. It has parking meters, it actually has an enormous telephone pole that supplies most of the power to Elm street. So if you're activating Herbert street as sort of retail shops is it your intent to expand that sidewalk? Are you gonna move the parking meters? Are you gonna put the wirelines underground? So in most of your renderings look like it's a beautiful pedestrian walkway but it's actually quite narrow. So, I walk up and down and almost daily and I often step into the street just to get around when other people with its current pedestrian load and also it looks like you're putting in trees. I can tell you there's probably not a lot of space there right now. Almost you're setting your building back.. So I'm just curious what your intent there is. Like Larry I also have some concerns about that that loading bay. I really wonder if you could get a WB67 to actually pull in there. So I'm a little worried that if, there's a small loading bay, what's gonna end up happening is they're just gonna double park on Herbert street like they do now or you would just wheel the dumpsters into middle of the street to empty them, which is how it works right now. So, I'd be very curious to see what the driving flow is going to be but getting back to my pedestrian safety concern I would be very worried about a truck backing out of that parking garage because I, literally last week someone backed out a truck and hit the fire hydrant. So, if you are going to activate this space for a lot more pedestrians and you're backing a semi out, I can walk, I can tell you from my window looks like a three ring circus out there today and it's really not even activated for pedestrians. So, I am very concerned about the logistics, the loading bay and also just the pedestrian density that's going to be added. If it's not widened and really thought through as sort of a primary concern. The last

comment is actually more for Lance Davis. I do think it's probably a legitimate concern that there's a multi-year build going on here, a multi-year going on, build going on the skate project at the same time, but Davis Square couldn't really support that. So, I'd be curious if there's something to help mitigate that or if, if there really isn't the possibility that both of them could be going on at the same time.

A (Lance Davis): Yeah, thanks Joe. I totally hear you and it's a point that I raised when I go back to the old administration with Dalagani, you know, to be cautious. I don't know what the right answer is. I don't know if two projects at once over a year and a half is better than back-to-back projects over three years. You know, my first consideration would be we all want to go through and then the second would be from an economics standpoint what makes sense, you know, for a community like Davis Square. But I have raised that they're very aware of it. The other thing to consider is that the administration of informed me yesterday that they are full speed ahead of launching the planning process to make Elm street pedestrianizable whether it be eventually pedestrianized is a question that we all will have to answer through that process but I know it's something that's been raised by many people over the years myself included. And so, if we are going to do that when everything is all torn up now that makes sense. There's a lot of logistics that will require people much smarter than I am at these things to sort that out but it's a, you're absolutely right. It's a question that I have raised. Also, I see you Welch have any feedback on that?

A (Welch Liles): I can speak to the street scape portion of it. So, the upper-level plane will be in about the same location that the existing wall is now. The storefront will step back lightly. So, it will be a little bit of a wider sidewalk in that location and we are working with Eversource to burry all of those power lines and get those all for the street at this location. We should improve that sense and feel there and hopefully addresses a lot of that. And again we will from a loading perspective, you know, pull that full traffic impact study which is still in process but can make that available along with the turning radius and all the detail that kind around how that's going to function in reality.

Response (Joe Kislos): Yeah I would question whether you have room for the trees that I see with the pedestrians.

A (Gautam Sundaram): Yeah we agree. We are working that through with Engineering with the setback and maybe it's best to actually make that a continuous sidewalk instead of adding more trees or pediments and make that a much more clearer circulation path that is better than what it is today.

Q (Laura Mariano): Had there been concerns that the active loading zone may work and their neighbor considerations baked in? I know that there's an 8am plus loading zone on Herbert Street now. If they're going to be coming from the street, it will be nice to see no idle signage and enforcement.

A (Welch Liles): I can't speak to, you know, if there's broader conversations around the loading zones for Davis square and I'm constrained to those things but I do know that the mobility plan again that we're putting in together really should address a lot of those direct concerns for this specific potential project and we will work with Engineering on dedicating the additional loading zone that's outside of what's being shown and don't foresee those being the case outside of the loading dock area and I guess any signage that would be required for that. And I don't know Raisa if there's broader conversations being had around that for Davis square.

Response (Lance Davis): So, Welch you broke up a little bit there. I'm not sure, but I'll just continue that question, but I think I'll address the question of the loading zones generally. And, that goes to say that if it's the decision collectively to move forward on closing Elm street off to vehicle traffic much or for all the time. One significant challenge is how folks get supplies. You know that's how these loading zones work

and so this project has loading on Herbert Street more or less how it is now, the project across the street at least in the most recent direction on that side and off street loading actually inside the building which is incredibly helpful. And that will be one of the challenges that we have to figure out. At least on my end, I'll speak more slowly as part of the public process we, yes, we will have to figure out how businesses will supply throughout Davis. We need to make it better than we do, than we are now. Both these projects and the one across the street actually will help that to some degree but there are challenges we'll still need to solve and that will be part of the conversation.

Development Review Application Update: In collaboration with engineering, the plaza design has been studying the setback and the possibility of having a continuous sidewalk instead of pediments. The mobility plan has addressed many of the concerns around the loading zones for Davis square.

Q (George O'Shea): Can you address the noise that the project will generate particularly around the mechanical units and their operation?

A (Welch Liles): Ryan, I know that our screening will have a sound attenuation aspect and that's also part of the wind wake study. Ryan do you mind speaking to that?

A (Ryan Kurlbaum): George, I'll tell you, I am not an acoustician. So, I think the best way to address this is probably to, we can go through the report and we can publish that Welch when it's ready. We are working on that. So, the volume of the noise is just something that, you know, we're quite familiar with working with life science projects like this. In terms of the mechanical operations I think Welch that's probably more on a tenant-by-tenant basis. I can't quite speak to that at this time.

A (Welch Liles): Yeah but I will say to you we'll guarantee that all the screening that's in place will meet the sound attenuation requirements as well for any equipment that's going to be on the roof.

Development Review Application Update: The report addressing acoustics and the sound attenuation aspect is ongoing and will be published upon completion.

Q (Lee Auspitz): My question was, should we call Mr. Lyles George or Welch.

A (Welch Liles): I go by Welch but my first name is George. If you guys just call me whatever you want as long as we have your support.

Response (Lee Auspitz): You do have my support with the usual reservations.

A (Welch Liles): Yes sir. Well we appreciate that.

Response (Lance Davis): Well, thank you Welch and Gautam, Ryan, and everyone on team. I, you know, as I said before I am really excited about this projects. It's, it accomplishes one of the boxes I put on my list when I first took office, which was figure out why to make that plaza just, all, all the ways that it's not good now and this goes such a long way doing that. Just this past week I've been really thinking about 7 Hills park a lot and there's a whole lot of challenges I think we can do better in a whole bunch of different ways regarding that part, but one is, how we keep some grass on it. And, you know, have we been able to move some of the programming? Possibly we decide to do so to a place like this plaza is, you know, could it even be a way to keep a more inviting grassy area over there? So it just has so many different, you know, ways that we'll reach and address challenges in the city and I know I've heard from folks for years about too many banks and chain restaurants etc that want to come in here. I think having more people in the square

during the day can be a real room for businesses. I'd be thrilled to help facilitate the conversation by putting those below market rents and into a covenant and I actually have some experience drafting that in the past and I think that would be fantastic and thank you for, you know, hearing that request and working that in your plan. I'm really excited about that as well and yeah, having more, having more folks in here to spend money on our local businesses will make them more viable and help to take the pressure off of us who are just working through every day to pick up the groceries and the gifts and I think that's really exciting, you know. That all said, there are still challenges and you heard many of them today and thank you for your future attention to try to address those. My request is, just a real request, try to keep that full up-to-date and transparent as possible. I know folks do go to that and, you know, when the time goes next week use that email list as well as our abutters list. The law and reality don't mesh well when folks don't know about stuff.

A (Welch Liles): Sure.

Response (Lance Davis): And, you know, there's abutters lists work well, you know, with a single parent, multi-family housing a few blocks out of Highland Ave they don't really work so well for a big project like this because this affects the entire area, not just the city and, you know, so we'll all contribute anyways that's great and remember the feedback you heard here and other city folks perfects giving you I'm happy to help remind if you and refreshed and we also as we go forward, you know, if there's an issue, well I agree that having an in person meeting would have been great. Any of these remote meetings are easier to pull together. You know, if there was any point that we need to have another meeting just to give folks an opportunity to review things. If the design changes for example, it might make sense to do that just have a big formal regular meeting just so we touch, we touch point.

A (Welch Liles): Sure

256-260, and 270 Elm Street

Neighborhood Meeting:

Roster of Attendees

June 21, 2022

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ABUTTERS LIST

MBL	Owner 1	Owner 2	Address	Unit	Owner Address 1	Owner Address 2	Owner City	Owner State	Owner Zip Code
21-D-15	TRUST SAMUEL BACKER INSURANCE	C/O TRIBECA MANAGEMENT	409 HIGHLAND AVE		P O BOX 187		SOMERVILLE	MA	02143
21-D-16	SARAGAS S JOHN		413 HIGHLAND AVE		83 CAMBRIDGE PKWY-WEST 202		CAMBRIDGE	MA	02142
21-D-17	MIDSHARES INC		1 COLLEGE AVE		P. O. BOX 440303		WEST SOMERVILLE	MA	02144-0027
21-E-1	SAIA FAMILY STONEHAM LLC		418 HIGHLAND AVE		32 BROADWAY		STONEHAM	MA	02180
21-E-11	HERMAN DANA FOUNDATION LLC	DANA FAMILY SERVICES LLC	233 ELM ST		1340 CENTRE ST SUITE 101		NEWTON	MA	02459
21-E-12	DANA FAMILY SERIES LLC		243 ELM ST		1340 CENTRE ST SUITE 101		NEWTON	MA	02459
21-E-13	DANA FAMILY SERIES LLC		245 ELM ST		1340 CENTRE ST SUITE 101		NEWTON	MA	02459
21-E-15	MISUJO REALTY LLP		255 ELM ST		105 CYNTHIA RD		NEWTON	MA	02159
21-E-16	RPI ELM STREET, LLC	C/O RIVERSIDE PROPERTIES INC	261 ELM ST		27 MICA LN SUITE 201		WELLESLEY	MA	02457
21-E-17	5 DAVIS SQUARE LLC		5 DAVIS SQ		1259 BROADWAY		SOMERVILLE	MA	02144
21-E-2	MIDDLESEX BANK NA	C/O BANK OF AMERICA CORP R E	408 HIGHLAND AVE		NC1-001-03-81	101 N TYRON ST	CHARLOTTE	NC	28255
21-E-4	ARON LIMITED PARTNERSHIP		402 HIGHLAND AVE		402A HIGHLAND AVE		SOMERVILLE	MA	02144
21-E-7	20 GROVE STREET LLC		20 GROVE ST		54 HIGHLAND AVENUE		SOMERVILLE	MA	02144
22-A-2	B F SOMERVILLE PROPERTIES LLC		49 DAVIS SQ		220 MASSACHUSETTS AVE		ARLINGTON	MA	02474
22-B-1	DAVIS SQUARE LLC		1 DAVIS SQ		10 DRAPER ST #40		WOBURN	MA	01801
22-B-23	SERRANO REALTY LLC		96 DOVER ST		100 DOVER ST		SOMERVILLE	MA	02144
22-B-3	DAY/DOVER PARKING LLC	C/O URBAN EQUITY DEVELOPMENT CO	55 DAY ST		3 CRENSHAW LANE		ANDOVER	MA	01810
22-B-5	NEW DAY PROPERTIES LLC		49 DAY ST		21 PARTRIDGE LANE		WAKEFIELD	MA	01880
22-B-6	FLATBREAD DAY STREET LLC		45 DAY ST		4 HIGH ST UNIT 5		HAMPTON	NH	03842
22-B-7	O'KEEFE JOHN P & DIANE G		39 DAY ST		39 DAY ST		SOMERVILLE	MA	02144
22-B-8	DELAPORTE DEVELOPEMENT INC	S/O SELANDER RUSSELL & COLLEEN	37 DAY ST #1	1	41R RUSSELL ST		SOMERVILLE	MA	02144
22-B-8	PATEL VIKRAM H TRUSTEE	PATEL FAMILY TRUST	37 DAY ST #2	2	37 DAY ST #2		SOMERVILLE	MA	02144
22-C-4	SITT EDDIE	C/O MYER DANA AND SONS, INC	246 ELM ST		1340 CENTRE STREET SUITE 101		NEWTON	MA	02459
22-C-5	AMBISCO INC		55 CHESTER ST		55 CHESTER ST		SOMERVILLE	MA	02144
22-C-6	AHERN MICHAEL A		53 CHESTER ST		21 PINE RIDGE RD		WELLESLEY	MA	02481
22-C-7	URBAN EQUITY DEVELOPMENT CO	YVON CORMIER GENERAL PARTNER	7 HERBERT ST		3 CRENSHAW LN		ANDOVER	MA	01810
22-D-1	CITY OF SOMERVILLE	HERBERT ST PARKING LOT	44 DAY ST		93 HIGHLAND AVE		SOMERVILLE	MA	02144
22-D-10	BROZEK JOSEF T		9 CHESTER PL		91 ORCHARD ST		SOMERVILLE	MA	02144
22-D-11	LEVESQUE PAUL E & DUPONT THERESA		11 CHESTER PL		11 CHESTER PL		SOMERVILLE	MA	02144
22-D-12	MASTRANGELO BRONWYN & ANTHONY		15 CHESTER PL		30 HOWELLS RD		BELMONT	MA	02478
22-D-13	ATTERBURY & CARKEET TRUSTEES	ATTERBURY CARKEET TRUST	16 CHESTER PL		16 CHESTER PL		SOMERVILLE	MA	02144
22-D-14	DWYER MARIE E		12 CHESTER PL		12 CHESTER PL		SOMERVILLE	MA	02144
22-D-15	GREGORY DARCEY C		39 CHESTER ST		23 CHESTER ST		SOMERVILLE	MA	02144
22-D-16	BLITZ STUART J & EMILY F		37 CHESTER ST #1	1	37 CHESTER ST #1		SOMERVILLE	MA	02144
22-D-16	37 CHESTER STREET STREET PARTNERS LLC		37 CHESTER ST #2	2	3401 EIGHTH STREET NE		WASHINGTON	DC	20017
22-D-16	DELESPINASSE ALAN F &	GREY RACHEL JADE	37 CHESTER ST #3	3	37 CHESTER ST #3		SOMERVILLE	MA	02144
22-D-2	MESSERSMITH DAVID		16 HERBERT ST		PO BOX 441439		SOMERVILLE	MA	02144-2813
22-D-23	CROSINA SERENA & THOMAS MICHAEL R		34 DAY ST		1501 MONUMENT STREET		CONCORD	MA	01742
22-D-24	SAMARAWEEERA DARIN	C/O KSS REALTY PARTNER INC	38 DAY ST		P.O. BOX 650130		WEST NEWTON	MA	02465
22-D-3	MCCARTHY MICHAEL		14 HERBERT ST		14 HERBERT ST		SOMERVILLE	MA	02143
22-D-4	FUNG SAI-WAH & PAULINE LIU		12 HERBERT ST		12 HERBERT ST		SOMERVILLE	MA	02144-2813
22-D-5	KLEINBAUM RACHEL E & REICH DOUGLAS	S/O KISLO JOSEPH R JR	8 HERBERT ST		19 WILTSHIRE ROAD		BRIGHTON	MA	02135
22-D-6	YU LARRY	NELSON-YU MELISSA	6 HERBERT ST		6 HERBERT ST		SOMERVILLE	MA	02144
22-D-7	BROZEK DOROTHY E TRUSTEE	51 CHESTER ST RLTY TRUST	51 CHESTER ST		51 CHESTER ST		SOMERVILLE	MA	02144
22-D-8	DORKIN JOSEPH R		47 CHESTER ST #1	1	47 CHESTER ST 1		SOMERVILLE	MA	02144
22-D-8	DORKIN JOSEPH R		47 CHESTER ST #2	2	47 CHESTER ST #2		SOMERVILLE	MA	02144
22-D-9	MIRABELLA SALVATORE F & LINDA C TRS	THE MIRABELLA REALTY TRUST	43 CHESTER ST		144 EAST EMERSON RD		LEXINGTON	MA	02420
26-A-1	AP 240 ELM ST LP A DELAWARE LP	C/ O ASANA PARTNERS LP	240 ELM ST		1616 CAMDEN ROAD SUITE 210		CHARLOTTE	NC	28203
26-A-10	SMITH STEPHEN & LEVINSON J TRUSTEES	THE STEPHEN E SMITH TRUST	48 CHESTER ST		48 CHESTER ST		SOMERVILLE	MA	02144
26-A-2	SITT RLTY LLC	C/O MYER DANA & SONS INC	236 ELM ST		1340 CENTRE ST SUITE #101		NEWTON	MA	02459
26-A-3	HANCOCK SOMERVILLE LLC	C/O ADDONIZIO JR ANTHONY	230 ELM ST		1200 SALEM ST #119		LYNNFIELD	MA	01940-1572
26-A-5	LIBORIO EVERETT FOR LIFE	LIBORIO JESSICA & RUI	8 BOWERS AVE		8 BOWERS AVE		SOMERVILLE	MA	02144
26-A-6	23 COTTAGE AVE LLC		23 COTTAGE AVE		50 MILK ST 16TH FLOOR		BOSTON	MA	02108
26-A-7	D'ANNA FRANCIS		25 COTTAGE AVE		25 COTTAGE AVE		SOMERVILLE	MA	02144
26-A-8	KAYLOU PROPERTIES LLC		44 CHESTER ST		31 LOVE LANE		WESTON	MA	02493
26-A-9	SANTANGELO MICHAEL		46 CHESTER ST		46 CHESTER ST		SOMERVILLE	MA	02144
26-I-1	LEONARDO MARK		40 CHESTER ST		40 OAKDALE AVE		WESTON	MA	02493
File	CITY OF SOMERVILLE		93 Highland Ave				SOMERVILLE	MA	02143

PEOPLE CONTACTED

MBL	Owner 1	Owner 2	Address	Unit	Owner Address 1	Owner Address 2	Owner City	Owner State	Owner Zip Code
21-D-15	TRUST SAMUEL BACKER INSURANCE	C/O TRIBECA MANAGEMENT	409 HIGHLAND AVE		P O BOX 187		SOMERVILLE	MA	02143
21-D-16	SARAGAS S JOHN		413 HIGHLAND AVE		83 CAMBRIDGE PKWY-WEST 202		CAMBRIDGE	MA	02142
21-D-17	MIDSHARES INC		1 COLLEGE AVE		P. O. BOX 440303		WEST SOMERVILLE	MA	02144-0027
21-E-1	SAIA FAMILY STONEHAM LLC		418 HIGHLAND AVE		32 BROADWAY		STONEHAM	MA	02180
21-E-11	HERMAN DANA FOUNDATION LLC	DANA FAMILY SERVICES LLC	233 ELM ST		1340 CENTRE ST SUITE 101		NEWTON	MA	02459
21-E-12	DANA FAMILY SERIES LLC		243 ELM ST		1340 CENTRE ST SUITE 101		NEWTON	MA	02459
21-E-13	DANA FAMILY SERIES LLC		245 ELM ST		1340 CENTRE ST SUITE 101		NEWTON	MA	02459
21-E-15	MISUJO REALTY LLP		255 ELM ST		105 CYNTHIA RD		NEWTON	MA	02159
21-E-16	RPI ELM STREET, LLC	C/O RIVERSIDE PROPERTIES INC	261 ELM ST		27 MICA LN SUITE 201		WELLESLEY	MA	02457
21-E-17	5 DAVIS SQUARE LLC		5 DAVIS SQ		1259 BROADWAY		SOMERVILLE	MA	02144
21-E-2	MIDDLESEX BANK NA	C/O BANK OF AMERICA CORP R E	408 HIGHLAND AVE		NC1-001-03-81	101 N TYRON ST	CHARLOTTE	NC	28255
21-E-4	ARON LIMITED PARTNERSHIP		402 HIGHLAND AVE		402A HIGHLAND AVE		SOMERVILLE	MA	02144
21-E-7	20 GROVE STREET LLC		20 GROVE ST		54 HIGHLAND AVENUE		SOMERVILLE	MA	02144
22-A-2	B F SOMERVILLE PROPERTIES LLC		49 DAVIS SQ		220 MASSACHUSETTS AVE		ARLINGTON	MA	02474
22-B-1	DAVIS SQUARE LLC		1 DAVIS SQ		10 DRAPER ST #40		WOBBURN	MA	01801
22-B-23	SERRANO REALTY LLC		96 DOVER ST		100 DOVER ST		SOMERVILLE	MA	02144
22-B-3	DAY/DOVER PARKING LLC	C/O URBAN EQUITY DEVELOPMENT CO	55 DAY ST		3 CRENSHAW LANE		ANDOVER	MA	01810
22-B-5	NEW DAY PROPERTIES LLC		49 DAY ST		21 PARTRIDGE LANE		WAKEFIELD	MA	01880
22-B-6	FLATBREAD DAY STREET LLC		45 DAY ST		4 HIGH ST UNIT 5		HAMPTON	NH	03842
22-B-7	O'KEEFE JOHN P & DIANE G		39 DAY ST		39 DAY ST		SOMERVILLE	MA	02144
22-B-8	DELAPORTE DEVELOPEMENT INC	S/O SELANDER RUSSELL & COLLEEN	37 DAY ST #1	1	41R RUSSELL ST		SOMERVILLE	MA	02144
22-B-8	PATEL VIKRAM H TRUSTEE	PATEL FAMILY TRUST	37 DAY ST #2	2	37 DAY ST #2		SOMERVILLE	MA	02144
22-C-4	SITT EDDIE	C/O MYER DANA AND SONS, INC	246 ELM ST		1340 CENTRE STREET SUITE 101		NEWTON	MA	02459
22-C-5	AMBISCO INC		55 CHESTER ST		55 CHESTER ST		SOMERVILLE	MA	02144
22-C-6	AHERN MICHAEL A		53 CHESTER ST		21 PINE RIDGE RD		WELLESLEY	MA	02481
22-C-7	URBAN EQUITY DEVELOPMENT CO	YVON CORMIER GENERAL PARTNER	7 HERBERT ST		3 CRENSHAW LN		ANDOVER	MA	01810
22-D-1	CITY OF SOMERVILLE	HERBERT ST PARKING LOT	44 DAY ST		93 HIGHLAND AVE		SOMERVILLE	MA	02144
22-D-10	BROZEK JOSEF T		9 CHESTER PL		91 ORCHARD ST		SOMERVILLE	MA	02144
22-D-11	LEVESQUE PAUL E & DUPONT THERESA		11 CHESTER PL		11 CHESTER PL		SOMERVILLE	MA	02144
22-D-12	MASTRANGELO BRONWYN & ANTHONY		15 CHESTER PL		30 HOWELLS RD		BELMONT	MA	02478
22-D-13	ATTERBURY & CARKEET TRUSTEES	ATTERBURY CARKEET TRUST	16 CHESTER PL		16 CHESTER PL		SOMERVILLE	MA	02144
22-D-14	DWYER MARIE E		12 CHESTER PL		12 CHESTER PL		SOMERVILLE	MA	02144
22-D-15	GREGORY DARCEY C		39 CHESTER ST		23 CHESTER ST		SOMERVILLE	MA	02144
22-D-16	BLITZ STUART J & EMILY F		37 CHESTER ST #1	1	37 CHESTER ST #1		SOMERVILLE	MA	02144
22-D-16	37 CHESTER STREET STREET PARTNERS LLC		37 CHESTER ST #2	2	3401 EIGHTH STREET NE		WASHINGTON	DC	20017
22-D-16	DELESPINASSE ALAN F &	GREY RACHEL JADE	37 CHESTER ST #3	3	37 CHESTER ST #3		SOMERVILLE	MA	02144
22-D-2	MESSERSMITH DAVID		16 HERBERT ST		PO BOX 441439		SOMERVILLE	MA	02144-2813
22-D-23	CROSINA SERENA & THOMAS MICHAEL R		34 DAY ST		1501 MONUMENT STREET		CONCORD	MA	01742
22-D-24	SAMARAWEEERA DARIN	C/O KSS REALTY PARTNER INC	38 DAY ST		P.O. BOX 650130		WEST NEWTON	MA	02465
22-D-3	MCCARTHY MICHAEL		14 HERBERT ST		14 HERBERT ST		SOMERVILLE	MA	02143
22-D-4	FUNG SAI-WAH & PAULINE LIU		12 HERBERT ST		12 HERBERT ST		SOMERVILLE	MA	02144-2813
22-D-5	KLEINBAUM RACHEL E & REICH DOUGLAS	S/O KISLO JOSEPH R JR	8 HERBERT ST		19 WILTSHIRE ROAD		BRIGHTON	MA	02135
22-D-6	YU LARRY	NELSON-YU MELISSA	6 HERBERT ST		6 HERBERT ST		SOMERVILLE	MA	02144
22-D-7	BROZEK DOROTHY E TRUSTEE	51 CHESTER ST RLTY TRUST	51 CHESTER ST		51 CHESTER ST		SOMERVILLE	MA	02144
22-D-8	DORKIN JOSEPH R		47 CHESTER ST #1	1	47 CHESTER ST 1		SOMERVILLE	MA	02144
22-D-8	DORKIN JOSEPH R		47 CHESTER ST #2	2	47 CHESTER ST #2		SOMERVILLE	MA	02144
22-D-9	MIRABELLA SALVATORE F & LINDA C TRS	THE MIRABELLA REALTY TRUST	43 CHESTER ST		144 EAST EMERSON RD		LEXINGTON	MA	02420
26-A-1	AP 240 ELM ST LP A DELAWARE LP	C/ O ASANA PARTNERS LP	240 ELM ST		1616 CAMDEN ROAD SUITE 210		CHARLOTTE	NC	28203
26-A-10	SMITH STEPHEN & LEVINSON J TRUSTEES	THE STEPHEN E SMITH TRUST	48 CHESTER ST		48 CHESTER ST		SOMERVILLE	MA	02144
26-A-2	SITT RLTY LLC	C/O MYER DANA & SONS INC	236 ELM ST		1340 CENTRE ST SUITE #101		NEWTON	MA	02459
26-A-3	HANCOCK SOMERVILLE LLC	C/O ADDONIZIO JR ANTHONY	230 ELM ST		1200 SALEM ST #119		LYNNFIELD	MA	01940-1572
26-A-5	LIBORIO EVERETT FOR LIFE	LIBORIO JESSICA & RUI	8 BOWERS AVE		8 BOWERS AVE		SOMERVILLE	MA	02144
26-A-6	23 COTTAGE AVE LLC		23 COTTAGE AVE		50 MILK ST 16TH FLOOR		BOSTON	MA	02108
26-A-7	D'ANNA FRANCIS		25 COTTAGE AVE		25 COTTAGE AVE		SOMERVILLE	MA	02144
26-A-8	KAYLOU PROPERTIES LLC		44 CHESTER ST		31 LOVE LANE		WESTON	MA	02493
26-A-9	SANTANGELO MICHAEL		46 CHESTER ST		46 CHESTER ST		SOMERVILLE	MA	02144
26-I-1	LEONARDO MARK		40 CHESTER ST		40 OAKDALE AVE		WESTON	MA	02493
File	CITY OF SOMERVILLE		93 Highland Ave				SOMERVILLE	MA	02143