



July 13, 2023

P&Z 23-011

P&Z 23-012

MEMORANDUM

TO: City of Somerville Inspectional Services, Planning Board and Zoning Board

RE: 16 & 20 Medford Street - P&Z 23-011 (Major Amendment)
16 & 20 Medford Street - P&Z 23-012 (Special Permit for Parking Relief)
16 & 20 Medford Street - P&Z 21-057 (Original Application)

Neighborhood Meeting Report - DRSR

1. Project Neighborhood Meeting #1 – August 30, 2021
2. Project Neighborhood Meeting #2 – January 10, 2022
3. Project Neighborhood Meeting #3 – February 27, 2023
4. Project Neighborhood Meeting #3 – June 28, 2023

As required under the Form: DRSR, following please find Somerville Living LLC's (the "Applicant") Neighborhood Meeting Report for the property at 16 & 20 Medford Street (the "Property" or "Premises") for a Major Amendment with tracking number P&Z 23-011 and Special Permit for Parking Relief with tracking number P&Z 23-012 (the "Proposed Project").

The Applicant received Site Plan Approval as approved and recorded at the Middlesex South Registry of Deeds at Book 80804, Page 079, and Special Permit Approval as approved and recorded at the Middlesex South Registry of Deeds at Book 80804, Page 086 (the "Approvals") for the mix use general building with tracking number P&Z 21-057 (the "Original Project").

The following includes a summary of Neighborhood concerns, Applicant responses, and Applicant changes to the Proposed Project raised at the 4th neighborhood meeting for P&S 23-012, as well as the neighborhood reports from Neighborhood Meeting 1-3.

The Applicant, in conjunction with Ward 2 Councilor JT Scott, held four (4) virtual neighborhood meetings for the project; the first was held on Monday, August 30, 2021, at 6:00PM; and the second was held on Monday, January 10, 2022, at 6:00PM; the third was held on Monday, February 27, 2023, at 6:00PM; and the fourth Wednesday, June 28, 2023, at 6:00PM.

Fourth Neighborhood Meeting Report - Wednesday, June 28, 2023

1. Concern – Family Size Units.

Response/Changes – The Applicant understands this concerns as compared to the Original Project.

After review by the Applicant and its team, and after several conversations with neighbors including but not limited to the Union Square Neighborhood Council (USNC), the Proposed Project was further updated to increase the number of two-bedroom dwelling units by 25%. The Applicant removed 2 one-bedrooms and 1 studio from the fourth floor and created two new 2-bedrooms units. This reduced the total unit count down from 51 units to 50 units.

The Proposed Project is allowed up to 59 units as allowed under Somerville Zoning due to the Net Zero Ready construction proposed at the Project (PHIUS certified). With the updated unit layout to 50 units, the Applicant is proposing 25% more two bedrooms compared to the original Proposed Project. It should be noted that the total number of people, and total number of bedrooms has ***increased*** with each change in the project as indicated in the chart below. The Proposed Project (with 50 Units) will increase the total bedrooms by an additional 2 bedrooms (compared to the Original Project) and 1 bedroom (compared to the 51 Unit count Proposed Project).

Total Zoning GSF	50,779
Zoning Density Factor	850
Zoning Allowed Units	59.7
Potential Rentable SF	35,873
Potential Unit Size	600.5

		Original Project		Proposed Project v.1		Proposed Project v.2		
Total Units		41		51		50		
Bedrooms	# of Habitants	Units	Total People	Units	Total People	Units	Total People	% Change: v.1 to v.2
Studio	1	0	0	11	11	10	10	-9.1%
One	2	22	44	30	60	28	56	-6.7%
Two	3	17	51	8	24	10	30	25.0%
Three	4	2	8	2	8	2	8	0.0%
Subtotal		41	103	51	103	50	104	

Total Bedroom Count	62	63	64
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After discussing these changes, the consensus at the Neighborhood Meeting was favorable and many comments were made that supported this project and the proposed change. The Applicant was thanked for providing more family sized units.

2. Concern – Dog Run.

Response/Changes – There was a general question about the dog run and its impact on the direct abutters behind the Proposed Project. This area will be well screened with landscaping and include a property line fence per the landscaping plans. The dog run will comprise a material that allows for odors to be reduced and eliminated.

3. Concern – Time Frame.

Response/Changes – There was a general question about the time frame for construction. It is estimated that the Applicant will need 18-24 months to complete the project depending on

weather, supply chain constraints, availability of material and labor, 3rd party reviews and inspections, and other general elements outside the control of the Applicant. The Applicant stressed it is eager to start construction and redevelopment this unique area of Somerville.

4. Concern – Commercial.

Response/Changes – There was a general question about the use of the commercial space at the Project. The Applicant does not have a specified use at this time but did offer that the Applicant is planning the building to facilitate a restaurant use (installing and programming mechanical to support a restaurant) should a restaurant tenant seek this space.

City of Somerville Planner Andrew Graminski, AICP along with Councilor JT Scott went through the allowable uses and special permit uses directly from the SZO for this commercial area at the Proposed Project.

5. Concern – Affordability and/or Workforce Housing.

Response/Changes – There were conversations about general affordability and workforce housing at the property and in Somerville as a whole. The Applicant is providing the required 20% affordable housing, or 10 ADUs on site, which is an increase of 10 new affordable units to the City's housing stock. The Applicant is working with the City's Affordable Housing department to provide the two 3-bedroom units at tier 1 and tier 2 affordable rental prices.

6. Concern – Parking/Traffic.

Response/Changes – There was some conversation around parking and traffic in and around the site. The Applicant stressed that renters at the property would not be able to secure on-site parking permits from the City of Somerville. The Applicant discussed the various traffic surveys and reports generated to support this project all in conjunction with the requirements and requests of Mobility. Mobility requested a traffic/parking study of the existing conditions in September or October, which was completed by the Applicant in September/October of 2023, and submitted to support the project to Mobility.

7. OTHER – Meetings with USNC.

Response/Changes – The Applicant continues to have meetings with the USNC to review the Proposed Project. To date, the Applicant has met with members of USNC on at least 4 occasions over the past several months, including meetings and design change meetings with the Architect and Landscape Architect. Most recently, the Applicant met with USNC on June 26, 2023. The Applicant was requested to review the Proposed Project and to increase the number of family size units and to review overall affordability. Please see items 1 and 5 above.

Third Neighborhood Meeting Report - Monday, February 27, 2023

1. Concern – Eliminating the subgrade parking garage.

Response/Changes – The Applicant understands this concern and acknowledges that this is a modification from the Original Project. However, in the opinion of the Applicant, this change is

part of the larger overall modification of the Proposed Project that further enhances the Proposed Project.

After further exploration of the sub-surface soils, water table, and other unknown elements during the Original Project permitting, this subgrade garage is economically infeasible and potential unconstructable. To build this garage, there would have been extensive construction activities including but not limited to entire property perimeter metal shoring (to depths of 45'), dewatering activities, extensive hauling of material to accommodate depths up to 15' deep, potentially harmful soil remediation efforts, and the potential for hydrostatic uplift of the future building due to unforeseen ground water levels. The elimination of the parking garage facilitates a much more neighborhood friendly construction approach by eliminating the need excavate to accommodate the subgrade parking garage.

The Applicant is able to more directly, without disturbing all of the existing soils, remediate the Property all in accordance with standard practices and procedures allowed by MA DEP with the expert oversight and guidance of a Licensed Site Professional (LSP). This includes but not limited a direct soil injection program targeted at the existing subsurface petroleum vapors found roughly at depths of 10-18' deep along Warren Street side of the Property.

2. Concern – Increase in units with a reduction of family sized units.

Response/Changes – The Applicant understands this concerns as compared to the Original Project.

The Applicant is proposing a Net Zero Ready construction development, a further enhancement from the Original Project. As a result of this change, Somerville Zoning Ordinance (“SZO”) allows for greater density on site. Per unit density per square foot is lowered from 1,125sf to 850sf. Using the same site plan footprint, SZO allows the Applicant to develop up to 58 residential units. The Applicant proposes to maintain the same building footprint, façade, height, etc. from the Original Project while modifying the interior layout of the units. The Applicant is proposing 51 residential units (net increase of 10 units from the Original Project), while providing 10 affordable dwelling units (a 25% increase in affordable units).

The Applicant would like to note that the proposed habitant count from the Original Project to the Proposed Project will be unchanged. See table below for further information. The Applicant believes that it is offering a greater variety of units sizes, counts, and features that will attract all types of potential renters to call this property their home in the City of Somerville.

		Original Project		Proposed Project	
		Units	Total People	Units	Total People
Studio	1	0	0	11	11
One	2	22	44	30	60
Two	3	17	51	8	24
Three	4	2	8	2	8
Total		41	103	51	103

3. Concern – Reduction in parking; “Where will residents park?”.

Response/Changes – The Applicant understands this concern and has worked closely with the City, including Mobility Division, and its licensed Engineer regarding parking on site.

The Applicant is seeking to further align the design and planning of the Proposed Project to be more inline with the City of Somerville goals and visions pursuant to city's official comprehensive plan duly adopted by its Planning Board and endorsed by its City Council on October 2021 called *SomerVision*. This is also aligned with the comments of the Planning Board Approvals and approvals from Mobility from the Original Project. The Planning Board and Mobility requested the Applicant review parking on-site and recommended/requested the Applicant seek a special permit to reduce parking on-site.

The Applicant's understanding is that properties located within the 0.5-mile transit walk shed are not required under SZO to provide onsite parking, while properties outside the 0.5-mile transit walk shed are required under SZO to provide parking on site. The Applicant reports that the Property is approximately 0.02 miles (or +/- 100 feet) outside of the current City's designated transit walkshed (walking distance to Union Square Train Station to/from the Property). The Applicant further reports that using a straight-line method, the Property is well within a 0.5-mile radius to Union Square Train Station.

In addition, the City of Somerville's OSPCD, Economic Development team provided insight related to a proposed, conceptual pedestrian bridge from Boynton Yards to Union Square train station. If this pedestrian infrastructure is implemented/constructed, the Property will be within the 0.5-mile transit walkshed.

Furthermore, it should be noted that the direct abutter across Medford Street to the subject Property, 36 Medford Street, is designated per the SZO Transit Map to be within the 0.5-mile transit walkshed.

The Applicant is providing 12 on-site, off-street parking, spaces at grade. Four parking spaces are designated for visitors parking (2 spaces) and ride share (2 spaces). The availability of parking for visitors, quick deliveries, and ride share should provide a further enhancement to the neighborhood with an effort to mitigate potential on-street idling of vehicular traffic. The Proposed Project will be more transit oriented with a greater use of public transportation, bicycle travel, and enhanced pedestrian usage.

The Applicant is aware that similar projects are conditioned to restrict all residents at the Proposed Project from receiving on-street parking permits while living at the Proposed Project.

4. Concern – Rentals vs. Condominiums.

Response/Changes – The Applicant understands this development concern from its neighbors and would reiterate that either potential renters or condominium dwelling owners are still potential homeowners for the neighborhood. The Applicant is changing the current industrial and commercial use of the existing property to a general building with both a residential and commercial use. As the Applicant will now be the single long-term owner of the Proposed Project, and therefore in the Neighborhood and City, the Applicant is committed to providing a first-class

building, that will be professionally managed, to further enhance the general neighborhood redevelopment efforts.

5. Concern – Union Square Neighborhood Council (“USNC”) General Concerns.

Response/Changes – The Applicant listened to the concerns of a few members of the USNC related to the Proposed Project. Of issue, the USNC requested more information related to the proposed change, mixture of units, affordable unit mix, landscaping, and related contributions sought by UNSC of the Applicant.

Subsequent to the 3rd neighborhood meeting, the Applicant had a follow up meeting with USNC on March 9, 2023, where the Applicant and the USNC further reviewed the project in greater detail. The Applicant reviewed the potential units and the correlation to “family oriented” units as well as increasing the number of affordable units. After much conversation, the USNC acknowledged the hardship to the Applicant with further revising the unit matrix and acknowledged and accepted that the Applicant’s unit matrix is offered according to the requirements of the SZO.

The Applicant and its Landscape Architect coordinated another project meeting on 3/17/2023 to review proposed plantings on site. The Applicant has modified its Landscape Plan to incorporate as many changes to the landscape species as possible. These changes include:

At-Grade

1. Street tree Trident Maples updated to Serviceberries at Warren and Bedford, updated to American Hornbeams at South Street (both Somerville recommended street trees)
2. Tree well perennial mixes updated to blends of: Fragrant Sumac, Allium, Blue Sedge, Coreopsis, Bee Balm, Meadow Sage, Butterfly Weed, Catmint, Rudbeckia
3. Plant bed along South St bldg. frontage: Karl Foerster grass updated to Tufted Hair Grass

Rear plant bed:

1. Panicle Hydrangea updated to Oakleaf Hydrangea
2. Fragrant Sumac zone now includes mix of Sweetfern
3. Sky Pencil Hollies have been updated to Tufted Hair Grass

Roof Deck:

1. Sedum now includes plugs of Allium, Nuttall’s Rayless Goldenrod and Fameflower
2. Panicum has been switched to Little Bluestem in select areas
3. Inkberry in select areas has been switched to Little Bluestem
4. Both the Dianthus and Creeping Jenny have been switched to Creeping Phlox
5. Echinacea has been added in select areas

The USNC wanted to follow up as a group, to further review the Proposed Project, and review potential Applicant contributions to neighborhood activities and investments rather than requiring the Applicant to modify its Proposed Project. The Applicant remains open-minded to practical and appropriate contributions along with potential changes to landscape species if allowed under SZO and other governing agencies within the City of Somerville.

6. Concern – Garbage Collection and Logistics.

Response/Changes – Please see below details and response from the first and second neighborhood meeting. Again, the Applicant subsequently modified its ground floor layout in response to these concerns, relocating the residential trash room from its original location off the

main residential lobby to a space immediately off the main garage entry and Bedford Street, with direct access off the street. This location will provide for a much more convenient location for pickup access, easier and quicker to pick up directly from the Street, while maintaining direct resident access from within the building envelope.

The residential trash room is adequately sized for this type of use/development. The trash room can accommodate up to 11-12 residential totters. There will be a mixture of trash and recycling totters, and pick up will be coordinated closely once full occupancy of the building. Multiple, private collection pick-ups per week is expected.

7. Concern – Burying powerlines and location of transformer/vaults (repeat question).

Response/Changes – Please see below details and response from the first neighborhood meeting. The Applicant continues to coordinate with Eversource on providing adequate electric power to the Proposed Project. The Proposed Project will have underground services stemming from the pole across Medford Street (near parking lot of 36 Medford Street) along Warren Street to a pad level transformer. All power to service the Proposed Project will be underground.

8. Concern – Quantity of Bike spaces and providing chargers for E-Bikes.

Response/Changes – The Applicant is proposing 52 grade level bike parking spaces while the SZO requires 51. The Applicant suggests that the reconfiguration of the bike room at the Proposed Project is a further enhanced design, enabling renters the ability to access the bike room at grade level from three (3) different access points. This should further assist with more bike usage.

The Applicant is open to exploring the feasibility of installing a few charging points within the bike room to accommodate for electric bikes.

9. Concern – Foundation design.

Response/Changes – The Applicant understands this quality-of-life concern from its neighbors related to the construction of the Proposed Project. With the proposed changes, the Applicant believes that the required site work is less intrusive to the ground and the neighborhood. The elimination of the subgrade parking garage eliminates the need to excavate to depths of 15' across the entire site, and the related support of excavation/shoring and trucking/hauling of materials on and off site. The proposed changes allow the Applicant to excavate and build using conventional spread footings (excavation of 4-6' depths at the foundation walls and elevator pit areas only).

10. Concern – Site specific Remediation.

Response/Changes – The Applicant understands and acknowledges concern and reiterates that it continues to work with LSPs to coordinate a solution acceptable to MA DEP. The Applicant proposes using an injection-based remediation procedure that should reduce the contaminated soils along with other measures to an acceptable standard as set forth by the MA DEP. The proposed approach for remediation is less intrusive compared to the alternative approach as contemplated with the Original Project.

Second Neighborhood Meeting Report - Monday, January 10, 2022

1. **Concern – Parking for Visitors and Deliveries to Site.**

Response/Changes – The Applicant has now incorporated at least two (2) on-site parking spaces in the surface parking area just outside the garage doors as “short term/drop off/pickup” parking spaces and/or ride sharing spaces in compliance with the Mobility Division requirements, and will include signage to this effect for these spaces. The Applicant has also relocated the garage entry door along Bedford Street further into the Premises, so the proposed project is able to allow for these short-term parking spaces without the need to enter the actual garage allowing for ease of access for short-term visitors and deliveries.

2. **Concern – General Parking Questions Related to ADA Parking Compliance, Unbundled Parking and Deeded Parking for Condominium Project.**

Response/Changes – The Applicant appreciates these questions and continues to work with the OSPCD and related City agencies such as Disabilities to understand and formalize the parking programming for the proposed project, which continues to provide a one-to-one parking ratio per unit and the allowance of two (2) potential short-term visitor and delivery spaces on the Premises. As this is a proposed condominium homeownership project, the Applicant respectfully notes that certain parking programming measures (amenity parking, public parking, etc.) are simply not feasible for legal, security, and other reasons.

3. **Concern – Snow and Ice Clearing on Sidewalks Pre-Construction for Existing Site.**

Response/Changes – The Applicant appreciates this concern and has contracted with a company to ensure that snow and ice is correctly cleared and cleaned in and around the site during the winter.

4. **Concern – South Street Direction and Modifications.**

Response/Changes – The Applicant continues to work with the OSPCD to understand current and future plans for South Street, as well as the immediate area, and impacts on traffic circulation and potential bike lanes in order to ensure that the proposed project is compatible with these future plans and does not hinder the City’s impending programming thereon.

5. **Concern – Garbage Collection and Logistics.**

Response/Changes – Please see below details and response from the first neighborhood meeting. Again, the Applicant subsequently modified its ground floor layout in response to these concerns, relocating the residential trash room from its original location off the main residential lobby to a space immediately off the main garage entry and Bedford Street, with direct access off the street. This location will provide for a much more convenient location for pickup access, easier and quicker to pick up directly from the Street, while maintaining direct resident access from within the building envelope.

6. **Concern – Burying powerlines and location of transformer/vaults (repeat question).**

Response/Changes – Please see below details and response from the first neighborhood meeting.

First Neighborhood Meeting Report - Monday, August 30, 2021

1. Concern – Traffic and Parking Concerns for residents as well as visitors.

Response/Changes – The Applicant understands this concern and has worked diligently to address them with the proposed project. The Applicant notes that the traffic patterns and site utilization trips for the proposed project will be distinctly different from the existing and longtime utilization of the Premises by Somerville Gas & Service Station + Cubby Oil. There will no longer be large oil trucks and vehicles coming in and out of the site's large curb cuts at all times of day for deliveries, gas, and related services. Additionally, the large curb cuts will now be removed to help curtail the ability for short term temporary parking on the sidewalk which has historically blocked pedestrian and bicycle activity. Furthermore, the Applicant has since reduced the total number of proposed units from 44 to 41, while maintaining the proposed 43 off-street garage parking spaces, thus providing a one-to-one parking ratio per unit and allowing for two (2) potential short-term visitor and delivery spaces on the site (and/or ride sharing spaces in compliance with the Mobility Division requirements). The Applicant has also relocated the garage entry door along Bedford Street further into the Premises, so the proposed project is able to allow for these short-term parking spaces without the need to enter the actual garage allowing for ease of access for short-term visitors and deliveries.

2. Concern – Traffic circulation in and around site and City's plans for South Street directional change, bike lanes and other changes.

Response/Changes – The Applicant understands this concern and has worked closely with the City's Office of Strategic Planning & Community Development – Planning, Preservation, and Zoning Division, its Mobility Division (collectively, "OSPCD") as well as the nearby Boynton Yards development team to understand current and future plans for South Street as well as the immediate area and impacts on traffic circulation. As a result, the Applicant has located its garage entrance off of Bedford Street in order to minimize vehicular entrances and exits on South Street and Medford Street. Additionally, Medford Street is categorized as a "Pedestrian Street" under the Somerville Zoning Ordinance ("SZO") which limits what can and cannot be incorporated along this longest street frontage of the Premises; because it is designated as a Pedestrian Street under the SZO, the ground floor must include a retail/commercial use and curb cuts are not allowed on Medford Street as a result. The Applicant looks forward to continuing to work with OSPCD to incorporate any City plans for South Street and the immediate area with regard to the proposed project.

3. Concern – Trash Pickup and Logistics.

Response/Changes – The Applicant understands this quality-of-life concern from its neighbors and has indicated that it will review the potential for private commercial trash management and pickup. As the proposed project is intended as condominium home ownership, the building will be professionally managed and there will be a property manager and/or maintenance staff member that will bring trash out on the day of collection to/from the interior trash rooms. Additionally, the Applicant modified its ground floor layout in response to these concerns,

relocating the residential trash room from its original location off the main residential lobby to a space immediately off the main garage entry and Bedford Street, with direct access off the street. This location will provide for a much more convenient location for pickup access, easier and quicker to pick up directly from the Street, while maintaining direct resident access from within the building envelope. The commercial trash room for the small 3,500 square foot commercial space is proposed to be located along Warren Street with direct access for pickup thereat. Finally, the Applicant notes that this is a condominium home ownership project and, once constructed and occupied, the Applicant and/or condominium board will be established and approved condominium documents to manage trash logistics.

4. Concern – Deliveries to the Building and Logistics to Prevent Double Parking and Sidewalk Parking.

Response/Changes – The Applicant understands this concern and has worked diligently to address them with the proposed project. Please see response and details described in concern no. 1 above herein. The Applicant also notes that the removal of the existing large curb cuts will help to curtail double parking, parking on top of the sidewalk, and blocking of the sidewalk. The Applicant also proposes to add additional street trees and a bike rack around the Premises, which will also help minimize the ability for vehicular sidewalk parking and more defined curb areas.

5. Concern – Move In/Out, Moving Trucks and Logistics.

Response/Changes – The Applicant understands this quality-of-life concern from its neighbors and again notes that the proposed project is intended as condominium home ownership; as such, the building will be professionally managed and there will be a property management company to assist residents moving in and out of the building. Additionally, as this is intended as a condo building, there will be less yearly turnover versus a rental building with a traditional one (1) year lease structure. Furthermore, once constructed and occupied, the Applicant and/or condominium board will establish and approve condominium documents to address the logistics of move in and move out procedures. Finally, the Applicant notes that, as a response to the neighborhood concerns, it has relocated the garage entry by pulling in the overhead door roughly 25 feet from the building façade, and raised the garage level to increase the finish height of the first-floor open garage area, to accommodate smaller moving trucks within the garage and Premises itself, thus alleviating the need for a moving truck to park along the adjacent streets.

6. Concern – Overhead wires, potential removal of power lines via grounding and location of transformer vault.

Response/Changes – The Applicant understands this concern and request as a potential opportunity to update and improve the public realm and streetscape in and around the Premises as part of the proposed project and has reviewed its feasibility with both Eversource and the City's Director of Engineering. As a result of these discussions, the Applicant respectfully submits that it is both financially and logistically infeasible to bury underground wires at the site and, moreover, the City's Engineering Department has had limited prior experience with this scope of work. Based on these discussions, it is the Applicant's understanding that the City does not have any recent involvement with burying overhead utility lines in public streets and that the cost is estimated to be very high with valuations likely crossing a million dollars simply for a block or two of work (such as at the site). Additionally, this estimate does not consider that telecommunications would need to be buried in separate duct banks; likely doubling or tripling the total cost, and there are

approximately 250 feet of concrete encased ductbank and UG cables, along with telecom and other utilities on the existing street poles. Therefore, the Applicant submits that this undertaking is simply too expensive, too time consuming and too complex for this size of a proposed project.

However, the Applicant is working with Eversource to potentially eliminate and improve the site at the corner of Bedford and South Street, where there are two telephone poles adjoined to each other. The Applicant is also working with Eversource to potentially eliminate the telephone pole currently servicing the gas station only. These design upgrades to the public realm will vastly improve the sidewalks as well as site aesthetics and accomplish as much of these goals as possible to remove and replace overhead wires and power lines.

Finally, with regard to the location of the underground vault, the Applicant has sited it at the rear of the Premises itself along Warren Street, on private property, where it is least impactful to the development and the neighborhood.

7. Concern – What type of business/tenant in ground floor commercial space?

Response/Changes – The Applicant has not yet selected a business or tenant for the ground floor commercial space; however, it will use best efforts to select a local retail component, if possible, that will help to serve the local neighborhood in a pedestrian manner, and bring vibrancy and activity to the streetscape. In this regard, the SZO includes use limitations for ground floor commercial space (as Medford Street designated as a Pedestrian Street) with the following principal use categories as potential allowed uses:

- a) Arts & Creative Enterprise, for example, *Artisanal Production/Arts Exhibition/Design Services/Co-working*;
- b) Food & Beverage Service, for example, *Bar/Restaurant/Tavern/Bakery/Café/Coffee Shop*;
- c) Retail Sales, for example, *Consumer Goods/Fresh Food Market/Grocery Store*; and
- d) Civic & Institutional, for example, *Community Center/Library/Museum/Public Service*.

8. Concern – Property Management of landscaping, trash, deliveries.

Response/Changes – See above responses to similar questions. Again, the Applicant submits that, as the proposed project is intended as condominium home ownership, the building will be professionally managed and there will be a property manager and/or maintenance staff member who will provide property management of landscaping, trash, deliveries, etc., all as delineated in the forthcoming condominium documents and as part of the building owners' condominium fees, this will include maintenance of all landscaping, including street trees situated on the Premises but within the public realm.

9. Concern – Lot coverage and existing conditions of sidewalks around site, curb cuts.

Response/Changes – The Applicant understands this concern and believes the proposed project will vastly improve the existing conditions of the Premises and will also greatly enhance the walkability and the pedestrian experience. The Applicant has also since reduced the proposed project's building footprint on all sides in order to enlarge all sidewalks to 12 feet wide. At the time of the first neighborhood meeting, the Applicant proposed widening the existing sidewalks

at Medford, South and Bedford Streets; for instance, Bedford Street currently has a four (4') foot wide sidewalk, and the Applicant was proposing to expand it to six (6') feet wide; South Street currently has a six (6') foot wide sidewalk at most areas, but pinches at the corner of South and Bedford Streets, and the Applicant was proposing a 12-foot-wide sidewalk. As a result of input at the first neighborhood meeting (and that from the Urban Design Commission), the Applicant is now proposing to reduce the building footprint in order to enlarge all sidewalks to 12 feet wide, as follows:

- Medford Street: Existing Sidewalk = 8'-0" +/- wide - Proposed increase to 12'-0" wide.
- South Street: Existing Sidewalk = 6'-0" +/- wide - Proposed increase to 12'-0" wide.
- Bedford Street: Existing Sidewalk = 4'-0" +/- wide - Proposed increase to 12'-0" wide (previous proposal 6'-0" wide).
- Warren Street: Existing Sidewalk = 4'-9" +/- wide - Proposed increase to 12'-0" wide (previous proposal 4'-9" wide).

Lastly, the Applicant states that the current site is almost 100% impervious due to the large parking areas, pavement and building coverage, and the proposed project incorporates more pervious materials, open space and landscaping than currently available.

10. Concern – Construction Management and Construction Parking.

Response/Changes – The Applicant understands this quality-of-life concern from its neighbors and is very experienced in the construction management practice. The Applicant has over 65 years of experience developing projects in Massachusetts and, as a multi-generational family-owned and operated business, they take extreme pride in creating a high-quality development with detailed construction management practices. Additionally, the Applicant plans to engage with a successful building contractor with experience in the urban setting and will work with all neighbors and the City to implement a construction management plan to limit impacts to the neighborhood. All contractors to the site will be notified in advance that there will be no parking on or around the site and will be required to adhere to the Applicant's construction management policies.