

Date: January 15, 2021

Project: 73 Summer Street
Neighborhood Meeting #1

Attendees: Ben Ewen-Campen / Somerville City Counselor
Melissa Woods / Somerville Planning & Zoning
Dartagnan Brown / Embarc
Ryan Spragg / Embarc
Ryan Noone / Embarc
Nick Ogonowsky / Trax Development
Local Abutters

Recorded by: Ryan Noone / Embarc

Distribution: All Attendees;
Charlotte Leis
Victor Nascimento
Tani Halperin
Shimon Cohen
UDC Staff Members

These meeting minutes are assumed to be an inclusive account of the items discussed, suggestions given, and the conclusions drawn per the neighborhood meeting for the proposed development. This report serves as a follow-up to the 'initial' report previously distributed and further describes modifications made to the proposed design as a result of community input.

Responses which remain unchanged from the initial report are shown Gray.

Item Number	Community Comment/Suggestion	Action
1.0	Provide ramp access (or accessible) access to the raised amenity courtyard from the street such that building inhabitants have accessible access to the building in the event of a power loss. (assuming the passenger elevator is not on a back-up generator)	A ramp now flanks the building's green space/ amenity space and will allow direct circulation from the School St sidewalk to the 1 st level of the building. Once inside, accessible access is provided from the common hallway to the amenity deck space.
2.0	Investigate as to whether or not retail on the ground floor, in particular the corner of School and Summer, is a viable option for the development.	The Project Team has evaluated the use of the building and is of the opinion that structured parking and amenity space to support the residential use are the most appropriate functions for the building's corner. With that, a Work From Home hub has been added to the parking level but located at the building's corner such that street level windows will help to activate the pedestrian experience at the Summer & School Street intersection.
3.0	Look at moving the amenity courtyard/green space to the corner of School/Summer Streets so that it is more visible and appreciated when traversing Summer Street.	The Design Team explored this as a possible solution, however the zoning code required build-out percentage along both Summer Street and School Street render this design solution impactful.
4.0	Consider photovoltaic integration to the building's roof	The Project Team has engaged a photovoltaic consultant and is actively pursuing this action item. The project team is committing to structuring the building's roof such that the future integration of solar panels are possible without modifying the building's structural systems.
5.0	Consider the size of 'box bikes' when laying out the Bike Room (Approx. 9' long x 2-3' wide)	The bike storage room has been enlarged to now accommodate a total estimated (56) bicycles at a ratio of more than 2.0 bikes/ dwelling unit. Additional space within the bike storage room is anticipated which will accommodate strollers and large bicycles that do not fit in conventional wall mounted bike racks commonly used in residential development.
6.0	The Project Team should work with the City's Housing Department to determine the assignment of parking to the Affordable Units	Certainly; the Project Team will deal with this at the appropriate time.

7.0	Investigate further as to whether or not the groundwater levels at the site will create an issue of constructability with the proposed sub-terranean garage.	<p>The Project Team is aware of the groundwater levels at the site and is working with our Civil and Geotechnical engineers to design an appropriate system for the garage that will not have any displacement issues for abutting properties.</p> <p>It should be noted that the 1st floor elevation of the building has been raised to 5'-10" above the lobby in an effort to mitigate the depth of excavation into the Seasonal High Ground Water elevation.</p>
8.0	Emphasis was placed on the building not reading as a monolithic structure and the consideration of further breaking down the massing, especially on Summer Street, where properties have a varied depth of front yard setbacks. The massing as presented will shut down air flow and make the street hotter. Also, the intersection will be both more congested and harder to see for foot and car traffic.	Two separate and distinct massing strategies have been proposed for the development, each containing specific elements which 'break-down' the massing of the building. Additionally, the setbacks of the proposed building have been revised to allow for a landscape buffer between the sidewalk edge and the face of the building. Lastly, façade strategy #1 specifically addresses traffic visibility across the intersection by chamfering the massing at the base of the building.
9.0	Red Brick was suggested as a contextual material that will tie in well to the existing context of Spring Hill as well as many of the nearby proposed buildings in development.	Noted. Red Brick is a material that will be used on this development in select locations and on prominent, street facing facades. It should be noted that the brick will be true depth masonry veneer and not 'thin-brick'.
10.0	The pedestrian experience and urban scale were of particular 'concern' when talking about the massing of the project.	See response to #8.0 above. Three design strategies for the development have been proposed, each containing a different representation of the building's base and scale where the building's mass engages the street scape. Additionally, a landscaping 'buffer' has been added to the Summer and School Street elevations to further highlight the pedestrian experience while walking alongside the proposed development.
11.0	All exterior lighting shall be night sky/dark sky compliant.	Agreed, once the building design is further developed, photometric studies will be developed to ensure pedestrian sidewalks remain properly lit along prominent streets but that no excess light spills upwards or over adjacent property lines.
12.0	Consider increasing the % of ADA Group 2 compliant units above the 5% required by code.	Currently, the plan is to provide 2 Group 2 accessible units (7.4% of the total unit count), and the Project Team will consider the request for additional accessible units as the project continues to evolve. It

		should be noted that the balance of the units will be Group 1 compliant.
13.0	How will the water from the groundwater table be diverted so it doesn't flow down Summer Street toward Union Square?	See response to #7.0 above. Please note that a Civil Engineer is now part of the project team and will be working on a design for this site closely alongside the City of Somerville's Engineering Department.
14.0	A resident who specializes in the effects of light on human health would like to work with the Project Team on interior lighting to maximize health and sleep.	The Project Team welcomes the opportunity to work with this resident on the interior lighting design, and will reach out at the appropriate time. The team has engaged this particular resident via email (December 9, 2020) and looks forward to meeting with them as the design and approval process continues to evolve in the months to come.
15.0	It was suggested that the Project Team host a Block Party for those who are engaged and committed to accessibility, affordability, sustainability, green space, and a preference for red brick at the proposed development. Additionally, it was suggested that local artists be invited to do some street art in advance of the groundbreaking.	Certainly; the Project Team has done this successfully in prior projects and would appreciate collaborating with residents for this development. The Team will coordinate with City officials and Planning Staff to organize the event within a timeframe that makes sense for the development and approval sequence.
16.0	The presentation showed minimum green space, which creates a "shade desert". Look at the neighboring brick building which has a strip of plantings in the front and consider continuing the planted area in the development plan with trees to and around the corner.	A landscape buffer has been added to the Summer Street and School Street elevations ranging in a width of between 3'-4' in depth from the sidewalk's edge to the face of the building. Additionally, a small Neighborhood Respite zone has been established at the corner of our site along School Street which increase the project's open space and help to further break down the massing of the building.
17.0	Due to declining insect and bird populations, eliminate grass that requires a lot of watering and that needs to be mowed. Plant native trees, shrubs and perennials, including grasses.	Native plantings and species will be utilized at this development to respect the local environment and issues of sustainability.
18.0	Is there a town database or someplace to read more about the water and soil testing at the site?	This information is not available on the City's database, but the Project Team would be happy to answer any related questions.
19.0	An additional concern regarding the accessibility of the courtyard would be egress in the event of a fire; as planned, the only step free exit path would be to go back into the building. Do you know if there's anything relevant in the fire code that would apply here? Also, the way they have drawn in the patio furniture would block the accessible path to the rear half of the courtyard if anyone were to move a chair back even slightly; while furniture layouts can obviously change, this suggests to me that they	The amenity courtyard space is not intended to be open to the public and therefore direct ADA access to the courtyard is not required by code. The building, as designed, meets the intent of the code in that an accessible route is provided to all common use spaces from within the building. Additionally, the second exit from the amenity courtyard

	haven't fully considered the actual requirements of accessibility.	will be utilized as an exit only, not an entry to the courtyard nor the building, and stairs can be utilized as an assessable means of egress in accordance with 780 CMR Section 1009.3. Lastly, th table and chair configuration is schematic only and will be adjusted to meet the requirements of 521 CMR.
20.0	I see from the facade mockups that the windows are planned to stretch all the way to floor level, which I expect contributes to the decision to raise the ground floor so high. I would encourage them to consider starting the ground floor windows a few feet up from the floor, or achieving privacy through alternate means like frosted glass, so that they could drop the floor level back down. This would allow for shorter ramps, resulting in more options for placement and more space for either use or plants.	The decision to raise the 1st floor level was less informed by privacy concerns at the ground floor and more influenced by creating a basement and parking configuration that mitigates deep excavation on site, and therefore major distrurbances to the groundwater levels.
21.0	Lastly, they mark out several EV spaces in their garage, but none of those spaces are accessible, so there are no options for someone who both has an electric vehicle and needs an accessible space. Is it a requirement to provide EV spaces in new buildings, or is that something developers choose to offer voluntarily? And are there any regulations around making sure some percent of charging stations (either public or in residential developments) are accessible?	We have modified the parking configuration such that all ADA parking spaces are now EV ready.

Date: November 10, 2020

Project: **73 Summer Street
Neighborhood Meeting #1**

Attendees: Ben Ewen-Campen / Somerville City Counselor
Melissa Woods / Somerville Planning & Zoning
Dartagnan Brown / Embarc
Ryan Spragg / Embarc
Ryan Noone / Embarc
Nick Ogonowsky / Trax Development
Local Abutters

Recorded by: Ryan Noone / Embarc

Distribution: All Attendees;
Charlotte Leis, Tani Halperin, Shimon Cohen

These meeting minutes are assumed to be an inclusive account of the items discussed, suggestions given, and the conclusions drawn per the neighborhood meeting for the proposed development. These findings are 'initial' and a more detailed Neighborhood Report will be submitted which will further describe modifications made to the proposed design as a result of community input.

Item Number	Community Comment/Suggestion	Action
1.0	Provide ramp access (or accessible) access to the raised amenity courtyard from the street such that building inhabitants have accessible access to the building in the event of a power loss. (assuming the passenger elevator is not on a back-up generator)	The Project Team is actively investigating a solution to this comment as it feels that the addition of a ramp will provide greater access to the courtyard/building and will be an aesthetic improvement to the present condition.
2.0	Investigate as to whether or not retail on the ground floor, in particular the corner of School and Summer, is a viable option for the development.	The Project Team has evaluated the use of the building and is of the opinion that structured parking and amenity space to support the residential use are the most appropriate functions for the building's corner.
3.0	Look at moving the amenity courtyard/green space to the corner of School/Summer Streets so that it is more visible and appreciated when traversing Summer Street.	The Design Team explored this as a possible solution, however the zoning code required build-out percentage along both Summer Street and School Street render this design solution impactful.
4.0	Consider photovoltaic integration to the building's roof	The Project Team has engaged a photovoltaic consultant and is actively pursuing this action item.
5.0	Consider the size of 'box bikes' when laying out the Bike Room (Approx. 9' long x 2-3' wide)	Noted. The Project Team views the Bike Storage Room as an instrumental component to the development and will size the room and bike parking solution so that it is a functional amenity for residents.
6.0	The Project Team should work with the City's Housing Department to determine the assignment of parking to the Affordable Units	Certainly; the Project Team will deal with this at the appropriate time.
7.0	Investigate further as to whether or not the groundwater levels at the site will create an issue of constructability with the proposed subterranean garage.	The Project Team is aware of the groundwater levels at the site and is working with our Civil and Geotechnical engineers to design an appropriate system for the garage that will not have any displacement issues for abutting properties.
8.0	Emphasis was placed on the building not reading as a monolithic structure and the consideration of further breaking down the massing, especially on Summer Street, where properties have a varied depth of front yard setbacks. The massing as presented will shut down air flow and make the street hotter. Also, the intersection will be both	The Design Team is exploring different massing configurations to provide setback relief at both Summer Street and School Street in an effort to break down building massing and increase visibility for

	more congested and harder to see for foot and car traffic.	traffic and pedestrians across the corner of the site.
9.0	Red Brick was suggested as a contextual material that will tie in well to the existing context of Spring Hill as well as many of the nearby proposed buildings in development.	Noted. Red Brick is a material that will be used on this development in select locations and on prominent, street facing facades. It should be noted that the brick will be true depth masonry veneer and not 'thin-brick'.
10.0	The pedestrian experience and urban scale were of particular 'concern' when talking about the massing of the project.	See response to #8.0 above.
11.0	All exterior lighting shall be night sky/dark sky compliant.	Agreed, once the building design is further developed, photometric studies will be developed to ensure pedestrian sidewalks remain properly lit along prominent streets but that no excess light spills upwards or over adjacent property lines.
12.0	Consider increasing the % of ADA Group 2 compliant units above the 5% required by code.	Currently, the plan is to provide 2 Group 2 accessible units (7.4% of the total unit count), and the Project Team will consider the request for additional accessible units as the project continues to evolve. It should be noted that the balance of the units will be Group 1 compliant.
13.0	How will the water from the groundwater table be diverted so it doesn't flow down Summer Street toward Union Square?	See response to #7.0 above.
14.0	A resident who specializes in the effects of light on human health would like to work with the Project Team on interior lighting to maximize health and sleep.	The Project Team welcomes the opportunity to work with this resident on the interior lighting design, and will reach out at the appropriate time.
15.0	It was suggested that the Project Team host a Block Party for those who are engaged and committed to accessibility, affordability, sustainability, green space, and a preference for red brick at the proposed development. Additionally, it was suggested that local artists be invited to do some street art in advance of the groundbreaking.	Certainly; the Project Team has done this successfully in prior projects and would appreciate collaborating with residents for this development. The Team will coordinate with City officials and Planning Staff to organize the event within a timeframe that makes sense for the development and approval sequence.
16.0	The presentation showed minimum green space, which creates a "shade desert". Look at the neighboring brick building which has a strip of plantings in the front and consider continuing the	The Project Team will continue to explore specific areas in which trees and plantings can provide a natural buffer to the sidewalk at this

	planted area in the development plan with trees to and around the corner.	building and help to further break down the massing.
17.0	Due to declining insect and bird populations, eliminate grass that requires a lot of watering and that needs to be mowed. Plant native trees, shrubs and perennials, including grasses.	Native plantings and species will be utilized at this development to respect the local environment and issues of sustainability.
18.0	Is there a town database or someplace to read more about the water and soil testing at the site?	This information is not available on the City's database, but the Project Team would be happy to answer any related questions.

Date: April 09, 2021

Project: 73 Summer Street
Neighborhood Meeting #2

Attendees: Ben Ewen-Campen / Somerville City Counselor
Victor Nascimento / Planning & Outreach
Dartagnan Brown / Embarc
Ryan Spragg / Embarc
Ryan Noone / Embarc
Nick Ogonowsky / Trax
Local Abutters

Recorded by: Ryan Noone / Embarc

Distribution: All Attendees;
Tani Halperin / Trax
Ryan Speaker / Trax
Shimon Cohen
Sarah White / Zoning & Preservation

These meeting minutes are assumed to be an inclusive account of the items discussed, suggestions given, and the conclusions drawn per the neighborhood meeting for the proposed development, unless Embarc is notified directly regarding any discrepancies.

Community Comments/Suggestions & Actions per Neighborhood Meeting #1 are shown Gray for reference.

Item Number	Community Comment/Suggestion	Action
1.0	Provide ramp access (or accessible) access to the raised amenity courtyard from the street such that building inhabitants have accessible access to the building in the event of a power loss. (assuming the passenger elevator is not on a back-up generator)	A ramp now flanks the building's green space/ amenity space and will allow direct circulation from the School St sidewalk to the 1 st level of the building. Once inside, accessible access is provided from the common hallway to the amenity deck space.
2.0	Investigate as to whether or not retail on the ground floor, in particular the corner of School and Summer, is a viable option for the development.	The Project Team has evaluated the use of the building and is of the opinion that structured parking and amenity space to support the residential use are the most appropriate functions for the building's corner. With that, a Work From Home hub has been added to the parking level but located at the building's corner such that street level windows will help to activate the pedestrian experience at the Summer & School Street intersection.
3.0	Look at moving the amenity courtyard/green space to the corner of School/Summer Streets so that it is more visible and appreciated when traversing Summer Street.	The Design Team explored this as a possible solution, however the zoning code required build-out percentage along both Summer Street and School Street render this design solution impactful.
4.0	Consider photovoltaic integration to the building's roof	The Project Team has engaged a photovoltaic consultant and is actively pursuing this action item. The project team is committing to structuring the building's roof such that the future integration of solar panels are possible without modifying the building's structural systems.
5.0	Consider the size of 'box bikes' when laying out the Bike Room (Approx. 9' long x 2-3' wide)	The bike storage room has been enlarged to now accommodate a total estimated (56) bicycles at a ratio of more than 2.0 bikes/ dwelling unit. Additional space within the bike storage room is anticipated which will accommodate strollers and large bicycles that do not fit in conventional wall mounted bike racks commonly used in residential development.
6.0	The Project Team should work with the City's Housing Department to determine the assignment of parking to the Affordable Units	Certainly; the Project Team will deal with this at the appropriate time.

7.0	Investigate further as to whether or not the groundwater levels at the site will create an issue of constructability with the proposed sub-terranean garage.	The Project Team is aware of the groundwater levels at the site and is working with our Civil and Geotechnical engineers to design an appropriate system for the garage that will not have any displacement issues for abutting properties. It should be noted that the 1 st floor elevation of the building has been raised to 5'-10" above the lobby in an effort to mitigate the depth of excavation into the Seasonal High Ground Water elevation.
8.0	Emphasis was placed on the building not reading as a monolithic structure and the consideration of further breaking down the massing, especially on Summer Street, where properties have a varied depth of front yard setbacks. The massing as presented will shut down air flow and make the street hotter. Also, the intersection will be both more congested and harder to see for foot and car traffic.	Two separate and distinct massing strategies have been proposed for the development, each containing specific elements which 'break-down' the massing of the building. Additionally, the setbacks of the proposed building have been revised to allow for a landscape buffer between the sidewalk edge and the face of the building. Lastly, façade strategy #1 specifically addresses traffic visibility across the intersection by chamfering the massing at the base of the building.
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10.0	The pedestrian experience and urban scale were of particular 'concern' when talking about the massing of the project.	See response to #8.0 above. Three design strategies for the development have been proposed, each containing a different representation of the building's base and scale where the building's mass engages the street scape. Additionally, a landscaping 'buffer' has been added to the Summer and School Street elevations to further highlight the pedestrian experience while walking alongside the proposed development.
11.0	All exterior lighting shall be night sky/dark sky compliant.	Agreed, once the building design is further developed, photometric studies will be developed to ensure pedestrian sidewalks remain properly lit along prominent streets but that no excess light spills upwards or over adjacent property lines.
12.0	Consider increasing the % of ADA Group 2 compliant units above the 5% required by code.	Currently, the plan is to provide 2 Group 2 accessible units (7.4% of the total unit count), and the Project Team will consider the request for additional accessible units as the project continues to evolve. It

		should be noted that the balance of the units will be Group 1 compliant.
13.0	How will the water from the groundwater table be diverted so it doesn't flow down Summer Street toward Union Square?	See response to #7.0 above. Please note that a Civil Engineer is now part of the project team and will be working on a design for this site closely alongside the City of Somerville's Engineering Department.
14.0	A resident who specializes in the effects of light on human health would like to work with the Project Team on interior lighting to maximize health and sleep.	The Project Team welcomes the opportunity to work with this resident on the interior lighting design, and will reach out at the appropriate time. The team has engaged this particular resident via email (December 9, 2020) and looks forward to meeting with them as the design and approval process continues to evolve in the months to come.
15.0	It was suggested that the Project Team host a Block Party for those who are engaged and committed to accessibility, affordability, sustainability, green space, and a preference for red brick at the proposed development. Additionally, it was suggested that local artists be invited to do some street art in advance of the groundbreaking.	Certainly; the Project Team has done this successfully in prior projects and would appreciate collaborating with residents for this development. The Team will coordinate with City officials and Planning Staff to organize the event within a timeframe that makes sense for the development and approval sequence.
16.0	The presentation showed minimum green space, which creates a "shade desert". Look at the neighboring brick building which has a strip of plantings in the front and consider continuing the planted area in the development plan with trees to and around the corner.	A landscape buffer has been added to the Summer Street and School Street elevations ranging in a width of between 3'-4' in depth from the sidewalk's edge to the face of the building. Additionally, a small Neighborhood Respite zone has been established at the corner of our site along School Street which increase the project's open space and help to further break down the massing of the building.
17.0	Due to declining insect and bird populations, eliminate grass that requires a lot of watering and that needs to be mowed. Plant native trees, shrubs and perennials, including grasses.	Native plantings and species will be utilized at this development to respect the local environment and issues of sustainability.
18.0	Is there a town database or someplace to read more about the water and soil testing at the site?	This information is not available on the City's database, but the Project Team would be happy to answer any related questions.
19.0	An additional concern regarding the accessibility of the courtyard would be egress in the event of a fire; as planned, the only step free exit path would be to go back into the building. Do you know if there's anything relevant in the fire code that would apply here? Also, the way they have drawn in the patio furniture would block the accessible path to the rear half of the courtyard if anyone were to move a chair back even slightly; while furniture layouts can obviously change, this suggests to me that they	The amenity courtyard space is not intended to be open to the public and therefore direct ADA access to the courtyard is not required by code. The building, as designed, meets the intent of the code in that an accessible route is provided to all common use spaces from within the building. Additionally, the second exit from the amenity courtyard

	haven't fully considered the actual requirements of accessibility.	will be utilized as an exit only, not an entry to the courtyard nor the building, and stairs can be utilized as an assessable means of egress in accordance with 780 CMR Section 1009.3. Lastly, th table and chair configuration is schematic only and will be adjusted to meet the requirements of 521 CMR.
20.0	I see from the facade mockups that the windows are planned to stretch all the way to floor level, which I expect contributes to the decision to raise the ground floor so high. I would encourage them to consider starting the ground floor windows a few feet up from the floor, or achieving privacy through alternate means like frosted glass, so that they could drop the floor level back down. This would allow for shorter ramps, resulting in more options for placement and more space for either use or plants.	The decision to raise the 1st floor level was less informed by privacy concerns at the ground floor and more influenced by creating a basement and parking configuration that mitigates deep excavation on site, and therefore major distrurbances to the groundwater levels.
21.0	Lastly, they mark out several EV spaces in their garage, but none of those spaces are accessible, so there are no options for someone who both has an electric vehicle and needs an accessible space. Is it a requirement to provide EV spaces in new buildings, or is that something developers choose to offer voluntarily? And are there any regulations around making sure some percent of charging stations (either public or in residential developments) are accessible?	We have modified the parking configuration such that all ADA parking spaces are now EV ready.

Neighborhood Meeting #2

Item Number	Community Comment/Suggestion	Action
22.0	Construction start times are to be considered (especially early morning) given the dense residential neighborhood surrounding. Also, that warnings are given to abutters when excessively loud construction activity will be taking place during the work day, given work from home schedules, etc.	The project team intends to comply with the terms of the building permit as issued by the Building Department. In addition, the General Contractor will be responsible for generating 'three week look-ahead' documents throughout the duration of construction to appropriately track future construction activity. An abutter's email distribution list will be formed at the commencement of construction, for those who wish to be in receipt, and these schedules will be shared with all.
23.0	There were general questions about construction start, overall construction length, and anticipated construction activities.	Please reference a draft of the CMP, attached, (Construction Management Plan) which will be further developed after our engagement with the Planning Board and ultimately will be reviewed and finalized with the

		Building Department for implementation for this job.
24.0	There were non-specific questions/comments regarding the traffic congestion and traffic visibility across the intersection at Summer/School Streets. In the end it seems this comment was generally in reference to the traffic build-up at this intersection and seemingly not related to the development proposal.	The applicant and project team explained that the building design actually respects this condition as the sidewalk width along Summer and School streets has been increased to 12' and the building design incorporates a chamfer at the corner condition to increase traffic and pedestrian visibility.