

DODAKINS

A NEIGHBORHOOD AND COMMUNITY CONCEPT

We believe in three things: flavor, hospitality and community. Everything we will serve has to be a simple and tasty take on something we love to cook, eat and serve to our friends and guests in a comfortable, friendly atmosphere. We know our restaurant, employees and guests will be members of the larger community, and being a positive, productive part of the neighborhood is important to all of us.

Our menu will be inspired by the foods we love – whether from travels around the world or our favorite family recipes. We believe that community is built around the table, and that comfort food is more than a fad. Meals provide nourishment, but also offer an opportunity for busy people to engage in real conversation. We will provide a relaxing, casual place to find simple, home-cooked meals made with fresh, seasonal ingredients – some from the restaurant’s rooftop garden.

Dodakins will be a full-service neighborhood restaurant located at 81 Park St. in Somerville, MA. We will transform a former service station into a friendly neighborhood joint to meet the needs of its Somerville neighborhood. Dodakins has been a part of the community for decades, and we appreciate the character of the building and will work to retain its unique architecture and presence.

The maximum seating for the restaurant will be approximately 110-160 people depending on the season. The main dining room, located under the canopy, will be the centerpiece of Dodakins. Garage doors on two sides of the dining room will create an open and spacious dining experience, allowing guests to take advantage of warm weather, but offering protection during cold months. This space will provide quiet, comfortable dining with a unique park view. We will serve dinner 7 days a week and serve brunch on Saturdays and Sundays. The bar will be located in what was once the long and narrow inspection bay, allowing it to be set apart from the dining room. A more adult atmosphere, where guests can enjoy the space at a more relaxed pace. The bar will serve a full dinner menu as well as seasonally rotating tap beers, a selection of bottled beers, a small but dynamic wine list featuring wines on tap and a fun yet unpretentious cocktail list.

We strongly believe in hiring locally. We anticipate an opening staff of approximately 40-50 employees and we will make every effort to hire local residents. After all, local staff know best how to serve our community. To better serve our neighbors and commuters along the bike path, we will provide racks for 16 bikes. We want to encourage guests and employees to seek alternative methods of transportation to limit auto congestion. We will offer incentives to our employees, such as discounted MBTA passes.

The rooftop garden will provide the restaurant with seasonal ingredients, while also offering the opportunity for community engagement and a beautiful setting to enjoy a private meal. We have a passion for tasty, healthy food and want to make the rooftop a draw for like-minded neighbors to become involved in the living classroom of a garden.

We bring the combined know-how of 40 years in the restaurant business. We know how to make all the wheels turn to ensure that guests feel welcome and enjoy their experience. We emphasize customer service and mutual respect – for all our guests, employees, and neighbors. We are a family-oriented restaurant, and want our guests to feel our genuine appreciation for their patronage.

Dodakins Restaurant Operations Plan

This Operations Plan has been developed to include specific measures to help alleviate and/or mitigate any potential negative impact on the surrounding community. We have had meetings and extensive communication with the neighborhood and have incorporated their concerns into our operations plan.

Prior to assuming employment responsibilities, each and every staff member and manager will undergo an orientation on this program and demonstrate a detailed understanding of the same.

Concept

Dodakins will be a full-service neighborhood restaurant located at 81 Park St. in Somerville, MA. We will transform a former service station into a friendly neighborhood spot to meet the needs of the neighborhood. Dodakins has been a part of the community for decades, and we appreciate the character of the building and will work to retain its unique architecture and presence. The maximum seating for the restaurant will be approximately 110-160 people depending on the season.

Hours of Operation

Open Monday through Friday from 5pm-1am

Open Saturday and Sunday from 11am-1am

Staffing & Managerial Duties

There will be between three to eighteen (3 – 18) staff members on site at a given time. There will be one to two (1 – 2) prep cooks, one to two (1 – 2) managers, four to eight (4 – 8) servers, two to three (2 - 3) bartenders, one to three (1 - 3) bussers, one to two (1 – 2) food runners, one (1) chef, three to five (3 – 5) line cooks, one to two (1 – 2) dishwashers.

The Owners, as the Managers of Record, will oversee the daily restaurant operations and would address any neighborhood issues.

Liquor License and CV License

Approved by City of Somerville Licensing Commission and ABCC for an annual, all alcohol, 1am license as of December 2012.

Approved by City of Somerville Licensing Commission for Common Victualer License and Entertainment License consisting of Entertainment by devices as of October 2012

Security

Security of the building will be monitored with a video surveillance system. Management will be on premise daily to monitor and respond to any issues.

Waste Disposal

We have identified a preferable location of the dumpsters with the neighbors and changed our original plan to accommodate this. The dumpsters will be located between the exterior walk-in refrigerator and the freestanding garage.

It has been requested that trash pickup happen from within the parking lot and not in the late night hours. We have accommodated this request by consulting with Mark St Peter of Casella Resource Solutions and arranging for pickup through the parking lot and no earlier than 7AM.

(see attached proposal)

Parking

We will provide 5 spaces in our lot. Additionally, we are committed to utilizing an off site parking lot for our patrons. We are currently in discussions with David Desalvo, owner of Century Tire located at 263 Beacon Street. (See attached letter) The lot contains at least 12 spaces but could hold up to 20 cars if managed by an attendant and/or valet service. Century Tire is under a quarter mile and a four minute walk from Dodakins.

We are exploring the possibility of working with Boston Valet to manage the off site parking at Century Tire and on the feasibility of a pilot valet program as well.

Attached is a Transit Oriented Development Plan to help mitigate potential parking and traffic impacts.

Noise Impact

We have taken specific measures both in the design of the restaurant and our operations to mitigate any potential noise impact.

Design

We designed the restaurant so that the areas directly bordering the building openings (windows and doors) are part of the dining room. These are the quietest areas of the restaurant so they will have minimal impact on the surrounding residences. These areas are reserved for dining only. The majority of the windows in the dining room face the park space of the Academy of Arts & Sciences across the street and not residences.

The bar area is self-contained and does not border any open windows or doors. The dining and entry area act as an additional buffer for any potential bar noise. After dinner patrons will be accommodated in the interior bar area. TVs will be used for sporting events and without sound.

After discussions with neighbors about potential noise at the entrance we will be installing a canopy over the restaurant entrance to further attenuate the sounds of customers entering and exiting.

Operations

The restaurant will operate with low-level ambient background music only, and will not feature any live entertainment. No loud or offensive behavior that could affect the surrounding neighbors will be tolerated at any time.

We will be open for dinner 7 days a week and brunch on the weekends. Once dinner service concludes all dining areas will be closed, including outdoor seating. This allows us to eliminate any potential noise at a very reasonable hour and creates a natural buffer for any remaining bar patrons.

After the dining areas close the remaining patrons will be allowed to enjoy drink and food from the late night menu in the bar area until 1AM. Congregating outside will not be allowed. We have extensive experience handling any potential late night noise from guests. We take this responsibility very seriously and it was evident with our most recent experience at Highland Kitchen. The Manager on duty and the front of house staff will enforce these policies.

Smoking

We have designated a central location on the property as the smoking area. It was determined to be the most preferable location in our discussions with the neighbors. We will have a no smoking policy outside of this area. Management and staff will actively enforce this policy as well as post signs to inform our guests. We will consider constructing a small enclosure/fence if feasible and code compliant in order to further mitigate any potential noise.

Mechanicals

- Mechanical equipment will be brand new and code compliant.
- All reasonable efforts will be made to locate equipment as far away from neighbors as possible on existing building.
- Enclosures/Screening will be built around equipment to mitigate noise. These will be constructed in accordance with zoning and building regulations.
- At this point there are multiple evaluations needed to determine the specific choice of equipment and their locations:
 - Structural engineer's detailed analysis, design and recommendations
 - MEP engineer's detailed analysis, design and recommendations
 - Contractor's evaluation and recommendations
 - Maryann Thompson Architects' design and recommendations
 - Budgetary considerations

We remain committed to a transparent process and will continue to take all the neighbor's concerns regarding the mechanicals into consideration.

(Please see attached letter from Maryann Thompson and Zade Engineers)

Privacy/Fencing (including rear rooftop fence)

We have changed our design plans to accommodate the neighbors' requests of preferred fence material (wood privacy fencing) both in the parking lot and on the rear of the roof. The height and span will be compliant with the city and state regulations.

Roof Material for Walkway

We have changed our design plans to accommodate the neighbors' request of that we do not use corrugated metal for the roof on the walkway. We will instead use asphalt shingles.

Pest Control

We have enlisted the expertise of Matt Kreimeyer at Best Pest Control Services in Somerville to consult on the best practices both during construction and day-to-day operations.

Deliveries

Restaurant deliveries will take place between 8AM and 5PM and only through the parking lot.

Rooftop Garden

We have designed the rooftop garden and outdoor seating with the neighborhood in mind by locating it furthest away from any adjacent neighbors in addition to it bordering the park as opposed to residences. This area will not be part of our normal dining service and will serve as an area to have private events (such as farm to table events).

MEMORANDUM

TO: City of Somerville - Planning and Zoning Boards
CC: Alderwoman Heuston
FROM: Joseph Hanley, Esq.
DATE: September 3, 2014
RE: 81 Park Street, Somerville, MA

Parking Mitigation and Transit-Oriented Development Plan For Proposed Conversion and Renovation of Service Station to Full Service Restaurant At 81 Park Street, Somerville, MA

The purpose of this memorandum is to summarize the various mitigating measures which will help alleviate concerns relating to the insufficient on-site parking provided in connection with the proposed conversion into a full service restaurant at 81 Park Street (the “Premises”), specifically by minimizing on-site parking by employees. By way of background, the new property owners from Bread Trust, LLC, Marco Hunter-Melo and Nathan Bice (the “Owner”), seek permission to convert and renovate the existing Dodakin’s Service Station into a full-service neighborhood restaurant, improving and redeveloping the Premises into a more vibrant and engaging streetscape with five (5) on-site dedicated parking spaces. As a result of this proposed Use conversion, the on-site parking requirement will increase and, therefore, the project requires a Variance to reduce the parking needed. The Owner also seeks a Special Permit (SZO §5.1) for a change of a non-conforming Use from a service station to a restaurant (§7.11.10.2.a) with operations, in part or in whole, conducted outside an enclosed building and a Special Permit to alter the non-conforming structure within the non-conforming yards (§4.4.1).

To alleviate concerns relating to the parking Variance, the Owner has comprised a plan to operate the new restaurant use at the Premises with certain transit oriented and environmentally-friendly principals which will attract patrons and employees who do not rely on motor vehicles as a primary means of transportation therefore mitigating the neighborhood’s potential parking issues. In this regard, the Owner will operate the restaurant and look to employ staff who live in the surrounding area and utilize alternative modes of transportation, including certain public transportation and bicycling options outlined herein. The Owner is also currently exploring and

negotiating for additional parking spaces in the immediate area to provide nearby off-site parking during high-peak customer traffic for both customers and employees. As a reference point, the Owner anticipates only 3-18 employees on-site at any one given time.

Furthermore, the Owner intends to develop its restaurant as a “neighborhood” establishment, attracting patrons primarily by foot, bicycle or public transportation. The Premises is located in densely populated area and can be reached by a large population on foot and/or bicycle. It will be a family friendly restaurant that will fill a void in the neighborhood by providing a dining experience offering value and a fresh, eclectic menu. Dodakins will not be a destination restaurant like others in the neighborhood, but rather serve as an everyday place that will provide a local gathering spot that all neighborhoods should have. The local community will be able to meet for simple and affordable meals close to home.

Central to this plan is the unique location of the Premises, which is in the immediate vicinity of several alternative modes of transportation that provide fast and effective access to numerous points in and outside the Greater Somerville area. In particular, the Premises is less than a one mile walk to the Red Line’s Porter Square Station MBTA Subway and Commuter Rail stop and along its many bus routes, including the #83, which travels to Central Square via Porter Square and the #87, which travels to Lechmere Station and Arlington Station via Davis Square. Somerville is currently serviced by one subway stop and 15 bus lines. Moreover, the Premises is under a mile from Union Square, Inman Square and Harvard Square. These city centers provide added various modes of public transit and are a 15-20 minute walk from the Premises. Somerville Planning projects to increase the city's public transit access include future subway stops within Somerville. The Orange Line extension includes a stop at Assembly Square. Scheduled for completion in 2014, the Green Line Extension will include up to six stops within Somerville.

Likewise, dedicated bicycle lanes currently exist throughout Somerville to promote bicycle traffic by increasing visibility and safety. Somerville was recently named a Silver Bicycle Friendly Community by the League of American Cyclists in 2013. Please see attached map of Somerville Bicycle Routes. For example, such lanes can be found on Broadway between

Teele Square and Cedar Street, on Beacon Street from Oxford Street to Inman Square, and on Willow Avenue from Elm Street to Highland Avenue. Somerville also displays sharrows, or shared lanes marked by bicycle graphics that designate shared bicycle and vehicle lanes on roads that are too narrow to accommodate an entire bicycle lane. With the development in Assembly Square, there is a proposed bicycle lane along Assembly Square Drive as well as a path from East Somerville to the Mystic River. Moreover, Somerville currently has 12 Bicycle Sharing Hubway Stations for residents, the Minuteman Bike Path is within two (2) miles from the Premises allowing further access to points north and west from Somerville, and the Owner will allocate space for bicycle storage as part of the proposed restaurant.

The city saw a large jump in cycling in last fall's count, according to the Somerville ResiStat website. The number of cyclists was 16% higher than in the previous year and more than 80% higher than in 2010, when the City first started tracking this data. The statistics show that pedestrian and bicycle counts have increased over the past three (3) years and this trend continues to grow. The ResiStat program counted the highest number of cyclists along the Beacon Street corridor, a popular commuting route that connects Somerville with Cambridge and Boston. The Premises is situated along this Beacon Street Corridor on the corner of Park and Beacon Street, and across from Scott Street. ResiStat volunteers along this route recorded counts exceeding 450 cyclists per hour.

Thus, the Premises represents an ideal location for employees and patrons who do not wish to rely exclusively on personal motor vehicles as a means of transportation, and the Owner will actively promote the restaurant to such individuals.

In particular, the Owner will implement the following programs to further mitigate the potential impact from the insufficient on-site parking associated with the proposed project:

- 1. Transit Oriented Development with MBTA "Charlie Card" for Employees:** As noted above, the Premises is within a very short and convenient walking distance of the MBTA Red Line's Porter Square MBTA and Commuter Rail Station and bus services. To promote use of public transportation and reduce the need for employees to utilize

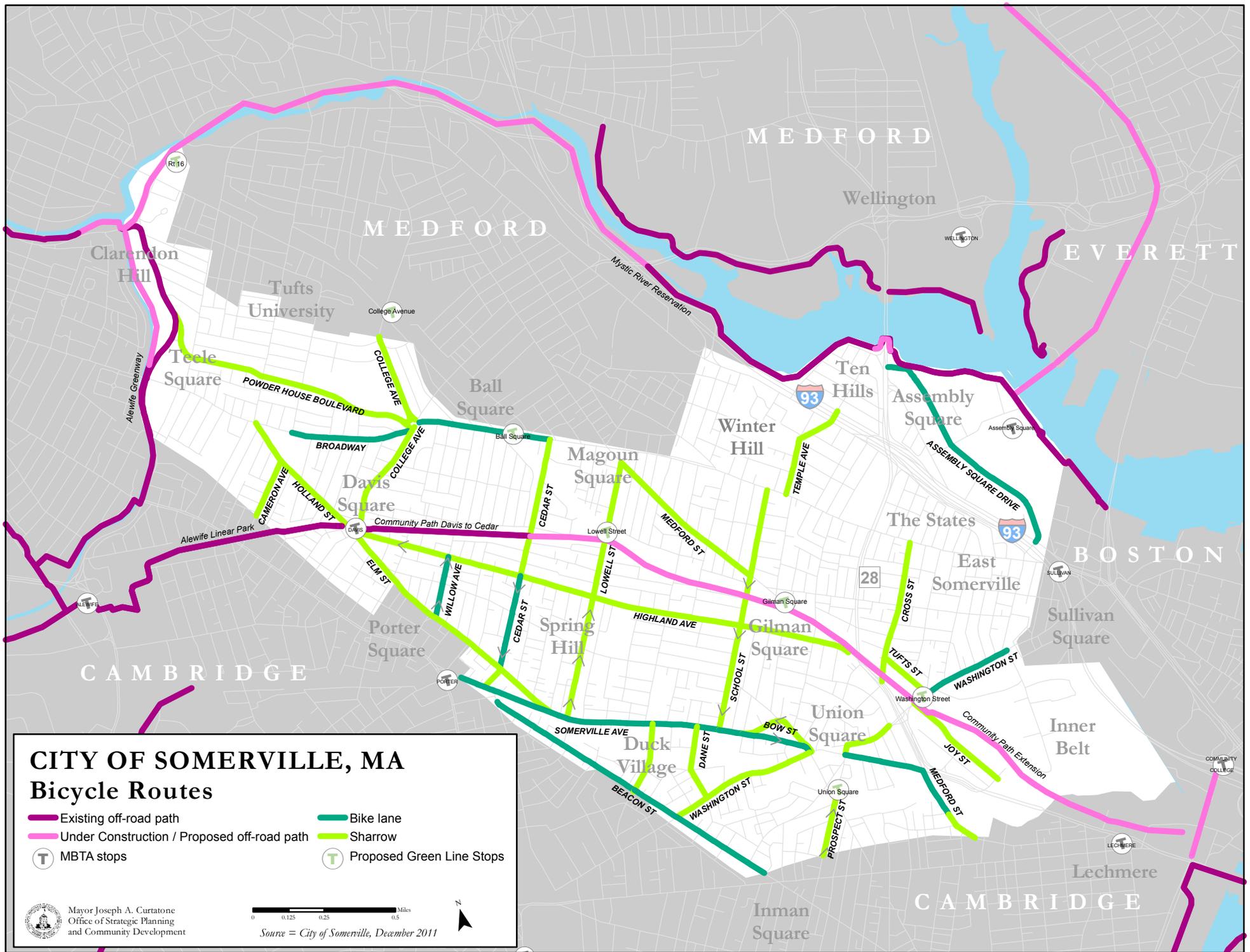
personal motor vehicles as a primary source of transportation, the Owner proposes to offer a subsidy toward MBTA Charlie Cards as an incentive for each employee. This subsidy will be included in its overall employee program and recruiting efforts.

2. **Provide and Encourage Bicycle Usage with Dedicated On-Site Storage:** The Commonwealth of Massachusetts and the City of Somerville have worked to establish cycling as a mainstream activity and form of transportation that is welcoming to the general public by creating safe and inviting cycling conditions for all residents and visitors such as the City of Somerville Hubway Bicycle Sharing Program (<http://www.thehubway.com/partners/somerville>). Hubway is a bike sharing system providing more than 1,100 bikes at 130 stations throughout Boston, Brookline, Cambridge and Somerville. Each Hubway station is solar-powered. The City of Somerville itself currently has 12 Hubway Stations. Members can choose between an Annual Membership, Monthly Membership, 3-day Pass or 24-hour pass. There is a Hubway Bicycle Sharing Station located on Beacon Street at Washington/Kirkland, which is located less than a quarter mile away from the Premise. Please see attached Hubway Sharing Station Map.

Furthermore, public bicycle racks are located throughout Somerville's major squares and commercial areas. There are currently 50 Powder House bicycle racks, which are U-shaped racks with the Somerville symbol, and 70 bicycle rings. Another 50 bicycle rings will be installed soon per the City of Somerville's Office of Strategic Planning and Community Development "Bicycle and Pedestrian Accommodations" website. With the above-referenced Minuteman Bike Path located within approximately two (2) miles from the Premises, and a long-recognized culture of cycling in and around Somerville, the property site is particularly well-suited for bicycle transit. In furtherance of these factors, the Owner proposes to install racks for 16 bicycles on the Premises and promote the use of bicycles by both employees and patrons. The Owner will also consider implementing a bike valet program to encourage more bicycle transit.

Conclusion

In summary, the Owner's plan will serve two significant functions by alleviating concerns relating to the insufficient on-site parking at the Premises and promoting environmentally friendly principals. We strongly believe that the ideal location of the Premises and growing number of residents who choose not to utilize personal motor vehicles as a primary means of transportation will make this plan a success.



CITY OF SOMERVILLE, MA Bicycle Routes

- Existing off-road path
- Under Construction / Proposed off-road path
- Bike lane
- Sharrow
- T MBTA stops
- T Proposed Green Line Stops

Mayor Joseph A. Curtatone
 Office of Strategic Planning
 and Community Development

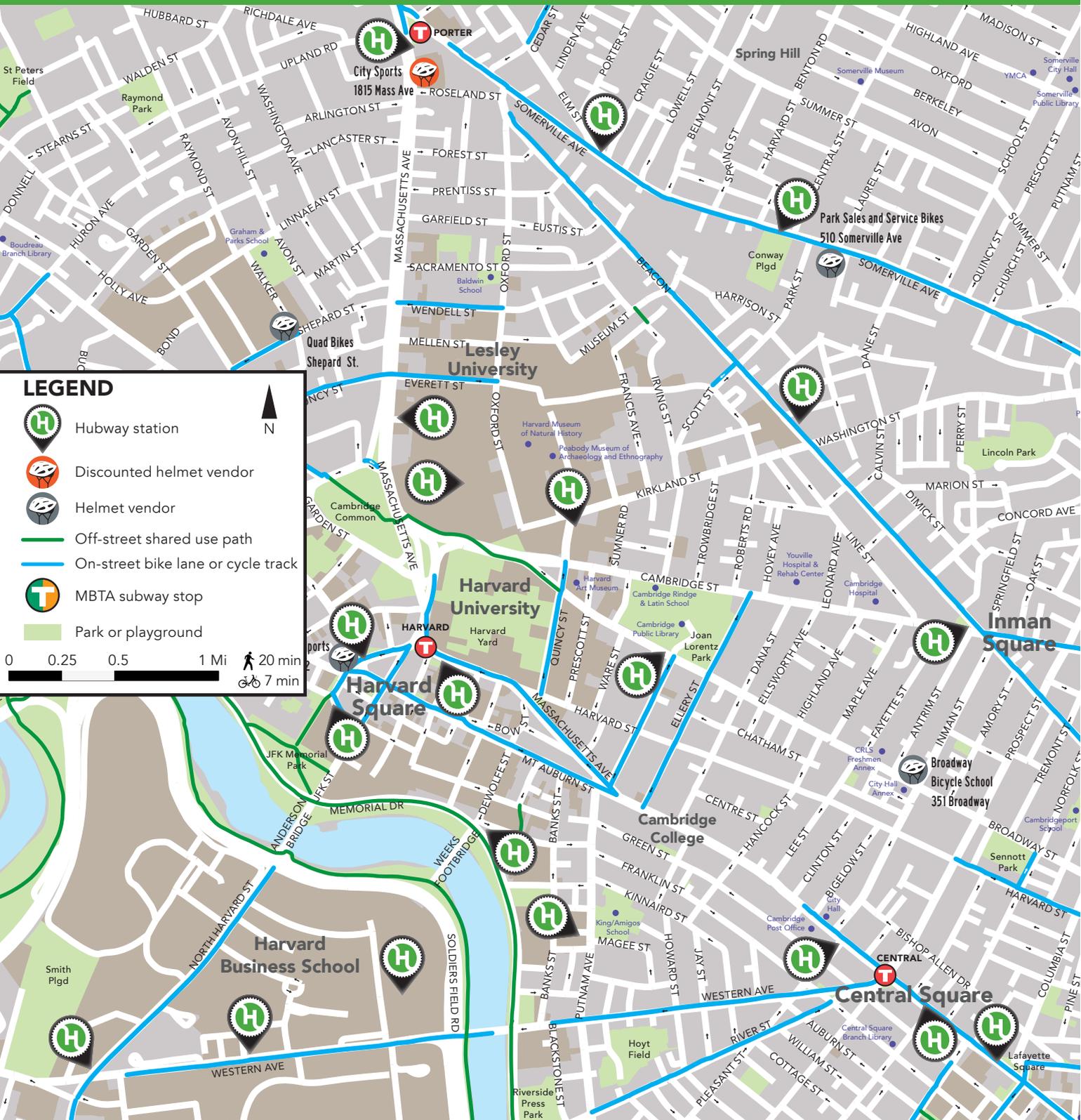


Source = City of Somerville, December 2011



Hubway

System Map - 2



LEGEND

-  Hubway station
 -  Discounted helmet vendor
 -  Helmet vendor
 -  Off-street shared use path
 -  On-street bike lane or cycle track
 -  MBTA subway stop
 -  Park or playground
- 0 0.25 0.5 1 Mi  20 min
 7 min

August 28, 2014

Zoning Board of Appeals
Somerville Planning Dept.
City Hall
93 Highland Avenue
Somerville, MA 02143

Re: 81 Park Street, Regarding design of new restaurant space at location of existing service station

Dear Zoning Board members,

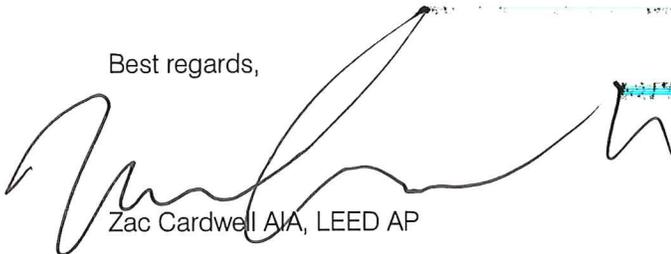
In regards to the proposed project we would like to outline the development of the design that will be undertaken as we are able to move forward. Along with our clients, Marco Hunter-Melo and Nathan Bice, we look at the zoning application and approval process as a first step in working with the city and neighbors to create a successful and exciting project.

As development of the project moves forward we will collaborate with both a licensed structural and licensed mechanical engineer to provide analysis, design and recommendations of the systems relevant to their specific fields. For this purpose we have partnered with Roome & Guarrancino (structural) and Zade Associates (mechanical). The mechanical system deserves particular mention, as it will entail all new components and an investigation into providing a system that fulfills the needs of the building, project budget requirements and minimizes impact on the surrounding neighbors will be undertaken. This system, along with the project as a whole, will be designed to meet applicable codes and regulations.

The design process is still at a relatively early stage in regards to specific details, equipment specifications, and existing structure analysis, but we can attempt to answer any questions that may arise about the design. We are, along with Marco and Nathan, committed to a transparent process and will continue to provide any information needed to address concerns that arise in regards to the project as we move forward.

We are happy to discuss further if needed.

Best regards,



Zac Cardwell AIA, LEED AP

ZADE

ZADE ASSOCIATES, LLC.
Consulting Engineers
140 Beach St., Boston, MA 02111
Phone: (617) 338-4406
Fax: (617) 451-2540
Email: ZadeCo@AOL.com

Mohammed Zade Ph.D., P.E.
Muzaffer Muctehitzade M.Sc., P.E.

Maryann/Thompson Architects
741 Mount Auburn St.
Watertown, MA 02472

Aug 28, 2014

Att: Mr. Zac Cardwell
Ref: Dodakins
Somerville, Ma
Sub: Code Compliance

Dear Zac

In response to your question regarding the design criteria for the restaurant, please note that as Professional Engineer designing MEP system for buildings, we comply with State and Local codes for building systems.

This project will also comply with these and at the completion of the project we will issue a certification regarding code compliance.

If you should have any questions or require further information.

Sincerely, I am
ZADE ASSOCIATES, LLC

Muzaffer Muctehitzade, M.Sc., P.E.



August, 28 2014

Dodakins
Marco Hunter-Melo & Nathan Bice
81 Park St
Somerville, Ma 02149

To Marco and Nathan,

Casella waste has been servicing properties like yours for over 30 years. We have numerous customers in the area and would be able to provide you with excellent service. Please take a moment to review my proposal.

Current service

Equipment- 1 2yd Front Load Container
Frequency- 3xwk
Material- MSW
Monthly Charge- \$325.00

Equipment- 1 2yd Front Load Container
Frequency- 1xwk
Material- Zero Sort Recycling
Monthly Charge- \$50.00
2xwk Charge- \$100.00

Pick up times will be between the operational hours of 7am-5pm and serviced by entering the parking lot. Containers will be dumped on the property.

There are no other hidden charges such as Fuel/Oil or Environmental fees.

Sincerely,

Mark St. Peter
Territory Manager