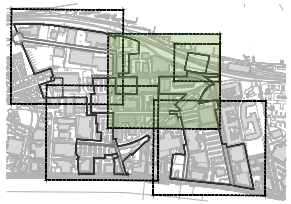
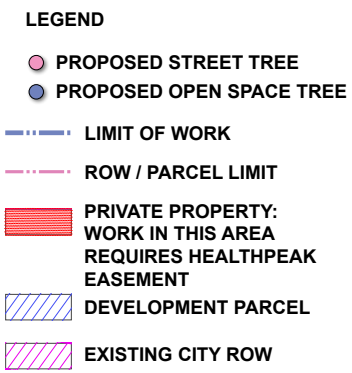




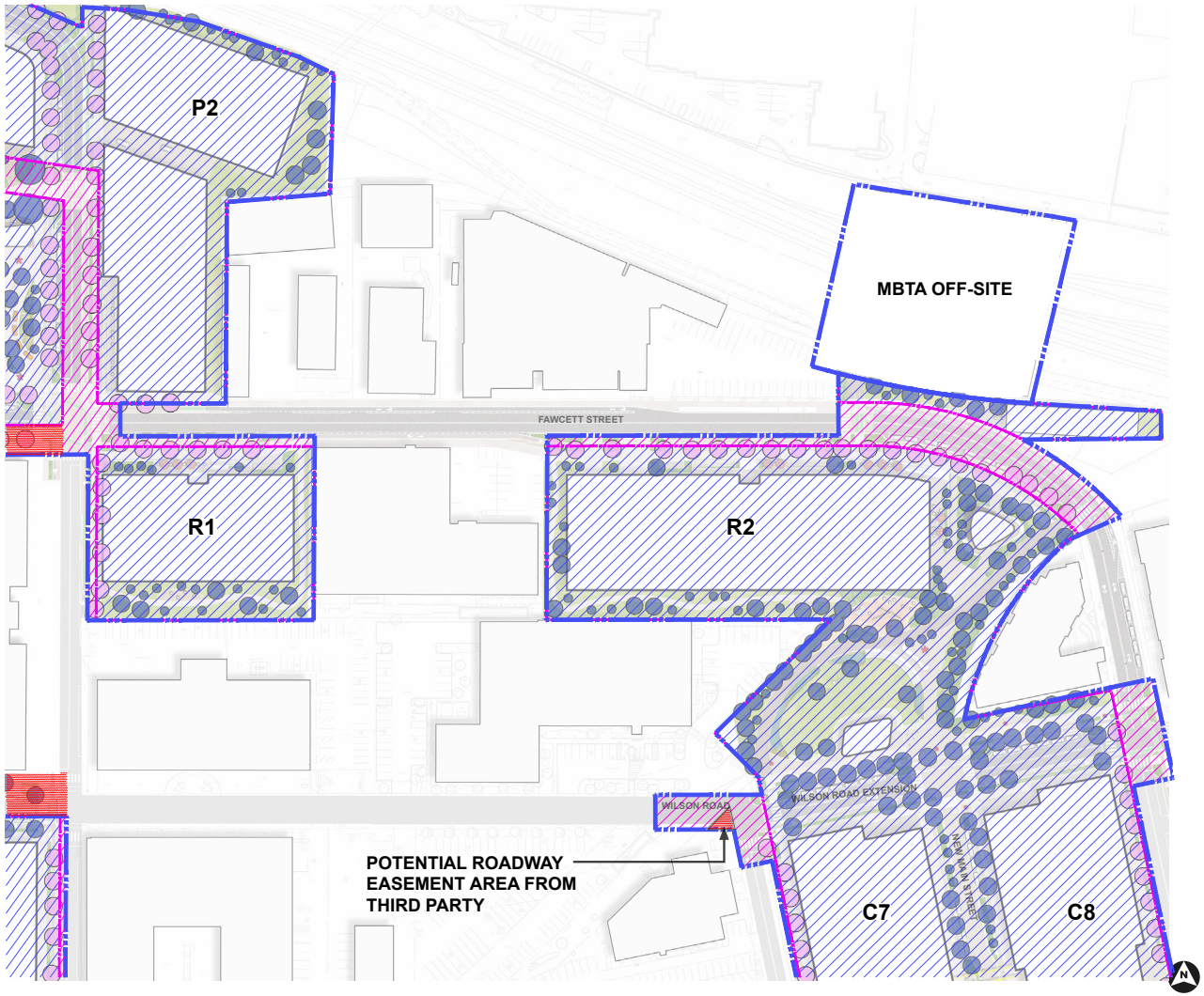
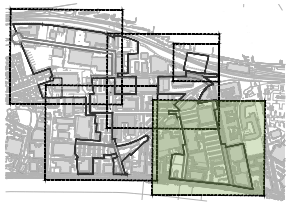
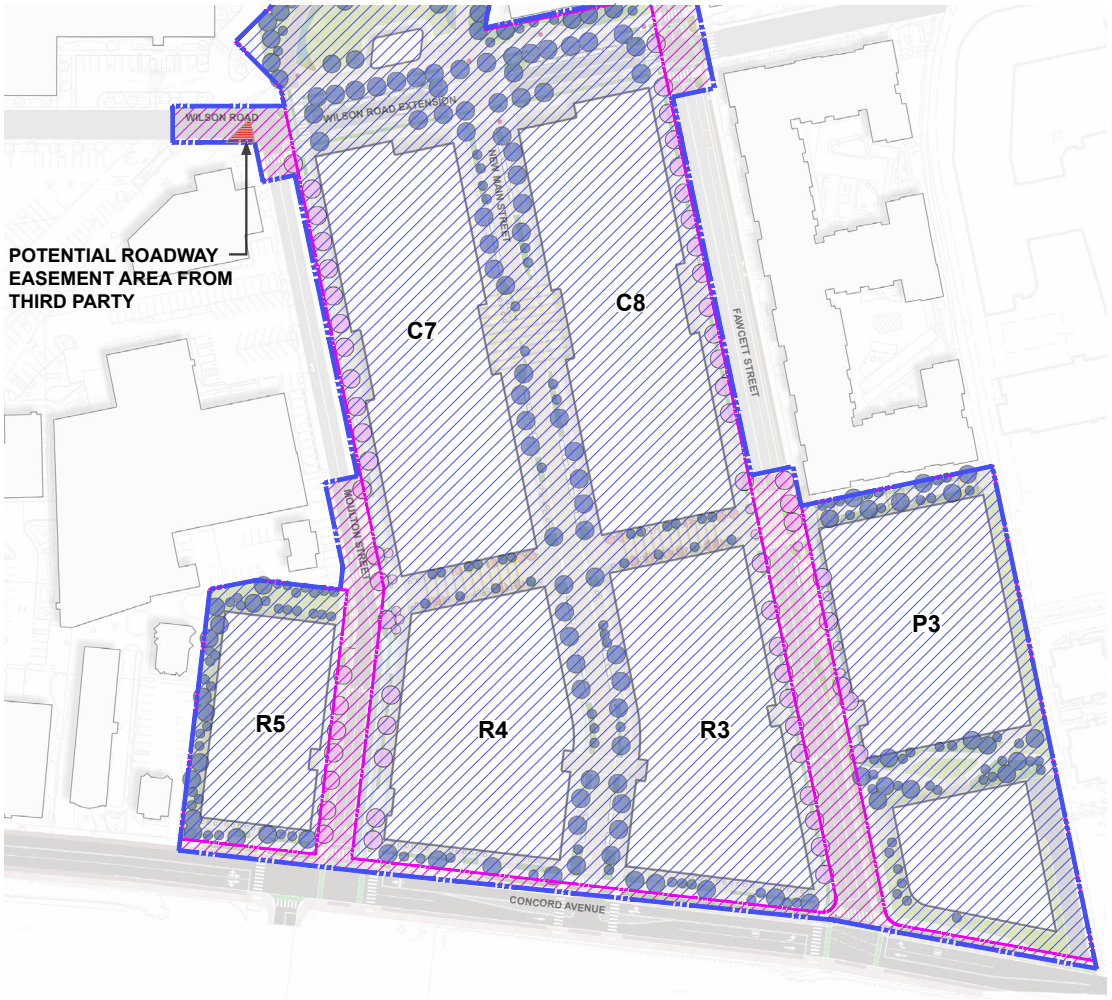


Figure 2A.3d: Proposed Tree Plan - Northeast Quad
Healthpeak PUD Master Plan | Cambridge, MA





LEGEND

- PROPOSED STREET TREE
- PROPOSED OPEN SPACE TREE
- LIMIT OF WORK
- ROW / PARCEL LIMIT
- PRIVATE PROPERTY: WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT
- DEVELOPMENT PARCEL
- EXISTING CITY ROW

Figure 2A.3e: Proposed Tree Plan - Southeast Quad
Healthpeak PUD Master Plan | Cambridge, MA

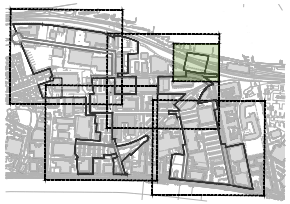


Figure 2A.3f: Proposed Tree Plan - MBTA Offsite
Healthpeak PUD Master Plan | Cambridge, MA

Figure 2A.4a: Site Proposed Tree Plan - Canopy Year One

Healthpeak PUD Master Plan | Cambridge, MA

Figure 2A.4b: Site Proposed Tree Plan - Canopy Year 10

Healthpeak PUD Master Plan | Cambridge, MA

Figure 2A.4c: Site Proposed Tree Plan - Canopy Year 25

Healthpeak PUD Master Plan | Cambridge, MA

2.2 Urban Design Objectives Narrative (19.24.4)

The Project embraces each of the four (4) Urban Design Objectives enumerated within the Alewife Design Guidelines and is consistent with the AOD-Q zoning requirements. The following documents collectively comprise the Alewife Design Guidelines and Principles:

- Section 20.1100 of the CZO
- Alewife Design Guidelines (2023)
- Envision Alewife District Plan (2019)
- Alewife Zoning Working Group Principles (2023)

Specific descriptions of the Project's consistency with CZO, the Alewife Design Guidelines and the Principles is covered elsewhere in **Volume I, Section 3—Consistency with Specific Permit Zoning Criteria, Volume I, Section 4—Consistency with Planning Documents,** and **Volume II, Section 1—Planned Unit Development Requirements** of this Application. The following is intended to document the consistency of the Project, as hereby submitted for Project Review Special Permit, with the Urban Design Objectives set forth in the AOD-Q zoning.

2.2.1 Responsiveness to the existing or anticipated pattern of development (19.31)

The overarching goal of the Project is to foster a welcoming and connected innovative environment, one that nurtures a vibrant, diverse, and inclusive community. This mixed-use Project is designed to offer meaningful opportunities for shared discovery, collaboration, and connection among people from all walks of life. The Project is a community-centered vision, where streets, parks, plazas, and passageways come together to form a civic framework that integrates seamlessly with surrounding neighborhoods.

What is today an isolated area will be transformed into a natural extension of the City's fabric, one where the boundaries between existing neighborhoods and new development are intentionally softened to promote inclusivity and cohesion. The Project's diverse and interconnected network of publicly accessible spaces is carefully positioned to welcome the broader community, drawing people into and through the Development Parcel.

Central to this transformation is the breaking up of the Development Parcel's existing superblock to create stronger physical and social connectivity. The Project

includes significant public infrastructure improvements, such as the creation of New Main Street to link Concord Avenue, an east-west plaza connection, the completion of Wilson Road and Adley Road, and the introduction of New Mooney Street. Together, these enhancements will deliver over 230,000 SF of new and improved public streetscape designed with walkability, safety, and multimodal mobility in mind. The finer grained street grid will make the area more permeable and pedestrian friendly, encouraging active transportation and supporting spontaneous social interactions.

2.2.2 Embrace and enhance a pedestrian and bicycle-friendly city (19.32)

The Development Parcel is located within the Alewife Quadrangle neighborhood, with access from Concord Avenue as it intersects with Wheeler Street, Fawcett Street, Moulton Street, and Smith Place.

The Applicant is committed to managing vehicular impacts and providing safer infrastructure for pedestrians and bicyclists traveling to/from the Development Parcel or other locations in the City.

As further described in **Volume II, Section 1.14.5**, the Applicant is committed to minimizing auto travel and encouraging alternative travel modes. The Applicant will support a program of proactive TDM actions to reduce single occupancy vehicle automobile trips, support carpooling, and encourage the use of transit, biking, and walking. The Applicant will work with tenants of the new buildings to join the Alewife Transportation Management Association and implement effective TDM strategies that will be incorporated in a PTDM Plan to be approved by the City's PTDM Officer.

As further described in **Volume II, Section 1.5.2**, the Project will be supported by up to 4,578 vehicle parking spaces located within four (4) free standing parking garages (P1, P2, P3, and P4), and six (6) parking structures located within the following buildings: R1, R2, R3, R4, R5 and R8. Additionally, 44 spaces will be allocated for DPW Yard Project[1] and 8 spaces will be allocated for Building E2.

The surrounding area has a significant network of existing and planned bicycle routes. As shown in **TIS Figure E.b**, the Project will extend that network into the Development Parcel with access to all Project streets, including separated bicycle lanes on Fawcett Street, Moulton Street, and Smith Place. An important element of the Project is enhancing the pedestrian and bicycle connections in the area. **Figures E.a and E.b of the certified TIS (Appendix A)** illustrate the proposed access and circulation scheme for pedestrians and cyclists, respectively.

1 We note that the Existing DPW Site contains 20 spaces for storage serving the existing 30,000 SF facility, which spaces will remain. The allocation of 44 spaces is based on a new, approximately 50,000 SF facility within the DPW Parcel, consisting of approximately 20,000 SF of office use and 30,000 SF of storage use.

As further described in **Volume II, Section 1.6.1**, an essential element of the Project is the construction of a Proposed Bridge, a new pedestrian and bicycle connection over the MBTA commuter rail tracks that will provide a long-awaited connection between the Quad and the Alewife Triangle/Alewife MBTA train station to the north. The final design of the Proposed Bridge is subject to approval by the MBTA and local agencies with jurisdiction.

Under the existing conditions, most of the Quad, particularly sites located west of Wheeler Street, experience a walk time from the Quad to the Alewife MBTA Station of approximately 15-20 minutes (3/4 mile to 1 mile). With the Proposed Bridge in place, most of the Quad would experience a walk time from the Quad to the Alewife MBTA train station of about 8-15 minutes on average (1/2 mile to 3/4 mile). It is anticipated that the Proposed Bridge would result in a savings of approximately 5-7 minutes, depending on where in the Quad the pedestrian originates their trip.

2.2.3 Mitigation of adverse environmental impacts (19.33)

The Project integrates a coordinated set of resiliency measures designed to mitigate adverse environmental impacts associated with flooding, stormwater, and climate change. First floors are elevated relative to grade to exceed projected LTFEs, thereby reducing risk to occupied spaces and critical infrastructure, except as provided in **Volume I, Section 3.8**. Building systems are located or protected to ensure continuity of operations during flood events. Site-wide strategies incorporate green infrastructure, including stormwater detention, infiltration, and treatment systems that mitigate runoff volume and improve water quality prior to discharge. Landscape design reduces urban heat island effects through canopy coverage and permeable materials, while open spaces are structured as functional components of the stormwater management system. Together, these measures minimize environmental impacts, enhance climate adaptation capacity, and ensure compliance with applicable resiliency and sustainability standards.

2.2.4 Mitigation of burden on city infrastructure (19.34)

The Project will be designed to comply with the City's stormwater management directives and regulations. As designed, the Project will greatly reduce the rate and volume of runoff from the Development Parcel to the municipal systems. Stormwater will be managed by a combination of detention, retention, infiltration, green/purple roofs, and proprietary water quality structure that will improve stormwater quality with treatment to reduce pollutants, floatables, sediment and other contaminants in the stormwater runoff.

2.2.5 Reinforcement of the urban framework of Cambridge (19.35)

The introduction of neighborhood, focused uses along the proposed New Main Street, including vibrant retail, flexible community space, and a range of dining options, will serve as a dynamic activation within the Quad. This lively mix of uses is thoughtfully curated to reflect and connect to North Cambridge's Shopping Center District, fostering a strong sense of place and synergy with the surrounding neighborhood. By incorporating a diverse mix of residential, laboratory, office, retail uses, the Project aims to embed itself into the daily rhythms of the neighborhood, seamlessly integrating into the urban fabric of Cambridge.

In alignment with the City's broader goals, the Project is pursuing an Infrastructure PUD and a Large Land Conveyance under Section 20.1100.5 of the CZO, which will unlock transformative civic benefits. Chief among these is the creation of the Proposed Bridge, an essential piece of infrastructure that will dramatically enhance access to public transportation and stitch together the Alewife Quadrangle and Triangle. This new connection will weave disparate districts into a more cohesive, walkable, and interconnected Cambridge.

In addition, the conveyance of at least one (1) acre of land to the City will provide long-term support for DPW. Through this contribution, the City will be better equipped to maintain and enhance critical systems such as stormwater management, road maintenance, green infrastructure, and municipal utilities, foundational elements that sustain the health and functionality of urban life.

A minimum of 3% of the total new non-residential GFA within the Development Parcel will be dedicated to neighborhood uses, ensuring the street edges remain animated, community-oriented, and alive throughout the day and into the evening. These spaces will accommodate local enterprises and cultural initiatives, contributing to a sense of identity and place.

Finally, the Project will deliver approximately 600,257 SF of publicly beneficial open space, or approximately 38% of the land area in the Development Parcel, offering places for recreation, gathering, relaxation, and ecological enrichment. The publicly beneficial green and civic spaces will provide essential breathing room within the urban environment, supporting mental and physical wellness, fostering community interaction, and reinforcing the City's commitment to environmental resilience and inclusive urban life.

2.2.6 Expansion of housing inventory (19.36)

As further described in **Volume II, Section 1.10**, in alignment with the Alewife Overlay District—Quadrangle requirements, the Project proudly dedicates over 40% of the non-exempt GFA within the Development Parcel to residential use, resulting in the creation of approximately 2,300 new homes thoughtfully distributed across eight (8) residential buildings. These homes will include a mix of unit types, including three-bedroom options, to support and attract families to the area, helping foster a more diverse and vibrant community. Housing will include a mix of market rate and inclusionary units in partnership with the City to support diverse households and family sizes.

Residential buildings are strategically located near Concord Avenue, the Proposed Bridge, and a reverse commute parking garage. These new homes will benefit from strong connections to regional transit and open space networks. The residential buildings are also thoughtfully positioned near neighborhood uses and adjacent to a network of publicly beneficial open spaces that link major green areas throughout the Quad, making it easy for residents to enjoy a healthy, active lifestyle close to home.

Housing plays a significant role in the overall vision of the Project , both in its scale and its urban presence. Through the City's Inclusionary Housing provisions, the Project will contribute meaningfully to the City's ongoing efforts to create a welcoming, diverse community that reflects the City's dynamic and inclusive character.

2.2.7 Enhancement and expansion of open space (19.37)

The Project aims to deliver essential publicly accessible open spaces to support the new development, as well as address the significant shortage currently faced by the neighborhood. The over 13-acre open space network will be thoughtfully designed to link amenities within the Development Parcel, while also extending and connecting to adjacent neighborhoods and the City's wider existing open space system.

Plazas

Typically located adjacent to active streets and ground floor building amenities, plazas serve as gateways to larger neighborhood parks. These vibrant multiuse spaces can host farmers markets and pop-up vendors, as well as outdoor performances and music events that bring the community together. Plazas are ideal for public art installations and seasonal decorations, creating dynamic and attractive environments throughout the year. They also facilitate social gatherings and informal meetings, with food trucks and café seating providing options for daily use.

Larger Neighborhood Parks

Larger neighborhood parks are expansive open spaces designed to meet the diverse needs of the broader community. These parks often feature active play activities, along with walking, running, and biking trails for fitness and leisure. Integrated nodes encourage gatherings among families and friends, while children's playgrounds and splash pads provide safe play environments. Additionally, group exercise spaces promote health and wellness, and the parks can accommodate community festivals and outdoor movie nights, serving as a hub for recreation and celebration.

Passages

Passages are pedestrian corridors and greenways that connect various elements within the Project, enhancing both mobility and accessibility. These routes may also include small seating nooks, offering quiet spots for casual conversation and reflection.

Streetscapes

Streetscapes represent the enhanced public realm along the neighborhood streets, designed to blend mobility with thoughtful landscape features. These areas support walking, jogging, and cycling along buffered paths, with street trees and plantings providing shade and visual appeal. Outdoor dining areas adjacent to local businesses encourage social interaction and economic activity, while site furnishings create pedestrian scale and areas for pause. Streetscapes are also adaptable for seasonal events such as community events and street fairs, contributing to a lively and connected urban environment.

2.2.8 Resiliency to climate change impacts as anticipated in the Resilient Cambridge plan published by the City (19.38)

The Project aligns with the City's Resilient Cambridge Plan by implementing climate resilience strategies that address projected increases in temperature, precipitation, and flood risk over the anticipated lifespan of the Project. The Resilient Cambridge Plan emphasizes the need for "better buildings" and "stronger infrastructure" to mitigate climate impacts, and the Project incorporates these principles by elevating critical equipment and residential units above projected flood elevations, integrating stormwater mitigation measures, and providing standby power for critical equipment. As described in detail in **Volume II, Section 1.13**, the Project meets or exceeds the Flood Resilience Standard in Section 22.80 (except where noted) and the Green Factor Standard in Section 22.90 of the CZO, employing passive building envelope designs and extensive vegetation to manage heat and stormwater, thereby reducing energy use and greenhouse gas emissions. These design strategies not only enhance resilience, but also offer environmental co-benefits, such as improved occupant comfort during extreme heat and power outages. By taking an integrative approach that considers the existing context and promotes the City's broader design objectives, the Project demonstrates a commitment to the resilience objectives outlined in Section 19.38 of the CZO and contributes to the overarching goals of the Resilient Cambridge Plan.

2.3 Infrastructure Plan and Narrative (19.24.5 and 19.24.6)

The Project will provide new domestic water and sanitary sewer services for all buildings that will connect to the municipal water distribution system, and municipal gravity sewer and drain systems in the vicinity of the Development Parcel. The Project will be designed to comply with all local, state, and federal regulations applicable to the Project. **Figures 2C.1a–f** and **Figures 2C.2a–f** illustrate existing and proposed utilities, respectively.

2.3.1 Sewer Infrastructure

The Development Parcel currently has sanitary sewer connections from multiple buildings to the municipal sanitary system located in the abutting City streets – Mooney Street, Smith Place, Fawcett Street and Moulton Street. The sanitary sewer in these roadways eventually drain to a sewer manhole located in Fawcett Street at 80-90 Fawcett Street. From this manhole, an 18-inch reinforced concrete pipe connects to the Massachusetts Water Resources Authority sewer in Wheeler Street through the 80-90 Wheeler Street property.

The sanitary sewage from this Project will be collected by new sanitary sewer services from the proposed buildings. These services will discharge to the existing municipal sewer or to new sewer mains located in the proposed roadways constructed as part of the Project. The Project will maintain the existing municipal sewer system as described above.

The Project is expected to generate a greater quantity of wastewater flow than the existing uses. Based on Title V Flow estimates, the proposed development and uses will generate approximately 755,358 GPD of new wastewater flow, as shown in **Table 2-1** below. The wastewater generation and water demand calculations in this table are based on the current development program and may be revised during the final design of each building.

The existing buildings within the Development Parcel generate approximately 48,200 GPD of wastewater flow, which will be removed as part of the Project. This results in a net new sewer generation of 707,183 GPD for the entirety of the Project.

Table 2-1 Estimated Wastewater Flow and Water Demand

EXISTING USE	GENERATION UNIT	UNIT FLOW	ESTIMATED FLOW
Warehouse	759 PERSON	15 GPD/PERSON	11,385 GPD
Office Building	484,654 SF	0 GPD/SF	36,349 GPD
Family Dwelling (multiple)	4 BEDROOM	110 GPD/BEDROOM	440 GPD
		TOTAL	**48,174 GPD**

EXISTING USE	GENERATION UNIT	UNIT FLOW	ESTIMATED FLOW
COMMERICAL BUILDINGS—**BUILDING C1**			
Wet Lab	147,000 SF	0.20 GPD/SF	29,400 GPD
Office Building	147,000 SF	0.075 GPD/SF	11,025 GPD
		TOTAL	**40,425 GPD**
COMMERICAL BUILDINGS—**BUILDING C2**			
Wet Lab	147,000 SF	0.20 GPD/SF	29,400 GPD
Office Building	147,000 SF	0.075 GPD/SF	11,025 GPD
		TOTAL	**40,425 GPD**
COMMERICAL BUILDINGS—**BUILDING C3**			
Wet Lab	147,000 SF	0.20 GPD/SF	29,400 GPD
Office Building	147,000 SF	0.075 GPD/SF	11,025 GPD
		TOTAL	**40,425 GPD**
COMMERICAL BUILDINGS—**BUILDING C4**			
Wet Lab	144,000 SF	0.20 GPD/SF	29,400 GPD
Office Building	144,000 SF	0.075 GPD/SF	11,025 GPD
Retail Store	3,500 SF	0.05 GPD/SF	175 GPD
Restaurant	58 SEAT	35 GPD/SEAT	2,030 GPD
Restaurant (fast food)	58 SEAT	20 GPD/SEAT	1,160 GPD
		TOTAL	**42,965 GPD**

EXISTING USE	GENERATION UNIT	UNIT FLOW	ESTIMATED FLOW
COMMERICAL BUILDINGS—**BUILDING C5**			
Wet Lab	146,000 SF	0.20 GPD/SF	29,200 GPD
Office Building	146,000 SF	0.075 GPD/SF	10,950 GPD
		TOTAL	**40,150 GPD**
COMMERICAL BUILDINGS—**BUILDING C6**			
Wet Lab	150,500 SF	0.20 GPD/SF	30,100 GPD
Office Building	150,500 SF	0.075 GPD/SF	11,288 GPD
		TOTAL	**41,388 GPD**
COMMERICAL BUILDINGS—**BUILDING C7**			
Wet Lab	190,000 SF	0.20 GPD/SF	38,000 GPD
Office Building	190,000 SF	0.075 GPD/SF	14,250 GPD
Retail Store	4,500 SF	0.05 GPD/SF	225 GPD
Restaurant	75 SEAT	35 GPD/SEAT	2,625 GPD
Restaurant (fast food)	75 SEAT	20 GPD/SEAT	1,500 GPD
		TOTAL	**56,600 GPD**
COMMERICAL BUILDINGS—**BUILDING C8**			
Wet Lab	189,000 SF	0.20 GPD/SF	37,800 GPD
Office Building	189,000 SF	0.075 GPD/SF	14,175 GPD
Retail Store	4,500 SF	0.05 GPD/SF	225 GPD
Restaurant	75 SEAT	35 GPD/SEAT	2,625 GPD
Restaurant (fast food)	75 SEAT	20 GPD/SEAT	1,500 GPD
		TOTAL	**56,325 GPD**

Table 2-1 Estimated Wastewater Flow and Water Demand (continued)

EXISTING USE	GENERATION UNIT		UNIT FLOW		ESTIMATED FLOW	
RESIDENTIAL BUILDINGS—**BUILDING R1**						
Family Dwelling (multiple)	282	BEDROOM	110	GPD/ BEDROOM	31,020	GPD
				TOTAL	**31,020**	**GPD**
RESIDENTIAL BUILDINGS—**BUILDING R2**						
Family Dwelling (multiple)	624	BEDROOM	110	GPD/ BEDROOM	68,640	GPD
Retail Store	3,500	SF	0.05	GPD/SF	175	GPD
Restaurant	58	SEAT	35	GPD/SEAT	2,030	GPD
Restaurant (fast food)	58	SEAT	20	GPD/SEAT	1,160	GPD
				TOTAL	**72,005**	**GPD**
RESIDENTIAL BUILDINGS—**BUILDING R3**						
Family Dwelling (multiple)	558	BEDROOM	110	GPD/ BEDROOM	61,380	GPD
Retail Store	12,500	SF	0.05	GPD/SF	625	GPD
Restaurant	208	SEAT	35	GPD/SEAT	7,280	GPD
Restaurant (fast food)	208	SEAT	20	GPD/SEAT	4,160	GPD
				TOTAL	**50,345**	**GPD**
RESIDENTIAL BUILDINGS—**BUILDING R4**						
Family Dwelling (multiple)	512	BEDROOM	110	GPD/ BEDROOM	56,320	GPD
Retail Store	7,000	SF	0.05	GPD/SF	350	GPD
Restaurant	117	SEAT	35	GPD/SEAT	4,095	GPD
Restaurant (fast food)	117	SEAT	20	GPD/SEAT	2,340	GPD
				TOTAL	**63,105**	**GPD**

EXISTING USE	GENERATION UNIT		UNIT FLOW		ESTIMATED FLOW	
RESIDENTIAL BUILDINGS—**BUILDING R5**						
Family Dwelling (multiple)	348	BEDROOM	110	GPD/ BEDROOM	38,280	GPD
				TOTAL	**38,280**	**GPD**
RESIDENTIAL BUILDINGS—**BUILDING R6**						
Family Dwelling (multiple)	86	BEDROOM	110	GPD/ BEDROOM	9,460	GPD
				TOTAL	**9,460**	**GPD**
RESIDENTIAL BUILDINGS—**BUILDING R7**						
Family Dwelling (multiple)	497	BEDROOM	110	GPD/ BEDROOM	54,670	GPD
				TOTAL	**54,670**	**GPD**
RESIDENTIAL BUILDINGS—**BUILDING R8**						
Family Dwelling (multiple)	330	BEDROOM	110	GPD/ BEDROOM	36,300	GPD
Retail Store	3,850	SF	.05	GPD/SF	193	GPD
				TOTAL	**34,493**	**GPD**
EXISTING BUILDINGS TO REMAIN—**BUILDING E1**						
Office Building	84,000	BEDROOM	0.075	GPD/SF	6,300	GPD
				TOTAL	**6,300**	**GPD**
EXISTING BUILDINGS TO REMAIN—**BUILDING E2**						
Retail Store	2,250	SF	0.05	GPD/SF	113	GPD
Restaurant	38	SEAT	35	GPD/SEAT	1,330	GPD
Restaurant (fast food)	35	SEAT	20	GPD/SEAT	760	GPD
				TOTAL	**2,203**	**GPD**

Table 2-1 Estimated Wastewater Flow and Water Demand (continued)

EXISTING USE	GENERATION UNIT	UNIT FLOW	ESTIMATED FLOW
EXISTING BUILDINGS TO REMAIN—**BUILDING E3**			
Office Building	9,000 SF	0.075 GPD/SF	8,175 GPD
		TOTAL	**8,175 GPD**
EXISTING BUILDINGS TO REMAIN—**DPW LOT**			
Office Building	20,000 SF	0.075 GPD/SF	1,500 GPD
		TOTAL	1,500 **GPD**
PARKING **(NO SEWER GENERATION)**			
Building P1 (Parking)			
Building P2 (Parking)			
Building P3 (Parking)			
Building P4 (Parking)			
		Total Sewage Generation	**755,358 GPD**
		Existing Sewage Generation	**48,174 GPD**
		Net Sewage Generation	**707,183 GPD**
		Net Water Demand*	**777,901 GPD**

*Net Water Demand is based on Title 5 sewer demand with a factor of 10% applied

The Applicant met with DPW on December 5, 2024 to review the sanitary sewer demands and stormwater management strategy for the Project. Based on coordination with DPW, the Applicant is currently implementing a sewer monitoring program to determine the capacity of the municipal sanitary sewer and storm drain systems in vicinity of the Project. The Applicant will continue to work with DPW once the results of the monitoring program are known, to determine the capacity of the existing municipal gravity systems, based on the proposed net new flow from the Project.

The wastewater flow generation threshold for DPW I/I mitigation is 15,000 GPD. As shown in **Table 2-1**, above, the Project will exceed this threshold. It is anticipated that the Project will be constructed in phases, which will have corresponding I/I mitigation requirements. The Applicant anticipates meeting with DPW after the results of the sewer monitoring program have been collected to discuss the I/I mitigation requirements for the Project.

2.3.2 Stormwater Infrastructure

The existing Development Parcel currently drains to two discharge locations. A small portion of the northwesterly portion of the Development Parcel, adjacent to Mooney Street, drains to a 41-inch by 42-inch DPW-owned culvert to the Little River. The majority of the Development Parcel

drains via the municipal gravity system to a 6-foot by 8-foot DPW-owned culvert adjacent to the northeastern boundary of the Development Parcel. The northern portion of the Development Parcel drains to a 36-inch reinforced concrete pipe in Fawcett Street, while the southern portion of the Development Parcel drains via Wilson Road to a 36-inch ductile iron pipe in Fawcett Street. These pipes both connect to the 6-foot by 8-foot culvert that crosses below the MBTA train tracks to Cambridgepark Drive and eventually discharge to the Little River via the Alewife Forebay. The existing drainage systems on site vary and the majority of the Development Parcel has minimal infiltration or detention systems provided. Stormwater generally flows overland or via closed drainage on site to the municipal storm drain via catch basins and drain manholes.

The proposed stormwater management systems will be designed to comply with the City standards and the DEP Stormwater Management Policy for new construction projects. As currently proposed, the stormwater runoff from the Project will be collected with subsurface detention systems located within the building parcels or below the proposed buildings. These detention systems will reduce peak rates of runoff and overflow to water quality treatment devices prior to discharge to municipal storm drainage. New public roadways for the Project will be designed to provide water quality treatment and infiltration where possible. Existing roadways will be retrofitted where possible to improve stormwater quality.

Once further geotechnical investigations take place, the final design of the buildings may include a combination of stormwater infiltration, detention, retention, green/blue roofs, and proprietary water quality structures. The final design will be closely coordinated with DPW.

The Project will be designed to comply with City, state and federal standards. The Project anticipates managing the difference in volume between the existing condition 2-year 24 hour storm and the proposed condition 25-year storm as written in the DPW June 2021 Supplemental Directive to Wastewater and Stormwater Management (May 2008). The rainfall in this directive is based on the projected 2070 rainfall data. The Project is anticipated to be constructed in multiple phases and will meet the Cambridge "25-2" year directive in all phases.

The Project is anticipated to reduce the impervious cover of the Development Parcel and promote infiltration to groundwater by providing more green space. The Project will provide infiltration and structural water quality treatment devices to reduce phosphorous and total suspended solids per DPW, state and federal directives applicable to the Development Parcel, including the Total Maximum Daily Loads set by the EPA.

2.3.3 Water Infrastructure

The Project will connect to the existing water infrastructure located in the City streets abutting the Development Parcel. Where new roadways are created, new 12" cement-lined ductile iron water main will be installed to provide water to the buildings. It is anticipated that each residential building will have dual domestic water services and one fire protection service. Commercial buildings will incorporate domestic and fire protection pursuant to building code requirements, as the designs for the individual buildings advance. The Applicant will coordinate with the Cambridge Water Department ("CWD") on providing the necessary fire hydrants and water utilities to support the use.

Based on the estimated Title V sewer flows, the estimated water demand for the Project is 777,901 gallons per day. (Refer to **Table 2-1** above for the Title 5 calculated sewer flow rates for the Project.)

The Project does not anticipate that municipal water system will need to be upgraded to support the Project's water demand. The Applicant met with CWD on April 1, 2025, and provided the City with the estimated water demand for the Project. The CWD confirmed via memorandum on April 24, 2025 that the municipal water system has capacity to support the Project.

2.4 Noise Mitigation (19.24.7)

The Project will be designed to comply with the requirements of both DEP's noise policy (310 CMR 7.10) and the City's Noise Control Ordinance (Chapter 8.16 of the Cambridge, Massachusetts Municipal Code), as well as the provisions of Section 19.24.7 of the CZO, as applicable. To confirm compliance with DEP's noise policy, during the Design Review process, the Applicant will undertake a survey of existing ambient noise levels that establish prevailing background sound levels. Noise monitoring and receptor locations are shown on **Figure 2D.1**. This survey will thereby define site-specific limits that, together with the fixed limits in the City's Noise Control Ordinance, will apply to each building developed within the Development Parcel. During design of each building, the Applicant will engage qualified acoustics and noise control consultants to advise on the noise mitigation measures necessary to comply with DEP and local noise limits. These measures may include strategic equipment selection and location, equipment noise barriers or screens, sound attenuation devices, or other measures necessary to confirm compliance. The primary elements that contribute to sound generation within an urban development project such as this are mechanical equipment noise and building service and loading activities. Construction activity temporarily generates

noise during the construction of buildings and infrastructure. Construction activity noise is limited separately within the City's Noise Control Ordinance.

2.4.1 Building Mechanical Systems

The future design of individual buildings will include the selection and specification of major mechanical systems and equipment. These systems will be housed within enclosed rooftop mechanical penthouses or in dedicated service rooms located on the ground or second floor. To reduce potential noise impacts, appropriate sound attenuation measures will be integrated into the design. These enclosures and mitigation strategies are intended to effectively minimize the acoustic impact of mechanical equipment on the surrounding environment.

2.4.2 Service and Loading Activities

As shown in **Figure 1C.13**, the Project's loading and service needs will be accommodated within dedicated, internal loading docks for each building. Commercial buildings are designed to handle a 20-yard dumpster, with the option of a compactor as a supplement or replacement, while residential facilities are sized to accommodate up to an SU-40 vehicle. Service and delivery trucks will access the Development Parcel exclusively via designated truck routes identified by the City, using Route 2 and Alewife Brook Parkway at the regional level, and Fawcett Street, Moulton Street, and Smith Place locally while avoiding Blanchard Road due to restrictions. All loading and service areas will be located off-street, at ground level, and within the building footprint, with bays fully contained on-site to prevent encroachment into sidewalks or rights-of-way. These functions will be carefully managed to minimize impacts on local traffic circulation and reduce associated noise within the public realm.

2.4.3 Temporary Construction Activities

Construction activities associated with the individual buildings and site infrastructure (underground utilities, roadways, public realm landscapes, and hardscape features) will temporarily create an increase in noise levels emanating from the Development Parcel. Construction activities expected to generate the highest noise levels, such as demolition, excavation, and foundation work, will primarily occur during daytime hours to minimize disruption. The Applicant will develop a series of mitigation measures, for both building- and infrastructure-related projects, in collaboration with the City.

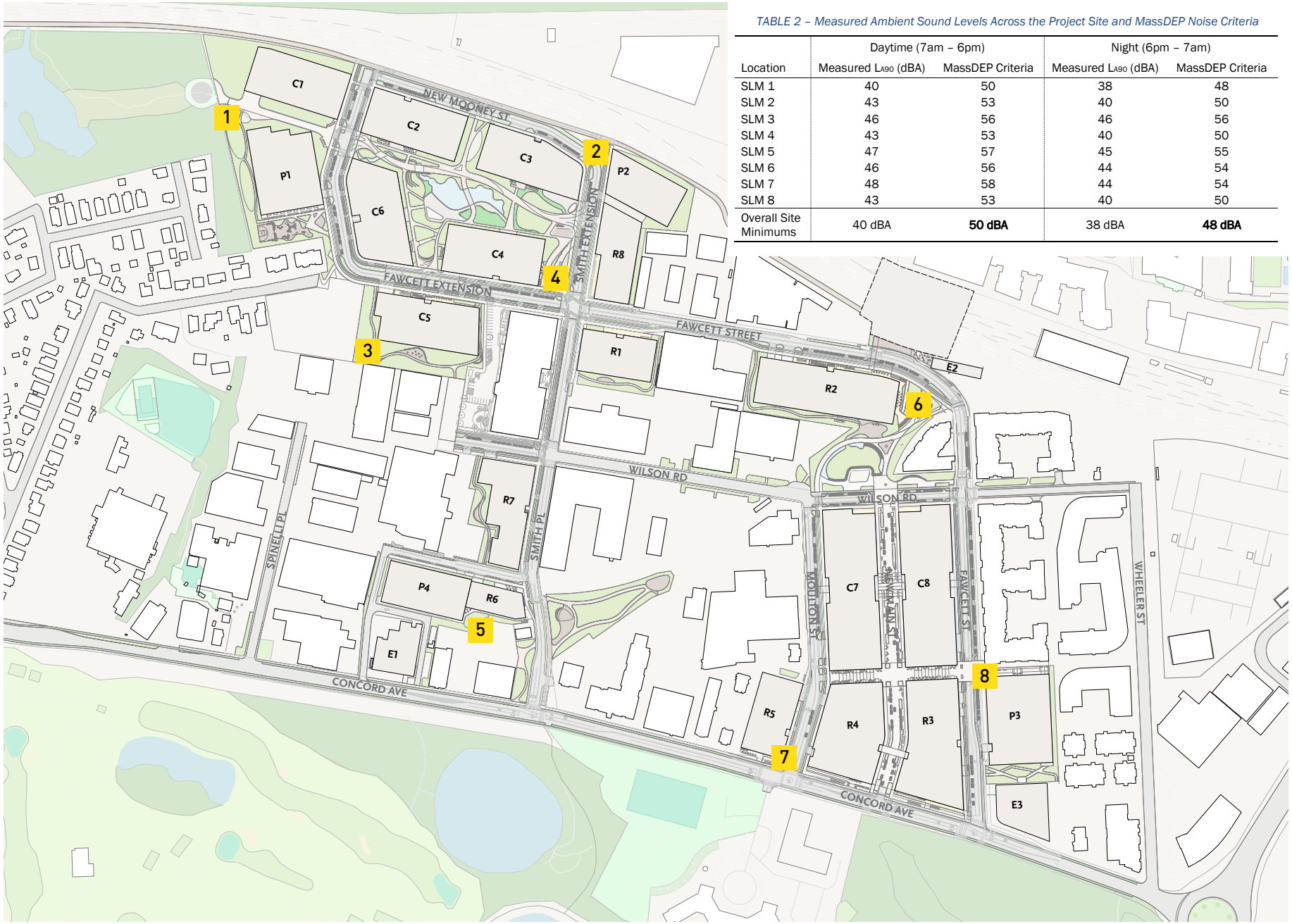


TABLE 2 – Measured Ambient Sound Levels Across the Project Site and MassDEP Noise Criteria

	Daytime (7am – 6pm)		Night (6pm – 7am)	
Location	Measured L_{A90} (dBA)	MassDEP Criteria	Measured L_{A90} (dBA)	MassDEP Criteria
SLM 1	40	50	38	48
SLM 2	43	53	40	50
SLM 3	46	56	46	56
SLM 4	43	53	40	50
SLM 5	47	57	45	55
SLM 6	46	56	44	54
SLM 7	48	58	44	54
SLM 8	43	53	40	50
Overall Site Minimums	40 dBA	**50 dBA**	38 dBA	**48 dBA**

Figure 2D.1: Noise Monitoring and Receptor Locations

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2.5 Resilience Narrative

2.5.1 Flood Resilience Standards

Section 22.80 of the CZO requires a description of specific design approaches used to respond to anticipated flood impacts, referencing plans, elevations, and other submitted drawings. Refer to **Volume II, Section 1.13**, for a description of the Project's compliance with the Flood Resilience Standards per Section 22.80.

2.5.2 Green Factor

Section 22.90 of the CZO requires a description of specific design approaches used to mitigate the anticipated impacts of heat on the Development Parcel and building operations. Refer to **Volume II, Section 1.13**, for a description of the Project's compliance with the Green Factor requirements per Section 22.90.