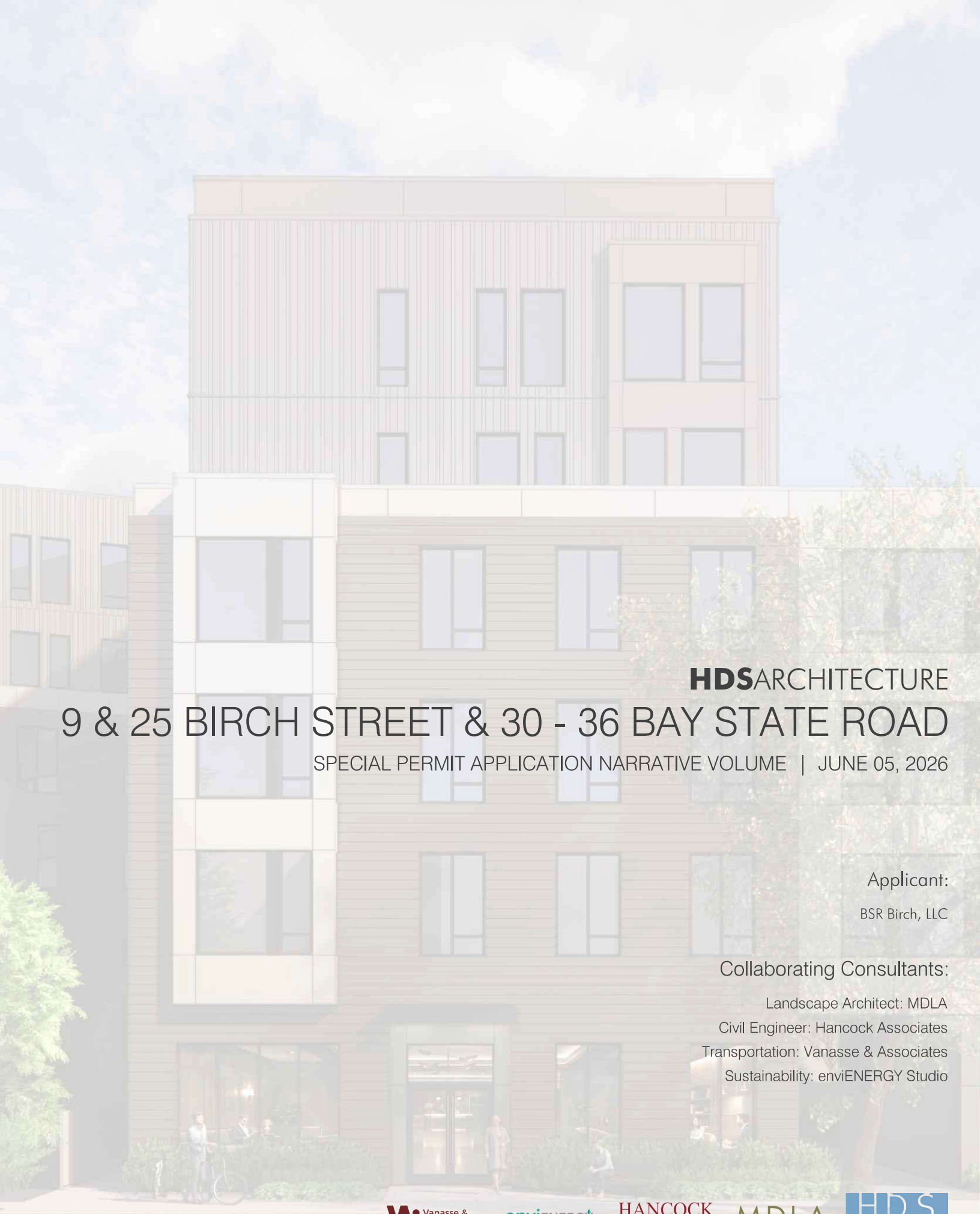

HDSARCHITECTURE

9 & 25 BIRCH STREET & 30 - 36 BAY STATE ROAD

SPECIAL PERMIT APPLICATION NARRATIVE VOLUME | JUNE 05, 2026

Applicant:

BSR Birch, LLC

Collaborating Consultants:

Landscape Architect: MDLA
Civil Engineer: Hancock Associates
Transportation: Vanasse & Associates
Sustainability: enviENERGY Studio

HDS ARCHITECTURE
625 Mount Auburn Street, Cambridge, MA 02138
www.hdsarchitecture.com | 617.714.5870

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

COVER SHEET

In accordance with the requirements of the City of Cambridge Zoning Ordinance, the undersigned hereby petitions the Planning Board for one or more Special Permits for the premises indicated below.

Parcel Address(s): 9&25 Birch Street; 30-36 Bay State Road

Base Zoning District(s): C-1A

Overlay Zoning District(s): MXR

Applicant Name: BSR Birch LLC

Applicant Address: 36 Bay State Road, Cambridge

Contact Information: Johanna Schneider 617-557-9723
Name Telephone #
jschneider@hembar.com
Email Address

Note that the Applicant is responsible for seeking all necessary special permits for the project. A special permit cannot be granted if it is not specifically requested in the Application.

List all requested special permit(s) (with reference to zoning section numbers):

Zoning Section	Requested Special Permit
22.35.3 19.20	Reduce the required Green Roof Area, Biosolar Green Roof Area, or Solar Energy System below the area required by Section 22.35.2 Project Review

Denote other City of Cambridge Board/Commission Review Needed:

☐ Board of Zoning Appeal (Variances) ☐ Conservation Commission ☐ Historical Commission

Denote applicable Committee Review and Public Outreach:

☐ Central Square Advisory Committee ☐ Harvard Square Advisory Committee ■ Community Meeting(s)

6/4/2026

Signature of Applicant **Date**

Project Address: 9 & 25 Birch Street and 30-36 Bay State Road **Date:** June 05, 2026

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	24,775	N/A	24,775	
Total Gross Floor Area (sq ft)	13,500	N/A	91,585	
Residential Uses	N/A	N/A	91,585	
Non-Residential Uses	13,500	N/A	N/A	
Total Floor Area Ratio (FAR)	0.54	N/A	3.7	
Residential Uses	N/A	N/A	3.7	
Non-Residential Uses	0.54	N/A	N/A	
Total Dwelling Units	N/A	N/A	85	
Total Stories Above Grade	3	6 (max)	6	
Max. Height – Residential (ft)	N/A	75' (max)	69'-10"	
Max. Height – Non-Residential (ft)	35'	N/A	N/A	
Front Yard Setback(s) (ft)*	0'	10' (min)	10'	
Side Yard Setback(s) (ft)*	3'	5' (min)	5'	
Rear Yard Setback(s) (ft)*	1'	10' (min)	10'	
Total Open Space (% of Lot Area)**	N/A***	3,716 SF (15%)	7,217.5 SF (29.1%)	
Private Open Space	N/A***	N/A	2,945 SF (11.9%)	
Permeable Open Space	N/A***	3,716 SF (15%)	5,965.5 SF (24.1%)	
Publicly Beneficial Open Space	N/A***	N/A	4,539.9 SF (18.3%)	
Off-Street Parking Spaces	22	N/A	15	
Long-term Bicycle Parking Spaces	0	89 (min)	89	
Short-term Bicycle Parking Spaces	0	10 (min)	10	
Loading Bays	N/A	N/A	N/A	

*Indicate all applicable setbacks. Make sure distances match the submitted site plans.

**Refer to Open Space definitions in Article 2.000 and Open Space provisions in Section 5.22 of the CZO. Make sure all open space information matches the submitted site plans.

Use space below and/or attached pages for additional notes:

***THE ENTIRE, EXISTING SITE CONSISTS OF BROKEN DOWN ASPHALT, OVERGROWN LAWN / WEEDS AND PILES OF REFUSE.

Project Address: 9 & 25 Birch Street and 30-36 Bay State Road **Date:** June 05, 2026

CALCULATIONS:

TOTAL OPEN SPACE %: (7,217.5 SF PROPOSED OPEN SPACE) / (24,775 SF TOTAL PROJECT SITE) = 29.1%

PRIVATE OPEN SPACE %: (1,365 SF ON GRADE) + (1,580 SF ABOVE GRADE) = (2,945 SF TOTAL PROPOSED PRIVATE OPEN SPACE). (2,945 SF TOTAL PRIVATE OPEN SPACE) / (24,775 SF TOTAL PROJECT SITE) = 11.9%

PERMEABLE OPEN SPACE %: (5,965.5 SF TOTAL PROPOSED PERMEABLE OPEN SPACE) / (24,775 SF TOTAL PROJECT SITE) = 24.1%

PUBLICLY BENEFICIAL OPEN SPACE %: (4,539.9 SF TOTAL PROPOSED PUBLICLY BENEFICIAL OPEN SPACE) / (24,775 SF TOTAL PROJECT SITE) = 18.3%

OWNERSHIP CERTIFICATE

Project Address: 9&25 Birch Street and 30-36 Bay State Road **Date:**

To be completed by the Property Owner:

I hereby authorize the following Applicant: BSR Birch LLC

at the following address: 36 Bay State Road

to apply for a special permit for: Project Review/Green Roof

on premises located at: 9&25 Birch and 30-36 Bay State Road

for which the record title stands in the name of: 9 Birch Street LLC, 25 Birch Street LLC, The Andrew-DFL Trust LLC

whose address is: 36 Bay State Road

by a deed duly recorded in the:

Registry of Deeds of County: Middlesex South Book: 18554; 81712; 79221 Page: 293; 471; 359

OR Registry District of the Land Court, Certificate No.: Book: Page:

Signature of Property Owner (If authorized Trustee, Officer or Agent, so identify)

Donald F. Law, Jr., as Manager of 9 Birch Street LLC; 25 Birch Street LLC; and The Andrew-DFL Trust LLC

To be completed by Notary Public:

Commonwealth of Massachusetts, County of Middlesex

The above named Donald Law personally appeared before me,

on the month, day and year 06/04/2026 and made oath that the above statement is true.

Notary: Rebecca M. Keith

My Commission expires: 12/20/2030

COMMONWEALTH OF MASSACHUSETTS

Donald Law personally appeared before me, the undersigned notary public, and proved to me his/her identity through satisfactory evidence, which were US Passport and swore or affirmed the attached document's contents are truthful and accurate to the best of his/her knowledge on this 4th day of June, 2026

Rebecca M. Keith

REBECCA M. KEITH, Notary Public
My Commission Expires December 20, 2030

Project Address: 9&25 Birch Street and 30-36 Bay State Road **Date:**

The Applicant must provide the full fee (by check made to City of Cambridge) with the Special Permit Application. The required fee is the larger of the following amounts:

(a) The fee is ten cents ($0.10) per square foot of total proposed Gross Floor Area noted in the Dimensional Form.

(b) The fee is one thousand dollars ($1,000.00) if Flood Plain Special Permit is sought as part of the Application and the amount determined above is less than $1000.

(c) The fee is one hundred fifty dollars ($150.00) if the above amounts are less than $150.

Fee Calculation

(a) Proposed Gross Floor Area (SF) in Dimensional Form: 91,585	× $0.10 =	9,158.50
(b) Flood Plain Special Permit fee	:	1000.00
(c) Minimum Special Permit fee	:	150.00
SPECIAL PERMIT FEE	**Enter Largest of (a), (b), and (c):**	9,158.50

Project Narrative

I. Project Overview

A. Site

The site is comprised of four legal lots, which when combined total approximately 24,775 square feet (the "Site"). The Site is a through-parcel, with approximately 70 feet of frontage on Bay State Road and approximately 186 feet of frontage on Birch Street. The Site is abutted by a mix of townhouses and multifamily residential buildings.

B. Existing Conditions

The Site is currently developed with a three-story wood frame office building, a one-story brick and concrete office building, and a one-story garage structure. Much of the Site is a combination of paved and unpaved impervious area currently used as employee parking for the businesses on the Site. The Site has minimal vegetation or landscaping with an assortment of trees located in various locations along the perimeter of the Site. The existing Birch Street frontage has two curb cuts, 35' and 21' wide, which will be repositioned and significantly reduced to a single 16' curb cut at the exit of the parking garage. The Bay State Road curb cut will remain in its current location and 15-foot width.

C. Proposed Project

The Applicant proposes to replace the existing buildings and surface parking areas with an new, approximately 91,585 square foot multifamily residential building with 85 units, 15 vehicle parking spaces and 99 long- and short-term bicycle parking spaces (the "Project"). The units will be a mix of studio, one-, two- and three-bedroom units; approximately 16 units will be income-restricted as affordable. The ground floor of the Project will be comprised of screened at-grade parking, a main lobby with primary resident amenity spaces facing Bay State Road, and a secondary lobby with supportive amenity space facing Birch Street. The Project will include an approximately 1,580 sf roof deck located on the southern end of the building, offering views of the Fresh Pond Reservation.

As allowed by right in the C-1A Zoning District, the Project will be six (6) stories and 69.85 feet tall. The building has been pulled back from the property lines in excess of required zoning setbacks to minimize impacts on abutting properties. Along each property line that abuts an existing residential building, the Project will install new, attractive wooden fencing. Approximately 24% of the Site – more than 5,900 square feet – will be dedicated to permeable open space, provided through significant landscaping along all lot lines. New landscaping will include entry plazas on each of Birch Street and Bay State Road, which will feature permeable pavers and fixed seating. Ten (10) existing trees on the Site will be retained and protected and an additional ten (10) new trees will be planted.

Site access will be provided via a one-way driveway off Bay State Road utilizing the existing curb cut; egress will be one-way onto Birch Street. The two existing curb cuts along Birch Street will be repositioned and reduced to a single 16' curb cut at the driveway exit. Loading, deliveries, move-in / move-out, and maintenance- / service-related activities will be through the 10' wide service pathway along Birch Street. This service pathway will be screened from the neighboring property with a 6' high fence.

II. Compliance with Zoning

The Site is located within the C1-A Zoning District and also within the MXR Overlay. The Project is compliant with all dimensional requirements of the C1-A Zoning District, proposing a height of 69'-10" (where the maximum by-right height is 75') and front, side, and rear yard setbacks that meet the requirements of Cambridge Zoning Ordinance (CZO) Section 5.31. The Project provides the requisite number of bicycle parking spaces pursuant to Section 6.107 of the CZO, with 89 long-term spaces and 10 short-term spaces. The Project also complies with the requirements of 11.203.2 of the CZO, providing 16 Affordable Dwelling Units, including 2 three-bedroom Affordable Dwelling Units. CDD has determined that the Project complies with the Green Factor Standard set forth in Section 22.96 of the CZO and with the Green Building requirements of Section 22.25.1 of the CZO.

With respect to Open Space, the existing site contains 18,547 SF of open space, of which approximately 53% (9,667 SF) is pervious. This area consists primarily of overgrown landscaping and crushed stone surfaces. The Project provides 7,217.5 SF of open space, representing 29.1% of the total site area and exceeding the minimum zoning requirement (5.22) of 15%. Of this total, 2,945 SF (11.87% of the site area) is designated as private open space, while 554 SF (2.23% of the site area) is provided as public open space. Additionally, 5,965.5 SF, or approximately 82.65% of the proposed open space, will be permeable, substantially exceeding the minimum requirement that 50% of the open space (3,605 SF) be pervious.

Because the Project is new construction dedicated solely to residential use, the provisions of the MXR Overlay are not applicable.

The Project requires special permits from the following provisions of the CZO:

- Section 22.35.3 - Exemption to reduce required Green Roof Area
- Section 19.20 - Project Review Special Permit

As a residential use, the Project is not subject to the PTDM Ordinance, Chapter 10.18 of the Cambridge Municipal Code.

III. Compliance with Criteria/Guidelines Specific to Special Permits Sought

A. Section 22.35.3 – Green Roof Area

Pursuant to CZO Section 22.35, buildings over 25,000 GSF are required to devote 80% of the roof area to green roof space, biosolar green roof, or solar energy systems. The Project will provide 700 square feet of green roof area on level 5 of the building and 6,010 square feet of green roof area on level 6 of the building, totaling 6,710 square feet of green roof, such that it is expected to comply with these requirements. Per 22.35.2(a)(4), areas not intended for human occupancy, including areas occupied by air conditioning equipment and ventilators, are excluded from the roof area considered. The main roof at level is covered by 85 individual heat pump condensers for the dwelling units, as well as heat pump condensers and energy recovery ventilators for common spaces. This mechanical equipment, in addition to the area required for free air and maintenance, leave no remaining feasible Green Roof Area.

Section 22.35.3 provides that the Planning Board may grant a special permit to reduce the required Green Roof Area below the area required by Section 22.35.2, provided that each square foot so reduced be compensated by a unit price contribution to the Cambridge Affordable Housing Trust. Because the rooftop mechanical design will continue to be refined as Project plans progress, and in light of the limited area to provide any additional green roof area, in an abundance of caution, the Applicant is prospectively seeking a Planning Board exemption pursuant to Section 22.35.3 in the event that the Project is ultimately unable to satisfy the 80% roof area requirement of 22.35.2. The Applicant will make the required unit price contribution to the Cambridge Affordable Housing Trust in the event that the Project falls short of full compliance with the Green Roof requirements.

IV. Compliance with Project Review Special Permit Criteria

Section 19.25 of the CZO provides that in granting a Project Review Special Permit under Section 19.20, the Planning Board must make certain Traffic Impact and Urban Design Findings. These are each discussed below.

A. Section 19.25.1 - Traffic Impact Findings

Per Section 19.25.1, where a Traffic Study is required as set forth in Section 19.24 (3), the Planning Board shall grant a special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11: (1) Project vehicle trip generation weekdays and weekends for a twenty-four hour period and A. M. and P.M. peak vehicle trips generated; (2) Change in level of service at identified signalized

intersections; (3) Increased volume of trips on residential streets; (4) Increase of length of vehicle queues at identified signalized intersections; and (5) Lack of sufficient pedestrian and bicycle facilities.

Section 13 of the Traffic Study (TIS), which has been certified by the Department of Traffic, Parking and Transportation (TP&T) and is submitted herewith, provides a detailed analysis of the Project's impacts in reference to the specified indicators. Each criterion was analyzed in accordance with the Cambridge "Guidelines for Presenting Information to the Planning Board", approved on November 27, 2001, and revised in 2004, which establish 61 measurements in connection with the five indicators. As set forth in the TIS, of the 61 measurements, three (3) Project measurements do not satisfy the City standards; however, these are not met under existing conditions without the Project. Overall, the Project is not expected to have a substantial adverse impact on city traffic. The TIS finds that the Project can be accommodated within the existing area infrastructure and on the roadway network with minimal effects.

Section 6.31(a) – Off-street Parking

Pursuant to Section 6.31(a), projects subject to Article 19 (Project Review Special Permit) are required to provide a written report as part of the public record and permitting process detailing the number of proposed parking and loading spaces, and how that number was determined, including any surveys, parking demand studies or other research that was conducted.

Parking is proposed on-site for 15 vehicles. The restricted parking ratio is intended to attract tenants without vehicles to the site to help in reducing single occupancy vehicle use in Cambridge. Parking demand rates obtained from PTDM reports of local sites indicate an average of 0.58 parking spaces per unit although 0.75 was used as a prudent estimate of parking demand. This results in a range of between 35 and 49 off-site parking spaces. A detailed on-street parking analysis reviewing available on-street parking indicated that within 0.2 miles of the site, there exist a total of 138 parking spaces on six streets with availability ranging between 54 and 63 spaces at the peak residential demand times of 4:00 AM and 10:00 PM. Therefore, while not expected, should residents have vehicles and a need for parking spaces, there is sufficient supply to accommodate demand within 0.2 miles (3 blocks) of the site.

It should be noted that there are currently an existing 35-foot wide curb cut and a 21-foot wide curb cut to the site on Birch Street. The Project will reduce the 35-foot cub cut to 16 feet for the garage exit and remove the 21-foot curb cut altogether. This results in 24 additional feet for parking on Birch Street over the existing condition.

A full parking analysis is included in the TIS (Section 9), which has been certified by TP&T and is submitted herewith.

B. Section 19.25.2 - Urban Design Findings

Section 19.30 of the CZO sets forth guidance on the City's policies with regard to the form and character desirable for new development. The Project responds to the Cambridge Urban Design Objectives as outlined below.

19.31 New projects should be responsive to the existing or anticipated pattern of development. Indicators include:

(1) Heights and setbacks provide suitable transition to abutting or nearby residential zoning districts that are generally developed to low scale residential uses.

The Project massing incorporates setbacks at various heights along the perimeter of the building which responds to the existing site context to create thoughtful transitions between the neighboring buildings. Along Bay State Road, the plans illustrate setbacks above the 4th floor with a deep 8' setback along the front edge, 13' setback along the west edge, and a nearly 3' setback along the east edge. Along Birch Street, the massing steps back above the 5th floor along the southern edge with a series of multiple steps beginning above the 4th along the northern edge where the adjacent buildings transition to a smaller residential scale .

(2) New buildings are designed and oriented on the lot so as to be consistent with the established streetscape on those streets on which the project lot abuts. Streetscape is meant to refer to the pattern of building setbacks and heights in relationship to public streets.

Due to the unique layout of the Site, the building fronts both Birch Street and Bay State Road, each of which has its own distinctive character. The building has been designed to reflect these two unique streetscapes.

The Site along Birch Street abuts 3.5-story townhomes to the south, 3-story townhomes to the north, and a commercial warehouse building across the street to the east. The building reflects this mixed-use character through a prominent building façade and massing that forms the primary entry forecourt. This pedestrian-oriented forecourt is characterized by textured hardscaping, generous landscaping, bench seating, and bicycle racks. Large expanses of glazing highlight the interior amenity spaces, with bay windows and horizontal textured siding to emphasize the residential character of the building. Substantial landscaping improvements will be planted to complete the streetscape.

Bay State Road is developed at lower residential scale with 3-story townhomes to the east, a 4-story condominium building to the west, and 2-story townhomes on the opposite side of the road. The building setbacks discussed in detail above reflect a scale consistent with the abutting residences, while the building incorporates a more discreet recessed entrance and ground level windows to create a quieter relationship with Bay State Road. Additionally, existing street trees will be preserved along with dense landscaping between the sidewalk and the building to create a cohesive streetscape.

(3) *In mixed-use projects, uses are to be located carefully to respect the context, e.g. retail should front onto a street, new housing should relate to any adjacent existing residential use, etc.*

NOT APPLICABLE

(4) *Where relevant, historical context is respected, e.g. special consideration should be given to buildings on the site or neighboring buildings that are preferably preserved.*

NOT APPLICABLE

19.32 Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings. Indicators include:

(1) *Ground floors, particularly where they face public streets, public parks, and publicly accessible pathways, consist of spaces that are actively inhabited by people, such as retail stores, consumer service businesses and restaurants where they are allowed, or general office, educational or residential uses and building lobbies. Windows and doors that normally serve such inhabited spaces are encouraged to be a prominent aspect of the relevant building facades. Where a mix of activities are accommodated in a building, the more active uses are encouraged facing public streets, parks, and pathways. In commercial districts, such active space consists of retail and consumer service stores and building lobbies that are oriented toward the street and encourage pedestrian activity on the sidewalk. However, in all cases such ground floor spaces should be occupied by uses (a) permitted in the zoning district within which the building is located, (b) consistent with the general character of the environment within which the structure is located, and (c) compatible with the principal use for which the building is designed.*

The ground floors along Birch Street and Bay State Road have been thoughtfully designed, establishing unique relationships for each streetscape. Bay State Road is a mixed-use streetscape suitable for a more active and engaging building relationship. The building reflects this character by positioning the main lobby, leasing office, and primary resident amenities to the building along Birch Street.

Amenities will include a great room, kitchen lounge, and a fitness center. Large expanses of glazing provide ground floor transparency along these spaces that activate and engage with the streetscape.

Birch Street exhibits a quieter residential character with the ground floor reflecting this character through a more discreet secondary entrance and a small supportive amenity space that is expressed with less ground floor transparency in keeping with a more private residential streetscape.

(2) *Covered parking on the lower floors of a building and on-grade open parking, particularly where located in front of a building, is discouraged where a building faces a public street or public park, and publicly accessible pathways*.

While the Project features at-grade parking, the Project design ensures that such parking is concealed from public view. Diagonal parking spaces are located under the building along the one-way driveway with additional screening provided by a 6' tall privacy fence and landscaping. Additional parking is provided in an open-air parking garage under the building which discharges through a garage door onto Birch Street. The garage door will be incorporated into a planned mural wall along the exterior of the building to minimize its visual impact along the streetscape.

(3) *Ground floors should be generally 25-50% transparent. The greatest amounts of glass would be expected for retail uses with lesser amounts for office, institutional or residential use*.

Approximately 58% of the ground level facing Bay State Road is transparent glass; approximately 38% of the ground level facing Birch Street is transparent glass.

(4) *Entries to buildings are located so as to ensure safe pedestrian movement across streets, encourage walking as a preferred mode of travel within the city and to encourage the use of public transit for employment and other trips. Relating building entries as directly as possible to crosswalks and to pathways that lead to bus stops and transit stations is encouraged; siting buildings on a lot and developing site plans that reinforce expected pedestrian pathways over the lot and through the district is also encouraged*.

Building entrances are strategically designed and located in a manner that prioritizes the pedestrian experience. The main entrance along Birch Street is positioned within the forecourt, while the secondary entrance along Bay State Road is semi-recessed space under the building. Both pedestrian entrances have bench seating along with bicycle racks. The Birch Street entrance is approximately 400' from a bus stop along Concord Ave for the 74 and 78 MBTA bus routes. The Bay

State Road entrance is approximately 450' from another bus stop for these routes located west of New Street along Concord Ave, both with safe pedestrian access using existing sidewalks and crosswalks.

(5) Pedestrians and bicyclists are able to access the site safely and conveniently; bicyclists should have secure weatherproof storage facilities conveniently located on-site. If bicycle parking is provided in a garage, special attention must be paid to providing safe access to the facilities from the outside.

Pedestrian entrances to the building are located along both Bay State Road and Birch Street in a manner that prioritizes pedestrian safety and convenience. The Project will provide 89 long-term bicycle storage spaces in a secure bicycle storage room located on the ground floor, with direct entry points from either Bay State Road or Birch Street. Space for tandem bicycles with trailers will be provided in the bike storage room. The bicycle storage room will have a bicycle repair station and be designed to the specifications set forth in the City of Cambridge Bicycle Parking Guide. Short-term visitor bicycle racks will be located adjacent to the building entrances along Bay State Road and Birch Street to allow for safe and convenient access for up to 10 visitors. Connections from the building to a multi-use path north of Concord Avenue and the shared-use streets of Bay State Road, Field Street, and other neighborhood streets exist for bicyclists to travel to area destinations.

(6) Alternate means of serving policy objective 19.32 through special building design, siting, or site design can be anticipated where the building form or use is distinctive such as freestanding parking structures, large institutional buildings such as churches and auditoriums, freestanding service buildings, power plants, athletic facilities, manufacturing plants, etc.

NOT APPLICABLE

19.33 The building and site design should mitigate adverse environmental impacts of a development upon its neighbors. Indicators include:

(1) Mechanical equipment that is carefully designed, well organized or visually screened from its surroundings and is acoustically buffered from neighbors. Consideration is given to the size, complexity and appearance of the equipment, its proximity to residential areas, and its impact on the existing streetscape and skyline. The extent to which screening can bring order, lessen negative visual impacts, and enhance the overall appearance of the equipment should be taken into account. More specifically:

(a) Reasonable attempts have been made to avoid exposing rooftop mechanical equipment to public view from city streets. Among the techniques that might be

considered are the inclusion of screens or a parapet around the roof of the building to shield low ducts and other equipment on the roof from view.

Rooftop mechanical equipment is composed of small heat pumps, generally 4' high and set back more than 10' from the roof edge. The building has been designed with a parapet wall that will further minimize the visibility of any rooftop mechanical equipment.

(b) Treatment of the mechanical equipment (including design and massing of screening devices as well as exposed mechanical elements) that relates well to the overall design, massing, scale and character of the building.

The building's transformer will be located within an enclosed space under the building, along the north end of the Site on Birch Street. Preliminary review of its location and access has been conducted with Eversource. Vertical screening conceals the transformer while providing the required air flow and has been designed to blend in with the architectural aesthetic of the building. Refer to subsection (a) above for the treatment of rooftop mechanical equipment.

(*c) Placement of mechanical equipment in enclosed locations within the building (if it does not violate the Flood Resilience Standards in Section 22.80), which reduces the bulk of elements located on the roof; however, at-grade locations external to the building should not be viewed as desirable alternatives and should be visually and acoustically screened with fencing and/or landscape features wherever they are necessary*.

The transformer inside the building, including all other service equipment on the first floor, have been placed at or above the elevations mandated by the Flood Resilience Standards: Elevation 23.3 (2070 1% SLR/SS).

There is one mechanical unit on the first floor outside the mechanical room, approximately 6' wide by 3' deep by 6' tall, located more than 5' from the property line that will be screened from the neighboring property by a 6' high fence that runs along the property line.

(d) *Tall elements, such as chimneys and air exhaust stacks, which are typically carried above screening devices for functioning reasons, are carefully designed as features of the building, thus creating interest on the skyline*.

This building will be all-electric and will not have any chimneys or air exhaust stacks through the roof. Refer to subsection (a) for the treatment of rooftop mechanical equipment and subsection (b) for the treatment of the building transformer.

(e) *All aspects of the mechanical equipment have been designed with attention to their visual impact on adjacent areas, particularly with regard to residential neighborhoods and views and vistas*.

See subsections (a), (b), and (c) above.

(2) Trash that is handled to avoid impacts (noise, odor, and visual quality) on neighbors, e.g. the use of trash compactors or containment of all trash storage and handling within a building is encouraged.

The building has been designed with a trash chute at each residential level. A trash room with a compactor on the first floor will have capacity to store resident refuse inside the building, with private vendor off-street pick-up from the service area. A 10' wide service pathway is located on the northern edge of the property along Birch Street. This service pathway will be screened from the neighboring property with a 6' high fence. The trash room is connected to the parking garage, which will allow for dumpsters to be wheeled out of the trash room into the parking garage and down the driveway to Birch Street where they will be picked up from the street. There is no curb cut on the access to pathway to Birch Street.

(3) Loading docks that are located and designed to minimize impacts (visual and operational) on neighbors.

Move-in / move out, along with general maintenance and service access will be through the 10' wide service pathway along Birch Street. This service pathway will be screened from the neighboring property with a 6' high fence. A 20-foot long striped/gored area is proposed on Birch Street at the end of the access pathway for service vehicles and move-in/move-out activities to occur on the street.

(4) Stormwater Best Management Practices and other measures to minimize runoff and improve water quality are implemented.

Stormwater Best Management Practices (BMPs) are incorporated in the site design to minimize surface runoff, promote groundwater recharge, and improve overall water quality in accordance with MA DEP and Cambridge Standards. Runoff from paved areas is first captured by deep sump catch basins, which provide initial pretreatment by allowing sediment and floatables to settle prior to discharge. The pretreated runoff is then conveyed to a subsurface infiltration system consisting of

56 SC-310 StormTech chambers. This system is designed to provide peak flow attenuation by temporarily storing stormwater during design storm events, thereby reducing downstream discharge rates and mitigating potential erosion or flooding impacts. In addition, the chamber system facilitates infiltration into the underlying soils, enhancing groundwater recharge. Roof runoff is also directed to the subsurface infiltration system, further decreasing direct surface discharge and improving groundwater recharge. The system is designed to infiltrate 1" of rainfall over the total site impervious area, remove 80% of Total Suspended Solids, and provide Phosphorus treatment.

(5) *Landscaped areas and required Green Area Open Space, in addition to serving as visual amenities, are employed to reduce the rate and volume of stormwater runoff compared to pre-development conditions*.

Landscaped areas and required Green Area Open Space incorporate a mix of native and drought-tolerant shrubs and perennials that promote natural infiltration of rainfall, reducing the rate and volume of stormwater runoff compared to pre-development conditions. The Project intentionally excludes any lawn areas, further minimizing irrigation demand, fertilizer use, and ongoing maintenance.

(6) *The structure is designed and sited to minimize shadow impacts on neighboring lots, especially shadows that would have a significant impact on the use and enjoyment of adjacent open space and shadows that might impact the operation of a Registered Solar Energy System as defined in Section 22.80 of this Zoning Ordinance*.

While, as shown in the shadow studies included in the graphic volume, the building will have impacts on abutting lots, the setbacks of the massing at the 5th and 6th floors reduce the shadow impacts created by a structure with the by-right building height of 70'. The Applicant is unaware of any Registered Solar Energy Systems in proximity to the Site.

(7) *Changes in grade across the lot are designed in ways that minimize the need for structural retaining walls close to property lines*.

Grading across the Site is generally flat and no structural retaining walls are planned or required in connection with the Project.

(8) *Building scale and wall treatment, including the provision of windows, are sensitive to existing residential uses on adjacent lots*.

Window locations have been positioned along the facades in a manner sensitive to both the privacy of residents of neighboring buildings and the residents who will

occupy the Project. The larger bay windows are primarily located along the Bay State Road and Birch Street facades except for a portion of the west facade where the building massing creates an alcove with approximately 35' between the neighboring building. Other large windows are strategically positioned at specific view corridors between existing neighboring buildings, with the typical window size designed at 5' wide or less.

(9) Outdoor lighting is designed to provide minimum lighting and necessary to ensure adequate safety, night vision, and comfort, while minimizing light pollution.

Outdoor lighting has been designed to create a comfortable and safe environment while minimizing the adverse effects of excessive artificial light on the surrounding area. Under-canopy lighting at the pedestrian entrances will provide adequate lighting to ensure pedestrian safety. Surface-mounted, zero-cutoff sconce downlighting will be located along building at service pathway and the open area along the southern edge of the property. Zero-cutoff ceiling lighting will also be under the building along the exterior parking area. Ceiling mounted fixtures will be located throughout the parking garage. Light levels for those fixtures were accounted for as part of a photometric study to restrict potential light bleed through open garage walls to adjacent properties.

(10) The creation of a Tree Protection Plan that identifies important trees on the site, encourages their protection, or provides for adequate replacement of trees lost to development on the site.

The landscape plans will carry tree protection details as part of the Project's construction drawings and specifications, depicting tree protection fencing to the limit of each tree's drip line.

19.34 Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system. Indicators include:

(1) The building and site design are designed to make use of water-conserving plumbing and minimize the amount of stormwater run-off through the use of best management practices for stormwater management.

Plumbing fixtures in the apartments will be "Water Sense" rated fixtures for low flow.

The proposed stormwater management system has been designed to comply with the City of Cambridge standards and the MADEP Stormwater Management Standards. Runoff from paved areas is first captured by deep sump catch basins which is then conveyed to a subsurface infiltration system consisting of SC-310

StormTech chambers. This system is designed to reduce the peak flow rates and runoff volume in the post development conditions compared to the pre-development conditions by temporarily storing stormwater during design storm events, thereby reducing discharge rates and volume to the Municipal drain system and mitigating potential erosion or flooding impacts. In addition, the chamber system facilitates infiltration into the underlying soils, enhancing groundwater recharge. Roof runoff is also directed to the subsurface infiltration system, further decreasing direct surface discharge and improving groundwater recharge. The system is designed to infiltrate 1" of rainfall over the total site impervious area and mitigate peak flow between the 25 year storm and 2 year storm events.

(2) The capacity and condition of drinking water and wastewater infrastructure systems are shown to be adequate, or the steps necessary to bring them up to an acceptable level are identified.

Based on preliminary discussions with the Cambridge Engineering Department, the existing 8" water mains and existing 10" sewer main have sufficient capacity to service the proposed building. No off-site water or wastewater infrastructure upgrades are anticipated to be required to support the project. Hydrant Flow Tests will be performed to verify the integrity of the water supply system and CCTV footage will be performed to verify the integrity of the wastewater conveyance system.

(3) Buildings are designed to use natural resources and energy resources efficiently in construction, maintenance, and long-term operation of the building, including supporting mechanical systems that reduce the need for mechanical equipment generally and its location on the roof of a building specifically. The buildings are sited on the lot to allow construction on adjacent lots to do the same. Exceeding the Green Building Requirements set forth in Section 22.20 of this Zoning Ordinance and other evolving environmentally sustainable standards is encouraged.

The Project is designed to be a high-performance building and is pursuing Passive House Certification. In addition, compliance with the PHIUS co-requisites, ENERGY STAR Multifamily and DOE Zero Energy Ready Home ensure that the building meets high standards of energy efficiency and indoor environmental quality.

The buildings will use energy efficient, all-electric systems to eliminate the need for fossil fuels on site for regular building function. The mechanical systems will be smaller in size than in typical, non-high-performance buildings, resulting in a reduced need for mechanical equipment. The building materials will be selected for durability and will need to be replaced less frequently than in typical buildings. The Project has separately submitted a filing pursuant to Article 22 and incorporates by reference that submission.

19.35 New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically. Indicators include:

(1) New educational institutional construction that is focused within the existing campuses.

NOT APPLICABLE

(2) Where institutional construction occurs in commercial areas, retail, consumer service enterprises, and other uses that are accessible to the general public are provided at the ground (or lower) floors of buildings. Where such uses are not suitable for programmatic reasons, institutional uses that encourage active pedestrian traffic to and from the site.

NOT APPLICABLE

(3) In large, multiple-building non-institutional developments, a mix of uses, including publicly accessible retail activity, is provided where such uses are permitted and where the mix of uses extends the period of time the area remains active throughout the day.

NOT APPLICABLE

(4) Historic structures and environments are preserved.

NOT APPLICABLE

(5) Preservation or provision of facilities for start-up companies and appropriately scaled manufacturing activities that provide a wide diversity of employment paths for Cambridge residents as a component of the development; however, activities heavily dependent on trucking for supply and distribution are not encouraged.

NOT APPLICABLE

19.36 Expansion of the inventory of housing in the city is encouraged. Indicators include:

(1) Housing is a component of any large, multiple building commercial development. Where such development abuts residential zoning districts substantially developed to low-scale residential uses, placement of housing within the development such that it acts as a transition/buffer between uses within and without the development.

NOT APPLICABLE

(2) Where housing is constructed, providing affordable units exceeding that mandated by the Ordinance. Targeting larger family-sized middle-income units is encouraged.

The Project will provide approximately 16 affordable units, which will include 3-bedroom units in accordance with the requirements of Section 11.203 of the CZO.

19.37 Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city. Indicators include:

(1) On large-parcel commercial developments, publicly beneficial open space is provided.

NOT APPLICABLE

(2) Open space facilities are designed to enhance or expand existing facilities or to expand networks of pedestrian and bicycle movement within the vicinity of the development.

The Birch Street façade has been intentionally recessed to create an expanded ground-level entry patio that serves both residents and the public. Benches have also been incorporated along the Birch Street right-of-way for public use. In addition, three visitor bike racks are provided along Birch Street, with two more located on Bay State Road.

(3) A wider range of open space activities than presently found in the abutting area is provided.

NOT APPLICABLE

19.37Development should be resilient to the effects of climate change as anticipated in the Resilient Cambridge plan published by the City. Indicators include:

(1) The design has incorporated the most up-to-date projections of climate change impacts over the project's anticipated lifespan, including increases in temperature and precipitation and risk of future flooding.

The Project has incorporated the most up-to-date projections of climate change impacts over its anticipated lifespan. The Site has been evaluated using the latest City of Cambridge "FloodViewer," and the most recently published (November 2025) Long Term Flood Elevation (LTFE) values have been used to ensure the proposed building is resilient to increased future flood levels, precipitation intensity, and storm surge events.

The building will be designed and constructed to meet Passive House certification requirements, which focus on a robust and airtight envelope to reduce heating and cooling loads. This approach enhances the building's resilience to climate change, including significant increases or decreases in temperature, by slowing heat transfer and minimizing heat loss through the building envelope.

The existing site includes 18,547 SF of open space, of which 53% (9,667 SF) is pervious, consisting primarily of overgrown landscaping and areas of crushed stone. The proposed site provides 7,217 SF of open space, with 82.65% (5,977 SF) designed as pervious area, incorporating both new plantings and permeable hardscape elements.

(2) *The project is designed to meet or exceed the Flood Resilience Standard in Section 22.80 of this Zoning Ordinance and the Green Factor Standard in Section 22.90 of this Zoning Ordinance. Design strategies may be supplemented by mitigation strategies to manage the effects of flooding and heat where appropriate.*

The proposed building has been designed to meet or exceed the applicable flood resilience standards set forth in Section 22.80 of the CZO and the Long Term Flood Elevation (LTFE) Data published in the City of Cambridge FloodViewer mapping tool which was updated in November, 2025 as a part of Cambridge's Climate Change Vulnerability Assessment (CCVA). According to the Data set, the 10-year (10% LTFE) associated with the site is 22.0 (CCB) and the 100-year (1% LTFE) associated with the site is 23.3 (CCB). All ground floor entrances to occupiable spaces are located at or above 22.0 feet (CCB), thereby meeting the 10%-LTFE protection standard in accordance with Section 22.84.1(a). All habitable/livable areas are located on floors 2-6 which will be above the 1%-LTFE elevation of 23.3 feet (CCB). Floor 2 is set at elevation 37.25', meeting the 1%-LTFE protection standard pursuant to Section 22.84.1(b). Critical building systems associated with mechanical, electrical, plumbing, and life-safety equipment are located within the building and are required to be above the 1%-LTFE. All Critical equipment will be at elevation 23.3' which satisfies the requirements of Section 22.84.1(c).

Small entryways below the 10%-LTFE that consist solely of stairs which lead to protected areas of the building are designed to be recoverable per section 22.84.2. There is one stairwell entrance on the east side which will be at elevation 21.5'. This entrance is deemed recoverable as it will allow flood water to enter and exit without causing damage that cannot be readily repaired.

See Civil Plan C1 for building elevations and flood levels throughout the site and the Flood Resiliency Narrative for additional information.

In accordance with Section 22.93.1, new building roof membrane should have an initial SRI of at least 82. The Project is targeting an SRI value of 85 which exceeds these requirements. The Project is all-electric, with a limited area on the roof that can be dedicated as a green roof. As illustrated in the Green Factor Report attached, a significant portion of the roof will be dedicated to mechanical equipment or façade maintenance fall protection area. The Project achieves a Cool Factor of 1.17 which exceeds the minimum requirements of 1.0, and therefore, the Green Factor requirements are met.

(3) *The design uses resilience strategies that have environmental co-benefits. An example is passive building envelope design, which promotes occupant comfort during extreme heat and resilience from power outages due to storms while also reducing energy use and greenhouse gas emissions. Another example is intensive vegetation at grade and on roofs, which provides cooling benefits while improving stormwater management.*

The building will be built to Passive House standards and seek Passive House Certification (via PHIUS). Its passive building envelope design will provide resilience from power outages and comfort for building occupants during extreme heat. This design standard will also reduce energy use and greenhouse gas emissions. The Project will significantly increase the amount of vegetation on site, providing cooling and mitigating stormwater impacts.

At grade, the landscape design relies on a mix of native and drought-tolerant shrubs and perennials that promote natural infiltration of moderate rainfall, supporting on-site stormwater management and climate resilience. The project intentionally excludes lawn areas, reducing long-term irrigation needs, fertilizer use, and routine maintenance while delivering environmental benefits.

The building roofs, where not occupied or planted, will be highly reflective to minimize heat island impacts. The upper building roof is significantly covered by mechanical equipment due to the systems being all electric. Additional roof area is unavailable due to clearances for façade maintenance access. The small area remaining for green roofs are impractical due to lack of public access or visibility and difficulty of maintenance/irrigation. It is the judgment of the development and design team that a high albedo roof achieves an identical outcome. As noted above, pursuant to Section 22.35.3 of the Ordinance, the applicant is requesting that the Planning Board waive the green roof area requirement for the Project and proposes to make a unit price contribution to the Cambridge Affordable Housing Trust.

(4) *The design takes an integrative approach to climate change resilience that accounts for the existing context and promotes the other design objectives of the area and the City.*

The project team includes several Certified Passive House Consultants (CPHC), who will lead the sustainability efforts and initiatives throughout the design and construction process. Sustainable design and energy efficiency goals were established early and will be evaluated in each phase as the project develops. Strategies associated with the building envelope attributes, lighting design, thermal comfort ranges, plug and process loads, and operational parameters and their impact on the building energy performance were explored and discussed in an early-design WUFI model. An early design WUFI Passive model was developed and used as an interactive and dynamic platform to evaluate systems synergies and the various pathways for achieving the targeted heating and cooling load and demand and required performance improvements in the most cost-effective manner.

V. Compliance with General Special Permit Criteria (Section 10.43)

Pursuant to CZO Section 10.43, special permits will normally be granted where specific provisions of the Ordinance are met, except where the particulars of the location or use, not generally true of the district or the uses permitted in it, would cause the granting of such permit to be to the detriment of the public interest because:

(a) *It appears that requirements of this Ordinance cannot or will not be met.*

With the requested zoning relief, the Project will meet all requirements of the Ordinance.

(b) Traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character.

The Project takes a mindfully progressive approach to parking, providing only fifteen (15) vehicle parking spaces on site, while offering a robust Transportation Demand Management (TDM) program to reduce future residents' dependency on single occupancy vehicles.

As set forth in the TIS, the Project is expected to generate 19 new vehicle trips during the weekday morning peak hour and 22 new vehicle trips during the weekday evening peak hour. Approximately 62% of the peak hour trips are expected to use alternative transportation rather than rely on single-occupant vehicles.

The analysis indicates that the Project will not significantly impact the operating conditions at intersections within the study area. While overall vehicle delays at nearby intersections are projected to increase by 1 to 3 seconds during peak hours, the level of service (LOS) at these intersections is expected to remain generally unchanged. Vehicle queuing at the signalized intersections was shown to increase by up to 1 vehicle as a result of the addition of Project-related traffic.

The Project's traffic impacts were also evaluated against the City's five traffic impact indicators, which serve as a measurement framework for the Project's effect on local traffic. Out of the 61 metrics analyzed, three do not meet the City's standards; however, these three indicators already are exceeded under Existing conditions, without the Project.

In summary, while the Project will generate additional trips during peak hours, its overall impact on the roadway network and intersection operations will be minimal. The anticipated increases in delay times and vehicle volumes remain within acceptable limits, ensuring that the Project does not significantly degrade traffic conditions in the study area.

Currently, the Site is accessed by three existing curb cuts – two full-access driveways onto Birch Street and one full-access driveway onto Bay State Road. The Project will modify the existing Birch Street curb cut, and implement a one-way circulation pattern, with entering movements provided via a curb cut on Bay State Road and exiting movements provided via a curb cut on Birch Street. Loading is proposed through an on-street loading zone on Birch Street.

Based on the foregoing, the Project is not anticipated to generate traffic or patterns of access or egress that would cause congestion, hazard or a substantial change in established neighborhood character.

(c) *The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use*.

The surrounding neighborhood is a mixture of small and mid-scale residential buildings. As a by-right, zoning-compliant multifamily residential building, the Project will be wholly compatible with existing adjacent uses. As noted previously, the building has been pulled back from all property lines in excess of required zoning setbacks to minimize impacts on abutting properties and includes setbacks beginning at the fourth floor to create a respectful transition to the neighboring lower-scale residences. Along each property line that abuts an existing residential building, the Project will install new, attractive wooden fencing which will further mitigate impacts on adjacent structures.

(d) *Nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupants of the proposed use or the citizens of the City*.

The proposed multifamily residential development will not create any nuisance or hazard to the detriment of the health, safety, or welfare of Project occupants or other residents of Cambridge.

(e) For other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance.

As a 6-story, multifamily residential development that complies with all applicable dimensional requirements, the Project is consistent with the rationale underpinning recent changes to the Ordinance to promote multifamily housing development throughout the City.

(f) The new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.

As set forth above, the Project is consistent with the Urban Design Objectives set forth in Section 19.30.

VI. Summary of Community Engagement

In accordance with CDD Early Engagement Guidelines and Rule 5 of the Planning Board Rules, the Project team held two meetings with members of the community: an in-person meeting at the VFW Hall, 668 Huron Street, on January 13, 2026 at 6 pm and a remote meeting (via Zoom) on January 14, 2026 at 6:30 pm. Invitation flyers were sent by certified mail on December 18, 2025 to abutters as identified on a list generated by the City's GIS system. Invitation flyers were also provided to CDD on December 17, 2025 for posting on the City's website. Approximately 10 people attended the in-person meeting and approximately 17 people attended the remote meeting. Each meeting featured a presentation that included a summary of existing site conditions and context (including photographs), a description of the Project, and preliminary massing studies, plans and renderings.

The following questions and matters were discussed at the meetings:

- Whether the onsite parking provided at the Project will be sufficient to accommodate resident and visitor demand, given a perceived shortage of available on-street parking under existing conditions.
    - The Project will implement an aggressive TDM program to discourage car ownership by its residents. In addition, the TIS submitted herewith contains a parking study demonstrating that there is ample on-street parking within a 10-minute walk of the Site. In addition, employees of the existing office building on Bay State Road frequently park on both Bay State Road and Birch Street; the elimination of that use will reduce demand for parking spaces on those streets.

- Attendees asked when the parking study was conducted and whether parking on New Street and in the lots for the playground and Danehy Park was included in the TIS analysis.
    - Parking data was collected during the regular school year as identified in the TIS. The playground and Danehy Park were available for use at the time of the counts. Given that overnight parking is limited on New Street and restricted at Danehy Park, these potential sources of parking availability were not included in the parking study conducted for the TIS.

- Neighbors were interested in the types and locations of proposed green space at the Project.
    - A preliminary landscape plan was shared at the meetings. An updated landscape plan appears in the Graphic Volume submitted herewith.

- Neighbors were pleased that the building is being pulled back further than the required zoning setback.

- Immediate abutters requested additional detail regarding the proposed fence at the perimeter of the Site.
    - The Project architect explained the plan to replace the existing fence with a new, attractive wooden fence and that here would be 15' between the fence and the edge of the building. It was further explained that the Project will not impact the existing heavy vegetation on the abutter side of the fence and further that at the ground level facing the abutter's property, the Project building has a blank wall, which will be a quiet use.

- Neighbors asked to review the proposed programming for the space between the Birch Street sidewalk and the entry of the building.
    - The site plan and landscape plan, each of which have been further develop and are provided in the Graphic Volume submitted herewith, were reviewed at the meetings.

- Neighbors had questions regarding the proposed resident amenities.
    - The team discussed potential plans for a tenant lounge, work from home space, and a roof deck.

- Neighbors asked about flood resiliency of the first floor of the proposed building.
    - It was explained that the Project civil engineer has mapped building using the City's FloodViewer and determined that the existing grade is slightly lower than what is required but, because there will be no residences on the ground floor, there is no need to elevate the building. The electrical vault will, however, be elevated.

- Neighbors asked about shadow impacts from the Project.
    - A shadow study is included in the Graphic Volume submitted herewith.

- Abutters raised concerns about Project impacts on privacy.
    - The Project architect discussed how the building was deliberately set back farther than required in order to provide more space from abutting buildings. Tree planting plans were reviewed, including estimated heights of trees at installation and over time. In addition, it was noted that because the Project will be built to Passive House standards, the windows are not particularly large and all windows will be triple glazed, which will help with acoustic buffering. It was also noted that all of the windows within the building will have shades.

- Neighbors asked about expected timeline, construction period and construction period impacts, including rodent control.
    - The team provided an estimate of approximately 18 months before the start of construction and 14-16 month construction period. It was also noted that construction will not include pile driving and that methods will be implemented to minimize vibration. The team noted that there will be a construction management plan in place prior to the commencement of construction.

- It was requested that the dog run location be reconsidered.
    - The current dog run location provides the most functionality for the space. To minimize potential visual and noise impacts, columnar trees have been added to the site plan along edge of the dog run.

- Neighbors expressed displeasure with the City's rezoning to increase by-right multifamily heights and encouraged other attendees to write to the City. Some attendees commented that they thought that the building is too tall in light of neighboring residential structures.

- Neighbors expressed concern that if the nearby Cambridge Self-Storage site is ever redeveloped, it will result in the creation of thousands of new units of housing.

- Attendees questioned whether the architectural style of the building was appropriate for the location, expressing displeasure with the aesthetic and noting that it looks like a skyscraper in the middle of Harvard Square.

- Attendees asked about rainwater runoff.

- Stormwater runoff from building roof areas will be collected via internal roof drains and leaders. Roof runoff will be directed to a subsurface infiltration system consisting of Stormtech SC-31 chambers. Stormwater from paved areas will be directed toward deep sump catch basins, which will provide initial pretreatment through sediment and trash removal. Pretreated runoff will then be routed to the subsurface stormwater system. The Subsurface system provides stormwater detention, peak flow attenuation, groundwater recharge, and further water quality treatment in accordance with City stormwater performance standards. During large storm events exceeding the design capacity of the infiltration system, an outlet control overflow device will discharge treated stormwater to the 18" storm drain in Birch Street. Connection to the existing main will be via a new doghouse manhole placed over the existing main. Civil Plansheet C2 shows the stormwater routing and subsurface detention/infiltration system. The Stomrwater Infrastructure Narrative discusses the stormwater system in more detail.

- Attendees asked if there had been environmental testing done at the Site.
  - It was communicated that this has not yet occurred but is expected prior to the commencement of construction.

- Neighbors questioned whether they could be compensated to the extent that shadow impacts from the building precludes their future ability to install rooftop solar.

- Attendees asked about the plan for trash management.
  - The plan was explained and is detailed above.

VII. Sewer Service Infrastructure Narrative

See Appendix.

VIII. Water Service Infrastructure Narrative

See Appendix.

IX. Noise Mitigation Narrative

As detailed in the Preliminary MEP Equipment Exterior Noise Assessment by Acentech included in the Appendix, Project rooftop and ground level mechanical equipment is anticipated to operate in compliance with the City's noise control ordinance.

- The plan was explained and is detailed above.

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