CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

NOTICE OF DECISION

Case Number:	412
Address:	9&25 Birch Street; 30-36 Bay State Road
Zoning:	Residence C-1A (C-1A)/ Mixed Use Residential (MXR) Overlay
Applicant:	BSR Birch LLC 36 Bay State Road, Cambridge, MA
Owner:	9 Birch Street LLC, 25 Birch Street LLC, The Andrew-DFL Trust LLC 36 Bay State Road, Cambridge, MA
Application Date:	June 23, 2026
Dates of Planning Board Public Hearing:	July 21, 2026, October 6, 2026
Date of Planning Board Decision:	October 6, 2026
Date of Filing Planning Board Decision:	November 9, 2026
Application:	Project Review Special Permit (19.20) and Reduction of Green Roofs requirement (22.35.3) to construct a 6-story residential building of approximately 91,585 square feet gross floor area with 84 residential units, 15 off-street parking spaces, 89 long-term and 10 short-term bicycle parking spaces.
Decision:	GRANTED with conditions.

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Swaathi Joseph

For further information concerning this decision, please contact Swaathi Joseph at 617-349-4668, or sjoseph@cambridgema.gov.

2026 NOV -9 AM 10:37
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Special Permit Application dated 6/5/2026, containing Special Permit Cover Sheet, Dimensional Form, Ownership Certificate, Narrative, Community Outreach Summary, plan set titled 9 & 25 Birch Street & 30-36 Bay State Road Special Permit Application Graphic Volume, prepared by HDS Architecture, dated 6/5/2026, and Special Permit Application Appendices Volume.
2. Presentation slides shown to the Planning Board on 7/21/2026.
3. Revised and supplemental application materials, including Responses to Comments, Follow-Up Exhibits 1 through 32, Dimensional Form, and plan set titled 9 & 25 Birch Street & 30-36 Bay State Road Special Permit Application Revised Graphic Volume, prepared by HDS Architecture, dated 9/18/2026.
4. Presentation slides shown to the Planning Board on 10/6/2026.

City of Cambridge Documents

5. Memorandum to the Planning Board from James Wilcox, City Engineer, Department of Public Works (DPW), dated 7/14/2026.
6. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 7/15/2026.
7. Memorandum to the Planning Board from Brooke McKenna, Transportation Commissioner, Traffic, Parking and Transportation Department of Transportation (DOT), dated 7/15/2026.
8. Memorandum to the Planning Board from CDD staff, dated 10/1/2026.

Other Documents

9. Email communication to the Planning Board from Carey Moewedge, dated 7/13/2026.
10. Email communication to the Planning Board from Mara Levine, dated 7/15/2026.
11. Email communication to the Planning Board from Brandon Barba, dated 7/17/2026.
12. Email communication to the Planning Board from Teresa Witkowska, dated 7/17/2026.
13. Email communication to the Planning Board from Kelly Boss, dated 7/17/2026.
14. Email communication to the Planning Board from Michael Kowalski, dated 7/17/2026.

15. Email communication to the Planning Board from Talia Brown, dated 7/17/2026.
16. Email communication to the Planning Board from Carey Moewedge, dated 7/21/2026.
17. Email communication to the Planning Board from April Boss, dated 9/30/2026.
18. Email communication to the Planning Board from Suzanne Hopkins, dated 10/3/2026.
19. Email communication to the Planning Board from Liz Byron Loya, dated 10/3/2026.
20. Email communication to the Planning Board from Teresa Witkowska, dated 10/5/2026.
21. Email communication to the Planning Board from Robert Camacho, dated 10/5/2026.
22. Email communication to the Planning Board from Mara Levine, dated 10/5/2026.
23. Email communication to the Planning Board from Kelly Boss, dated 10/6/2026.

APPLICATION SUMMARY

The Applicant proposes to demolish three existing commercial and storage structures, ranging from one to three stories, and to remove the existing surface parking areas across four contiguous parcels. The site totals 24,775 square feet with dual frontage on Birch Street and Bay State Road. In place of the existing structures, the Applicant proposes to construct a 6-story, 84-unit multifamily residential building. The approximately 91,585 square foot building would include 15 motor vehicle parking spaces, 89 long-term bicycle parking spaces, and 10 short-term bicycle parking spaces. Entrances would be located both along Birch Street and Bay State Road. Most existing trees would be retained, and some landscaping and usable open space would be constructed at grade and on the roof.

FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearing, and review and consideration of the applicable requirements and criteria set forth in the Zoning Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

1. Project Review Special Permit (Section 19.20)

19.25.1 Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (3) above the Planning Board shall grant the 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 below.

In areas where the Planning Board determines that area-specific traffic guidelines have been established in the Ordinance, the Board recognizes written agreements between project proponents and the City dealing with transportation mitigation strategies.

19.25.11 Traffic Impact Indicators. In determining whether a proposal has substantial adverse impacts on city traffic the Planning Board shall apply the following indicators. When one or more of the indicators is exceeded, it will be indicative of potentially substantial adverse impact on city traffic. In making its findings, however, the Planning Board shall consider the mitigation efforts proposed, their anticipated effectiveness, and other supplemental information that identifies circumstances or actions that will result in a reduction in adverse traffic impacts. Such efforts and actions may include, but are not limited to, transportation demand management plans; roadway, bicycle and pedestrian facilities improvements; measures to reduce traffic on residential streets; and measures undertaken to improve safety for

pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates.

The indicators are: (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. The precise numerical values that will be deemed to indicate potentially substantial adverse impact for each of these indicators shall be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.

The Application includes a Transportation Impact Study (TIS) prepared by Vanasse & Associates, Inc. that was certified complete and reliable by the Cambridge Department of Transportation (DOT) on April 16, 2026. The TIS evaluated adjacent roadways, intersections, and a five-year future transportation analysis that incorporated a 0.5% annual background traffic growth rate and other planned or under construction developments in the area. A memo from DOT to the Planning Board dated July 15, 2026 describes the findings of the TIS. According to the memo from DOT, the TIS indicated that the Planning Board Special Permit Transportation Criteria were exceeded in three instances under existing and proposed conditions, including low pedestrian level of service for the unsignalized crossing of Bay State Road (east) at New Street in both the AM and PM peak hours and a lack of existing bicycle facilities on Birch Street.

As noted by DOT, the proposal replaces a surface parking lot and commercial buildings (which included 21 employee parking spaces) with housing, which is encouraged in the zoning district. The TIS was based on 85 residential units (the proposal was later changed to 84 units) and 15 at-grade parking spaces, a ratio of approximately 0.18 spaces per unit. The proposed parking ratio aligns with the city's goals of minimizing vehicle use and promoting sustainable transportation. Parking spaces are not required by zoning, and the limited number of spaces is intended to attract tenants without vehicles to the site, which will help in reducing single occupancy vehicle use in Cambridge. Additionally, the proposal eliminates one of three existing curb cuts, improves the site's sidewalks and street frontages, and meets the city's bicycle parking zoning requirements.

The Applicant has further agreed to a program of mitigation, including funds for speed humps on Bay State Road and space for a Bluebikes station, as well as Transportation Demand Management measures, to offset the potential adverse impacts on the surrounding street network. These measures will be made a condition of this Special Permit. Therefore, considering the findings of the TIS and the proposed mitigation, the

Board finds that there will be no substantial adverse impact on city traffic within the study area.

19.25.2 Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.

The Board finds that the proposed project is consistent with the Urban Design Objectives set forth in Section 19.30, as described below.

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

Both Bay State Road and Birch Street contain a mix of building uses and scales, ranging from 1-3 story commercial and light industrial uses to 3-4 story multifamily residential buildings. A large, low industrial building featuring a broadcast antenna lines the east side of Birch Street and houses a range of uses including Cambridge Self Storage. The southern end of Birch Street terminates on-axis with the Cambridge Armory. The area immediately to the north of Bay State Road along New Street is transitioning from primarily industrial to multifamily residential uses. Beyond New Street is the Fresh Pond Mall, a suburban-style mall with a mix of retail uses and a grocery store.

The building complies with the dimensional standards of the Residence C-1A and Mixed Use Residential (MXR) districts. This zoning was intended to be supportive of housing construction within the district, while permitting existing non-residential uses to continue operating, with little to no opportunities for expansion, to not negatively impact residential activities.

The project's approach to the building design, siting, circulation, and landscape design generally conform to the recommendations and strategies outlined in both the Citywide and Multifamily Design Guidelines. It reinforces the continuity of the streetwall, creates landscaped edges that enrich the pedestrian experience, includes entrances, short-term bike parking, and long-term bicycle access from both frontages, creates a small courtyard/plaza along Birch Street, and generally diminishes the impact and visibility of vehicular circulation. Landscaping and seating is provided at both entrance areas, as well as in the setback along Birch Street. The project generally represents an

improvement over the existing conditions, especially along Birch Street where the majority of the use is currently surface parking.

The building's design modulates the massing to step down to the adjacent context and break down the scale of longer facades, introduces upper-level setbacks that relate to the surrounding buildings, introduces rhythm through projecting bays, and reinforces these manipulations through changes in cladding color, texture, and orientation. The transformer is housed within the building and artfully screened to diminish its visibility.

In response to Board comments at the initial hearing, the Applicant introduced a natural stone (granite) base at the ground level, refined the horizontal and vertical articulation of the Birch Street and Bay State Road elevations, and explored warmer cladding tones and lower horizontal datum lines to relate sensitively to adjacent residential buildings.

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

The proposed site transforms an auto-oriented non-residential site dominated by impervious parking and commercial uses into an active residential streetscape. The building equally addresses both Bay State Road and Birch Street with pedestrian entrances and lobbies. Ground-floor residential lobbies and amenity spaces provide transparency and visual activation along both streets. Short-term bicycle parking is provided along both frontages, and the long-term bicycle parking can be accessed from either street. The fifteen at-grade parking spaces are visually shielded from the public realm, with nine contained in an enclosed parking garage and the remaining six tucked under the building behind the Bay State Road lobby space. They are accessible via a one-way drive aisle that minimizes both the width of the garage entrance and curb cuts.

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

The building and site have been designed to minimize visual, acoustic, and operational impacts on neighboring properties. The Applicant located the transformer within the building volume along Birch Street and, following Board feedback, redesigned the enclosure doors with a split solid-panel and vertical-louver treatment that blends into the ground-floor fenestration pattern. Trash and recycling are stored entirely within an interior ground-floor trash room and will be wheeled out by a private hauling contractor via the Birch Street driveway curb cut. Rooftop mechanical equipment is centrally located away from roof edges, and the sixth-floor roof deck is buffered by perimeter planters. The roof deck will further be subject to a condition mandating a 10:00 PM operating restriction to prevent noise and light spillover onto abutting residences. Perimeter wood slat fencing and evergreen tree screens buffer the ground-level pet

relief area and side lot lines, and all exterior lighting will be building-mounted, full cut-off, and dark-sky compliant.

A memorandum from the Department of Public Works (DPW) explains the stormwater management requirements that will need to be met, which will be reviewed at the building permit stage of design. Additional design details will be reviewed at the building permit stage as recommended in the CDD memo and incorporated as conditions of this special permit.

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

The Application includes utility narratives as required in Section 19.24, which have been reviewed by DPW and the Cambridge Water Department. The memo from DPW acknowledges that the Applicant is aware of all necessary standards for infrastructure, which will be reviewed further by DPW at the building permit stage of design.

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

The project replaces commercial buildings and asphalt surface parking with multi-family housing that reinforces the transitional residential character of Birch Street and Bay State Road as envisioned in the base district and MXR Overlay District zoning. It will not negatively impact any existing historic resources. It will include amenity space for residents, but will not include retail or other commercial space.

19.36 Expansion of the inventory of housing in the city is encouraged.

The proposal will create 84 dwelling units, with a variety of types and sizes, in a walkable location near transit, parks, schools, and retail.

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

The proposal will substantially expand the amount of total open space on the site in excess of zoning requirements and replaces largely impervious commercial and parking uses.

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

The proposal has been reviewed for conformance with the Green Building Requirements, Flood Resilience Standards, and the Green Factor Standards (Sections 22.20, 22.80 and 22.90 of the Zoning Ordinance) and received confirmation of

compliance at the special permit stage. The proposal will also provide additional street trees to further mitigate urban heat island effects. The building is being designed to meet Passive House standards, which will promote passive resilience.

2. Reduction of Green Roofs requirement (Section 22.35)

22.35.3 Exemption. The Planning Board may grant a special permit to reduce the required Green Roof Area, Biosolar Green Roof Area, or Solar Energy System 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. This unit price shall be determined based on the average costs to design, install, and maintain green roofs and rooftop solar energy systems in Cambridge using actual cost figures to the extent possible, shall be subject to annual adjustment based on standard construction cost indices, and shall be calculated, and recalculated approximately every three years, by the Cambridge Community Development Department. All such funds contributed to the Trust shall be dedicated to the design and incorporation of Green Roof Area, Biosolar Green Roof Area, or Solar Energy Systems into new or existing affordable housing developments.

The proposed building design shows the rooftop areas occupied by necessary mechanical equipment and maintenance areas, as well as rooftop resident amenity space. There is approximately 5,176 square feet of non-intensive green roof area proposed. As shown, the proposal would conform to the Green Roof Requirement, but compliance cannot be confirmed until the building permit stage of design. Therefore, the Application seeks approval of a reduction, so that if the proposal is found not to adequately meet the required standard, the project could comply with a compensating contribution to the Affordable Housing Trust for the difference in required and provided area. The Board finds that the proposal meets the intent of the Green Roof Requirement in Section 22.35 and that if it is not found to sufficiently meet the required quantity of Green Roof Area then a compensating contribution will be made in accordance with the conditions of this special permit. However, the conditions of this Special Permit will require that the design of the roof area will remain in substantial conformance with the plans reviewed in the Application Documents and other supporting materials submitted to the Planning Board.

3. General Criteria for Issuance of a Special Permit (Section 10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

10.43 Criteria. Special permits will normally be granted where specific provisions of this Ordinance are met, except when particulars of the location or use, not generally true of

the district or of the uses permitted in it, would cause 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, or ...

Upon granting of the requested special permits, it appears that the requirements of the Ordinance will be met.

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

Transportation impacts have been carefully assessed as described above in these Findings. No changes to patterns of access or egress are anticipated that would cause substantial adverse impact.

(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, or ...

The proposed residential use is consistent with the zoning requirements for the area and will not adversely impact the operation or development of adjacent uses.

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

The proposed residential use at this location will not cause nuisance or hazard and will be conducted in accordance with all applicable health and safety requirements.

(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, and ...

The proposed residential use is fully consistent with the anticipated development of the district.

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

The proposed development is consistent with the Citywide Urban Design Objectives, as set forth earlier in these Findings.

DECISION

Based on a review of the Application Documents, testimony given at the public hearing, and the above Findings, the Planning Board hereby GRANTS the requested Special Permits subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents and other supporting materials submitted to the Planning Board, except as modified by the additional Conditions of this Special Permit Decision. The project plans hereby approved by the Planning Board are the plan set titled 9 & 25 Birch Street & 30-36 Bay State Road Special Permit Application Revised Graphic Volume, prepared by HDS Architecture, dated 9/18/2026. Appendix I summarizes the dimensional features of the project as approved.

2. The Planning Board approves the multifamily dwelling use as described and depicted in the Application Documents. Any other use shall require approval from the Planning Board.

3. The project shall be subject to continuing design review by the Community Development Department ("CDD"). Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD's administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment.

4. The Permittee shall address the following comments through the continuing design review process set forth above. Each of the below items shall be subject to CDD review and approval of the final design details prior to issuance of a Building Permit:

    a. Review of all exterior materials, colors, and details. A visual mock-up of all materials shall be installed on the site to be reviewed and approved by CDD staff prior to any materials being ordered, provided that CDD staff provide feedback within 2 weeks of the mock-up being made available for review. Planning Board members will be invited to review the visual mock-up and provide comment to CDD staff.
    b. Landscape design details including species, planting standards for trees and other vegetation, locations of trees, bicycle racks, and details of hardscape, benches, etc. Further development of the mural proposed for the parking garage along Birch Street should be coordinated with Cambridge's Director of Arts and Cultural Planning.

c. Ensure lighting is programmable, dimmable, and dark-sky compliant to minimize glare and light trespass.
d. Coordinate the location and species of all proposed street trees with Cambridge DPW.
e. Design development of an overhead vehicular garage door at the Bay State Road parking entrance is strongly encouraged, subject to CDD review, to visually shield the tuck-under parking area from view.

5. Resident and guest use of the sixth-floor roof deck shall cease no later than 10:00 PM each night. All non-essential and decorative rooftop lighting shall be turned off or dimmed at 10:00 PM.

6. All work to be executed on City property shall be subject to review and approval by appropriate City departments, including DPW, DOT, and CDD.

7. Throughout design development and construction, the project shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance. CDD shall certify that the applicable requirements are met prior to issuance of a Building Permit, and again prior to issuance of a Certificate of Occupancy, for development authorized by this Special Permit.

8. Throughout design development and construction, the project shall conform to the Green Factor Standard set forth in Section 22.90 of the Cambridge Zoning Ordinance. CDD shall certify that the applicable requirements are met prior to issuance of a Building Permit, and again prior to issuance of a Certificate of Occupancy, for development authorized by this Special Permit.

9. Throughout design development and construction, the project shall conform to the Green Roofs Requirements set forth in Section 22.35 of the Cambridge Zoning Ordinance. The Permittee shall submit the operation and maintenance plan for Green Roof Area to DPW for approval before applying for a building permit. If the provided Green Roof Area is calculated at the time of issuance of a Building Permit to be less than the minimum requirement of Section 22.35, the difference will be compensated by a contribution to the Affordable Housing Trust in accordance with Section 22.35.3 based on the per-square-foot contribution rate applicable at the time of issuance of the Building Permit, and the Housing Department shall certify that the contribution has been received prior to issuance of the Building Permit.

10. The Project shall be subject to the applicable Inclusionary Housing requirements set forth in Section 11.203 of the Cambridge Zoning Ordinance. The Housing Department shall certify compliance prior to issuance of a Building Permit, and again prior to issuance of a Certificate of Occupancy, for development authorized by this Special Permit.

11. The following conditions shall be met in accordance with the memo provided by the Department of Public Works (DPW) dated July 14, 2026, and shall be certified by DPW prior to issuance of a Building Permit or Certificate of Occupancy as applicable:

    a. The development shall be required to obtain a Stormwater Control Permit from DPW prior to the issuance of a Building Permit for the project.

    b. Any changes to the building program that increases the daily sanitary sewer flow calculations shall be reviewed relative to the Mitigation Flow trigger Volume. Any increase in the flow to the City's infrastructure by more than 15,000 gallons per day would trigger Inflow and Infiltration Mitigation (I/I). Mitigation requirements, if triggered, shall be finalized and approved by DPW prior to issuance of a Building Permit for the project.

    c. At the time of the building permit submission for the Project, the Applicant shall provide confirmation to DPW that the building permit plans are in conformance with the submitted Tree Plan and/or the current Tree Protection Ordinance.

    d. All street trees located along the project frontage shall be maintained and protected during all construction activities.

    e. All plantings proposed in the public right-of-way shall be in accordance with the Tree Planting Standards and the Urban Forestry Master Plan, subject to approval by DPW.

    f. Street trees shall be added along all frontages in accordance with the Application Documents to the extent allowable by DPW standards.

12. Throughout design development and construction, the project shall conform to the Flood Resilience Standards set forth in Section 22.80 of the Cambridge Zoning Ordinance. DPW shall certify that the applicable requirements are met prior to issuance of a Building Permit, and again prior to issuance of a Certificate of Occupancy, for development authorized by this Special Permit.

13. The project will implement the following program of transportation mitigation as recommended in the memorandum from the Cambridge Department of Transportation (DOT) dated 7/15/2026. Compliance shall be certified by DOT at the stage of development indicated for each of the items below.

    a. Prior to the issuance of a Building Permit, the Permittee shall provide $10,000 to DOT toward installing a new speed hump on Bay State Road.

b. Provide Space for Bluebikes Station at a Location Approved by DOT or On-Site
    i. The project shall provide one of the following:
        1. Construct a curb extension for a Bluebikes Station at a location to be approved by DOT. Recommended location is for the extension of an existing curb cut on Bay State Road at New Street in place of two parking spaces along the former Sozio building. However, the Permittee shall not be responsible for paying for a new Bluebikes Station.
            A. Design shall be reviewed by DPW and DOT prior to construction.
            B. Site plan design, including curb lines, curb cuts, relocation of utilities and streetlights, planting strips, buffers, and sidewalks, shall be approved by DPW, DOT, and any other necessary City departments.
            C. Completion Deadline: Prior to the issuance of the first Certificate of Occupancy for the project or by a later date with the approval of DOT if improvements cannot be completed by that time due to circumstances beyond the control of the project.

        OR

        2. Provide a space on the project site to locate a minimum 15-dock Bluebikes Station. However, the Permittee shall not be responsible for paying for a new Bluebikes Station.
            A. Space shall be reviewed and approved by DOT and CDD prior to construction and completed prior to the issuance of the first certificate of occupancy for the project.
            B. The project shall enter into a License Agreement for the Bluebikes Station to be on the project's site.

c. Transportation Demand Management (TDM) Measures
    i. All parking spaces provided for residents shall be charged at market rate, whether they are located on-site or off-site through a shared parking arrangement. Parking shall be charged separately from rent to remind residents of the cost of owning a vehicle.
    ii. Designate a Transportation Coordinator (TC) to oversee TDM initiatives, provide transportation information, and liaise with transportation organizations. The TC will:
        1. Oversee the marketing and promotion of transportation options to all residents and employees and respond to individual requests for information in person and via phone and email.
        2. Compile and distribute up-to-date information explaining all transportation options to new residents as part of their welcome packet.

3. Post their email and phone information in a central and visible location where all residents can access it.
4. Be the liaison between the site and transportation organizations including, but not limited to, the MBTA, Alewife TMA, and the City of Cambridge.
5. Participate in any TC training offered by the City of Cambridge.

iii. Provide information about transportation options available to residents in a welcome packet. The packet will contain information on both the range of options available and any building manager programs to support the use of these options. Getting Around Cambridge maps can be purchased from the Community Development Department or DOT.

iv. To establish the habit of using public transportation, advertise and offer a 100% subsidy for the cost of a bus/subway LinkPass (currently $90/month) for two consecutive months to each adult member of a residential household upon move-in. For rental units, this requirement renews each time a new household moves in.

v. Provide sustainable transportation information on the Project's website, advertising, social media, and property newsletters.

vi. To share and promote sustainable transportation information with residents and visitors, provide information on nearby transportation options in a central and visible location where residents and visitors can access it. If the information is provided in print, include nearby bicycle facilities, pedestrian facilities, and public transit schedules, including Alewife TMA shuttle schedules. An accurate real-time transportation information screen may be provided instead of print maps and schedules. If provided, the real-time transportation information screen must show nearby public transit, shuttle, and bikeshare availability.

vii. Maintain annual Alewife TMA membership, emergency ride home, ride-matching, and other TMA programs to residents and employees.

viii. Offer a one-year Bluebikes membership (Gold Level) to each adult member of new rental households upon move-in. This requirement is renewed each time a new household moves in.

ix. Provide and maintain bike repair areas in the long-term bicycle parking areas. Bike room equipment should include a repair station including bike pump and tools, lockers, battery storage, and charging station.

x. Do not charge residents fees for bicycle parking, lockers, battery storage, or charging station.

xi. Encourage registration for bike parking at MBTA Pedal and Park Facilities

xii. Host an Annual Transportation Fair around the third week of May, aligning with National Bike to Work Day, to provide residents with information on sustainable transportation options.

xiii. Host an Annual Transportation Fair around the third week of May, aligning with National Bike to Work Day, to provide residents with information on sustainable transportation options.
xiv. Provide comprehensive bike services and programming, including bike safety training and scheduled or on-demand repair services.

14. The Permittee shall be required to prepare and implement a Construction Management Program in accordance with Section 18.20 of the Zoning Ordinance, which shall be reviewed and certified by DOT and DPW prior to issuance of a Building Permit for development authorized by this Special Permit. Such a program shall include, in addition to the specific items required by said Section 18.20:
    a. A plan for site remediation, soil/groundwater management, and dust control in accordance with applicable local, state and federal requirements (including MassDEP and the Massachusetts Contingency Plan, M.G.L.c.21E / 310 CMR 40.0000), including Licensed Site Professional (LSP) contact information and environmental testing/remediation schedules, which shall also be shared with neighbors as part of the community outreach program described below;
    b. Identification of all work to take place in the public right of way including but not limited to potential impacts to existing public shade trees to be coordinated early in the design process with the City Arborist; and
    c. A community outreach program including, at a minimum, the following elements:
        i. An identified point of e-mail and telephone contact to respond to community questions and feedback throughout the construction process;
        ii. A system for communicating ongoing project updates to neighbors, including all abutting homeowners on Bay State Road, Birch Street, and Concord Avenue, which may include a web page, e-mail list, social media presence, direct outreach, and/or other measures; and
        iii. One or more signs posted on-site along both frontages, legible from the public way, providing the information above along with a brief description of the project, an expected completion date, and a rendering of the street-facing elevations.

15. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).

16. All authorized development shall abide by all applicable state and federal laws, codes, and regulations, including those from MassDEP and the Massachusetts Contingency Plan, M.G.L.c.21E / 310 CMR 40.0000.

Voting in the affirmative to affirm the Special Permit Findings and to grant the Project Review Special Permit (Section 19.20) were Planning Board Members H Theodore Cohen, Mary Lydecker, Diego Macias, Tom Sieniewicz, Ashley Tan, Carolyn Zern and Associate Member Daniel Anderson, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board.

Voting in the affirmative to grant the Special Permit for Reduction of Required Green Roof Area (Section 11.35.3) were Planning Board Members H Theodore Cohen, Mary Lydecker, Diego Macias, Tom Sieniewicz, Ashely Tan, and Carolyn Zern, with Associate Member Daniel Anderson voting in opposition, constituting at least two-thirds of the members of the Board.

For the Planning Board,



Tom Sieniewicz, Chair

A copy of this decision PB-412 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision has been filed on November 9, 2026 with the Office of the City Clerk, by Swaathi Joseph, duly authorized representative of the Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty days have elapsed since the above decision was filed in the office of the City Clerk and:

_____ no appeal has been filed; or

_____ an appeal has been filed within such twenty days.

The person exercising rights under a duly appealed special permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone. This certification shall in no event terminate or shorten the tolling, during the pendency of any appeals, of the periods provided under the second paragraph of G.L. c. 40A, §6.

Date: _____ _____, City Clerk

Appeal has been dismissed or denied.

Date: _____ _____, City Clerk

Appendix I: Approved Dimensional Chart

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	24,775	n/a	24,775	No Change
Total Gross Floor Area (sq ft)	13,500	n/a	91,585	Consistent with Application Documents and applicable zoning requirements
Residential Uses	n/a	n/a	91,585	
Non-Residential Use	13,500	n/a	n/a	
Total Floor Area Ratio (FAR)	0.54	n/a	3.7	Consistent with Application Documents and applicable zoning requirements
Residential Uses	n/a	n/a	3.7	
Non-Residential Uses	0.54	n/a	n/a	
Total Dwelling Units	n/a	n/a	84	Consistent with Application Documents and applicable zoning requirements
Total Stories Above Grade	3	6	6	Consistent with Application Documents and applicable zoning requirements
Max. Height – Residential (ft)	n/a	75’	6	
Max. Height – Non-Residential (ft)	35’	n/a	n/a	
Front Yard Setback(s) (ft)	0’	10’	10’	
Side Yard Setback(s) (ft)	3’	5’	5’	
Rear Yard Setback(s) (ft)	1’	10’	10’	
Total Open Space (% of Lot Area)	n/a	15%	29.1%	Consistent with Application Documents and applicable zoning requirements
Private Open Space				
Permeable Open Space				
Publicly Beneficial Open Space				

Off-Street Parking Spaces	22	n/a	15	Consistent with Application Documents and applicable zoning requirements
Long-Term Bicycle Parking	0	89	89	
Short-Term Bicycle Parking	0	10	10	
Loading Bays	n/a	n/a	n/a	