FINAL DEVELOPMENT PLAN

Volume I

Healthpeak PUD Master Plan
Cambridge, Massachusetts

Submitted to:
Cambridge Planning Board
Planning Board Number: SP-410

Submitted by:
Healthpeak OP, LLC
1900 Main Street, Suite 500
Irvine, CA 92614

June 2026

Healthpeak OP, LLC
Owner/Applicant

Project Management Advisors
Project Management

Elkus Manfredi Architects
Master-Planning Architect

Arcadis
Landscape Architect

Goulston & Storrs
Galluccio & Watson
Adams & Rafferty
Legal

Of Place
Retail and Placemaking

VHB
Transportation Engineering

VHB
Civil Engineering

Atelier Ten
Sustainability Consultant

BR+A
M/E/P Engineering

Haley & Aldrich
Geotech/Environmental Consultant

RWDI Consulting Engineers
Wind Consultant

VHB
Surveyor

Jensen Hughes
Code Consultant

Acentech
Acoustical Engineering

ICO Energy & Engineering
Private Utility Consultant

VHB
Permitting Consultant

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1.

Submission Materials

1A. Application

1B. Dimensional Form

1C. Ownership Certificate

1D. Fee Schedule

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1A. Application

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):	68 Moulton Street, Cambridge, MA 02138 (Refer to enclosed list of parcels.)
Base Zoning District(s):	Industry B-2, Office-1, and OS Districts
Overlay Zoning District(s):	Alewife Overlay District - Quadrangle ("AOD-Q") Zoning District
Applicant Name:	Healthpeak OP, LLC
Applicant Address:	1900 Main Street, Suite 500, Irvine, CA 92614
Contact Information:	Rylan Squirrell (949) 407-0700 Name Telephone #
	rsquirrell@healthpeak.com; michelen@pmainc.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
	See Attachment A

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)

Healthpeak OP, LLC
By: Healthpeak Properties Inc.,
its managing member
Rylan Squirrell

6/23/2026

Signature of Applicant **Date**

CITY OF CAMBRIDGE, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION

ATTACHMENT A

Zoning Section	Requested Special Permit
Section 12.30	Infrastructure PUD Special Permit
Section 19.20	Project Review Special Permit
Section 20.1100.8	AOD-Q Zoning Special Permit
Section 22.84.3	Flood Protection Special Permit
Section 20.1100.5.5.1, 20.1100.5.5.2.4	Build-To Zone Modifications
Section 20.1100.5.5.1, 20.1100.5.5.7	Curb Cut Modifications
Section 20.1100.5.5.9.1, 20.1100.5.5.9.3	Side Yard Waivers
Section 20.1100.4.3.1, 20.1100.5.5.4	Principal Use Parking Special Permit
Section 20.1100.6.3	Pooled or Principal Use Parking Special Permit
Section 20.1100.4.4.4	Neighborhood Use Direct Access Modification
Section 22.35.3	Green Roof Area Reduction Special Permit, with Contribution to Affordable Housing Trust
Section 20.1100.5.5.3, 20.1100.5.5.1	Minimum Ground Story Height Modification
Section 20.1100.5.5.5, 20.1100.5.5.1	Entrance Modification
Section 20.1100.5.5.6, 20.1100.5.5.1	Fences Modification
Section 20.1100.5.5.8, 20.1100.5.5.1	Street Tree Plantings Modification
Section 20.1100.5.5.2.8, 20.1100.5.5.1	Front Yard Design Modification
Section 20.1100.6.4, 20.1100.6.92	Off-Street Loading Waivers
Section 20.1100.5.5.1, 20.1100.5.5.2.5	Minimum Build-to Percentage Modification

Healthpeak PUD Special Permit: Parcel List - Final Development Plan

							Title Reference						Current	Proposed	Proposed
APN	PID	Address - Existing	City	State	Zip Code	Owner	Book	Page	Certificate No.	Recorded/Registered	Status	Acreage	Use	Use	Building ID
267F-293	16403	625 Concord Ave	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	1.1	Office	Residential	R3/R4
267F-274	16394	617 Concord Ave	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	1.2	Land	Residential	R3
267F-391	16410	12 Moulton St	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	0.4	Office	Residential	R3/R4
267F-279	16396	24 Moulton St	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	0.8	Office	Residential	R4
267F-281	16397	36 Moulton St	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	4.0	Office	Residential/Commercial	R3/C7/C8
267F-283	16398	77 Fawcett St	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	1.2	Office	Commercial	C8
267F-291	16404	60 Moulton St	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	0.2	Office	Commercial	C7
267F-295	16402	62 Moulton St	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	0.3	Office	Commercial	C7
267E-17	16345	645 Concord Ave	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	0.3	Land	Residential	R5
267F-301	16409	591 Concord Ave	Cambridge	MA	02138	LS Alewife II, LLC	78845	506		Recorded	Owned	2.5	Office	Existing - Office/Parking	E3/P3
267F-296	16405	68 Moulton St	Cambridge	MA	02138	LS Alewife V, LLC	79043	468		Recorded	Owned	1.1	Office	Residential/Open Space	R2/Open Space
267.4-321	267.4-321	78R Cambridgepark Dr	Cambridge	MA	02138	LS Alewife V, LLC	82964	548		Recorded	Owned	0.4	Land	Residential/Open Space	R2/Open Space
267.4-209, 267.4-210	16149, 267.4-210	125 Fawcett St	Cambridge	MA	02138	LS Alewife VII, LLC	79297	460		Recorded	Owned	2.1	Industrial	Residential	R2
267.4-247	16152	110 Fawcett St	Cambridge	MA	02138	LS Alewife VI, LLC	79402	92		Recorded	Owned	0.3	Retail	Existing - Neighborhood Uses	E2
267.3-226	16131	13 Mooney St	Cambridge	MA	02138	LS Alewife III, LLC	79001	63		Recorded	Owned	2.2	Industrial	Commercial	C2/C3
267.3-228	16132	127 Smith Pl	Cambridge	MA	02138	LS Alewife III, LLC	79001	56		Recorded	Owned	3.5	Industrial	Commercial/Open Space	C4/C6/Open Space
267.3-279	16143	45 Mooney St	Cambridge	MA	02138	LS Alewife III, LLC	79001	47		Recorded	Owned	1.1	Industrial	Commercial/Open Space	C2/Open Space
267.3-280	16145	50 Mooney St	Cambridge	MA	02138	LS Alewife III, LLC	79001	47		Recorded	Owned	0.8	Industrial	Commercial/Open Space	C6/Open Space
267.3-278	16142	67 Mooney St	Cambridge	MA	02138	LS Alewife III, LLC	79001	47		Recorded	Owned	1.1	Industrial	Commercial	C1
267.3-268	16139	52 Mooney St	Cambridge	MA	02138	LS Alewife III, LLC	79001	47		Recorded	Owned	1.3	Land	Commercial	P1
267.3-277	16141	54 Mooney St	Cambridge	MA	02138	LS Alewife III, LLC	79001	47		Recorded	Owned	1.1	Land	Commercial	P1
267.3-276	16140	61 Mooney St	Cambridge	MA	02138	LS Alewife III, LLC	79001	47		Recorded	Owned	1.1	Industrial	Commercial	C1
267C-95	16299	61-67 Smith Pl	Cambridge	MA	02138	LS Alewife VIII, LLC	79499 80144	134 113		Recorded (Previously Deregistered)	Owned	4.2	Industrial	Future DPW/Commercial	Future DPW/C4/C5/C6
267C-91	267C-91	60 Loomis St	Cambridge	MA	02138	LS Alewife VIII, LLC	81158	174		Recorded	Owned	0.6	Land	DPW	Future DPW
267D-293	16325	59 Smith Pl	Cambridge	MA	02138	LS 725 Concord LLC	1581 83369	71 428	277843	Deregistered	Owned	0.5	Parking	Residential	R7
267D-325	16339	49 Smith Pl	Cambridge	MA	02138	LS 725 Concord LLC	1581 83369	71 428	277843	Deregistered	Owned	0.5	Parking	Residential	R7
267D-313	16335	35 Smith Pl	Cambridge	MA	02138	LS 725 Concord LLC	1581 83369	71 428	277843	Deregistered	Owned	0.4	Parking	Residential	R7
267D-285	16322	725 Concord Ave	Cambridge	MA	02138	LS 725 Concord LLC	1581 83369	71 428	277843	Deregistered	Owned	2.5	Medical	Existing - Medical Office/Parking/Residential	E1/P4/R6
267D-335	--	No Address	Cambridge	MA	02138	LS 725 Concord LLC	1581 83369	71 428	277843	Deregistered	Owned	0.4	Parking	Roadway/Open Space	Roadway/Open Space
267D-256	16302	25 Smith Pl	Cambridge	MA	02138	LS Alewife IX, LLC	1598	5	281139	Registered	Owned	0.3	Industrial	Residential	R6
267D-258	16304	11 Smith Pl	Cambridge	MA	02138	LS Alewife IX, LLC	1598	6	281140	Registered	Owned	0.1	Land	Open Space	Open Space
267E-294	16349	26 Smith Pl	Cambridge	MA	02138	LS Alewife IX, LLC	1598 81125	3 199	281138	Partially Registered, Partially Recorded	Owned	1.0	Land	Open Space	Open Space
267D-311	16333	689 Concord Ave	Cambridge	MA	02138	LS Alewife IX, LLC	1598	6	281140	Registered	Owned	0.3	Office	Open Space	Open Space
267.4-254	16153	100 Smith Pl	Cambridge	MA	02138	LS Alewife III, LLC	83810	156		Recorded	Owned	1.2	Industrial	Residential	R1
267.4-295	16159	180A Fawcett St	Cambridge	MA	02138	LS Alewife III, LLC	85182	18		Recorded	Owned	1.3	Land	Parking	P2
267E-242	16347	641 Concord Ave	Cambridge	MA	02138	Thomas P. Jackivicz, Jr.	83853	117		Recorded	Negotiations	0.7	Single Family	Residential	R5
267.4-284	16155	160 Fawcett Street	Cambridge	MA	02138	Hines CP 180 Fawcett LLC	85107	87		Recorded	Negotiations	0.8	Office/Retail	Residential	R8
Total												**42.7**			

1B. Dimensional Form

	Existing	Min	Allowed (Max.)	Proposed
Development Parcel [1]				
Lot Area	1,796,403 SF	1,347,302 SF	none	1,886,286 SF
Total Lot Area to be Conveyed to City				303,966 SF
New and improved streets - Conveyed [2]	*n/a*	n/a	n/a	237,615 SF
New DPW Facility Project [3]	*n/a*	43,560 SF	n/a	55,530 SF
Net Mooney Street Relocation [2]	*n/a*	n/a	n/a	10,821 SF
Lot Area for Open Space/ Permeable Calculations	n/a	n/a	n/a	1,582,320 SF
Gross Floor Area(sf)				
Commercial (Technical Office/Office)[7]	109,000 SF	n/a	3,096,791	2,630,000 SF
Base		n/a	2,829,429	
Density Bonus (from roadway conveyances)		n/a	267,362	
Residential		1,907,160 SF	4,576,890	2,246,900 SF
Neighborhood Use[9]	84,500 SF	75,630 SF	n/a	160,140 SF
Total GFA	193,500 SF	n/a	7,673,681	5,037,040 SF
Percentage of Non-Resi SF (not including existing GFA to remain)		0%	60%	53%
Percentage of Resi SF		40%	100%	46%
Total Floor Area Ratio				
Non-Resi FAR (Base+Conveyed Land Bonus)	n/a	0	1.65	1.39
Residential FAR	n/a	0	2.50	1.19
Total FAR (with Conveyed Land Bonus)	n/a	0	4.15	2.59
Conveyed Bonus	n/a	n/a	n/a	372,654 SF
Exempt Uses[10]				
Neighborhood Use	84,500 SF	75,630 SF	n/a	160,140 SF
Above Grade Parking Garages	n/a	0 SF	n/a	1,543,300 SF
Total Exempt Uses	84,500 SF			1,703,440 SF
Dwelling Units[11]				
	0	n/a	n/a	2,296
Building Height				
AOD-Q North[3]				
Non-Resi	n/a	0	9 stories / 140'	9 stories / 140'
Resi	n/a	0	13 stories / 160'	13 stories / 160'
AOD-Q South[3]				
Non-Resi	n/a	0	7 stories / 110'	7 stories / 110'
Resi	n/a	0	13 stories / 160'	13 stories / 160'
AOD-Q West				
Non-Resi	n/a	0	3 stories / 50'	3 stories / 50'
Resi	n/a	0	6 stories / 75'	6 stories / 75'
Setbacks				
Front		0	5'	(16)
Side		0 (<65') 15'(>65')	none	(16)
Rear		none	none	n/a
Open and Permeable Space				
Total Open Space and Publicly Beneficial Open Space [5][6]	n/a	316,464 20%	n/a	598,514 SF 38%
Total Permeable Area[4]	n/a	395,580 25%	n/a	395,960 SF 25%
Vehicular Parking Spaces[12][13]				
Total		0	4,897	4,477
Bicycle Parking				
Long-Term Spaces	n/a	3,076	n/a	3,076
Short-Term Spaces[14]	n/a	442	n/a	442
Loading Bays[15]				
	1	n/a	n/a	49[14]

(1) The Development Parcel includes 29,274 sf located at 641 Concord Avenue, which is slated to be the site of Building R5.
(2) Cambridge Zoning Ordinance("CZO") Section 20.1100.5.1.4.4 Conveyance of Land for Public Use allows 1.5x applicable FAR applied to size of land conveyed
(3) Additional Height for Large Land Conveyance, as described in Section 20.1100.5.2.5, allows buildings to exceed permitted height by up to one story and 15 feet to accommodate bonus GFA from a lot of at least one acre conveyed to the City
(4) In Section 20.1100.5.4.3 Permeable Area, as required, shall equal at least 25% of the total area of the lot or Development Parcel.
(5) In Section 20.1100.5.4.2(b) Public or Publicly Beneficial Open Space, at least 20 percent of the land area of the Development Parcel shall be any combination of Public Open Space or Publicly Beneficial Open Space.
(6) Public Open Space or Publicly Beneficial Open Space, as required, shall be generally accessible to the public, in accordance with Section 20.1100.5.4.2.
(7) Includes all Office and Laboratory uses listed in Section 4.34 of the CZO. Proposed GFA excludes DPW's anticipated program for the DPW Facility Project.
(8) Required Residential GFA, per Section 20.1100.5.1.3, is at least 40% of the total GFA on the lot or Development Parcel for residential uses listed in Sections 4.31(a)–(h), excluding any exempt GFA.
(9) Minimum Neighborhood Uses in a PUD, including exempt areas, shall equal at least 3% of total non-residential GFA in accordance with Section 20.1100.4.5. An equivalent bonus in permissible GFA may be granted for floor area dedicated to Neighborhood Uses, in accordance with Section 20.1100.5.1.4.6. Proposed Neighborhood Use column includes existing uses; however, the Applicant is not relying on such existing Neighborhood Uses to meet the 3% requirement.
(10) Article 2-Zoning deductions include base building and tenant mechanical areas electric/emergency electric rooms, electrical vaults, FCC, plumbing chases, PH neutralization, mechanical shafts, parking, loading dock, and bicycle parking.
(11) Assuming average of approximately 975 SF per residential unit.
(12) Proposed parking is off-street parking garage.
(13) Existing parking Includes a total of approximately 651 existing parking spaces to remain: 359 spaces for medical office use, 254 spaces for office use, 10 spaces for 733 Concord Avenue (King Street lot), 8 spaces for retail use and 20 spaces for the Existing DPW site. Proposed parking column includes existing parking to remain.
(14) Assumes the most intensive use of all retail space within the Development Parcel (i.e., restaurant use). The amounts of both required and provided short-term bicycle parking spaces may be adjusted based upon the final building programming to be determined during the Design Review process.
(15) Loading bays will be as provided in the forthcoming Design Review submissions per the provisions of Section 20.1100.6.

1C. Ownership Certificates

OWNERSHIP CERTIFICATE

Project Address: 68 Moulton Street, Cambridge, MA 02138 (Refer to enclosed list of parcels.) **Date:** 2/10/2026

To be completed by the Property Owner:

I hereby authorize the following Applicant: Healthpeak OP, LLC

at the following address: 1900 Main Street, Suite 500, Irvine, CA 92614

to apply for a special permit for: Infrastructure PUD Special Permit; Project Review Special Permit; AOD-Q Zoning Special Permit; Flood Protection Modification

on premises located at: 68 Moulton Street, Cambridge, MA 02138 (Refer to enclosed list of parcels.)

for which the record title stands in the name of: See enclosed list

whose address is: See enclosed list

by a deed duly recorded in the:

Registry of Deeds of County: See enclosed list Book: Page:

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

By: Healthpeak Properties, Inc., its managing member
Kelvin O. Moses, CFO

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

To be completed by Notary Public: *See attached California Notary Block

Commonwealth of Massachusetts, County of

The above named personally appeared before me,

on the month, day and year and made oath that the above statement is true

Notary:

My Commission expires:

CITY OF CAMBRIDGE, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)

COUNTY OF Orange)

On the 10 day of February in the year 2026, before me, Erin Elizabeth Meyer, Notary Public, personally appeared Kevin D. Moses, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

ERIN ELIZABETH MEYER
Notary Public - California
Orange County
Commission # 2513799
My Comm. Expires Mar 7, 2029

[NOTARY PAGE TO HEALTHPEAK PUD OWNERSHIP CERTIFICATE]

OWNERSHIP CERTIFICATE

Project Address: 68 Moulton Street
Cambridge, MA 02138
(Refer to enclosed list of parcels.)

Date: 2/10/2026

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

By: Healthpeak Properties, Inc., its managing member
Kelvin O. Moses, CFO

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

To be completed by Notary Public: *See attached California Notary Block

Commonwealth of Massachusetts, County of _____

The above named _____ personally appeared before me,

on the month, day and year _____ and made oath that the above statement is true

Notary: _____

My Commission expires: _____

CITY OF CAMBRIDGE, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)

COUNTY OF Orange)

On the 10 day of January, in the year 2026, before me, Erin Elizabeth Meyer, Notary Public, personally appeared Kevin O. Moses, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

ERIN ELIZABETH MEYER
Notary Public - California
Orange County
Commission # 2513799
My Comm. Expires Mar 7, 2029

[NOTARY PAGE TO HEALTHPEAK PUD OWNERSHIP CERTIFICATE]

OWNERSHIP CERTIFICATE

Project Address: 68 Moulton Street Cambridge, MA 02138 (Refer to enclosed list of parcels.) **Date:** 2/10/2026

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By: Healthpeak Properties, Inc., its managing member
Kelvin O. Moses, CFO

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

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Commonwealth of Massachusetts, County of

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My Commission expires:

CITY OF CAMBRIDGE, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)

COUNTY OF Orange)

On the 10 day of February, in the year 2026, before me, Erin Elizabeth Meyer, Notary Public, personally appeared Nelvin D. Moses, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

ERIN ELIZABETH MEYER
Notary Public - California
Orange County
Commission # 2513799
My Comm. Expires Mar 7, 2029

[NOTARY PAGE TO HEALTHPEAK PUD OWNERSHIP CERTIFICATE]

Healthpeak PUD Special Permit: Parcel List - Final Development Plan

							Title Reference						Current	Proposed	Proposed
APN	PID	Address - Existing	City	State	Zip Code	Owner	Book	Page	Certificate No.	Recorded/Registered	Status	Acreage	Use	Use	Building ID
267F-293	16403	625 Concord Ave	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	1.1	Office	Residential	R3/R4
267F-274	16394	617 Concord Ave	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	1.2	Land	Residential	R3
267F-391	16410	12 Moulton St	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	0.4	Office	Residential	R3/R4
267F-279	16396	24 Moulton St	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	0.8	Office	Residential	R4
267F-281	16397	36 Moulton St	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	4.0	Office	Residential/Commercial	R3/C7/C8
267F-283	16398	77 Fawcett St	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	1.2	Office	Commercial	C8
267F-291	16404	60 Moulton St	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	0.2	Office	Commercial	C7
267F-295	16402	62 Moulton St	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	0.3	Office	Commercial	C7
267E-17	16345	645 Concord Ave	Cambridge	MA	02138	LS Alewife I, LLC	78662	275		Recorded	Owned	0.3	Land	Residential	R5
267F-301	16409	591 Concord Ave	Cambridge	MA	02138	LS Alewife II, LLC	78845	506		Recorded	Owned	2.5	Office	Existing - Office/Parking	E3/P3
267F-296	16405	68 Moulton St	Cambridge	MA	02138	LS Alewife V, LLC	79043	468		Recorded	Owned	1.1	Office	Residential/Open Space	R2/Open Space
267.4-321	267.4-321	78R Cambridgepark Dr	Cambridge	MA	02138	LS Alewife V, LLC	82964	548		Recorded	Owned	0.4	Land	Residential/Open Space	R2/Open Space
267.4-209, 267.4-210	16149, 267.4-210	125 Fawcett St	Cambridge	MA	02138	LS Alewife VII, LLC	79297	460		Recorded	Owned	2.1	Industrial	Residential	R2
267.4-247	16152	110 Fawcett St	Cambridge	MA	02138	LS Alewife VI, LLC	79402	92		Recorded	Owned	0.3	Retail	Existing - Neighborhood Uses	E2
267.3-226	16131	13 Mooney St	Cambridge	MA	02138	LS Alewife III, LLC	79001	63		Recorded	Owned	2.2	Industrial	Commercial	C2/C3
267.3-228	16132	127 Smith Pl	Cambridge	MA	02138	LS Alewife III, LLC	79001	56		Recorded	Owned	3.5	Industrial	Commercial/Open Space	C4/C6/Open Space
267.3-279	16143	45 Mooney St	Cambridge	MA	02138	LS Alewife III, LLC	79001	47		Recorded	Owned	1.1	Industrial	Commercial/Open Space	C2/Open Space
267.3-280	16145	50 Mooney St	Cambridge	MA	02138	LS Alewife III, LLC	79001	47		Recorded	Owned	0.8	Industrial	Commercial/Open Space	C6/Open Space
267.3-278	16142	67 Mooney St	Cambridge	MA	02138	LS Alewife III, LLC	79001	47		Recorded	Owned	1.1	Industrial	Commercial	C1
267.3-268	16139	52 Mooney St	Cambridge	MA	02138	LS Alewife III, LLC	79001	47		Recorded	Owned	1.3	Land	Commercial	P1
267.3-277	16141	54 Mooney St	Cambridge	MA	02138	LS Alewife III, LLC	79001	47		Recorded	Owned	1.1	Land	Commercial	P1
267.3-276	16140	61 Mooney St	Cambridge	MA	02138	LS Alewife III, LLC	79001	47		Recorded	Owned	1.1	Industrial	Commercial	C1
267C-95	16299	61-67 Smith Pl	Cambridge	MA	02138	LS Alewife VIII, LLC	79499 80144	134 113		Recorded (Previously Deregistered)	Owned	4.2	Industrial	Future DPW/Commercial	Future DPW/C4/C5/C6
267C-91	267C-91	60 Loomis St	Cambridge	MA	02138	LS Alewife VIII, LLC	81158	174		Recorded	Owned	0.6	Land	DPW	Future DPW
267D-293	16325	59 Smith Pl	Cambridge	MA	02138	LS 725 Concord LLC	1581 83369	71 428	277843	Deregistered	Owned	0.5	Parking	Residential	R7
267D-325	16339	49 Smith Pl	Cambridge	MA	02138	LS 725 Concord LLC	1581 83369	71 428	277843	Deregistered	Owned	0.5	Parking	Residential	R7
267D-313	16335	35 Smith Pl	Cambridge	MA	02138	LS 725 Concord LLC	1581 83369	71 428	277843	Deregistered	Owned	0.4	Parking	Residential	R7
267D-285	16322	725 Concord Ave	Cambridge	MA	02138	LS 725 Concord LLC	1581 83369	71 428	277843	Deregistered	Owned	2.5	Medical	Existing - Medical Office/Parking/Residential	E1/P4/R6
267D-335	--	No Address	Cambridge	MA	02138	LS 725 Concord LLC	1581 83369	71 428	277843	Deregistered	Owned	0.4	Parking	Roadway/Open Space	Roadway/Open Space
267D-256	16302	25 Smith Pl	Cambridge	MA	02138	LS Alewife IX, LLC	1598	5	281139	Registered	Owned	0.3	Industrial	Residential	R6
267D-258	16304	11 Smith Pl	Cambridge	MA	02138	LS Alewife IX, LLC	1598	6	281140	Registered	Owned	0.1	Land	Open Space	Open Space
267E-294	16349	26 Smith Pl	Cambridge	MA	02138	LS Alewife IX, LLC	1598 81125	3 199	281138	Partially Registered, Partially Recorded	Owned	1.0	Land	Open Space	Open Space
267D-311	16333	689 Concord Ave	Cambridge	MA	02138	LS Alewife IX, LLC	1598	6	281140	Registered	Owned	0.3	Office	Open Space	Open Space
267.4-254	16153	100 Smith Pl	Cambridge	MA	02138	LS Alewife III, LLC	83810	156		Recorded	Owned	1.2	Industrial	Residential	R1
267.4-295	16159	180A Fawcett St	Cambridge	MA	02138	LS Alewife III, LLC	85182	18		Recorded	Owned	1.3	Land	Parking	P2
267E-242	16347	641 Concord Ave	Cambridge	MA	02138	Thomas P. Jackivicz, Jr.	83853	117		Recorded	Negotiations	0.7	Single Family	Residential	R5
267.4-284	16155	160 Fawcett Street	Cambridge	MA	02138	Hines CP 180 Fawcett LLC	85107	87		Recorded	Negotiations	0.8	Office/Retail	Residential	R8
Total												**42.7**			

OWNERSHIP CERTIFICATE

Project Address: 180 A Fawcett Street **Date:** 10/30/25

To be completed by the Property Owner:

I hereby authorize the following Applicant: HealTHPeak | LS Alewife III LLC

at the following address: 1920 Main Street Suite 1200 Irvine CA 92614

to apply for a special permit for: Demolition and Building Construction

on premises located at: 180A Fawcett Street

for which the record title stands in the name of: 180A Fawcett LLC

whose address is: 100 Smith Place, Cambridge MA 02138

by a deed duly recorded in the:

Registry of Deeds of County: Middlesex South Book: 63942 Page: 371

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

James P. Kelly (Trustee)

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

To be completed by Notary Public:

Commonwealth of Massachusetts, County of Middlesex

The above named James P Kelly personally appeared before me,

on the month, day and year 10/30/2025 and made oath that the above statement is true

Notary: Anuradha Bansal

My Commission expires: 5/3/2030

ANURADHA BANSAL
Notary Public, Commonwealth of Massachusetts
My Commission Expires May 03, 2030

CITY OF CAMBRIDGE, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION

OWNERSHIP CERTIFICATE

Project Address: 641 Concord Ave Date: 9/18/25

To be completed by the Property Owner:

I hereby authorize the following Applicant:

at the following address: ORH

to apply for a special permit for:

on premises located at: 641-643 Concord Avenue

for which the record title stands in the name of: 641 Concord Ave LLC

whose address is: 8 Baker Lane, Mattapoisett, MA 02739

by a deed duly recorded in the:

Registry of Deeds of County: Middlesex South Book: 83883 Page: 110

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

Kyra Dorn

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

To be completed by Notary Public:

New York

~~Commonwealth of Massachusetts~~, County of Suffolk

The above named Kyra Dorn personally appeared before me,

on the month, day and year 9/18/25 and made oath that the above statement is true

Notary:

My Commission expires: 12/17/27

JUSTIN E HILLMAN
Notary Public - State of New York
NO. 01HI6178945
Qualified in Suffolk County
My Commission Expires Dec 17, 2027

CITY OF CAMBRIDGE, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION

1D. Fee Schedule

FEE SCHEDULE

Project Address: Multiple Addresses (including 68 Moulton St. Suite 200, Cambridge, MA) **Date:** 6/22/26

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:	5,037,040 × $0.10 =	503,704
(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):**	503,704

2.
Project Description

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2. Project Description

Healthpeak OP, LLC (the "Applicant") proposes the creation of a mixed-use development of an approximately 42-acre site located in western Cambridge (the "Development Parcel") consisting of 24 buildings (including one to be constructed by the City of Cambridge (the "City")) containing approximately five million square feet ("SF") of Gross Floor Area ("GFA", as defined by the City of Cambridge Zoning Ordinance ("CZO")) consisting of residential, commercial, and retail/neighborhood uses, new publicly beneficial open space, and an expanded roadway network designed to revitalize the area (collectively, the "Project"). As a majority owner within the Quad, the Applicant has the opportunity to help create a new sustainable and integrated mixed-use community as envisioned by the recently passed zoning.

The Project provides a unique opportunity to transform this portion of the City into a dynamic, mixed-use, transit-oriented community by creating a sustainable, walkable environment that integrates living, working, and recreation. The Project aims to establish a modern, inclusive, and resilient neighborhood that attracts residents, institutions, and businesses while expanding opportunities for recreation, cultural programming, and community engagement.

In 2019, the City initiated a planning process to explore ways to address the rapid changes and unique environmental, mobility, and infrastructure challenges in the area. A Working Group was formed by the Community Development Department ("CDD") consisting of area residents and property owners who worked in collaboration to develop the 2019 Alewife District Plan[1] and the companion 2020 Alewife Design Guidelines[2] as guidance for future development. The goal of the Alewife District Plan is to transform the district into a vibrant, resilient, and walkable urban neighborhood catalyzing investment and activity.

The Applicant was directly engaged in the rezoning process, including through participation in a series of nine (9) Working Group meetings convened from 2022 through 2023. The Planning Board recommended approval of the resulting Alewife Overlay District—Quadrangle ("AOD-Q") District zoning petition, to the City Council, which formally ordained the proposed petition in 2023, codifying the AOD-Q into the CZO.

The Project's proposed layout of walkable streets, active ground floors, and new vibrant publicly beneficial open spaces throughout the Development Parcel create a pedestrian-oriented experience that fosters face-to-face interaction. With approximately 38% of the Development Parcel (over 13 acres) containing publicly beneficial open spaces, consisting of plazas, open spaces, and pocket parks, both passive and active outdoor activities will be accommodated.

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1 Prepared for the City of Cambridge Community Development Department, 2019. https://www.cambridgema.gov/-/media/Images/CDD/Planning/alewifeplanningandzoning/alewifereportbook11_05_19forprint.pdf

2 Prepared for the City of Cambridge Community Development Department, Fall 2020, updated May 2023. *Alewife Design Guidelines*. URL: https://www.cambridgema.gov/-/media/Images/CDD/Planning/alewifeplanningandzoning/alewifedesignguidelinesreduced.pdf

Diverse housing options, consumer services, recreational amenities and multicultural programming are intended to draw a broad range of residents to the Project. This engagement of varying demographic groups will also provide opportunities for institutions and businesses to reach new audiences.

At least 40% of the total non-exempt GFA included in the Project is devoted to residential use, in accordance with Section 20.1100.5.1.3 of the CZO. This equates to approximately 2,300 units of new housing located throughout eight (8) proposed residential buildings. The Project will provide housing units in each building in compliance with the provisions of Section 11.203 of the CZO, as the same may be in effect at the time that the Applicant applies for a building permit for such building.

The Project aims to transform the Alewife Quadrangle from a primarily industrial area into a vibrant, pedestrian-oriented mixed-use district with active ground-floor spaces that foster neighborhood continuity and community engagement. By introducing retail, local businesses, and public amenities along key corridors such as New Main Street and Fawcett Street, the Project will create a lively, inclusive environment that enhances daily activity and strengthens connections across the Alewife District.

A significant feature of the Project is a key off-site infrastructure improvement—a new pedestrian and bicycle bridge over the Massachusetts Bay Transportation Authority ("MBTA") commuter rail tracks, which will provide access to the existing MBTA Alewife Red Line transit station (the "Proposed Bridge"). Additionally, an approximately 1.27-acre site is slated to be conveyed to the City to allow for a new Cambridge Department of Public Works ("DPW") yard and associated service and administrative building to be constructed by the City.

The Applicant has a strong track record of community engagement, and it will continue these efforts as part of the public review process for this Application and as part of the review process under the Massachusetts Environmental Policy Act ("MEPA"), which will run concurrently. In the summer of 2024, the Applicant held a community meeting that presented the Project to the public. More recently, in July 2025, the Applicant held two public meetings (an in-person on-site meeting and virtual evening meeting) in connection with the Environmental Notification Form filed in the MEPA process. The Applicant also hosted an informational "dinner" for the Working Group in September 2025, a Community Art Center Block Party in October 2025, and a Pre-Application Community Engagement Meeting in November 2025. Between 80-100 attendees engaged in these community events collectively, which resulted in a robust inventory of ideas and suggestions, many of which are being considered for incorporation into the Project.

2.1 Existing Site Conditions

The Development Parcel is located in an industrial area in west Cambridge within a Zoning District (referred to as "The Quadrangle" or "The Quad"), as shown in **Figure 2.1**. It is generally bordered by the MBTA commuter rails tracks to the north, Fawcett Street to the east, Concord Avenue to the south and the Cambridge Highlands residential neighborhood to the west, and it currently consists of approximately 753,000 gross square feet across 17 buildings, with approximately 1,290 parking spaces observed within multiple parking lots in May of 2026. The number of existing registered spaces as observed in the 1990 parking count was 1,036 spaces. **Figure 2.2** illustrates the site context.

As depicted in **Figure 2.3**, the majority of the existing buildings are one-story warehouses with direct truck access, or they are lined with exterior loading bays. The other buildings range in type from industrial to Class B and C office uses, and several buildings consist of one-story research and development/laboratory uses. A DPW office building and maintenance yard with approximately 20 surface parking spaces currently occupies 50 Mooney Street (the "Existing DPW Site"); a vacant building is located at 15 Mooney Street that previously functioned as a United States Postal Service Post Office Annex, containing mail storage/ sorting and truck loading space; and a two-storied single family home is located at 643 Concord Avenue. Most of the existing buildings within the Development Parcel will be demolished to allow the Applicant to construct the Project.

Three existing buildings within the Development Parcel that are slated to remain, totaling approximately 193,500 SF of GFA, include (**Figure 2.4**):

- A six-story, medical office building at 725 Concord Avenue, consisting of approximately 84,500 SF of GFA (referred to as "Building E1");
- The structure of a two-story, retail building to remain at 110 Fawcett Street, which currently contains approximately 9,300 SF of retail GFA and is proposed to contain approximately 4,500 SF of GFA of new neighborhood uses (referred to as "Building E2"); and
- A six-story, Class C office building at 10 Fawcett Street, consisting of approximately 109,000 SF of GFA (referred to as "Building E3").

The existing public roadways are industrial in character and primarily designed to accommodate truck movements and access to buildings. In many areas, sidewalks are limited or absent, and where present, curbs and sidewalks adjacent to industrial buildings are often poorly defined and have historically been driven over by trucks during turning

or loading maneuvers. Refer to **Figure 2.5** for existing land use and **Figure 2.6** for the existing conditions survey.

The public transportation network surrounding the Development Parcel is a significant asset, with the Alewife MBTA station located nearby to the north, which serves as a transportation hub for Cambridge and the greater Boston area. While the Development Parcel is close to major transit routes, the existing conditions reflect a lack of cohesive development, pedestrian-friendly spaces, and modern urban infrastructure, which the Project aims to address with new mixed-use development, sustainability initiatives, and enhanced green spaces.

Much of the existing site lacks significant public-facing amenities or green areas, with many of the spaces being primarily office or industrial-related. Further north of the Development Parcel is the Alewife Reservation, a protected natural area that includes wetlands and trails, providing access to green space and environmental protection.

2.1.1 Development Parcel Ownership

The Applicant and its affiliates acquired the individual parcels comprising the Development Parcel (each a "Parcel" and collectively, "Parcels") beginning in 2021, with the acquisition of Parcels off Concord Avenue and Fawcett Street. Through fourteen individual transactions, the Applicant has acquired most of the Parcels comprising the Development Parcel. The Applicant intends to acquire the last remaining Parcels comprising the Development Parcel in the near term to complete the Development Parcel assemblage. Ownership Certificates for all Parcels within the Development Parcel are included in **Volume I, Section 1C**.

2.2 Development Concept/Project Description

The Development Parcel encompasses approximately 42 acres (1,796,403 SF) of land area. The proposed development program includes a mixed-use, transit-oriented, and walkable development comprising roughly five (5) million SF of GFA. The development includes a balance of residential, office, laboratory, and retail/neighborhood uses, supported by structured parking and substantial public realm improvements. With a proposed lot coverage of 859,066 SF and an overall Floor Area Ratio ("FAR") of 2.59, the Project achieves a thoughtful balance between density and open space. Over 13 acres of publicly beneficial open space, including publicly accessible plazas, open spaces, and pocket parks, will be distributed throughout the Development Parcel to promote recreation, leisure, and community engagement. Refer to **Figure 2.7** for the conceptual site development plan.

As part of the public realm and circulation network, the Project will substantially reconfigure and upgrade existing streets, while establishing a new system of public and private roadways to support multimodal access and internal connectivity.

Table 2-1 below summarizes the proposed roadway improvements, including widenings, discontinuances, and new street segments that will form the foundation of the Project's walkable, connected street grid.

Table 2-1 Roadway Modifications Associated with the Project

CATEGORY	ROADWAY		LENGTH (LF)
Existing Public Roadways to be Widened	Concord Avenue		± 1,015
	Moulton Street		± 855
	Lower Fawcett Street		± 1,045
	R2 Fawcett Street		± 665
	R1 Fawcett Street		± 250
	Upper Smith Place		± 520
	Lower Smith Place		± 740
		Total	**± 5,090**
Existing Public Roadways to be Discontinued	Mooney Street		± 990
		Total	**± 990**
Existing Public Roadways to Become Private	Mooney Street		± 135
		Total	**± 135**
Existing Private Roadways to be Widened	Adley Road		± 300
		Total	**± 300**
New Roadways on Private Land to Become Public	Fawcett Extension		± 1,025
	New Mooney		± 1,090
	Wilson Extension		± 380
		Total	**± 2,495**
New Roadways on Private Land to Remain Private	New Main Street		± 860
		Total	**± 860**

An approximately 1.27-acre parcel (the "DPW Parcel") is slated to be conveyed to the City of Cambridge to allow for a new DPW yard and associated service and administrative building to be designed and constructed by the City (the "DPW Facility Project"). As of the date of this filing, City staff is continuing to study the design of the DPW Facility Project, and accordingly, a tentative design is reflected on the DPW Parcel. The DPW Facility Project has been designed to respect the transition from the highest-density, mixed-use neighborhood envisioned in the Quad and the existing adjacent residential neighborhood. It is intended that DPW will continue to provide a landscaped buffer zone between the Highlands neighborhood and the DPW Facility Project. This buffer will be achieved by maintaining and supplementing the existing landscaping conditions to enhance visual screening and separation. The Applicant, on behalf of the City, has requested in this Final Development Plan the modifications and waivers anticipated to be required for the DPW Facility Project.

New off-site infrastructure includes a new pedestrian and bicycle bridge over the MBTA commuter rail tracks, providing access to the existing MBTA Alewife Red Line train station.

The Project will include approximately 2,300 residential units, designed to achieve an approximate gross residential density of 8 units per acre and accommodate a variety of household types and sizes. In addition to the residential program, approximately 2.6 million SF of nonresidential space will be developed for commercial uses, supporting a vibrant employment and innovation hub. Parking will be provided across uses, including 1,422 spaces for residents, 2,990 spaces for commercial users, 51 private on-street spaces, and 14 spaces for the DPW Parcel.

The Project's overall layout of walkable streets, active ground floors, and integrated open spaces is designed to foster a human-scaled, pedestrian-oriented experience. Diverse housing options, consumer services, recreational amenities and diverse programming are intended to draw a broad range of residents to the Project. These amenities are designed to increase the frequency of interactions of the users and engagement of varying demographic groups, and they will provide opportunities for institutions and businesses to reach new audiences. Refer to **Figures 2.8a-f** for Project renderings and **Figures 2.9a-d** for aerial views of the Project.

2.2.1 Proposed Development Program Summary

Table 2-2 below summarizes the development program for the Project. (Note: all dimensions are approximate.)

Table 2-2 Project Development Program

PROJECT COMPONENT		SIZE/QUANTITY	EXISTING TO REMAIN
BUILDING USE			
Technical Office/Lab[1]		±1,260,500 SF	NA
General Office		±1,260,500 SF	±109,000 SF
Municipal Service Facility[2]		±35,000 SF	
Residential		±2,246,900 SF (±2,300 units)	NA
Retail/Neighborhood Use		±75,640 SF	±84,500 SF
	Total	**±4,878,540 GFA (net new)**	**±193,500 GFA[3]**
		±5,072,040 GFA[3] (total)	
PARKING			
Vehicle Parking		Up to 4,477 spaces[4]	
		(3,846 net new)	
Bicycle Parking		±3,076 long-term (interior) spaces	
		±442 short-term (exterior) spaces	
SERVICE AND LOADING			
Loading Bays		49	1
OPEN SPACE			
Publicly-Beneficial Open Space		13 acres	None

1 Assumes 50% General Office and 50% Technical Office/Lab use for all commercial buildings.

2 Approximately 35,000 SF of GFA of Municipal Service Facility use in connection with the DPW Facility Project is anticipated to be exempt GFA pursuant to Section 20.1100.5.1.4.1(a) (See **Volume I, Section 3** for more information).

3 Includes building area to remain: approximately 109,000 SF of GFA of office use at 10 Fawcett Street and approximately 84,500 SF of GFA of medical office use at 725 Concord Avenue. This figure is before the application of specifically permitted GFA exemptions.

4 Includes a total of approximately 631 existing parking spaces to remain (approximately 359 spaces at 725 Concord Avenue, 254 spaces at 10 Fawcett Street, 10 spaces within an easement parcel adjacent to 725 Concord Avenue, and 8 spaces at 110 Fawcett Street).

Mix of Uses

Residential

Over the course of the development timeline and pending economic conditions, the Project will deliver approximately 2,300 new housing units across eight (8) residential buildings, referred to as "Buildings R1 through R8." These buildings account for approximately 40% of the total non-exempt GFA. This housing will include a mix of market rate and inclusionary units in partnership with the City to support diverse households and family sizes. The 2,246,900 SF of proposed multi-family residential GFA is an increase of 261,600 SF of GFA from the residential program contained in the Preliminary Development Plan, which increase was made in response to the Planning Board's request to provide for a residential program containing a greater mix of unit sizes. Residential buildings will be located along Concord Avenue, near Fawcett Street, and adjacent to Gateway Park, integrating with new open spaces and pedestrian-friendly streets. Designed with community amenities, rooftop terraces, and accessible spaces, the housing component will foster an inclusive neighborhood aligned with the City's Diversity, Equity, and Inclusion goals.

Business Opportunities

The Project introduces approximately 2.6 million SF of office, laboratory, and commercial space, referred to as "Buildings C1 through C8", supporting growth in Cambridge's innovation, research, and technology sectors. This redevelopment will transform underutilized parcels into a dynamic employment hub, generating significant job opportunities while promoting a sustainable live–work–play environment. By integrating flexible workspaces and fostering collaboration across sectors, the Project strengthens economic vitality while maintaining harmony with adjacent residential and retail uses.

Retail and Ground Floor Activation

Ground floor activation is central to the Project's vision, transforming the Quad from an industrial area into a vibrant, mixed-use district. Approximately 75,640 SF of new retail and community-serving neighborhood uses will create an engaging pedestrian experience. Active ground-floor spaces will concentrate along New Main Street, envisioned as the retail spine connecting Concord Avenue to Fresh Pond Mall; the Fawcett Street Crossroads, a hub near Iggy's bakery and the Proposed Bridge will connect with fitness and maker spaces; and the Smith Place & Fawcett Street Community Hub will provide neighborhood gathering

spaces and smaller-scale retail. Together, these nodes will establish a lively network of public spaces that enhance connectivity to the MBTA Alewife Red Line train station, Alewife Brook Parkway, and surrounding neighborhoods, creating a walkable and well-integrated destination within Cambridge.

Connectivity and Active Streets

Vehicular Access and Circulation

Vehicular access to the Development Parcel will be provided through multiple connections within the Quadrangle neighborhood, primarily from Concord Avenue at its intersections with Wheeler Street, Fawcett Street, Moulton Street, and Smith Place. The internal roadway network has been designed to efficiently distribute traffic and provide safe access to all buildings, parking facilities, and loading areas. In addition to vehicular circulation, the Project emphasizes multimodal connectivity through extensive bicycle infrastructure and enhanced pedestrian routes. A Transportation Impact Study ("TIS") and Parking and Transportation Demand Management Plan ("PTDM") will guide ongoing coordination with the City to manage parking supply, reduce single-occupancy vehicle trips, and promote alternative transportation modes including transit, carpooling, walking, and biking.

Pedestrians and Bicycles

The Development Parcel will be designed with a pedestrian- and cyclist-first approach, ensuring safe and seamless access and circulation for all users. The Project will include the Proposed Bridge to provide a new pedestrian and bicycle connection over the MBTA commuter rail tracks, allowing for connection to the existing MBTA Alewife Red Line train station.

The Project will specifically enhance the experience for these active transportation users by creating a north-south connection that is missing today through the Development Parcel.

This connection includes:

1. The Proposed Bridge with pedestrian and bicycle access,
2. A portion of a northeast-southwest multi-use path, and
3. New bike lanes and/or other bike facilities, as well as primary and secondary pedestrian connections, on Smith Place, Fawcett Street, Moulton Street and New Main Street.

These proposed connections fill a critical missing link between points north of the Development Parcel: the Alewife Triangle, the Alewife MBTA train station, the Minuteman Commuter Bikeway, and the Alewife Linear Path and points south of the Development Parcel, including the Fresh Pond Reservation, Fresh Pond Perimeter Road, and Watertown-Cambridge Greenway.

Parking and Loading

The Development Parcel is accessed via existing City streets that intersect Concord Avenue, including Smith Place, Moulton Street, Fawcett Street, and Wheeler Street. The Project will also have access in the future from New Main Street, a new roadway that connects Concord Avenue at the south of the Development Parcel to Wilson Road at the north of the Development Parcel. Each building is designed with its own loading dock; several buildings also propose on-site parking, with some buildings sharing and utilizing pooled parking within proposed stand-alone parking garages at the Project, as further described in **Volume I, Section 3.3**.

Publicly Beneficial Open Space

Over 13 acres, or approximately 38% of the Development Parcel, will contain publicly beneficial open space in the form of plazas, open spaces and pocket parks, which will promote a diverse range of recreation and leisure activities. In accordance with the Alewife Design Guidelines[3], the proposed open space development has prioritized environmental comfort and sustainable design, focusing on improving the urban forest, enhancing streets and walkways, and fostering connectivity. Parks, plazas, and private open spaces are thoughtfully integrated to promote livability and community well-being. Additionally, the neighborhood will have opportunities to celebrate public art, creating vibrant and inspiring shared spaces. Open space development has embraced the Alewife Urban Design Guideline Principles of sense of place, elements of design, pedestrian-friendly streets, parks and squares, sustainability and resiliency, and large development sites.

The Project has been designed to focus on human-scale blocks and open spaces to foster walkability, connectivity, and a sense of community. Blocks will be compact and pedestrian-friendly, with clear, accessible pathways and a mix of uses to encourage interaction and activity. A thoughtfully planned hierarchy of open spaces will range from small, intimate courtyards and pocket parks to more extensive community plazas and central green spaces, ensuring diverse experiences that cater to varying needs. These spaces will vary in scale and function, offering quiet areas for relaxation, vibrant zones for social gatherings, and active spaces for recreation. The proposed site design will emphasize seamless integration between these open spaces and the surrounding built environment, creating a balanced and inviting neighborhood where residents and visitors can engage with their surroundings at multiple levels.

3 City of Cambridge. (Fall 2020, updated May 2023). *Alewife Design Guidelines*. Prepared for the City of Cambridge Community Development Department. URL: https://www.cambridgema.gov/-/media/Images/CDD/Planning/alewifeplanningandzoning/alewifedesignguidelines_20230515_reduced.pdf

Public Realm Improvements

The Project's public realm improvements have been designed to create a vibrant, accessible, and dynamic urban environment that meets the community's diverse needs. Wide, tree-lined walkways will provide comfortable and shaded pathways for pedestrians, promote walkability, and create a welcoming streetscape. Dedicated bike paths and ample bike parking will encourage sustainable and active transportation, while shared streets will balance the needs of pedestrians, cyclists, and vehicles, promoting safety and connectivity. A variety of open space typologies, ranging from quiet green areas to recreational spaces, will ensure opportunities for relaxation, play, and community gathering. Strategically integrating public art will add cultural vibrancy and a sense of identity, while active retail spaces will enliven streetscapes, support local businesses and foster social interaction. Together, these improvements will create a cohesive and engaging public realm that enhances the quality of the new development and adjacent neighborhoods.

Adjacent to the Development Parcel, on land owned by the MBTA, there is a potential opportunity to develop a multi-use path connecting to the Proposed Bridge in the future (with the potential for future expansion by abutting owners). The Applicant is exploring this multi-use path in response to community feedback; this path is subject to the Applicant obtaining the required easement or other property rights from the MBTA. The Applicant and the MBTA are in ongoing discussions with respect to the Proposed Bridge and other matters.

Sustainability/Resiliency

The Project's design emphasizes energy-efficient buildings, green construction practices, and climate-resilient features, contributing to a sustainable urban environment. While the Development Parcel is close to major transit routes, the existing conditions reflect a lack of cohesive development, pedestrian-friendly spaces, and modern urban infrastructure, which the Project aims to address with new mixed-use development, sustainability initiatives, and enhanced green spaces. The Project is designed for high energy efficiency and long-term operational decarbonization. All residential and commercial buildings will be fully electric, with no on-site fossil fuel use except for emergency generators. Reducing potable water use and managing stormwater on-site are key Project priorities. Buildings will feature high-efficiency fixtures, lab-specific low-flow systems, and optimized cooling towers to minimize indoor water demand. Outdoor irrigation will be minimized or eliminated through smart controls, non-potable water sources like rainwater harvesting, and low-water landscaping.

The Project incorporates flood resilience and climate-adaptive design from the outset. Ground floors, mechanical systems, and residential units will be elevated above the projected 100-year flood level, except as detailed in **Volume I, Section 3.8**. Each phase will include site-level stormwater mitigation, and backup power systems will be in place for critical functions. To address rising urban temperatures, the Project incorporates high-reflectance roofs and paving, as well as well-insulated, shaded building facades. The existing site, a former industrial zone dominated by impervious surfaces, will be transformed through extensive landscaping and shading. These interventions are projected to reduce local ambient temperatures by approximately 3 to 5 degrees Fahrenheit, creating a more comfortable and resilient environment.

Infrastructure Improvements

On-Site

The Project will install new domestic water, sanitary sewer, and stormwater management systems to support all proposed buildings, connecting to the existing municipal infrastructure. New sanitary sewer connections will discharge to existing or newly constructed mains within the Project roadways, generating an estimated net new wastewater flow of 707,183 gallons per day (GPD). A sewer monitoring program is being conducted in coordination with DPW to assess system capacity, and the Project will incorporate Inflow/Infiltration ("I/I") mitigation measures as required. The City Water Department confirmed in April 2025 that the municipal water system has adequate capacity to support the estimated 777,901 GPD water demand, with new 12-inch Cement-Lined Ductile Iron water mains and appropriate domestic and fire services to be installed.

Stormwater systems will be designed in accordance with the Stormwater Management standards of the City and the Massachusetts Department of Environmental Protection ("DEP"), incorporating subsurface detention, infiltration, and water quality treatment features to reduce peak runoff rates and pollutant loads. The Project will comply with the City's "25-2 Year Directive", utilize 2070 rainfall data, and include green infrastructure such as green/blue roofs and structural treatment devices where feasible. Overall, the Project will reduce impervious surface area, enhance groundwater recharge, and ensure compliance with local, state, and federal environmental standards.

Off-Site

An essential element of the Project is the construction of the Proposed Bridge over the MBTA commuter rail tracks that will provide a long-awaited connection between the Quad and the Alewife Triangle/Alewife MBTA train station to the north. The Proposed Bridge will

accommodate pedestrians and bicycles. The final design of the Proposed Bridge is subject to approval by the MBTA and local agencies with jurisdiction. Under the existing conditions, most of the Quad, particularly sites located west of Wheeler Street, experiences a walk time from the Quad to the Alewife MBTA station of approximately 15-20 minutes (3/4-mile to 1-mile). With the Proposed Bridge in place, most of the Quad would experience a walk time from the Quad to the Alewife MBTA train station of about 8-15 minutes on average (1/2-mile to 3/4-mile). It is anticipated that the Proposed Bridge would result in a savings of approximately 5-7 minutes, depending on where in the Quad the pedestrian is originating their trip.

The Proposed Bridge would provide a staircase at each end, as well as accessible ramps with appropriate Americans with Disabilities Act ("ADA")-compliant ramp slopes. The current placement of the Proposed Bridge is not intended to preclude any future MBTA right-of-way work or commuter rail expansion projects.

The timing for the Proposed Bridge will be in accordance with the Infrastructure Planned Unit Development ("PUD") requirements of the AOD-Q. In accordance with Section 20.1100.7.3.2 of the CZO, construction shall commence before the issuance of a certificate of occupancy for over 50% of the non-residential GFA and will be substantially completed before the issuance of a certificate of occupancy for over 75% of the non-residential GFA of an approved Final Development Plan. Following substantial completion of the Proposed Bridge, it is intended that the City will assume ownership, operation and maintenance obligations for the Proposed Bridge.

2.3 Public Benefits

Public benefits for the surrounding neighborhoods and the community as a whole associated with the Project will include, but not be limited to, the following:

- **Increased Housing Supply:** Creation of new residential units, including inclusionary and market-rate options, addressing the growing demand for housing in the Cambridge area.
- **Mixed-Use Development:** A combination of residential, commercial, and retail spaces, fostering a vibrant, 24/7 community.
- **Enhanced Connectivity:** Improved access to public transportation with proximity to the Alewife MBTA train station, promoting transit-oriented development and reducing car dependency.
- **Pedestrian and Bike-Friendly Infrastructure:** Construct the Proposed Bridge to provide a new pedestrian and bicycle connection over the MBTA commuter rail tracks, allowing for access to the existing MBTA Alewife Red Line train station, as well as designated walkways, bike lanes, and electric vehicle charging stations to encourage alternative transportation options and

support a sustainable lifestyle. New and upgraded internal streets to complete streets with pedestrian and bike facilities, where feasible. Improved Concord Avenue with widened sidewalks, cycle tracks, and improved bus stops.

- **Publicly Beneficial Open Space:** New parks, plazas, open spaces and recreational areas, enhancing quality of life for residents and visitors, while promoting environmental sustainability.
- **Sustainability:** Emphasis on energy-efficient buildings, green construction practices, and climate-resilient features, contributing to a sustainable urban environment.
- **Job Creation:** Development of office spaces and commercial areas that will provide new job opportunities and economic growth for the region.
- **Revitalization of Underutilized Land:** Transformation of underutilized industrial and office zones into a vibrant, mixed-use district that integrates modern amenities with nature.
- **Environmental Stewardship:** Incorporation of green infrastructure, stormwater management, and biodiversity enhancements, minimizing environmental impact and preserving local ecosystems.
- **Community Integration:** Strengthening connections between Alewife, surrounding neighborhoods, and regional amenities, promoting a sense of community and improving overall urban design.

2.4 Development Schedule and Phasing

The Applicant expects construction of the Project to span over 20 to 30 years, depending on many factors, including market conditions, zoning requirements, and the requirements of the overall development. The Project is planned to occur in two key phases with construction commencing within approximately 12 months after receipt of local approvals, which are currently estimated for 2026. This phasing is primarily driven by the commencement of the Proposed Bridge connecting the Triangle and the Quad. The Applicant may choose to pursue more than one building simultaneously or in sequential fashion.

The first phase is planned to include:

- Approximately 1.2 million SF of GFA of office/lab use within four buildings, and continuation of existing office use measuring approximately 109,000 SF;
- Approximately 1.0 million SF of GFA of residential use in four buildings (approximately 1,100 residential units);
- Approximately 2,000 structured parking spaces;
- Approximately 18,500 SF of GFA of new, vibrant neighborhood uses and continuation of an existing neighborhood use measuring approximately 84,500 SF;

- Over an acre of land (approximately 1.27 acres) to be conveyed to the City for the DPW Facility Project;
- Approximately over 6 acres of new publicly beneficial open space;
- Commencement of construction for the off-site Proposed Bridge; and
- New and improved rights-of-ways.

The second phase of development is planned to include:

- Approximately 1.3 million SF of GFA of office/lab within four buildings;
- Approximately 1.2 million SF of GFA of residential use (approximately 1,200 units) within four buildings;
- Approximately 2,477 structured parking spaces;
- A minimum 57,140 SF of GFA of vibrant neighborhood uses;
- Approximately 7.5 acres of new publicly beneficial open space;
- New and improved rights-of-way; and
- Completion of the Proposed Bridge.

Refer to **Volume II, Section 1.11** for further details on the phasing plan for the Project.

2.5 Agency Coordination

2.5.1 MEPA Office

Review under the Massachusetts Environmental Policy Act ("MEPA") and the regulations promulgated thereunder set forth environmental impact reporting requirements for projects requiring a state Agency Action, such as permits, financial assistance, or transfer of land. The Project is subject to MEPA review because it involves a state Land Transfer, requires permits from state agencies, may pursue state Financial Assistance, and exceeds one or more MEPA Review Thresholds. As required with the filing of an Environmental Notification Form ("ENF"), the Applicant held a pre-filing meeting with the MEPA Office on April 24, 2025. During this meeting, the Applicant and the MEPA Office discussed the proposed approach for enhanced public outreach. The ENF was filed with the MEPA Office on June 30, 2025, and a Certificate was issued on the ENF by the Secretary of the Massachusetts Executive Office of Energy and Environmental Affairs ("EEA") on October 10, 2025. As part of the MEPA review process, the Applicant will be filing a Draft Environmental Impact Report ("DEIR") followed by a Final Environmental Impact Report ("FEIR"). The Applicant will continue to coordinate with various state and local agencies as the Project progresses through the MEPA review process.

2.5.2 Massachusetts Bay Transportation Authority

Prior to this Application filing, the Applicant has held multiple meetings with the MBTA over the last 2 years to discuss the Proposed Bridge over the MBTA commuter rail tracks. The Applicant and the MBTA discussed the location, design, construction type, constructability, and regulatory compliance of the Proposed Bridge through the MBTA's Project Development Group Meeting process. The MBTA and the Applicant are continuing their coordination on the location and design of the Proposed Bridge.

2.5.3 City of Cambridge

The Applicant has had a series of meetings/ discussions with the CDD and the City's Department of Transportation ("DOT") on the transportation analysis scope, preliminary findings, and mitigation measures such as street dimensional layout, as well as PTDM requirements. A TIS was certified by the City's DOT on January 20, 2026. A copy of the certified TIS is contained in **Appendix A**. A PTDM for the Project was filed with the City's DOT in December 2025, and approval by the City's DOT is anticipated to occur prior to the anticipated summer 2026 Planning Board hearing.

Coordination meetings were held with the City Arborist and CDD to discuss the *Tree Study and Article 22 Green Building Report*, respectively. Certification of the Tree Study was obtained on October 24, 2025, and the Green Building Report was certified on October 27, 2025. The Tree Study was resubmitted on May 21, 2026 per DPW request to represent information per Phase.

The Applicant has held meetings with DPW to introduce the Project, discuss existing utilities, a proposed utility plan, and compliance with Article 22.80 of the CZO, *Flood Resilience Requirements*, and confirm 2070 Resiliency assumptions. Another DPW meeting addressed the approach to confirm available sewer and stormwater capacity, including sewer flow metering data that the Applicant collected for the City, and project flow estimates. Additional coordination with DPW will continue to support the development of the City's infrastructure model. A Flood Resilience Compliance package was submitted on January 28, 2026 by the Applicant after several reviews with DPW. DPW noted in the June 8, 2026 meeting with the Applicant that they are working to approve the package submitted in January prior to the anticipated Planning Board meeting in summer 2026. Cambridge Water Department has determined that no improvements are anticipated to the current water service in order to provide City water service to the Project. Discussions are ongoing with DPW regarding the conveyance of the DPW Parcel.

The Cambridge Historical Commission has indicated that none of the existing buildings within the Development Parcel that are intended to be demolished in connection with the Project are historically significant.

2.6 Community Engagement

The Applicant is committed to ongoing robust community engagement efforts and will continue to meet with the City and State agencies, elected officials, abutting owners, neighborhood groups, community leaders, business owners, area residents and other stakeholders throughout the review period and during the Project implementation.

2.6.1 Local Rezoning Process

During the approximately one year rezoning public process, CDD convened the Alewife Zoning Working Group ("AZWG")[4] to recommend zoning based on the community's planning and urban design priorities. AZWG meetings began in summer 2022 to review and revise zoning recommendations for the Alewife District. A total of nine (9) AZWG meetings were held through May 2023.

In addition to the AZWG meetings, several community meetings were held during the rezoning process. In November 2022, the first Alewife zoning community meeting was held to provide the public with an update on the planning process and facilitate feedback on the preliminary recommendations. The most recent community meeting, held on November 12, 2025, contextualized how the Project vision aligns with the AOD-Q goals that resulted from the rezoning process.

2.6.2 Community Outreach Meetings

An in-person community meeting was held on July 17, 2024, to introduce the Project to the community and gather early feedback on the planning and design aspects of the Project. After the filing of the MEPA ENF, the Applicant held a virtual public meeting on July 22, 2025, to ensure public participation and accessibility in the review process of the Project. An in-person site consultation meeting, which was open to the public, was also held at the Development Parcel (accessible by public transit) on July 23, 2025, to present the Project to the MEPA Office, state agencies, and the public. Prior to filing the Draft Environmental Impact Report, another virtual public meeting is anticipated to be held to collect feedback.

The Applicant also held the following community meetings to encourage engagement and feedback from the public:

- September 10, 2025—AZWG Outreach Event;
- October 18, 2025—Community Art Center Block Party; and
- November 12, 2025—PUD Special Permit Pre-Application Community Meeting.

4 https://www.cambridgema.gov/Departments/communitydevelopment/alewifeplanningzoning

Before and during the Community Art Center Block Party, the Applicant conducted a survey for community feedback. Outreach was provided to neighborhood groups and assisted by Green Cambridge, Just A Start, Cambridge schools, and North Cambridge and West Cambridge little leagues. The survey was translated into Spanish, Haitian Creole, Amharic and Bangla in an effort to engage those in the community that may not speak English as their first language. In summary, 26 completed surveys were received from residents of West Cambridge and North Cambridge. Respondents are most interested in better street connections, specifically the Proposed Bridge, creation of professional jobs in the lab/office sector and new restaurants and shops. The online survey will remain available to collect additional feedback.

On November 12, 2025, an in-person PUD Special Permit Pre-Application Community Meeting was hosted by the Applicant. The meeting provided an overview of the project vision and phasing, urban design concepts that shaped the Project (including the Proposed Bridge and the DPW Parcel), and a potential for early residential development. Other topics included open space, neighborhood uses, transportation, and sustainability. See **Appendix G** for more detailed meeting notes.

Key community discussion topics included:

- Timing and feasibility of the Proposed Bridge;
- Housing unit counts and mix;
- Parking supply and potential reductions;
- Protection of Mount Auburn parking during future development;
- Stormwater, sewer capacity, and regulatory mitigation requirements;
- Light pollution and building design considerations;
- Long-term commitment to Iggy's bakery and integration with surrounding uses; and
- Advocacy for a potential commuter rail stop.

2.6.3 Arts and Cultural Program

In addition to outreach, the Applicant has a strong interest in fostering a vibrant and collaborative community. In September 2023, the Applicant sponsored and celebrated local public art works by the Community Art Center's Teen Public Art Program, Rachel Gloria Adams, and Ryan Adams. In February 2026, the Applicant partnered with the Community Art Center and Craft Food Hall in Cambridge to host a three-part event series titled "Beat the Winter Blues!" The series included three events which created a welcoming and social atmosphere for tenants and community members of all ages:

- "LOVE-ly Afternoon Craft: Valentine-themed tote decorating;"
- "Beat the Winter Blues Paint & Sip: still-life painting class;"
- "Winter Blooms: felt and yarn floral craft workshop."

The Applicant's Tenant and Community Engagement Manager is planning to host six additional community art-making activities in their summer 2026 series, called "Spring into Summer."

2.7 Future Ownership and Financing Plan

2.7.1 Present and Future Ownership and Leasing

As referenced above, the Applicant and its affiliates currently own the majority of the Parcels within the Development Parcel. The Applicant intends to develop the Project and hold long-term ownership interest of the same, whether directly or through affiliates and subsidiaries and with or without the use of long-term ground leases, while leasing (whether by ground lease or space lease) significant portions of space to third-party users and occupants. With respect to Parcels designated for residential use, the Applicant will develop these Parcels in coordination with its development partner(s), which will utilize ground leases and may include conveyances of residential parcels at the completion of construction of such residential buildings.

2.7.2 Financing Plan

To date, the Applicant has funded all predevelopment costs. Predevelopment costs include the entitlement process, master planning, architectural, engineering, marketing, and administrative expenditures. The Applicant and its affiliates intend to develop the Project in phases according to market conditions and may fund project construction through a combination of equity, debt, construction financing, infrastructure financing, and joint venture capital. The Applicant intends to fund construction costs on a phase-by-phase basis.

The Applicant may place construction and/or permanent financing on each building as necessary. The total project costs, including predevelopment and construction, are estimated to be $6.8 billion.



Figure 2.1: Site Location

Healthpeak PUD Master Plan | Cambridge, MA

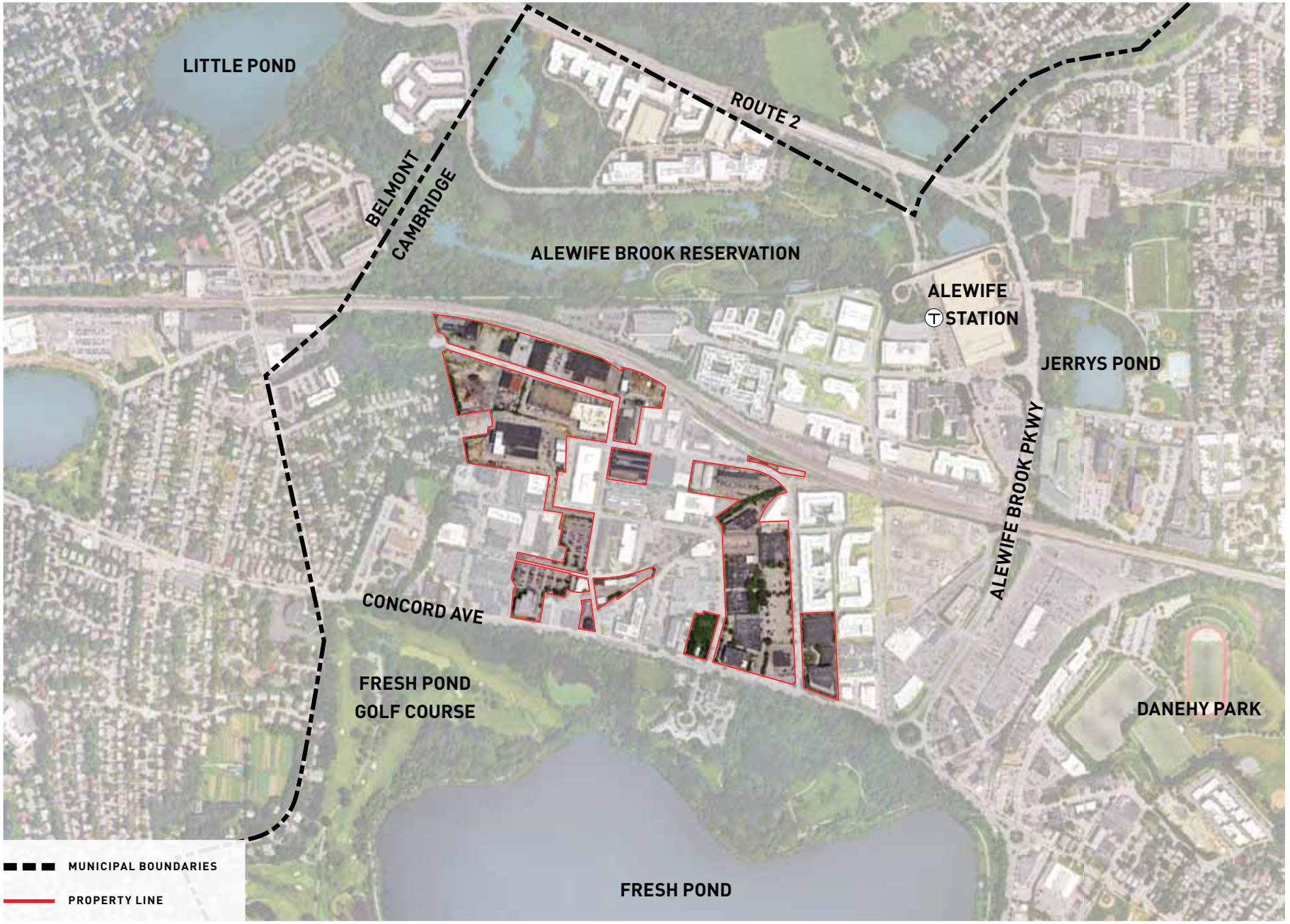


Figure 2.2: Project Site Context

Healthpeak PUD Master Plan | Cambridge, MA

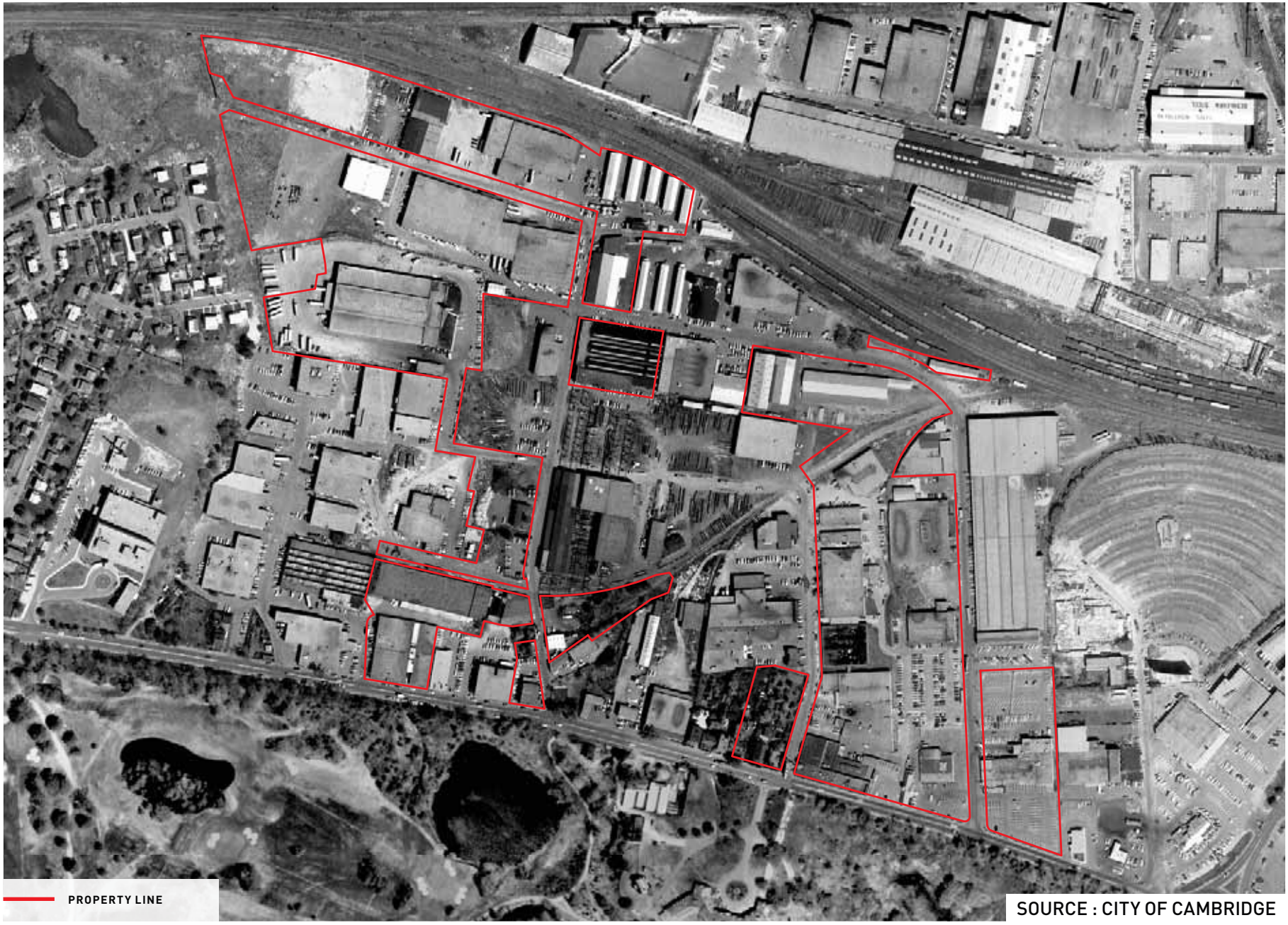


Figure 2.3: Historical Image of Site - 1969 Alewife Quadrangle District

Healthpeak PUD Master Plan | Cambridge, MA



Figure 2.4: Existing Conditions Plan
Healthpeak PUD Master Plan | Cambridge, MA

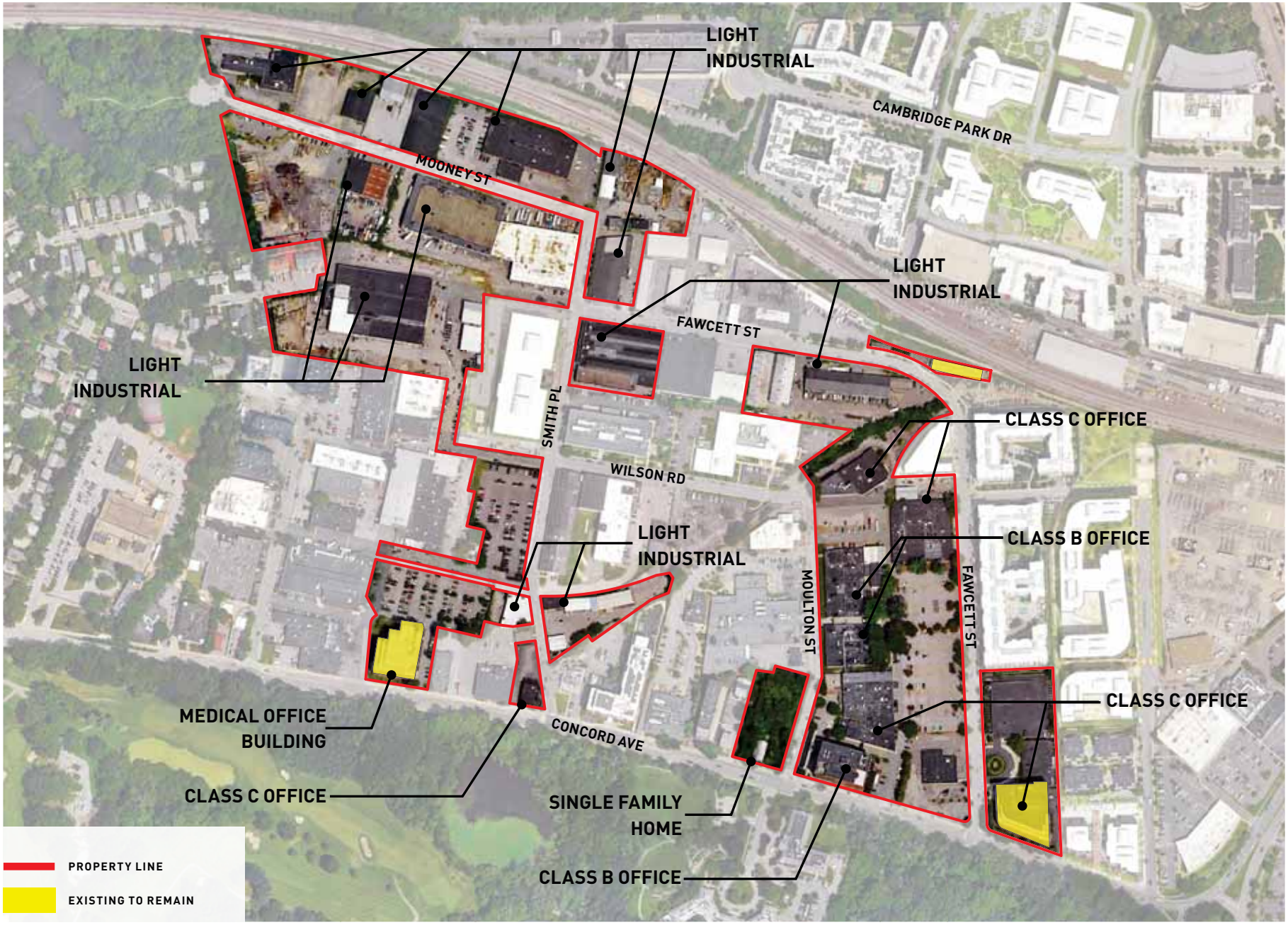


Figure 2.5: Existing Land Use

Healthpeak PUD Master Plan | Cambridge, MA



Figure 2.6: Existing Conditions Survey
Healthpeak PUD Master Plan | Cambridge, MA



Figure 2.7: Conceptual Site Development Plan
Healthpeak PUD Master Plan | Cambridge, MA



Figure 2.8a: Project Rendering - Aerial View from Southeast
Healthpeak PUD Master Plan | Cambridge, MA



Figure 2.8b: Project Rendering - View from New Main Street
Healthpeak PUD Master Plan | Cambridge, MA



Figure 2.8c: Project Rendering - View from New Main Street - Festive
Healthpeak PUD Master Plan | Cambridge, MA



Figure 2.8d: Project Rendering - View from Train Track
Healthpeak PUD Master Plan | Cambridge, MA



Figure 2.8e: Project Rendering - View of Mooney Green
Healthpeak PUD Master Plan | Cambridge, MA



Figure 2.8f: Project Rendering - View from Fawcett Extension
Healthpeak PUD Master Plan | Cambridge, MA

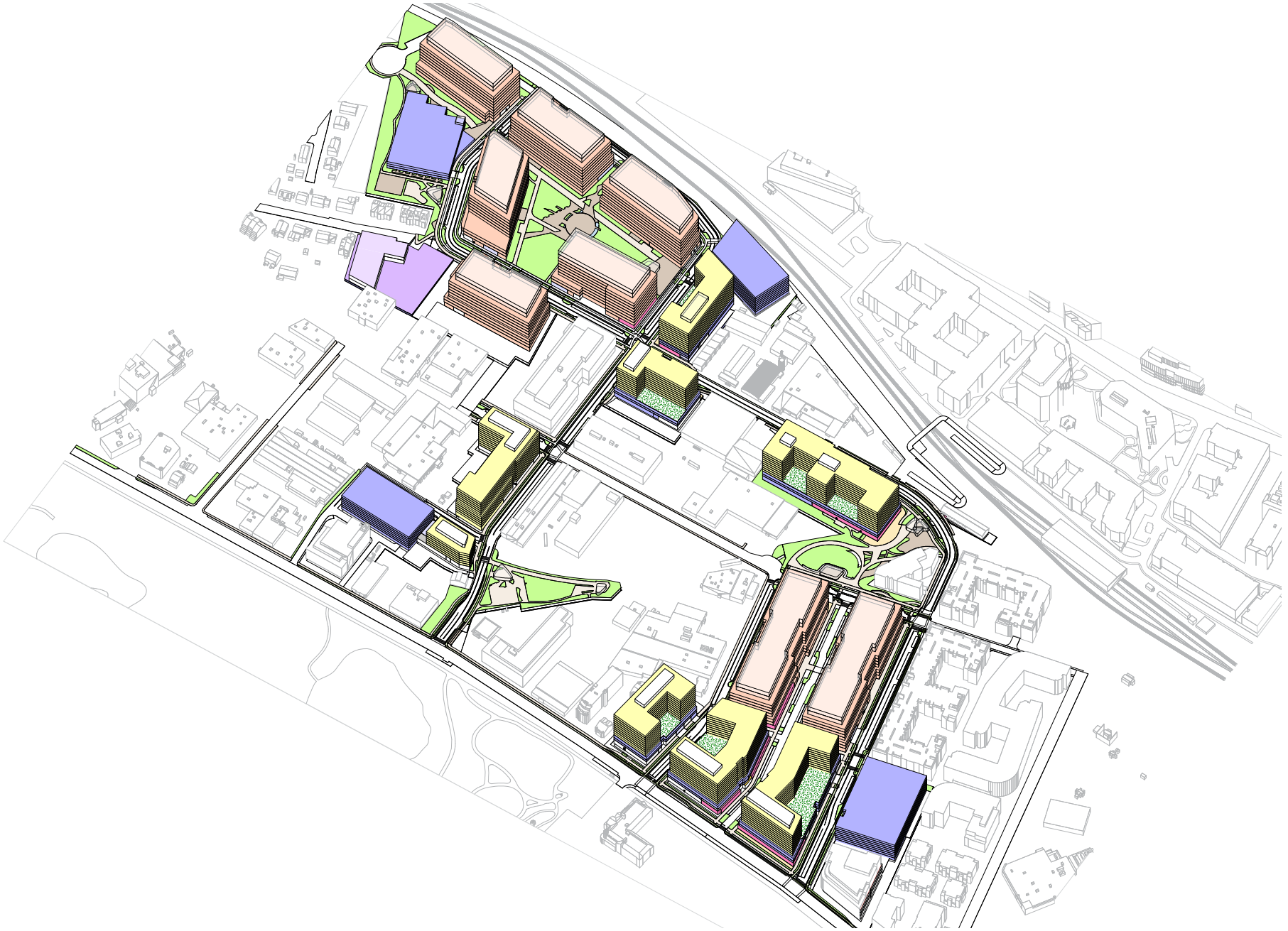


Figure 2.9a: Site Aerial NW

Healthpeak PUD Master Plan | Cambridge, MA

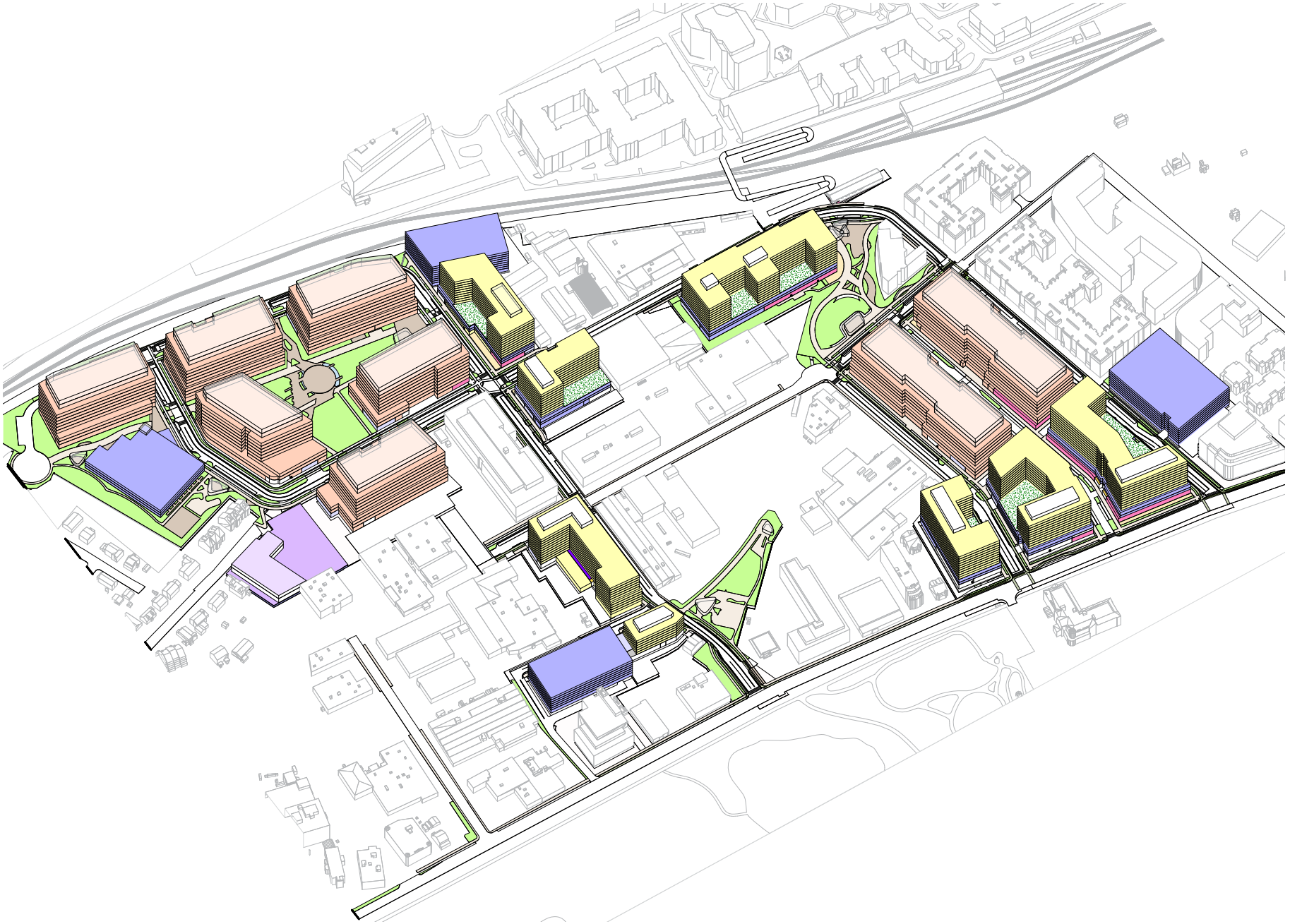


Figure 2.9b: Site Aerial NE

Healthpeak PUD Master Plan | Cambridge, MA



Figure 2.9c: Site Aerial SE

Healthpeak PUD Master Plan | Cambridge, MA

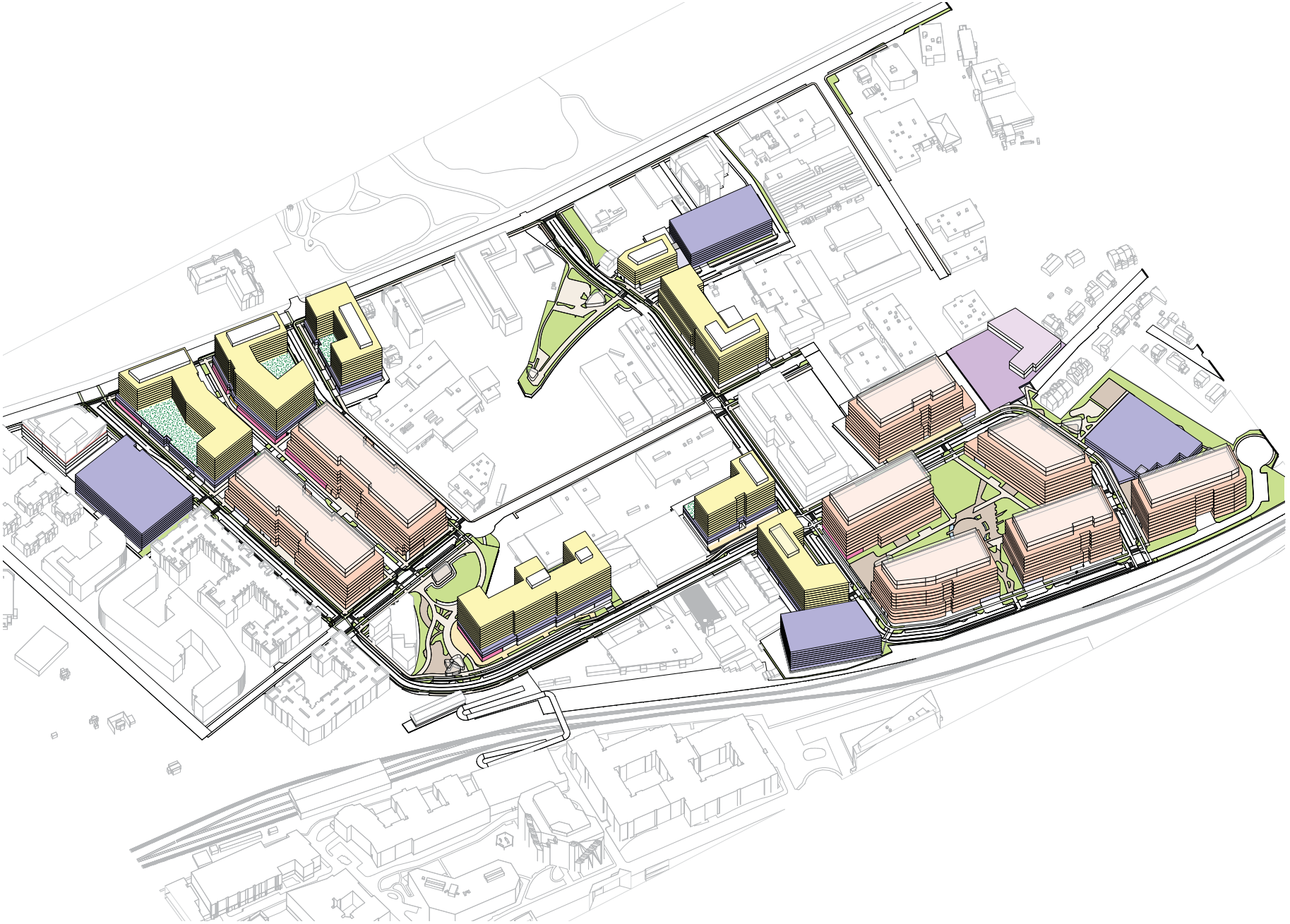


Figure 2.9d: Site Aerial SW

Healthpeak PUD Master Plan | Cambridge, MA

3.

Consistency with
Specific Special Permit
Zoning Criteria

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3. Consistency with Specific Special Permit Zoning Criteria

3.1 Compliance with General Special Permit Criteria (Section 10.43)

Special Permits will normally be granted where specific provisions of the CZO are met, except when the 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 the CZO cannot or will not be met, or

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

(c) The continued operation of or the development of adjacent uses as permitted in the CZO would be adversely affected by the nature of the proposed use, or

(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

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

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

As more specifically set forth below, the Planning Board should grant the Special Permits requested in this Final Development Plan because the Final Development Plan satisfies the applicable provisions of the CZO and does not create a detriment of the public interest.

10.43.a—Requirements of the Ordinance Will be Met

The Project described in this Final Development Plan, and for which Special Permits are being sought, is designed to meet all the requirements of the CZO, except where noted in this Section. This Section details the Project's compliance with the CZO, particularly with respect to:

1. Section 10.43, General Special Permit Criteria,
2. Section 12.35.3, General PUD Development Proposal Criteria (refer to **Section 3.2**),
3. Section 20.1100.8.4.3, Alewife Overlay District—Quadrangle Zoning and Special Permit Criteria (refer to **Section 3.3**),
4. Section 19.25, Project Review Special Permit Criteria (refer to **Section 3.4**),
5. Section 19.30, Citywide Urban Design Objectives (refer to **Section 3.5**),

6. Section 11.200, Incentive Zoning & Inclusionary Housing (refer to **Section 3.6**),
7. Section 20.74, Flood Plain Overlay Special Permit Criteria (refer to **Section 3.7**), and
8. Section 22.84, Flood Resilience Standards (refer to **Section 3.8**.)

As described in the following sections, allowed uses, dimensional standards, and development controls are met, except where noted, and consistency is demonstrated with the 2019 Envision Alewife District Plan, the 2023 Alewife Zoning Working Group Principles and the 2023 Alewife Design Guidelines.

10.43.b—Project-Related Traffic and Access

The Applicant submitted a TIS on January 6, 2026, which was certified by the City's DOT on January 20, 2026. A copy of the certified TIS is included as **Appendix A** of this Application. Generally, the trip generation and traffic patterns associated with the Project are consistent with those assumed to be part of the planning and rezoning for the Quad.

10.43.c—Impact to Adjacent Uses

The Project will not adversely affect adjacent uses. It has been designed to complement and support adjacent land uses:

- **Transition to Neighborhoods:** Building scale, setbacks, and landscaping ensure compatibility with nearby residential areas;
- **Publicly Beneficial Open Space:** Over 13 acres of publicly beneficial open space, consisting of parks, plazas, and pocket parks, will enhance the amenity value of surrounding uses; and
- **Active Ground Floors:** Retail and neighborhood services at the ground level of certain buildings will support existing employment and residential uses nearby.

10.43.d—Health, Safety, and/or Welfare of Occupants and Public

The Project has been designed in full compliance with applicable building, fire, life safety, accessibility, and environmental codes to ensure the health, safety, and welfare of its occupants and the public. Key measures include:

- **Building and Life Safety Compliance:** All new buildings will meet or exceed the requirements of the Massachusetts State Building Code, Massachusetts Fire Code, and the ADA. This ensures safe structural systems, accessible design, and modern fire and life safety protection;
- **Climate Resilience and Environmental Health:** The Project incorporates resilient design strategies, including elevated open spaces, robust stormwater management systems, and landscape features to manage urban heat and improve air quality. Fully electrified

building systems eliminate on-site combustion, reducing greenhouse gas emissions and improving indoor and outdoor air quality;

- **Construction Period Safeguards:** A Construction Management Plan will be implemented to minimize noise, dust, truck traffic, and vibration, reducing potential health and safety impacts on adjacent neighborhoods and protecting public welfare during development;
- **Public Realm and Open Space:** The Project provides over 13 acres of publicly beneficial open space, including accessible open spaces, with tree-lined streets, plazas, pocket parks, and recreational amenities. These areas enhance community health and well-being by providing safe places for physical activity, social interaction, and respite from urban heat; and
- **Mobility and Safety:** The Project improves pedestrian and bicycle infrastructure, including the Proposed Bridge, a new pedestrian and bicycle bridge over the MBTA commuter rail tracks. These improvements enhance safe access to public transit and reduce reliance on single occupancy vehicles, thereby improving both public health and neighborhood safety.

Together, these measures demonstrate that the Project will not create a nuisance or hazard, but instead will enhance the health, safety, and welfare of both its future occupants and the broader Cambridge community.

10.43.e—Project-Related Impacts to the District or Adjoining Districts

The Project has been planned and designed to strengthen the integrity of the Alewife District and adjoining neighborhoods. Key features include:

- **Alignment with Adopted Plans:** The Project directly advances the goals of the 2019 Alewife District Plan and Article 20.1100 of the CZO, Alewife Overlay District—Quadrangle, by transforming underutilized industrial properties into a vibrant, mixed-use, transit-oriented neighborhood. It also supports the MetroCommon 2050 regional plan by prioritizing climate resilience, housing production, and multi-modal transportation;
- **Land Use Compatibility:** The Project creates a graduated transition from higher-density mixed-use buildings in the Alewife District core to lower-scale edges adjacent to residential neighborhoods. Landscaped setbacks, buffering, and open space improvements will minimize potential land use conflicts;
- **Integration of Public Realm:** Over 13 acres of publicly beneficial open space, including plazas, parks, and greenways,

will knit together the Development Parcel and adjoining districts, providing shared amenities that benefit residents, employees, and visitors across neighborhood boundaries;

- **Economic and Social Synergies:** By adding diverse housing options, office and lab space, and active ground-floor retail, the Project complements existing employment centers and institutional uses, while supporting the vitality of nearby residential communities; and
- **Infrastructure and Mobility Benefits:** New rights-of-way and the Proposed Bridge over the MBTA commuter rail tracks will improve district-wide connectivity, reduce reliance on cars, and provide safer, more direct travel options for adjoining neighborhoods.

10.43.f—Consistency with Urban Design Objectives

The Project is consistent with the Urban Design Objectives set forth in Section 19.30 of the CZO, as described in **Section 3.5** below, as well as **Section 2.2 of Volume II** of this Application.

3.2 Compliance with General PUD Development Proposal Criteria (Section 12.35.3)

Approval of a PUD Development Proposal shall be granted only upon determination by the Planning Board that the Development Proposal complies with the criteria enumerated in Section 12.35.3 of the CZO. As detailed below, the Development Proposal complies with said criteria.

12.35.3(1)—Conforms with the General Development Controls set forth in Section 12.50, and the specific PUD district

The Project complies with the General Development Controls of Section 12.50. As the Project involves the construction of more than 250,000 SF of GFA of non-residential uses, it is also subject to the development controls set forth in Section 20.1100, Alewife Overlay District – Quadrangle, of the CZO. The Project complies with the development controls set forth therein, except as specified in **Section 3.3** below. New public realm improvements and open space areas will be designed and constructed consistent with applicable laws and criteria established by the City, and all uses for the Project will conform with applicable requirements.

12.35.3(2)—Conforms with adopted policy plans or development guidelines for the portion of the City in which the PUD district is located

The Project will be generally consistent with the policy objectives set forth in the Envision Alewife District Plan and the principles of the Alewife Zoning Working Group (collectively, the "AOD-Q Principles").

12.35.3(3)—Provides benefits to the City which outweigh its adverse effects

12.35.3(3)(a)—Quality of Site Design

The Project is envisioned to transform a former industrial site with aging improvements and infrastructure, which is physically disconnected from the rest of the Alewife neighborhood by the MBTA commuter rail tracks to the north and the Alewife Brook Parkway to the east, into a vibrant community that provides much-needed residential, commercial and retail/ neighborhood uses.

An expansive open space network will replace existing impervious areas with over 13 acres of publicly beneficial open space, with tree-lined streets, pocket parks, plazas, and recreational amenities that will enhance sustainability and connectivity throughout the Development Parcel. A network of new roadways will transform the antiquated, circuitous streets that once connected industrial uses with long-gone spur tracks into a grid network designed to foster a walkable, bike-friendly, and people-oriented environment. Finally, the Proposed Bridge over the MBTA commuter rail tracks will provide new connections to the Alewife MBTA train station, improving district-wide connectivity, reducing reliance on cars, providing safer, more direct travel options for adjoining neighborhoods, and reintegrating the Quad with adjacent Alewife neighborhoods.

Consistent with AOD-Q Principles, the Project creates a graduated transition from higher-density, mixed-use buildings in the Alewife District core to lower-scale edges adjacent to residential neighborhoods (including the portion of the Cambridge Highlands neighborhood to the west of the Development Parcel featuring single family homes), with open space areas sited to minimize potential land use conflicts.

12.35.3(3)(b)—Traffic Flow and Safety

The Applicant submitted the TIS on January 6, 2026, which was certified by the City's DOT on January 20, 2026. A copy of the certified TIS is included as **Appendix A** of this Application.

12.35.3(3)(c)—Adequacy of Utilities

City utilities are generally adequate to support the Project. The projected net water demand for the development is 785,425

gallons per day. The Applicant has met with Cambridge Water Department ("CWD"), and CWD has determined that the municipal water system has capacity to support the Project. Specific infrastructure improvements and services may be required to be undertaken by the Project in coordination with the City. The Applicant is in the process of coordinating with DPW on identifying and mitigating any utility impacts of the proposed development. The development will improve stormwater quality and reduce volumes to the municipal system by complying with all municipal, state, and federal regulations on stormwater management.

The Applicant is committed to providing an I/I mitigation project to improve the sanitary sewer system in the vicinity of the Development Parcel. The details of an I/I project are anticipated to be coordinated with DPW based on the phasing, the potential removal of existing illicit connections from existing buildings and improvements on the Development Parcel that will be removed in connection with the Project, and the anticipated program for the Project.

12.35.3(3)(d)—Impact on Existing Public Facilities

The Project will not have a significant impact on existing public facilities within the City. The proposed buildings will be constructed from newer materials and will meet the life/safety codes in effect at the time of building construction, including sprinkler systems and other life/safety enhancements as appropriate. Consistent with City planning, approximately 2,300 new residential units will be provided by the Project, which will include a diversity of unit types and sizes. However, it is not anticipated that there will be a significant impact on the City's public schools. As discussed further below, the Project will have a significant net positive fiscal impact that will be available to improve public facilities within the City, and the Project includes significant financial and other mitigation commitments that will have a net positive impact on existing public facilities within the City.

12.35.3(3)(e)—Potential Fiscal Impact

The Project is expected to have a significant positive fiscal impact on the City. The Project will create new, productive uses in West Cambridge and provide high quality commercial and residential buildings with high taxable values, which will provide approximately $36 million of additional net new real estate tax revenue paid to the City annually. It is expected that construction of the Project will create approximately 5,030 construction jobs over its duration and approximately 7,000 new, permanent jobs in the City. Additionally, the new residential and commercial buildings and the uses therein will attract new workers and residents to the City.

3.3 Compliance with AOD-Q Zoning and Special Permit Criteria (20.1100 et seq.)

The Project complies with the limitations and requirements of Article 20.1100 of the CZO, except as noted herein, as detailed below. Pursuant to Section 20.1100.3.1, the requirements of the base zoning district—the Industry B-2, Office-1, and OS Districts[1] (collectively, the "Base Zoning Districts")—shall apply to development in the AOD-Q district, except as modified by Article 20.1100.

20.1100.4—Permitted Uses

The Project will contain uses that are allowed in Section 20.1100.4 of the CZO and the Base Zoning Districts. Specifically, Buildings C1, C2, C3, C4, C5, C6, C7, C8 and E3 will contain commercial uses comprised of office and laboratory uses, consistent with the as-of-right uses listed in Section 4.34 of the CZO, as allowed under the Base Zoning Districts, as well as retail uses, consistent with the as-of-right uses listed in Section 4.35 of the CZO. Buildings R1, R2, R3, R4, R5, R6, R7, and R8 will contain multifamily residential uses, consistent with the as-of-right uses listed in Section 4.31.g of the CZO. Buildings P1, P2, P3 and P4 will contain above-ground structured parking uses. Several Buildings will share and utilize pooled parking within these stand-alone parking garages, as further described below in this **Section 3.3**, for which the Applicant is seeking a Special Permit pursuant to Section 20.1100.6.3 for pooled accessory parking. Buildings R1, R2, R3, R4, R5 and R8 will contain accessory parking uses, consistent with the as-of-right uses listed in Section 4.32.b of the CZO, as allowed under the Base Zoning Districts. The Applicant is also seeking a Special Permit pursuant to Section 20.1100.6.3 for principal use parking to allow for the temporary parking of buses for a fee on the existing surface parking lot located at 127 Smith Place, the future site of Buildings C4 and C6 and a portion of Mooney Green. This use will cease upon the completion of construction of said buildings and open space.

Building E2 will contain neighborhood uses, consistent with the uses listed in Section 20.1100.4.4.2. Finally, Building E1 contains an existing medical office use under CZO Section 4.33.d.5, consistent with the neighborhood uses listed in Section 20.1100.4.4.2, which the Applicant is preserving.

20.1100.5—Development Standards[2]

20.1100.5.1—Infrastructure PUD

The Applicant is seeking an Infrastructure PUD Special Permit pursuant to Sections 20.1100.5.1.1, 20.1100.5.2.2, and 20.1100.7.3 of the CZO, with the provision of the Proposed Bridge, a publicly accessible connection across the MBTA commuter rail tracks providing pedestrian and bicycle access to

1 The cul-de-sac at the western end of the existing Mooney Street, which is included in the Development Parcel, is partially located within the OS District. The Applicant proposes to develop this cul-de-sac as a private way open to public travel, in order to improve open space connections to Blair Pond for pedestrians and motorists. While the portion of the cul-de-sac that is within the OS District is not technically within the AOD-Q, it has been included in this Final Development Plan as a Base Zoning District for completeness.

2 As the Project is a phased project that will take place over the course of years, the Applicant acknowledges that certain aspects of the development may change from time to time based on a number of key considerations, including market demands, zoning requirements and Project requirements, which could impact the height and massing of the buildings. In order to maintain flexibility in the overall Development Plan, the Applicant desires to (i) allow for increases in GFA and height of a building by up to 10% by the Planning Board (and a corresponding decrease in size and massing to other buildings) during the individual building Design Review process and (ii) allow changes that increase a building's height and/or GFA by more than 10% to be permitted by a minor amendment granted by the Planning Board.

the MBTA Alewife train station by way of Cambridgepark Drive. In an Infrastructure PUD, the Applicant may exceed the GFA, Floor Area Ratio ("FAR"), and height limitations specified by the Base Zoning Districts, as detailed below, by grant of a Special Permit from the Planning Board.

(a) GFA

As set forth more particularly below and as shown in **Volume II, Figure 1A.8**, the proposed buildings within the Project will contain a total of approximately 5,072,040 SF of aggregate GFA (before application of specifically permitted exemptions) as listed in **Table 3-1** to the right.

The above total floor area of the Project is subject to a number of exemptions as specified below and as depicted in **Volume II, Figure 1F.5**, including approximately 160,140 SF of neighborhood uses, approximately 35,000 SF of public infrastructure and facilities (i.e. the DPW Facility Project), and all square footage associated with structured and accessory parking facilities.

- **Neighborhood Use Exemption:** **Table 3-1** indicates that the Project will contain approximately 160,140 SF of GFA associated with neighborhood uses. Specifically, Building E1 is the current location of the Mount Auburn Hospital site located at 725 Concord Avenue, a building that contains approximately

Table 3-1 Aggregate Project GFA[3]

BUILDING	APPROXIMATE SF OF GFA
C1	294,000
C2	294,000
C3	294,000
C4	295,000
C5	292,000
C6	301,000
C7	389,070
C8	387,070
R1	196,650
R2	407,000
R3	414,850
R4	371,650
R5	242,650
R6	59,800
R7	347,300
R8	253,000
E1	84,500
E2	4,500
E3	109,000
DPW Facility Project	35,000
Total	5,072,040

3 Inclusive of Technical Office, General Office, Residential, Municipal Service Facility, and Retail/Neighborhood Use program.

84,500 SF of GFA. The Applicant intends to preserve this medical office use (which comprises a "Clinic affiliated with a hospital or an accredited university medical school" under Section 4.33.d.5 of the CZO) as an allowed, existing neighborhood use. Further, the structure of a two-story retail building located at 110 Fawcett Street, Building E2, currently containing approximately 9,300 SF of retail GFA, will be redeveloped as new neighborhood uses consisting of approximately 4,500 SF of GFA. In addition, the Applicant proposes to construct a small pavilion that will contain new potential neighborhood uses measuring approximately 1,800 SF of GFA within Mooney Green. Should any portion of the pavilion be used for commercial purposes not qualifying as neighborhood uses, such square footage would not be exempt GFA and would instead count as commercial square footage. The square footage of neighborhood uses pertaining to individual buildings is subject to change, but the Applicant intends to collectively devote at least 75,640 SF of GFA to new neighborhood uses in the Project. Section 20.1100.4.5 of the CZO requires that an applicant seeking a PUD Special Permit devote to neighborhood uses (including exempt GFA) at least 3% of the total non-residential GFA in the Development Parcel. In accordance with Section 20.1100.5.1.4.1(b), the total exemption that the Applicant has applied to the Project for neighborhood uses is 160,140 SF of GFA, of which 75,640 SF of GFA will be proposed, new neighborhood uses and of which 84,500 SF of GFA are existing neighborhood uses at Building E1. Further, 3% of the existing non-residential GFA to remain at Building E3, or 3,260 SF of GFA, is included with the existing neighborhood use at Building E1, consisting of 84,500 SF. We note that while Building E1 is an existing neighborhood use and would be exempt from GFA calculations pursuant to Section 20.1100.5.1.4.1(b), the Applicant is not relying on this site to meet the minimum requirement of neighborhood uses of 3% of the total new non-residential GFA within the Development Parcel. In other words, a total of 75,640 SF of GFA of new neighborhood uses is being proposed, which is more than the minimum requirement of 75,630 SF of GFA (or 3% of the new non-residential GFA). Including the existing neighborhood use at Building E1, the Applicant's total neighborhood uses comprise approximately 6% of the total non-residential GFA in the Development Parcel.

Section 20.1100.4.4.4 states that neighborhood uses, where provided, "shall generally be located at the Ground Story [(as defined in the CZO)] with one or more entrance(s) providing direct

access from a public sidewalk or Open Space [(as defined in the CZO)]." All neighborhood uses proposed as part of the Project are located at the Ground Story, with direct access from a public sidewalk or Open Space, with the exception of Buildings E1 (Mount Auburn Hospital, located at 725 Concord Avenue), and potentially, E2 (110 Fawcett Street). As an operating hospital, Mount Auburn Hospital contains neighborhood uses at the Ground Story and upper stories. Additionally, Building E2 is an existing two-story structure that is being repurposed for new neighborhood uses. While the Applicant is currently contemplating demolishing the upper story of Building E2, to the extent that neighborhood uses are ultimately included within the upper story, the Applicant would require relief from the direct access requirement. Accordingly, the Applicant is requesting a modification, pursuant to Section 20.1100.4.4.4, for Building E1 and Building E2 (to the extent required) relating to direct access for such upper stories.

- **Public Facilities Exemption:** Pursuant to Section 20.1100.5.1.4.1(a), the Project proposes to exempt approximately 35,000 SF of GFA (subject to final confirmation, as noted below) of public infrastructure and facilities related to the DPW Facility Project. For purposes of this exemption, the Applicant has incorporated assumptions provided by DPW in June 2026. DPW proposes to construct a two (2) story building with minimal front, side and rear yard setbacks. The ultimate SF of GFA that will be exempt from the Project will depend on the building that is constructed by the City on the DPW Parcel. Since the new DPW Facility Project will be a building owned and operated by the City for public use, its use is eligible for a GFA exemption.
- **Structured Parking Exemption:** Pursuant to Section 20.1100.5.1.4(c) and Section 20.1100.5.5.4, the Project exempts all square footage associated with structured and accessory parking facilities. As noted above, Buildings P1, P2, P3 and P4 will contain above-grade structured parking uses. Additionally, Buildings R1, R2, R3, R4, R5 and R8 will contain accessory parking uses in above-grade stories. Parking at all such buildings will be screened from view from adjacent public streets, as required under Section 20.1100.5.5.4(b).

  In accordance with Section 20.1100.5.1.4.3, the Project is subject to a number of additions as specified below, including approximately 237,615 SF for the conveyance of land to the City and approximately 75,640 SF for new neighborhood uses.
- **Additional GFA for Conveyance of Land:** The Project proposes to include

the conveyance of new and improved streets, including the new Fawcett Street Extension and the relocated Mooney Street. The land area of these street layouts measures approximately 237,615 SF, with an additional 10,821 SF for the net area of conveyed land associated with the Mooney Street relocation. As provided in Section 20.1100.5.1.4.4, the conveyance of a fee or easement interest in these areas to the City will allow for additional GFA for the Project equal to 1.5 times the square footage of the land area in which the City will receive a fee or easement interest. As a result of the above land area to be conveyed for street purposes, the Project will benefit from an additional 372,654 SF of GFA (i.e., (237,615 + 10,821) x 1.5) in development rights.

- **Additional GFA for Neighborhood Uses:** Section 20.1100.5.1.4.6 of the CZO provides that the floor area dedicated to neighborhood uses (whether or not such uses are exempt from GFA calculations), allow for the permissible GFA for a Development Parcel to be increased by an equivalent amount of floor area as a bonus. As new neighborhood uses will comprise approximately 75,640 SF of exempt GFA, the Project will receive an additional density bonus of 75,640 SF of GFA that it can deploy throughout the Project. The Applicant notes that it has not applied a density bonus to the square footage of Building E1, the existing medical office building situated at 725 Concord Avenue, even though the same is an exempt neighborhood use.
- **Other Additional GFA:** With these exclusions and additions, the adjusted total proposed GFA for the Project will measure approximately 5,325,194 SF of GFA.

  The Project contains multifamily use GFA totaling approximately 2,246,900 SF, which equals 46% of the total non-exempt GFA contained in the Development Parcel, thereby satisfying the minimum 40% requirement of Section 20.1100.5.1.3. The Applicant will develop the residential uses on a schedule that meets the requirements of the AOD-Q zoning and will otherwise meet the phasing requirements and limitations of Section 20.1100.5.1.3.1.

(b) FAR

In an Infrastructure PUD, the Project is permitted to exceed the FAR limitations in the Base Zoning Districts (i.e. 0.75) by a grant of a Special Permit from the Planning Board. Pursuant to Section 20.1100.5.1.1, within an Infrastructure PUD, the non-residential component of the Project is permitted to have a maximum FAR of 1.50, which is increased to 1.65 when the above density bonuses are applied to the allowable non-residential GFA, and all components of the Project are permitted to have a maximum

FAR of 4.00, which is increased to 4.15 when the above density bonuses are applied to the allowable overall GFA. The Project complies with the FAR limitations in an Infrastructure PUD, with a non-residential FAR of approximately 1.39 and a total Project FAR of approximately 2.59.

For purposes of calculating the total land area of the Development Parcel when applying FAR limitations, land to be conveyed to the City for public use may be counted pursuant to Section 20.1100.5.1.2. Since the Applicant is conveying the DPW Parcel to the City for public use, comprising approximately 55,530 SF (1.27± acres), the total land area of the Development Parcel is 1,886,286 SF (inclusive of the DPW Parcel and streets to be conveyed to the City).

20.1100.5.2—Building Height

As set forth in **Volume II, Figures 1B.2** and **1B.3**, the heights of the buildings in the Project comply with the maximum building height limitations set forth in Section 20.1100.5.2. Different height thresholds apply by height zone location: (i) Buildings C1, C2, C3, C4, C5, C6, R1, R2, R8, P2 and E2 are located within the AOD-Q North, which in an Infrastructure PUD has maximum non-residential heights of 8 stories above grade and 125 feet and maximum residential heights of 12 stories above grade and 145 feet; (ii) Buildings C7, C8, R3, R4, R5, R6, R7, P3, P4, E1 and E3 are located within the AOD-Q South, which in an Infrastructure PUD has maximum non-residential heights of 6 stories above grade and 95 feet and maximum residential heights of 12 stories above grade and 145 feet; and (iii) Building P1 is located within the AOD-Q West, which in an Infrastructure PUD has a maximum non-residential height of 3 stories above grade and 50 feet and a maximum residential height of 6 stories above grade and 75 feet. For the AOD-Q North and AOD-Q South locations, stated heights may be increased by a maximum of one additional story or 15 additional feet for the conveyance of the DPW Parcel, which parcel is over 1 acre in size, pursuant to Section 20.1100.5.2.5 of the CZO. As shown on **Volume II, Figure 1B.4**, (Conceptual Project Heights), buildings within the AOD-Q North are proposed to have maximum non-residential building heights of approximately 140 feet and maximum residential building heights of 160 feet; and buildings within the AOD-Q South are proposed to have maximum nonresidential building heights of approximately 110 feet and residential building heights of approximately 155 feet. Building P1, which is the only structure located in AOD-Q West and the only structure within 100 feet of a residential zoning district (Residence C-1), is proposed to have a maximum height of 32 feet in compliance with Section 20.1100.5.2.2. Further, in accordance with Section 20.1100.5.2.2(f), all structured parking

above grade complies with the maximum height above grade in feet of the applicable height zone.

20.1100.5.4—Open Space

As noted in **Volume II, Figure 1E.4**, the Project contains over 13 acres of publicly beneficial open space, with tree-lined streets, pocket parks, plazas, and recreational amenities. Sections 20.1100.5.1 and Section 20.1100.5.4.2(b) require that the Project contain a minimum of 7.27 acres of Open Space, which equals 20% of the total land area in the Development Parcel, consisting of Public Open Space or Publicly Beneficial Open Space. The Project, with over 13 acres (598,514 SF) of publicly beneficial open space, will far exceed this minimum Open Space requirement with 38% of the total land area in the Development Parcel consisting of Open Space. All such open space will be generally accessible and visible to the public in accordance with Section 20.1100.5.4.2, and it will be privately owned and maintained. Publicly accessible areas within such open spaces is indicated in **Volume II, Figure 1E.9**.

Section 20.1100.5.4.3 requires that the Project contain a minimum of 395,580 SF of Permeable Area, which equals 25% of the total land area in the Development Parcel. As shown in **Volume II, Figure 1E.6**, the Project will comply with this requirement with 395,960 SF of Permeable Area, which equals 25% of the total land area in the Development Parcel. We note that, pursuant to Sections 20.1100.5.4.3 and 20.1100.5.4.4, for purposes of calculating the Open Space and Permeable Area, the DPW Parcel has been excluded from the total area of the Development Parcel. All open spaces are planned to be pooled and permeable consistent with Section 20.1100.5.4.5.

20.1100.5.5—Building and Site Design Standards

(a) Street Frontage and Setbacks (20.1100.5.5.2, 20.1100.5.5.9)

As indicated on Volume II, Figure 1L.5, Buildings R3, R4 and R5 are setback from Concord Avenue approximately 25 feet, which is in compliance with the 25 feet required in Section 20.1100.5.5.2.2.

In accordance with Section 20.1100.5.5.2.3-4, the principal front facades of buildings must be located within a "Build-to Zone" that is established as a range of distances setback from a present or future street centerline. The Project is proposing mostly Primary Street types, pursuant to the Street Type Hierarchy Build-to Zone Requirements Map, for which the minimum front setback from the street centerline is 38.5 feet and the maximum is 43.5 feet. We note that in accordance with Section 20.1100.5.5.2.3, since New Mooney Street is a street for which a street type and build-to zone is not depicted on said Map, the minimum front yard standards of the Base Zoning

District, Industry B-2, apply, which is 15 feet. Buildings C1, C2, C3, C4, C5, C6, C7, C8, R1, R2, R3, R4, R5, R6, R7, R8, P1[4], P2 and P3 have a front yard setback between zero and five feet, in compliance with the front setback or Build-to Zone requirements. Building P4 and the DPW Facility Project require modifications, as further set forth in subsection (e) below. The principal front facades of Buildings C1, C2, C3, C4, C5, C6, C7, C8, R1, R2, R3, R4, R5, R6, R7, R8, P1, P2 and P3 are between 70 and 90% within the Build-to Zones, which exceed the 70% minimum requirement of Section 20.1100.5.5.2.5. Building P4 and the DPW Facility Project also require a modification from the 70% requirement as further set forth in subsection (e) below.

(b) Minimum Ground Story Height (20.1100.5.5.3)

None of the principal front building facades exceed 200 feet in length, except for those shown with massing recesses in **Volume II, Figure 1A.7**, pursuant to Section 20.1100.5.5.2.7. As permitted by Section 20.1100.5.5.2.9, Buildings R1, R2, and C5 are planned to contain elevated front projections. With respect to side yards, all building side yards exceed 15 feet after the first 65 feet of the front of the lot, in compliance with Section 20.1100.5.5.9.1, except for Buildings P4, R6, R7, R8, and the DPW Facility Project, for which the Applicant is seeking modifications as set forth in subsection (e) below. There are no rear setback requirements within the AOD-Q pursuant to Section 20.1100.5.5.9.2.

The Ground Story of all buildings within the Development Parcel will have a minimum height of 18 feet, in compliance with the requirements of 20.1100.5.3, except as noted in subsection (e) below.

(c) Parking Structures (20.1100.5.5.4)

Buildings P1, P2, P3 and P4 are above ground parking structures, and Buildings R1, R2, R3, R4, R5 and R8 will contain accessory above ground parking, each screened from view from adjacent streets, in compliance with Section 20.1100.5.5.4. Stand-alone parking structures, P1, P2, P3 and P4, have been sited along the perimeter of the Development Parcel, away from signature open spaces, to preserve the visual continuity of these spaces. While P1 is located adjacent to a proposed pocket park, as shown in **Volume II, Figure 1E.1**, access to P1 will be provided from the Fawcett Street Extension, away from the park. Residential buildings R1, R2, R3, R4, R5, and R8 include structured parking designed to support the higher unit counts and mixes proposed by the Project. None of these residential buildings abut a publicly accessible open space, except Building R2, which has been designed with parking and loading at the Building's northwestern side, as far away from Bend Park as possible. As noted above, all parking structures will be appropriately screened from adjacent public ways.

4 We note that the corner of Building P1 appears to show an encroachment into the adjacent, existing right-of-way on enclosed figures, including in **Volume II, Figure 1L.6a**. However, the land comprising this existing right-of-way is proposed to be swapped with land the Applicant owns for the creation of the New Mooney Street public right-of-way. Once this land swap occurs, the existing right-of-way will no longer be considered a "street" under the CZO, and accordingly, Building P1 will not encroach onto any streets.

(d) Entrances; Fences; Curb Cuts; Tree Plantings (20.1100.5.5.5-8, 20.1100.5.6)

- **Entrances:** In accordance with Section 20.1100.5.5.5, each principal use within the Development Parcel buildings has one or more pedestrian access and egress points located within the building's ground story, with direct access to a public sidewalk or open space and do not require crossing parking or loading areas, except as noted in subsection (e) below. Pedestrian crossings of vehicular ways will conform with City standards.
- **Fences:** Buildings presented for Design Review will comply with the fencing requirements of Section 20.1100.5.5.6 of the CZO, except as noted in subsection (e) below.
- **Curb Cuts:** The proposed curb cuts for parking and loading comply with the requirements of Sections 20.1100.5.5.7 and 6.40, except as noted in subsection (e) below.
- **Tree Plantings:** Street trees have been proposed at regular intervals of 30 feet maximum on-center spacing, except as noted in subsection (e) below. Spacing may vary due to infrastructure, curb cuts, and Project design. For example, we note that a chicane has been added to the vehicular portion of New Main Street,[5] in response to urban design comments from CDD, to improve vehicular movement in this area. Accordingly, trees have not been included within this angled area. The Applicant will work with DPW on approval of street planting intervals, in accordance with Section 20.1100.5.5.8. Tree species will also be coordinated with the City Arborist and DPW prior to issuance of a building permit.

(e) Modifications; Waivers (20.1100.5.5.1, 20.1100.5.5.9.3)

The Applicant requests the following modifications from the requirements of Section 20.1100.5.5 for the following:

- **Front Setback/Build-To-Zone Modifications:** As shown on **Volume II, Figure 1L.23a**, Building P4 does not have frontage on a public way, and therefore, it cannot comply with the front yard setback of between zero and 5 feet as required by Section 20.1100.5.5.2.4 or the 70% requirement of Section 20.1100.5.5.2.5. Further, the DPW Facility Project cannot comply with the front yard setback of between zero and 5 feet as required by Section 20.1100.5.5.2.4 or the 70% requirement of Section 20.1100.5.5.2.5 However, Building P4 and the DPW Facility Project, as designed, further the AOD-Q Principle of promoting a mixed-use environment. Additionally, a modification for the DPW Facility Project is necessary to allow the building to be set back from the street and buffer the existing adjacent residential neighborhood from the more industrial nature of the DPW Parcel.

5 We note that all sidewalk, furnishing and planting zones along New Main Street have been designed as open space.

- **Curb Cut Modifications:** The Project will evaluate and design all curb cut openings within the Quad to provide safe, accessible, and efficient pedestrian, bicycle, and vehicular circulation consistent with applicable design standards and regulatory requirements. With respect to curb cuts, the Applicant is requesting modifications from the Section 20.1100.5.5.7 requirement to site a curb cut more than 100 feet from an intersection for Buildings R1, R4, and potentially the DPW Facility Project. Building R1 is within 92 feet of an intersection, and Building R4 is within 69 feet of an intersection. The DPW Facility Project may also be sited within 100 feet of a future intersection.

  Additionally, the Applicant is requesting waivers, pursuant to Section 20.1100.6.4, from the 30-foot limitation on loading curb cut widths of Section 6.92 of the CZO for all loading curb cuts widths in the Project that exceed 30 feet, as depicted in this Final Development Plan. Loading curb cuts for all buildings, except Building R8, are planned to exceed 30 feet, with commercial loading docks ranging from approximately 50-55 feet in width and the residential loading docks ranging from approximately 32-35 feet. These curb cut widths are needed to support the diversity of uses envisioned for the Project, a key AOD-Q Principle, and would reduce negative impacts of loading activities on the Project's public realm by ensuring turning maneuvers can be appropriately accommodated and by reducing vehicular queuing, as well as would ensure the provision of critical access from adjacent rights-of-way. The requested curb cut modifications and waivers may be granted on a conditional basis by the Planning Board, subject to reconfirmation during Design Review for individual impacted buildings.

- **Side Yard Waivers:** With respect to side yards, the Applicant is requesting waivers from Section 20.1100.5.5.9.1 for Buildings P4/R6, R7, R8, and the DPW Facility Project. Buildings P4/R6 are located on a single lot off Smith Place. Along their northerly boundary, these buildings abut a sliver parcel, which is not owned by the Applicant or its affiliates, but over which the Applicant's affiliates have a benefiting easement. In coordination with the fee owner of the sliver parcel, the Applicant proposes to develop that sliver parcel as a sidewalk and bike lane. North of the sliver parcel is land that the Applicant's affiliate owns, which the Applicant proposes to develop as a private way. As shown in **Volume II, Figure 1C.1**, parking for P4, as well as loading for R6, is anticipated to be accessed from the private way. Due to the unusual orientation of this lot, the Applicant has designed Buildings P4/R6 with less than a 15 foot side yard setback, after the first

65 feet, at the north end of the lot, and accordingly, the Applicant requests a side yard waiver for Buildings P4/R6. See **Volume II, Figure 1L.5** (Site Development Plan – Build to Line), which shows the P4/R6 site in greater detail.

Building R7 is a corner lot, which is planned to abut Smith Place and Adley Road (each intended to be open to public travel) at its northerly and easterly property lines. Additionally, Building R7 abuts a private way at its southerly property line on land owned by the Applicant's affiliate. As a corner lot, Building R7 has two front yards (along Smith Place and Adley Road) and two sets of side yards (for Smith Place, along the Building's northerly and southerly property lines and for Adley Road, along the Building's westerly and easterly property lines). Building R7 is set back approximately 5 feet along its southerly façade, and accordingly, the Applicant requests a waiver for Building R7.

Building R8 is also a corner lot, which is planned to abut Smith Place and Fawcett Street (each intended to be open to public travel) at its westerly and southerly property lines. As a corner lot, Building R8 has two front yards (along Smith Place and Fawcett) and two sets of side yards (for Smith Place, along the Building's northerly and southerly property lines and for Fawcett Street, along the Building's westerly and easterly property lines). Building R8 is set back less than 15 feet along its easterly façade, after the first 65 feet, and accordingly, the Applicant requests a waiver for Building R8.

Finally, the DPW Facility Project is planned to abut Fawcett Street Extension (intended to be open to public travel), as well as Loomis Street (an existing public right-of-way), at its northerly property line. Due to the unusual orientation of the DPW Parcel, the City has designed the DPW Facility Project with less than a 15 foot side yard setback, after the first 65 feet, at the north end of the lot, and accordingly, the Applicant, on behalf of the City, requests a side yard waiver for the DPW Facility Project. The modification is necessary to allow a building and site design on the DPW Parcel with a building footprint that can accommodate anticipated program needs.

Buildings P4/R7, R7, R8, and the DPW Facility Project, cannot comply with the side yard requirements owing to unique site conditions as noted above. However, the buildings, as designed, make possible the expanded roadway network, thereby furthering an important AOD-Q Principle.

- **Design of Front Yards:** The Applicant, on behalf of the City, requests a modification from the requirements of Section 20.1100.5.5.2.8 of the CZO for the

DPW Facility Project. This modification is necessary to allow the DPW Facility Project to be set back from the street, buffer the existing adjacent residential neighborhood from the more industrial nature of the DPW Facility Project, and allow for the functional use of the DPW Parcel.

- **Minimum Ground Story Height:** The Applicant, on behalf of the City, requests a modification from the requirements of Section 20.1100.5.5.3 of the CZO for the DPW Facility Project. This modification is necessary to both support a shorter building that is viable and allow a building design that is more energy efficient.
- **Entrances:** The Applicant, on behalf of the City, requests a modification from the requirements of Section 20.1100.5.5.5 of the CZO for the DPW Facility Project. This modification is necessary to allow the DPW Facility Project to be set back from the street, buffer the existing adjacent residential neighborhood from the more industrial nature of the DPW Facility Project, and allow for the functional use of the DPW Parcel.
- **Fences:** The Applicant, on behalf of the City, requests a modification from the requirements of Section 20.1100.5.5.6 of the CZO for the DPW Facility Project. This modification is necessary to allow the City to install fencing that is appropriate for site security at the DPW Facility Project, including potentially sections of chain-link or other metal fencing, which fencing will be presented during the Design Review process for the DPW Facility Project. The City will design all fencing to respond to the surrounding properties and existing adjacent residential neighborhoods, including with landscape buffering.
- **Street Tree Plantings:** The Applicant, on behalf of the City, requests a modification from the requirements of Section 20.1100.5.5.8 of the CZO for the DPW Facility Project. This modification is necessary due to the DPW Facility Project's proposed frontage and the access points to the DPW Parcel, the primary point of which will be via the Fawcett Street Extension. The City intends to prioritize street tree plantings where viable.

20.1100.6—Off-Street Parking, Bicycle Parking, and Loading

As indicated in the certified TIS attached as **Appendix A** of this Application, the Project will comply fully with the parking requirements of the AOD-Q. Through ongoing discussions with City staff, the Applicant has updated its parking demand assumptions and has proposed a more flexible, phased approach to parking supply. The updated parking analysis supports a proposed parking supply of approximately 4,477 spaces, with the opportunity to reduce supply to approximately 4,040 spaces over time as

leases turn over, land uses transition, and shared parking strategies are implemented. If future parking utilization monitoring supports a further reduction in the general office parking ratio for applicable future office development, the total parking supply could be reduced further to approximately 3,788 spaces. This framework includes approximately 51 on-street spaces on private roadways as street design and curbside uses are further refined based on additional coordination with City staff. See **Volume II, Section 1.14.2** for additional details on the Applicant's shared parking study.

As a result, and as outlined further in **Tables 3-2** and **3-3** below, the Project complies with the maximum parking limitations of Section 20.1100.6.2. Four parking structures, P1, P2, P3 and P4, located along the perimeter of the Development Parcel, will be stand-alone parking structures, at which several Buildings will share and utilize pooled parking. Accordingly, the Applicant requests the Planning Board's approval of a Special Permit in accordance with Section 20.1100.6.3 for such pooled accessory parking. With respect to the shared parking strategy, P1 and P2 are intended to serve Buildings C1, C2, C3, C4, C5, and C6; P3 is intended to partially serve Buildings C7 and C8 and the existing neighborhood uses in E3; and P4 is intended to serve Buildings R6, R7, and the existing neighborhood uses in E1.

Further, the Applicant also requests the Planning Board's approval of a Special Permit in accordance with Section 20.1100.6.3 of the CZO for principal use parking to allow for the temporary parking of buses for a fee on the existing surface parking lot located at 127 Smith Place, the future site of Buildings C4 and C6 and a portion of Mooney Green. This use will cease upon the completion of construction of said buildings and open space.

In accordance with the Planning Board's finding criteria set forth in Section 20.1100.6.3, the provision of parking in these pooled facilities: (i) directly aligns with the Alewife District Plan's objectives of encouraging shared parking, eliminating existing surface parking lots, and encouraging multimodal transportation; (ii) aids in the implementation of effective transportation demand management ("TDM") actions to reduce dependence on single occupancy vehicle ("SOV") trips, as such parking will be subject to TDM implementation and monitoring pursuant to the approved PTDM; (iii) is included in facilities that are appropriately located directly adjacent to or near the Buildings they serve; and (iv) is included in facilities that are well designed, with appropriate screening from adjacent public streets, do not diminish the pedestrian-friendly quality of the area around it, as they have been sited along the perimeter of the Development Parcel away

from signature open spaces, and they are otherwise consistent with Section 5.6.5 of the Alewife Design Guidelines.

Parking Demand Calculations

The certified TIS (**Appendix A**) includes parking supply and demand calculations based on four different methodologies: (a) zoning calculation based on parking ratios referenced in the Alewife District Plan materials, (b) employee density demand calculation, (c) observed parking demand from City PTDM/ survey data, and (d) shared parking analysis based on observed occupancy at peak demand.

The total maximum parking spaces per zoning calculates to 4,246 spaces for the new development, with an additional 651[6] existing spaces to be maintained for a total space count of **4,897**. The Project proposes to use shared parking within the Development Parcel to reduce the number of physical parking spaces built as part of the Project. The zoning ratios are presented for informational purposes, and the calculated total of 4,897 spaces is used as a maximum from which to evaluate a reduced (adjusted) parking supply (**Table 3-2**).

Initial findings show that on-site sharing of parking within a reasonable walking distance is possible and that the currently planned supply of 4,477 spaces is sufficient to meet the peak shared parking period for the Project, which is much lower than the maximum zoning total number of 4,897 spaces.

Proposed Parking Supply

The Project currently assumes a total parking supply of 4,477 spaces, distributed approximately per **Table 3-3**.

The proposed parking supply is intended to satisfy the peak (noon time) shared parking demand for the Project of 4,477 spaces. Of this total number, 3,846 spaces are net-new spaces, 631 reflect existing spaces that would be preserved and relocated from surface lots into structured parking, and 405 would replace spaces that have been removed from the Development Parcel, which number is based on the existing registered parking count of 1,036 in 1990. Currently, 1,290 spaces have been counted as used on-site which leads to 659 spaces being removed.

In addition to the updated general office use parking assumption reflected in the 4,477-space demand, the Applicant has identified additional future parking reductions and management strategies in recognition of the Project's long-term build-out horizon. These measures include future reductions associated with lease turnover, future land use changes, shared parking strategies, and a monitoring-based opportunity to further reduce the general office parking ratio for applicable future office development from 1.0 space per thousand SF ("KSF") to 0.8 spaces per KSF, if utilization of active parking spaces is at or below 70%.

6 The existing parking inventory number of 631 spaces, as used in the current analyses, represents the baseline parking count of 651 spaces documented in the certified TIS, adjusted to reflect the removal of 20 spaces previously designated for DPW storage.

Table 3-2 Parking per Zoning Maximum Alewife District Plan Ratios

LAND USE	DEVELOPMENT PROGRAM[3]	MAX. ZONING RATIO	MAX. # OF SPACES
General Office	1,260,500 SF	1.1 per 1,000 SF	1,387
DPW Facility Project[1]	20,000 SF	1.1 per 1,000 SF	22
Technical Office/Lab	1,260,500 SF	0.8 per 1,000 SF	1,008
Residential	1,985,000 SF (2,296 Units)	0.75 per Unit	1,722
Retail/Neighborhood Use	71,000 SF	1.5 per 1,000 SF	107
Total Spaces (Net New)	**4,597,000**		**4,246**
		Existing to Remain[2]	**651**
	Total Future Parking (per Zoning Max) without sharing		**4,897**

Source: Cambridge Zoning Ordinance Section 20.1100 (as of April 2025)

Table 3-3 Proposed Project Parking Supply

PARCEL	PARKING SPACES	NOTES
P1 Garage	620	
P2 Garage	856	
R1 Residential Building	160	
R8 Residential Building	165	
DPW Lot	14	
P4 Garage	630	
P3 Garage	861	
R2 Residential Building	330	
R3 Residential Building	320	
R4 Residential Building	300	
R5 Residential Building	170	
Private On-street	51	New Main Street, Wilson Road, Adley Road, and open space parking adjacent to cul-de-sac
	4,477	

1 DPW Facility Project—Includes approximately 20,000 SF of general office use and 30,000 SF of storage space in connection with the DPW Facility Project. Parking generation assumed for 20,000 SF office portion only. The storage portion carries 20 existing spaces to remain (included in 651 space total).

2 Existing Parking to Remain—Includes a total of approximately 651 existing parking spaces to remain (approximately 359 spaces at 725 Concord Avenue, 254 spaces at 10 Fawcett Street, 20 spaces at the Existing DPW Site, 10 spaces within an easement parcel adjacent to 725 Concord Avenue and 8 spaces at 110 Fawcett Street).

3 The development program is consistent with the program presented in the certified TIS.

Under the currently proposed future reduction strategy, the total Project parking supply could be reduced to approximately 4,040 spaces over time. If the monitoring-based general office reduction to 0.8 spaces per KSF is also implemented in combination with the other future reduction opportunities, the total Project parking supply could be further reduced to approximately 3,788 spaces. This would represent a reduction of 790 spaces, compared to the prior shared parking demand of 4,578 spaces, and a reduction of 1,110 spaces, compared to the original unshared parking demand of 4,897 spaces.

The proposed supply was determined by reviewing parking demand models (density, observation/PTDM and zoning max calculations in previous sections) and aligning a shared parking methodology to limit the number of physical parking spaces to be built. The shared parking calculation is less than the zoning calculation total of 4,897, the density calculation total of 5,218, and the observation calculation total of 4,974. Detailed calculations are included in the certified TIS (**Appendix A**).

Bicycle Parking Supply

The Project proposes over 3,518 bicycle parking spaces (approximately 3,076 long-term spaces and 442 short-term spaces) in accordance with the requirements of Section 20.1100.6 and Article 6.000 for the Base Zoning Districts.

The Applicant will make final parking and bicycle parking adjustments at the Design Review phase for each building or open space.

Proposed Loading

This Final Development Plan specifies the loading facilities serving each building within the Project in accordance with Section 20.1100.6.4, as indicated in **Volume II, Figure 1C.1.** With respect to the DPW Facility Project, a loading facility in Category A is required under Section 6.80 of the CZO, which the DPW Facility Project cannot accommodate as currently designed. Accordingly, the Applicant, on behalf of the City, requests a waiver from the requirements of Section 20.1100.6.4 of the CZO for the DPW Facility Project. This waiver is necessary due to the location of the DPW Parcel and the nature of the use proposed for this site, to ensure access from the Alewife neighborhood.

20.1100.7—Infrastructure

As stated above, the Project will include the construction of the Proposed Bridge, providing a long-awaited, publicly accessible connection across the MBTA commuter rail tracks for pedestrian and bicycle access to Alewife. The Proposed Bridge, as currently contemplated, would span over the railroad with a minimum vertical clearance of 20 feet 8 inches above the MBTA commuter rail tracks. The Proposed Bridge would provide a staircase on each end, as well as accessible

ramps with appropriate ADA-compliant ramp slopes. The final design of the Proposed Bridge is subject to the approval by the MBTA and local agencies with jurisdiction.

The current placement of the Proposed Bridge is not intended to preclude any future MBTA right-of-way work or commuter rail expansion projects. The location and function of the Proposed Bridge aligns with the vision expressed in the 2019 Envision Alewife District Plan. The timing for completion of the Proposed Bridge will be in conformance with the requirements of Section 20.1100.7.3.2.

In connection with the construction of the Proposed Bridge, it is intended that the Applicant will seek a permanent easement from the MBTA (the "MBTA Easement") that permits the construction, maintenance, repair and replacement of the Proposed Bridge, access to and egress from the Proposed Bridge, and the provision of utilities on and alongside the Proposed Bridge. Following substantial completion of the Proposed Bridge, it is intended that the Applicant will: (i) assign the MBTA Easement to the City; and (ii) grant a permanent easement to the City over portions of the Development Parcel that are reasonably required to provide access and utilities to the Proposed Bridge, including any such portions located within the MBTA Easement area (collectively, the "Developer Easement"). Following substantial completion of the Proposed Bridge, it is intended that the City would acquire ownership of the Proposed Bridge from the Applicant and would assume all ownership, operation and maintenance obligations for the Proposed Bridge. As of the date of this Final Development Plan, the extent of the MBTA Easement area and the extent of the Developer Easement area have not yet been determined.

20.1100.8.4.3—Compliance with Special Permit Criteria

In addition to the criteria in Section 10.43 of the CZO and other criteria specific to the special permits being sought, the Planning Board shall grant a special permit only if it finds that the following general criteria are met. As more specifically detailed below, the Project satisfies the Special Permit Criteria set forth in 20.1100.8.4.3 of the CZO.

20.1100.8.4.3(a)-The Project supports the purpose of the AOD-Q District

The Project is envisioned to transform a former industrial site with aging improvements and infrastructure, physically disconnected from the rest of the surrounding neighborhood by the MBTA commuter rail tracks to the north and the Alewife Brook Parkway to the east, into a vibrant community that provides much-needed residential, commercial and retail/ neighborhood uses, which directly advances the goals of the AOD-Q. Further, through a

major investment in public infrastructure with the construction of the Proposed Bridge, and an expansive, over 13-acre open space network, the Project promotes physical access and connectivity with adjacent neighborhoods.

20.1100.8.4.3(b)—The proposal is generally consistent with the vision and goals of the Envision Alewife District Plan (2019) and the Principles of the Alewife Zoning Working Group (2023).

The Project directly advances the goals of the Alewife District Plan (2019), Article 20.1100 of the CZO, Alewife Overlay District – Quadrangle, and the 2023 Principles of the AZWG by transforming underutilized industrial properties into a vibrant, mixed-use, transit-oriented neighborhood.

20.1100.8.4.3(c)—Development plans are in general conformance with the Alewife Design Guidelines (2023) and the Citywide Urban Design Obligation in Section 19.30 of the CZO. The Planning Board may grant special permits for development that deviates from specific design guidelines if the Board finds that the proposal, on the whole advances the intent of those guidelines.

The Project is in general conformance with the Alewife Design Guidelines, as it provides for new and improved publicly accessible rights-of-ways, a network of diversely programmed open space and a mix of uses to support a walkable and vibrant revitalized neighborhood. The Project conforms with the Citywide Urban Design Obligation in Section 19.30, as described in further detail in **Section 3.5** below, as well as **Volume II, Section 2.2** of this Application.

3.4 Compliance with Article 19 Project Review Special Permit Criteria (Section 19.25)

Section 19.25 provides that the Planning Board must make certain findings in order to grant a Project Review Special Permit under Section 19.20, which findings ensure that new construction or changes of use in existing buildings are consistent with the City's urban design objectives and do not impose substantial adverse impacts on City traffic.

As shown by the following analysis, the Project is consistent with the City's urban design objectives and does not impose substantial adverse impacts on City traffic. In granting a special permit under Article 19.20, the Planning Board shall make the following findings:

19.25.1—Traffic Impact Findings

In compliance with Section 19.24(2) of the CZO, the Applicant submitted the TIS, which was certified by the City's DOT on January 20, 2026. The certified TIS is included as **Appendix A** of this Application. Generally, the trip generation and traffic patterns associated with the Project are consistent with those assumed as part of the planning and rezoning for the Alewife Quad area.

The TIS was conducted in accordance with the *City of Cambridge's Transportation Impact Study Guidelines, Sixth Revision (November 28, 2011)* and *Supplemental/Updated TIS Guidelines (March 30, 2020)*. The TIS provides a listing of all Planning Board Special Permit Exceedances and mitigation measures that may mitigate the exceedances.

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

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

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 Project has been evaluated within the context of the Planning Board Criteria (the "Criteria") to determine whether the Project has any potential adverse transportation impacts. Exceeding one or more of the Criteria is indicative of a potentially adverse impact on the City's transportation network. However, the Planning Board will consider mitigation efforts, their anticipated effectiveness, and other information that identifies a reduction in adverse transportation impacts.

The Criteria consider the Project's vehicular trip generation, impact to intersection level of service and vehicle queuing, as well as increase of traffic volume on residential streets. In addition, the Criteria consider walking and bicycling conditions. The Planning Board Criteria Performance Summary is presented below; further discussion of the Criteria set forth by the Planning Board is presented in the last section of the TIS (**Appendix A**).

The Project has an estimated 107 exceedances out of 363 total data entries, as listed below:

- 3 exceedances pertain to Project trip generation;
- 20 exceedances pertain to vehicle Level of Service ("LOS");
- 20 pertain to traffic on residential streets;
- 13 pertain to vehicular queues; and
- 51 pertain to pedestrian LOS.

The Applicant is committed to responsibly managing vehicular impacts, while supporting bigger neighborhood and City safety goals.

The transportation mitigation strategy focuses on responsibly managing vehicular impacts while delivering substantial, long-term improvements for walking, biking, and transit in and around the Alewife Quadrangle. The Applicant's commitments prioritize safer, more direct multimodal connections, especially to the MBTA Alewife train station and Concord Avenue, as well as invest in a complete streets network within the Quad.

Key transportation mitigation commitments include:

- New bicycle/pedestrian bridge;
- Internal complete streets and network build-out;
- Concord Avenue and key intersection improvements;
- Wayfinding, bike infrastructure, and Bluebikes;
- Transit and TDM measures; and
- Terminal Road/Wheeler Street connection concept.

Together, these measures are designed to create a safer, more predictable, and more comfortable multimodal network for residents, employees, and visitors, while responsibly managing vehicular traffic generated by the Project.

TIS Table 18.a.1 (**Appendix A**) provides a list of all Planning Board Special Permit Exceedances and how transportation mitigation measures will or cannot mitigate the exceedance.

19.25.2—Urban Design Findings

The Project conforms with the Citywide Urban Design Obligation in Section 19.30, as described in further detail in **Section 3.5** below, as well as **Volume II, Section 2.2** of this Application.

3.5 Compliance with Citywide Urban Design Objectives (Section 19.30)

The Project has been carefully planned and designed to meet the City's citywide urban design objectives under Section 19.30. The Project satisfies each objective and its required indicators as described below:

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

The redevelopment of the Quad area offers an opportunity to transform an underutilized part of the city into a vibrant, connected neighborhood that reflects the values of community, sustainability, and thoughtful design. Currently, the area feels isolated, composed of large blocks, with limited walkability, and few connections to surrounding neighborhoods. The Project is designed to change that by introducing new streets, paths, parks, and gathering places that will knit the area back into the fabric of Cambridge.

This redevelopment will include a mix of residential, commercial, retail, and open spaces designed to work together as a cohesive and welcoming neighborhood. Streets will be redesigned to support walking and biking, with safer crossings, wider sidewalks, and green buffers that make everyday movement more pleasant and accessible for people of all ages and abilities. The layout of the new streets and

pathways is intended to create shorter blocks, improve circulation, and provide easier, more direct access to nearby transit, parks, and other parts of the city.

The placement of buildings and uses across the Development Parcel is guided by the surrounding context. Taller commercial and lab buildings are planned to be adjacent to commuter rail tracks, while new housing is positioned closer to existing residential development. This approach helps the proposed plan feel like a natural extension of the communities around it, rather than something separate or disconnected. Neighborhood-serving retail and community focused spaces will be included in key locations to bring life to the street and provide places for gathering, shopping, or grabbing a coffee. Buildings will be thoughtfully scaled and detailed to create a positive experience at the street level. Ground floors will be active and welcoming, with design features that support a comfortable pedestrian experience.

Open space is central to the plan not just as green areas, but as a way to bring people together and support environmental goals. A network of new parks, plazas, and pocket parks will be designed for both relaxation and activity. These spaces will also help manage stormwater, reduce urban heat, and create stronger connections to nature. Whether it's a shaded spot to sit, a place for kids to play, or a path for walking and biking, the outdoor areas will serve as the heart of the neighborhood and reflect the importance of healthy, resilient design.

Above all, the Project is guided by a commitment to long-term sustainability, resilience, and inclusivity. It will use design strategies that respond to climate challenges, promote low-carbon living, and ensure that public spaces are accessible and enjoyable for everyone. The result will be a lively, neighborhood-focused area that strengthens connections and becomes a meaningful part of Cambridge's future.

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

The street network envisioned for the Project is designed to foster a walkable, bike-friendly, and people-oriented environment. By introducing a thoughtful street grid, the Project aims to shorten block lengths and create a more connected, accessible neighborhood, one where residents, workers, and visitors can comfortably move around, whether walking, biking, or driving. The Project enhances overall circulation while placing a strong emphasis on safety and accessibility. All new and upgraded streets are designed to encourage walking and cycling, with the addition of wide sidewalks, comfortable green buffers, and clearly marked pedestrian crossings. New bike-friendly features, such as protected lanes

and shared streets, will seamlessly connect the neighborhood to the broader cycling network throughout the City.

Buildings across the development will include indoor bicycle storage, meeting City requirements, and short-term outdoor bike parking will be provided throughout the Project. The placement of bike racks will follow zoning guidelines related to entry proximity and spacing. Existing Bluebike stations will be supplemented by five (5) new docking stations. These are preliminarily proposed at several key locations: between Buildings C2 and C3, in front of the Proposed Bridge, at the Wilson Road Extension next to 95 Fawcett Street, and on Concord Avenue in front of Building R3 and Gateway Park.

The Project also includes four (4) above-grade parking garages (Buildings P1, P2, P3 and P4), as well as accessory parking provided within Buildings R1, R2, R3, R4, R5 and R8, thoughtfully placed to support both neighborhood needs and broader community functions. These garages are planned at the end of Fawcett Street Extension, at the end of Smith Place, and along Fawcett Street to serve nearby neighborhood uses and support the existing Mount Auburn Hospital medical office building and new residential buildings.

Each street in the Project has been carefully designed to enhance the surrounding public realm and create a welcoming experience for everyone:

- **Fawcett Street and Fawcett Street Extension:** is envisioned as inviting corridors for pedestrians and cyclists, featuring planting zone and generous sidewalks. These routes will create a pleasant connection between Concord Avenue and the surrounding neighborhood, forming a welcoming edge to the Alewife District;
- **New Main Street:** will function as a lively shared street a place where pedestrians, cyclists, and low-speed vehicles move together. Wide sidewalks and space for gathering will foster social activity and support local businesses, enhancing the vibrancy of the area. The street will be elevated to the appropriate Long-Term Flood Elevation ("LTFE") level;
- **Moulton Street:** will be upgraded into a safe and active thoroughfare that accommodates various modes of transportation. Lined with trees, seating, and protected bike lanes, it will become a comfortable link to Concord Avenue;
- **Smith Place and Smith Place Extension:** will strengthen the neighborhood's pedestrian and bicycle networks. These streets will feature shaded sidewalks, protected bike lanes, and landscaped areas. Near Concord Avenue, a multi-use

path will offer a flexible route for both walkers and cyclists, improving connectivity at this important intersection;

- **Wilson Road Extension:** is planned as a quieter, shared street, prioritizing pedestrians. With calming features such as raised crossings and landscaped zones, the street will promote slower speeds and create a welcoming, neighborhood-friendly environment;
- **New Mooney Street:** is reimagined as a two-way street with an uninterrupted continuous connection between the Smith Place Extension and Fawcett Street Extension. Relocating and reconfiguring Mooney Street allows the Project to avoid dead end roads to create circulation around an urban block that includes Mooney Green. Additional pedestrian porosity of the block registers on New Mooney Street as raised crosswalks that coordinate with pedestrian paths through the Mooney Green. New Mooney Street is designed with grade separated bike lanes on each side and parking, furnishings, and sidewalks along proposed buildings;
- **Adley Road:** is anticipated to facilitate long-term connections and build out the street grid; and
- **Main Street Plaza:** will continue the pedestrian connection between Wheeler Street and Fawcett Street and serves as an additional east-west connection point in the Quad.

Across the district, the Project's goal is to create streets and public spaces that feel safe, lively, and welcoming. Whether you are walking your dog, biking to work, or enjoying a stroll to your favorite café, the neighborhood's improved streets are designed to make every journey more pleasant and intuitive. The Project team looks forward to continuing its work with the City and community to refine these plans and ensure that the final design reflects shared values and priorities.

Refer to **Volume I, Section 4.1**, for further details and street dimensions.

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

This Project is rooted in the idea that great places do not just serve the people who live and work there, but also fit thoughtfully into the fabric of the surrounding neighborhood. From the way buildings are shaped to how water flows through the Development Parcel, every element is designed to minimize environmental impact and contribute to a more livable, welcoming community.

The buildings and public spaces are shaped not just by architectural goals, but also by an awareness of how they affect those around them. The layout considers sun and shade, sound, wind, and views so the development feels integrated and not imposing. Service

areas are tucked away, mechanical systems are enclosed, and lighting is designed to be gentle, helping to maintain comfort and quiet for neighbors nearby.

The Project is fully electric, aligning with Cambridge's goals for a low-carbon future. Each building will be designed to use less energy from the start through smart insulation, efficient systems, and layouts that take advantage of natural light and ventilation

Water is being treated as a shared resource from high-efficiency fixtures inside buildings to outdoor spaces that need little or no irrigation. Landscaping will rely on hardy, native plantings, and when watering is needed, it will come from non-potable sources like collected rainwater.

Stormwater will be managed on-site using natural systems bioswales, permeable paving, and other features that let water soak into the ground, reduce runoff, and avoid flooding in nearby streets. These systems help protect the City's waterways, while keeping the Development Parcel resilient during storms.

One of the biggest transformations will happen on the ground, replacing asphalt and industrial surfaces with trees, green space, and places for people to enjoy. The landscape is designed to feel natural and welcoming, whether you're walking through on your way home or spending a sunny afternoon in the shade. Significantly more trees, more shade, and more greenery will help everyone breathe a little easier.

With a changing climate in mind, the Project is being built to handle more heat, heavier rain, and rising flood risks. All ground floors and critical systems will sit above future flood projections, and passive design strategies like shaded facades and operable windows will keep buildings comfortable.

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

An integrative sustainable design process will be utilized in future building design to ensure that best practices are employed in the design of exterior envelopes, building energy- and water-use systems, site planting, and site stormwater management systems.

As required under Article 22 of the CZO, the Project will be developed to meet or exceed applicable sustainability standards. All buildings will be designed to achieve at least LEED Gold certification, or where applicable for residential components, buildings will pursue Passive House certification as an alternative compliance pathway. Building design, material selection, and energy-efficient systems will support compliance with the City's zoning and sustainability goals.

The Project is being designed with a strong emphasis on energy efficiency and a long-term vision for net-zero operational carbon. Compliance with the City's Building Energy Use Disclosure Ordinance (BEUDO) over time will support this trajectory as phased development progresses. All residential and commercial buildings will be fully electric, excluding emergency power systems, positioning the development in alignment with the anticipated evolution of a low-carbon power grid in New England. Residential buildings, comprising over 40% of the total non-exempt GFA contained in the Development Parcel, will be all-electric, producing zero on-site emissions from fossil fuels. Commercial buildings will similarly be designed for full electrification, enabling integration with broader electrification strategies and statewide decarbonization efforts. The design approach incorporates a forward-looking understanding of Massachusetts's energy landscape, anticipating a cleaner grid as renewable energy sources increase in capacity and distribution. In support of this transition, the Project team is evaluating district- and building-level strategies centered around all-electric systems that can leverage the expected improvements in grid emissions over time.

The Project will implement high-performance indoor and outdoor water systems to significantly reduce potable water use, maximize on-site reuse, and limit the Project's impact on municipal water infrastructure. All buildings will feature high-efficiency plumbing fixtures, low-flow systems, and optimized cooling tower performance, collectively reducing indoor water demand at scale. Outdoor water use will be minimized through climate-appropriate landscaping that relies on native and drought-tolerant species, non-potable irrigation sources such as harvested rainwater, and smart, weather-responsive controls.

To support long-term conservation and system transparency, water submetering will be deployed across all major building systems, enabling continuous monitoring and performance optimization. Integrated stormwater management strategies, including infiltration systems, reduced runoff, and improved water quality controls will be implemented throughout the Development Parcel to reduce pressure on existing City infrastructure and protect surrounding ecosystems.

To ensure that the Project is resilient to future climate risks, including increased flooding and rising temperatures, all critical equipment will be elevated above the projected 2070 1%-Annual Chance Long-Term Flood Elevation (1%-LTFE) as modeled by the Cambridge Flood Viewer Tool. This exceeds current City requirements and ensures that floodwaters cannot reach occupied or mission-critical areas. In addition, essential systems will be supported by standby power to maintain operations during grid disruptions,

while design strategies to reduce urban heat, such as high-albedo surfaces and enhanced shading, will mitigate cooling loads and improve comfort across the Development Parcel.

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

The introduction of neighborhood-supporting ground floor uses, such as retail, restaurants, local services, recreation, and cultural amenities across multiple frontages of the proposed new buildings, will activate the pedestrian realm and energize the Development Parcel area. Primarily concentrated on New Main Street with diverse visibility and access from Concord Avenue, these uses are carefully curated to synergize with the adjacent shopping center district and contribute to a vibrant, mixed-use environment that serves both the immediate community and the broader Alewife area.

The Project is consistent with the requirements of Section 20.1100.4, which requires that at least 3% of the total non-residential GFA in the Development Parcel be dedicated to neighborhood uses. The Project exceeds this requirement by committing approximately 73,640 SF of new neighborhood uses (totaling 3% of the new non-residential GFA), and 160,140 SF of total neighborhood uses (totaling approximately 6% of the total non-residential GFA in the Development Parcel). These spaces will foster an inclusive and welcoming neighborhood, providing essential daily services and gathering places for residents, workers, and visitors alike.

Ground floor retail and neighborhood uses are integral to the vision for this Development Parcel. Their transparency and accessibility will infuse the public realm with continuous activity throughout the day and into the evening, supporting both planned and spontaneous moments of social and intellectual exchange. Emphasis will be placed on attracting small, local, and independent businesses that reflect the character and diversity of Cambridge, thereby amplifying the sense of place and connectivity to the broader community.

The Project is considering opportunities to integrate aspects of Alewife's historic light industrial and maker economy. These uses not only reinforce the area's unique identity but also support economic diversity and innovation. The urban design framework emphasizes a cohesive, human-scaled form that frames parks, plazas, and civic spaces creating clear connections, walkable blocks, and opportunities for community gathering.

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

Consistent with Section 20.1100.5.1.3 of the CZO, at least 40% of the total non-exempt GFA in the Development Parcel will be dedicated to residential use, representing approximately 2,300 new housing units across eight (8) residential buildings. The Applicant will collaborate with the City's Housing Department to determine both the percentage of net residential unit square footage in each building and the appropriate distribution of inclusionary units. The proposed residential buildings will also include three-bedroom units to support family-friendly housing options and further contribute to the affordability and diversity of housing on the Development Parcel. The residential parcels have been strategically located to help establish a vibrant, mixed-use neighborhood that integrates housing, employment opportunities, retail, open space, and public amenities, advancing economic opportunity, connectivity, climate resilience, and social cohesion. In terms of scale, urban presence, and proximity to planned green space, the residential component will play a significant role in shaping the overall impact of the Project.

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

The Quad is uniquely positioned between some of the City's most significant natural assets, Fresh Pond Reservation, Danehy Park, and the Alewife Brook Reservation. These expansive parks offer a rich variety of options for both passive and active recreation. Refer to **Volume II, Figures 1E.7a** (Open Space Activation) and **1E.8a-f** (Open Space Conceptual Programming). As the Project area continues to evolve, new publicly beneficial open space will be thoughtfully introduced to meet these needs. These parks and plazas will support a wide range of uses from quiet moments in nature and active play to outdoor dining, informal gatherings, community markets, and organized public events. Designed with flexibility and inclusiveness in mind, these spaces aim to welcome all residents, workers, and visitors, regardless of age, income, or background.

At the heart of this emerging public realm is Alewife's linear green spine, a reimagined corridor along the former railroad right-of-way. Envisioned as a continuous ribbon of green space, it will serve as a vibrant hub of recreation and community life. Enhanced by the addition of the new Proposed Bridge, the green spine will connect Fresh Pond to the Alewife Brook Reservation, reinforcing ecological continuity while offering new opportunities for walking, biking, and connecting with nature.

As a highly interconnected system, the Project's open spaces will organize its built environment, knit together its subdistricts, and form new bonds with the neighborhoods beyond. In doing so, they will help define the Quad's identity as a vibrant, inclusive, and sustainable part of Cambridge.

For example:

- "Mooney Green", the northwest portion of the Development Parcel benefits from the relocation of Mooney Street by creating flexible, high-performing open space. Framed by adjacent lab and office buildings, the space will function as a connective landscape that invites daily use, fosters informal gatherings, and adapts to a range of activities. A large, open lawn provides space for recreation and programmed events and supports small group gatherings. Planting and material strategies should emphasize climate resilience, low maintenance, and ecological value. This newly created publicly beneficial open space will be a lasting, inclusive, and adaptable landscape responsive to evolving development needs and rooted in environmental management.
- "Bend Park," the northern portion of the diagonal park located over the abandoned rail spur, sits at the base of the Proposed Bridge and the start of the linear greenway, strategically located at the intersection with New Main Street. Serving as both a gateway and a destination, it connects the Quad to the broader Cambridge community. The park is envisioned as a vibrant, welcoming space that grounds the Proposed Bridge within its urban surroundings while offering a seamless transition between the built environment and nearby open spaces. Designed to support gathering, relaxation, and recreation, Bend Park will emphasize sustainable design through features such as seating areas, walking paths, bioswales, and naturalized plantings. Together, these elements create a sense of arrival for those entering from the Proposed Bridge.
- "New Main Street" in the Development Parcel is envisioned as a vibrant and welcoming center of community life, featuring a carefully curated mix of retail, restaurants, and public spaces that remain active from morning through evening. Designed with a complete street approach, it will prioritize walkability and create a lively, people-centered environment. Outdoor seating for restaurants and cafés will animate the sidewalks during the day, while creative

lighting and evening programming, such as outdoor dining, live music, and pop-up events, will ensure continued activity into the night. The street will be elevated above the LTFE level to strengthen its relationship with the streetscape and adjacent buildings. The streetscape will include wide sidewalks, street trees, and comfortable seating areas to encourage people to linger and connect. Sustainable transportation will be supported through dedicated bike lanes, easy access to public transit, and limited car traffic, reinforcing a safe and inclusive space for all members of the community.

- "Gateway Park," the center of the diagonal park located on the northern side of Concord Avenue, is a vibrant new community space in the heart of the area's green spine, designed for connection, recreation, and relaxation. At its center, a spacious lawn invites picnics, play, and informal gatherings, while curving walking paths offer room for exercise and peaceful strolls. The park will feature a half basketball court for casual and organized play, as well as a dedicated dog park with open space, agility elements, and natural features for pets and their people to enjoy. Along the edges, native plantings will create shaded, tranquil spots while supporting local wildlife and managing stormwater. Gateway Park is a place to gather, unwind, and connect; a shared space for the whole community to enjoy. It will also serve as the critical first step in creating a link to the Proposed Bridge when the adjacent parcel is developed by the abutting landowner.

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

The Project is designed in full alignment with the City's comprehensive climate resilience goals, including the flood resilience requirements outlined in Section 22.80, except as noted in **Section 3.8** below. In accordance with these standards, where finished floors are below the LTFE, the Project incorporates permanent or passively deployable flood barriers designed to prevent water intrusion, thereby ensuring the critical equipment and occupiable spaces remain fully protected. Portions of buildings containing occupiable space (as defined in the State Building Code) will be elevated above the projected 100-year flood level, except as permitted under the State Building Code and except as provided in **Section 3.8** below. To achieve this, the Project employs a multifaceted approach, including strategic site elevation, passive flood protection measures, raised walkways, and seamless internal transitions that support both access and adaptability. In addition to meeting flood

resilience standards (except as noted in **Section 3.8** below), the Project will comply with the City's Green Factor requirements and the green building standards set forth in Section 22.20. The Project is targeting a minimum of LEED Gold certification for all new buildings, as well as LEED Master Site certification, underscoring its commitment to sustainable design and long-term environmental stewardship.

3.6 Incentive Zoning & Inclusionary Housing (Section 11.200)

11.202—Incentive Zoning

The Applicant shall make a Housing Contribution, in accordance with Section 11.202 of the CZO.

11.203.2—Inclusionary Housing

The residential buildings within the Project shall comply with the requirements of Section 11.203, as it relates to the provision of Affordable Dwelling Units and the required percentage of the Dwelling Unit Net Floor Area for such building as are in effect at the time that the Applicant or a residential developer applies for a building permit for such building.

The Project will comply with the Inclusionary Housing provisions.

3.7 Flood Plain Overlay Permit Criteria (Section 20.74)

The current FEMA flood maps went into effect on July 6, 2025. The Development Parcel is not located within the FEMA floodplain, and therefore, it does not require a Flood Plain Overlay Permit.

3.8 Flood Resilience Requirements (Section 22.84)

The Development Plan will also require the issuance of a Special Permit under Section 22.84.3, as a result of certain building elements being located below the 10% LTFEs, as may be required by Section 22.84.1. Specifically, the buildings may include areas that are not customarily designed for long-term human occupancy that may align with or be slightly above adjacent grade on the building sites, such as the location and elevation of the vehicle pull-up areas of the building loading areas, the entrance to and upward ramping areas of above-grade parking garages, trash rooms, bicycle storage rooms and, in the residential buildings, dog washrooms. Assuming that these areas are deemed to be "occupiable" areas under the applicable definitions of the State Building Code, Section 22.84.1 would require that these areas be located above the 10% LTFE (elevation +22') by being located at elevation +23.5' or higher.

Locating these areas at such an elevation would have a negative impact on the Development Plan and would, among other things, have a substantial impact on the location and size of at-grade neighborhood uses within buildings, the envelopes and first floor programming of the buildings and the construction and development costs associated with such areas, which areas are not customarily designed or intended for use by people for extended periods of time. Further, we note that these areas are not designed or equipped with ventilation facilities meeting the requirements of the State Building Code for long-term human occupancy, all of which is normal and customary for these kinds of spaces. In addition, consistent with the requirements of Section 22.84.2, the Applicant will design all of these areas to be recoverable following a flood event and to have a direct means of getting to an occupiable area of the specific building for refuge purposes during a flood event.

The Applicant will provide signage in these areas to indicate that they are below the 100-year flood elevation for the particular site and that they are not places of egress, refuge or assembly during a flood event.

As a result, the Planning Board can make an appropriate finding, as is required by Section 22.84.3, that the above areas are "designed to meet the intent of the standards in a manner that is more suitable to the unique conditions of the development or the site." As such, the Planning Board may grant a Special Permit to allow such areas to be located below the 10% LTFE for each building site within the Development Parcel, as the buildings may be designed in the future and submitted for Design Review to the Planning Board, which Design Review filings shall specifically identify any areas of a proposed building located below the 10%-LTFE.

4.

Consistency with Planning Documents

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4. Consistency with Planning Documents

According to Section 20.1100 of the AOD-Q Zoning, the purpose of the AOD-Q District is to:

"...promote a development pattern that implements the vision and goals of the Envision Alewife District Plan (2019) and the Principles of the Alewife Zoning Working Group (2023), referred to herein as the "AOD-Q Principles."

This Section documents the consistency of the Project, as described in this Application and the related graphics, with the AOD-Q Guidelines and Principles, each as defined below. The Project advances the City's long-term vision for the Alewife District by building upon the policy frameworks, zoning updates, and design guidelines established through recent planning efforts. Rooted in the 2019 Envision Alewife District Plan (the "Plan") and further reinforced by the recommendations of the 2023 Alewife Zoning Working Group Principles (the "Principles") and the adoption of the AOD-Q zoning, the Project reflects a coordinated approach to housing, mobility, open space, sustainability, and economic development. The following sections demonstrate that the Project is not only consistent with, but also a key implementation of, the City's planning objectives for Alewife, including the 2023 Alewife Design Guidelines (the "Guidelines").

4.1 2019 Envision Alewife District Plan

The Project carries forward the Plan's vision of a vibrant, transit-oriented, resilient, mixed-use district with strong open space and mobility networks, as described below.

Mixed-Use and Economic Development

The Plan envisions a dynamic, mixed-use environment where housing, office, retail, and research uses coexist. The Project advances this by delivering approximately 2,300 housing units, substantial office/lab and retail space, and designating areas for life sciences and research hubs, supporting Cambridge's innovation-driven economy while creating local jobs.

Infrastructure and Mobility

Consistent with the Plan, the Project emphasizes sustainable, multimodal transportation. The proposed Project includes new internal roadways, cycle tracks, pedestrian pathways, and the Proposed Bridge, a new pedestrian and bicycle bridge over the MBTA commuter rail tracks to the MBTA Alewife Red Line train station. These elements reduce car dependence, improve transit access, and better connect the Quad to the rest of the City.

Open Space and Connectivity

The Plan calls for more publicly beneficial green spaces and ecological corridors. The Project delivers over 13 acres, representing approximately 38% of the land area within the Development Parcel, of publicly beneficial open space, including parks, plazas, and greenways, with pedestrian and bike-friendly connections linking Fresh Pond, Alewife Brook Reservation, and neighborhood open spaces.

Sustainability and Climate Resilience

In line with Alewife's focus on resilience, the Project incorporates green infrastructure, stormwater management, and flood resiliency strategies, along with energy-efficient, climate-ready buildings.

Compatibility with Surroundings

The Plan stresses smooth transitions between high-density and residential areas. The Project addresses this with scaled building design, setbacks, landscaping, and mixed-use edges that connect seamlessly to adjacent neighborhoods.

Street Network and Cross-Sections

The Project's proposed street network, circulation and access plan generally aligns with the Plan, as well as the Guidelines and accompanying street hierarchy sections.[1]

The conceptual street plan (**Figure 1A.5**) and recommended Quad street grid reduces the length of street blocks, creates a more urban and people-oriented environment, and improves circulation for all modes.

The Project has been designed in substantial accordance with City-recommended street grids, street types, and preferred bicycle facilities. It intends to improve the bicycle and pedestrian network significantly by adding sidewalks, high visibility crosswalks, and bicycle facilities to new and improved streets.

The following describes the cross sections of each segment of street proposed as part of the Project, understanding that the details of the roadway geometry and cross-sectional dimensions will be discussed with City staff, and finalized in a 40-scale roadway plan set that will be developed with the Infrastructure PUD Special Permit process for the proposed masterplan. The 40-scale roadway plan set was submitted to the City in June 2026.

- **Fawcett Street (between Concord Avenue to Wheeler Street Extension/ Wilson Road Extension)—**The proposed design accommodates the City's recommended Street Type A with a width of 77 feet. The proposed layout for Fawcett Street provides for 9-foot sidewalks, 5-foot landscape/furnishing zones, 6.5-foot separated bike lanes with additional 2- to 3-foot buffers, and 11-foot travel lanes with pockets

1 https://www.cambridgema.gov/-/media/Images/CDD/Planning/alewifeplanningandzoning/NewStreetCenterlines.pdf

for 8-foot on-street parking spaces in certain locations. The design follows the recommended City section type, where the Applicant controls the street frontage.

- **Fawcett Street (between Wheeler Street Extension/Wilson Road Extension to Bridge Crossing)—**The proposed design accommodates the City's recommended Street Type A, on the southwest side only, where the Applicant controls the frontage. The proposed layout for Fawcett Street on the southwest side provides a 9-foot sidewalk, 5-foot landscape/furnishing zone, 6.5-foot separated bike lane with an additional 3.5-foot buffer, and 11-foot travel lane. Pockets for 8-foot on-street parking spaces are also provided in certain locations. The northeast side is proposed with a 5- to 6-foot sidewalk, 3-foot landscape/furnishing zone, 5-foot street-level bike lane with additional 2-foot buffer, and 11-foot travel lane. The design generally follows the recommended City section type where the Applicant controls the street frontage.
- **Fawcett Street Extension (between Smith Place and New Mooney Street)—**The proposed cross section accommodates the City's recommended Street Type A with a width of 77 feet. The proposed layout for Fawcett Street Extension provides for 9-foot sidewalks, 5-foot landscape/furnishing zones, 6.5-foot separated bike lanes with additional buffers (3.5 feet adjacent to on-street parking and 2.5 feet in other sections), and 11-foot travel lanes with pockets for 8-foot on-street parking spaces in certain locations.
- **New Main Street (between Concord Ave and Wilson Road Extension)—**New Main Street has been recommended by the City as a Street Type C with a target right-of-way width of 57 feet; the current design is wider at approximately 70 feet, closer to the City's Type B dimension. The proposed layout treats New Main Street as a shared street, with 10-foot sidewalks, 5- to 14-foot landscape/furnishing zones, and a 20-foot two-way travel way, supplemented by 7-foot curbside pockets for temporary parking, short-term loading (e.g. rideshare and delivery services), and shuttle bus stops. Cyclists will share the travel way with vehicles. Although New Main Street is not intended to function as a primary vehicular access route—since it does not provide direct access to garages or loading docks—it is envisioned as an active, retail-oriented street. Ground floor neighborhood and retail uses will front the corridor, benefiting from a lively public realm supported by vehicular circulation at low speeds. New Main Street is designed to prioritize walkability and a people-centered environment. Wide sidewalks, street trees, outdoor seating, and comfortable gathering areas will encourage

social activity and support local businesses. Activation may include outdoor dining, live music, and pop-up events, supported by appropriate lighting and streetscape amenities. As currently contemplated, New Main Street would allow limited vehicular access at Concord Avenue in the form of right-in/right-out movements only. Left turns from eastbound Concord Avenue onto New Main Street are not proposed, to avoid introducing additional queueing on Concord Avenue. Final design details will be developed in coordination with the DOT as part of the 40-scale roadway plan set.

- **Moulton Street (between Concord Ave and Wilson Road)—**Recommended by the City as Street Type A with a width of 77 feet, where the current design is generally accommodating. The proposed roadway is narrower on the northern portion of Moulton Street due to the Applicant's limited ownership on the west side of Moulton Street. The proposed layout for Moulton Street provides 9-foot sidewalks, 5-foot landscape zones, 6.5-foot separated bike lanes with additional 2.5- to 3.5-foot buffers, and 11-foot travel lanes with pockets for 8-foot on-street parking spaces in certain locations. The roadway widens to a width of 79 feet approaching Concord Avenue where a turn lane is provided. The design follows the recommended City section type where the Applicant controls the street frontage along the east side of Moulton Street. On the west side of Moulton Street, however, the City dimension is only proposed between Concord Avenue and the pedestrian way.
- **Smith Place (adjacent to Buildings R1 and R7)—**The proposed design accommodates the City's recommended Street Type A adjacent to Buildings R1 and R7 where the Applicant controls the frontage. The proposed layout for Smith Place provides 9-foot sidewalks, 5-foot landscape zones, 6.5-foot separated bike lanes with additional 2.5-foot buffers, and 11-foot travel lanes adjacent to Buildings R1 and R7. A segment of the east side of Smith Place, north and south of Wilson Road, provides a 5-foot street-level bike lane with an additional 2-foot buffer where on-street parking exists today. The design generally follows the recommended City section type where the Applicant controls the street frontage.
- **Smith Place (approaching Concord Avenue)—**Recommended by the City as Street Type A with a width of 77 feet, where the current design varies due to the Applicant's limited ownership on both sides of Smith Place. The proposed layout for Smith Place approaching Concord Avenue provides 6-foot sidewalks, 5-foot landscape zones, 6.5-foot separated bike lanes with additional 2.5-foot buffers and 11-foot travel lanes approaching Concord

Avenue where a turn lane is provided. A raised crossing for pedestrians and cyclists is provided at the northern end of Gateway Park where the east-west multi-use path meets Smith Place.

- **Smith Place (between Fawcett Street and New Mooney Street)—**The proposed cross section accommodates the City's recommended Street Type A with a width of 77 feet. The proposed layout provides 9-foot sidewalks, 5-foot landscape/furnishing zones, 6.5-foot separated bike lanes with additional buffers (3.5 feet adjacent to on-street parking and 2.5 feet otherwise), and 11-foot travel lanes with pockets for 8-foot wide on-street parking spaces in certain locations.
- **Wilson Road Extension (between Moulton Street and Fawcett Street)—**The proposed cross-section accommodates the City's recommended Street Type A with a width of 77 feet. The proposed layout provides for 9-foot sidewalks, 5-foot landscape/furnishing zones, 6.5-foot separated bike lanes with additional buffers (3.5 feet adjacent to on-street parking and 2.5 feet otherwise), and 11-foot travel lanes with pockets for 8-foot wide on-street parking spaces on the north side. Wilson Road Extension at the intersection with New Main Street is envisioned as a raised intersection to provide for a more defined/visible pedestrian space.
- **New Mooney Street (between Fawcett Street Extension and Smith Place Extension)—**The original layout for Mooney Street contemplates a City-recommended Street Type A with a width of 77 feet. The Applicant intends to pursue an acquisition process with the City to relocate Mooney Street north by approximately 200 feet from its current location to align with the Project vision. Benefits of the Mooney Street relocation (in addition to favorable building footprints) include a significant capture of contiguous open space into Mooney Green. This newly created publicly beneficial open space will be a lasting, inclusive, and adaptable landscape responsive to evolving needs and rooted in environmental management. As currently designed, New Mooney Street includes a 9-foot sidewalk, 5-foot landscape/furnishing zone, 6.5-foot separated bike lane with an additional 3.5-foot buffer, an 8-foot on-street parking zone, and an 11-foot travel lane on the south side. There are no buildings proposed on the north side of the street where a 6.5-foot separated bike lane with an additional 2.5-foot buffer to an 11-foot travel lane is proposed.

- **Adley Road (between parking lot and Smith Place)—**The proposed cross-section accommodates the City's recommended Street Type A with a width of 77 feet. The proposed layout provides 9-foot sidewalks, 5-foot landscape/furnishing zones, 6.5-foot separated bike lanes with additional buffers (3.5 feet adjacent to on-street parking and 2.5 feet otherwise), and 11-foot travel lanes with pockets for 8-foot wide on-street parking spaces on the north side.

The Project aims to meet the recommended cross-section dimensions from the City, where feasible and practicable. The Project currently includes a few areas that would require additional coordination with the City and other landowners to fulfill the desired cross-section, as noted in the City's recommended street typology.

As requested by the City, preliminary studies were developed for the City's future development of the roadway network. These studies foresee potential connections outside of the Applicant's current land holdings and assume ideal conditions to provide continuous and protected bike or pedestrian paths (e.g. removal of conflicting structures) that do not exist today. These studies are attached in **Appendix H** for the City's reference only and are not incorporated into the Project. It is assumed that work necessary to implement these improvements would be by others and require additional study. The Applicant's proposed Project does not preclude development by others to work towards the City's long-term roadway network goals.

4.2 Alewife Zoning Working Group Principles

The core goals of the AZWG can be summarized as follows:

- **Expand housing opportunities—**with a focus on affordability, diversity of unit types, and capacity to meet citywide housing needs.
- **Encourage a vibrant mixed-use district —**shifting Alewife from an auto-oriented industrial area into a walkable, livable community with housing, jobs, services, and retail.
- **Improve mobility and reduce car dependence—**through enhanced pedestrian and bicycle infrastructure, better connections to the MBTA Alewife train station, and transportation demand management.
- **Provide meaningful open space and community amenities—**including parks, plazas, and greenways that are accessible, interconnected, and climate-resilient.
- **Support sustainability and climate resilience—**addressing flood risks, integrating green infrastructure, and ensuring development contributes to City's climate goals.

- **Promote economic growth and job creation**—particularly in innovation, life sciences, and research sectors, while fostering inclusive economic opportunities.

The Project embodies the AZWG vision through the following:

- **Housing Supply & Affordability**
  - » Delivers approximately 2,300 new residential units.
  - » Responds directly to the AZWG's call to expand the City's housing stock and provide a mix of unit sizes to serve diverse households.
- **Mixed-Use District Creation**
  - » Combines residential, office/lab, retail, and neighborhood-serving uses within a single, integrated plan.
  - » Advances the AZWG's goal of creating a 24/7, active community rather than a single-use commercial or industrial district.
- **Mobility & Connectivity**
  - » Introduces new internal street networks designed for walkability.
  - » Adds grade-separated cycle tracks, wide sidewalks, and a pedestrian-first public realm.
  - » Constructs the Proposed Bridge, a new pedestrian and bicycle bridge connecting to the MBTA Alewife train station, cutting walking time in half and supporting the AZWG's vision of transit-oriented development.
- **Open Space & Public Realm**
  - » Provides over 13 acres of new publicly beneficial open space, including parks, plazas, and pocket greens.
  - » Ensures open space is interconnected and multifunctional—supporting recreation, ecological resilience, and community gathering.
- **Sustainability & Climate Resilience**
  - » Designs buildings for net-zero operational carbon and all-electric systems.
  - » Integrates stormwater management, flood protection, and tree canopy expansion, aligning with Alewife's climate adaptation needs.
  - » Incorporates rooftop solar readiness and off-site renewable procurement.
- **Economic Development & Jobs**
  - » Provides substantial life sciences and office space, reinforcing Cambridge's position as a global innovation hub.
  - » Creates a mix of jobs, from research and technology to retail and service, consistent with the AZWG's economic inclusivity goals.

4.3 Alewife Overlay District—Quadrangle Design Guidelines

The Guidelines have the stated goal of creating:

"...consistently high-quality architecture, landscape, and urban design, and to ensure that the district's buildings and open spaces work together to contribute to the character, vitality, resilience, and livability of the district".

Consistent with the goals of the Plan, the Project emphasizes thoughtful site design, strong connections to open spaces, and a commitment to long-term sustainability and climate resiliency. Buildings that support living, working, and community life should not only meet functional needs but also contribute to the physical and social fabric of the district enriching streetscapes, parks, and public gathering spaces. As outlined below, the Project generally aligns with the core objectives of the Guidelines.

4.3.1 Site and Building Organization

Building Service, Vehicular Access, and Parking

Design and locate vehicular entrances, driveways, and vehicle drop-offs to minimize their visual and operational impact on the public realm.

The Project proposes to locate primary building entries along the major streets (New Main Street, Fawcett, Fawcett Extension, New Mooney, and Smith Place), with service access provided from secondary streets where possible. Pedestrian entrances are prioritized to engage and activate the streets, while loading entrances are carefully located to minimize both visual and operational impacts on the public realm. No service entrances or parking garage ramps will be located on New Main Street to ensure that the walkability and flexibility of this key street are not compromised.

At the New Mooney Street area, the site of future Buildings C2, C3, C4 and C6, vehicular access is oriented outward from the buildings to preserve an uninterrupted central open space. To further minimize operational impacts on the public realm, vehicular entrances, driveways, and drop-offs are placed along secondary streets, reducing conflict with pedestrian flow and enhancing the experience of publicly beneficial open space.

4.3.2 Built Form

Alewife's buildings should contribute to the creation of an engaging, beautiful, and sustainable environment. They should foster a sense of community through their relationship to streets, sidewalks and other public spaces. Guidance on the desired form of Alewife's buildings can be found in the following chapter. It addresses the scales of the urban environment—the pedestrian zone, street wall and building top among others—and additional design features, including building materials, architectural character, resilient design, and building types.

General

Alewife's buildings should respond to and mediate between the wide range of scales of the urban environment: the scale of the pedestrian, of the adjacent buildings, of the street or square, and of distant views from neighboring parks and major thoroughfares. As part of this response, building massing and principal front facades should be organized into horizontal zones. The specific characteristics of these zones, their relative sizes and importance, and the amount of differentiation between them, will vary depending on building type and context.

Pedestrian Zone

The building's ground floor, and on occasion its second floor, offer amenities, comfort, shelter, and visual enrichment, and accommodate retail and community programmatic uses.

The Project is being thoughtfully designed with the community in mind creating a safe, walkable, and vibrant place where people can live, work, and connect. New Main Street is a pedestrian-friendly corridor that brings the area to life with shops, restaurants, cafes, residential, cultural spaces, and community-focused services. Buildings along New Main Street will be welcoming and engaging, with large windows, frequent entrances, and active storefronts that invite people in and add energy to the street. Ground floors will feature high ceilings and a strong indoor-outdoor connection, creating lively, visible, and accessible spaces. A variety of colors and building materials will add visual interest and reflect the creative spirit of Cambridge. The second floors of these buildings are designed to blend seamlessly with the ground level, helping create a strong sense of place and a cohesive street experience. To ensure long-term safety and climate resilience, New Main Street is being elevated above projected flood levels (the 1% LTFE). This smart design reduces flood risk while making sure the transition from the sidewalk to buildings remains smooth and easy to navigate. Beyond New Main Street, other parts of the Project are also incorporating thoughtful flood adaptation strategies. Buildings C5, R1, R2 and R8, located along Fawcett Street and Fawcett Street Extension, will feature elevated walkways to provide safe and comfortable pedestrian access above future flood levels. Buildings C1, R6, and R7 will be built with sidewalk-level entrances and use interior ramps and stairs to connect to elevated ground floors. This approach maintains a strong connection between the sidewalk and what is happening inside the building. These strategies not only prepare the neighborhood for future climate conditions, but also ensure that publicly accessible spaces remain welcoming and open to everyone.

Street Wall

The facade of the building's next three to six floors above the pedestrian zone frames the spatial volume of the adjoining streets, parks, or squares. Street wall should create room-like public spaces by framing their three-dimensional volumes.

Each building within the Project will thoughtfully align with the designated build-to line along at least 70% of its façade, except as noted in **Volume I, Section 3.3**, helping to shape a vibrant and inviting urban street wall. This architectural approach will extend up to approximately half the height of each building, creating a strong visual connection between the structures and the street-level experience. At the ground levels, the design will highlight a rhythmic pattern of windows and structural bays, adding character and a sense of place. Carefully selected materials and design elements will express the unique uses within each building, fostering visual interest and celebrating the diversity of the neighborhood. The street walls will form a generally continuous edge that gracefully defines streets, plazas, and publicly beneficial open space. These facades are intentionally designed to frame and enhance the experience of the surrounding community areas, creating a sense of enclosure and comfort.

The Applicant will investigate site-specific strategies to frame streets and parks as legible volumetric spaces, create coherent blocks, and engage significant visual axes at the Design Review stage. All sites will adhere to the proposed Block Guidelines shown in **Volume II, Figures 1L.1a through 1L.26b**.

Upper Floors and Towers

The floors of tall buildings above the street wall zone define spaces at a larger scale and add visual interest to distant views.

The Guidelines encourage new large-scale buildings to thoughtfully incorporate step-backs of 5 to 10 feet on the upper floors to help soften the building's presence and better fit within the neighborhood context. These step-backs, which should be applied to 50% to 80% of the upper levels, are intended to preserve open sky views, reduce wind impacts at street level, and create a more comfortable pedestrian experience. To maintain a sense of scale and avoid overwhelming the streetscape, upper floors are generally expected to have smaller floor plates than the base of the building. Step-backs will not appear bulky or abrupt, but rather serve to gently break up the massing, making the building feel more inviting and less imposing to neighbors and passersby. Towers should be articulated with thoughtful design elements that create visual interest and emphasize slender, vertical proportions, contributing to a more elegant skyline and a vibrant, welcoming urban environment.

Building Top

The top contributes to the building's articulation. Depending on building type, the top may range from a cornice or simple parapet, to a stepped back top floor, to an assemblage of penthouses.

As part of our thoughtful design approach, this Project fully embraces the Guidelines, which help shape a more harmonious and welcoming skyline for our neighborhood. In keeping with these rules, building rooftops, often home to mechanical equipment like penthouses, are carefully set back by at least ten feet from the main building facade. Lab buildings require larger rooftop systems, but this also presents an opportunity. These elements can be creatively shaped and integrated into the overall design, helping tell the story of this evolving place. Rather than seeing these rooftop structures as merely functional, the Applicant sees them as an extension of the building's character, a chance to craft a skyline that feels intentional, varied, and uniquely reflective of Alewife Quadrangle. Wherever possible, the Applicant is exploring the use of green roofs to bring nature into view, while helping to cool the urban environment and reduce urban heat island effects. While laboratory facilities do come with substantial mechanical needs, the Applicant is committed to blending these systems thoughtfully into the building's facade, ensuring that even the most technical aspects of the design contribute to a cohesive, respectful, and inspiring built environment for the community. The Applicant endeavors to explore opportunities for roofs of parking garages to be used as recreational spaces. While this might be challenging from a design and cost perspective, there may be opportunities for garage rooftops to be used for hardcourt sports, such as basketball, or sports that thrive on micro fields, such as soccer or flag football.

Roof and Terraces

Roofs and terraces can be an amenity for building occupants; help mitigate the urban heat island effect and stormwater runoff; and serve as locations for photovoltaic arrays.

Green roofs are being explored as a strategy to support district wide stormwater management and enhance environmental performance. In accordance with the City's Green Roof Ordinance, each building will assess opportunities to incorporate green roof systems during the building permit phase. Rooftops, particularly those of lab buildings, must accommodate significant mechanical equipment, which can limit available space for green infrastructure. However, designs are being refined to integrate green roofs and landscaped terraces wherever feasible. These features are intended to support stormwater management, while contributing visual and ecological benefits.

Stormwater runoff from roof areas will be captured and directed to on-site infiltration systems, enabling groundwater recharge through gravity-fed processes. Green roofs also offer benefits such as reduced runoff, moderated building temperatures, and the potential for landscaped spaces that enhance occupant and community experience. To address the impacts of rising temperatures, the Project includes measures to mitigate the urban heat island effect. High-reflectivity roofing and paving materials will be used to reduce heat absorption, and building facades will be designed with shading and insulation to minimize cooling demands.

Bridges and Connectors

Occasionally, the floor plates of separate buildings may be linked together by bridges or sizable connecting elements. They should be designed to minimize any detrimental impacts on the public realm.

At this time, connectors between buildings are not being considered. If any are proposed in the future, they will be located on privately owned land and designed to be as transparent as possible, in accordance with the Guidelines. These connectors will also be subject to a formal Design Review process before the Planning Board.

4.3.3 Open Space and Site Design

The streets, pocket parks, and publicly beneficial open space of Alewife will form the foundation of the district's public realm, an interconnected system of open spaces designed to organize the built environment with opportunities for both active and passive engagement for a diverse community and integration with surrounding neighborhoods. Existing green spaces will be connected with new open areas and site design through thoughtful landscape and architectural integration. Flexible, clear open spaces, generous plantings, and access to sky views will foster a strong connection to nature and outdoor life. Stormwater mitigation features will be seamlessly integrated into the landscape design, enhancing both environmental performance and the quality of the public realm.

General

The network of the site's streets, pocket parks, plaza and publicly beneficial open spaces should break down the old industrial super blocks to increase the connectivity and permeability of the Quadrangle. The parks and open spaces of AOD-Q should serve as the district's defining framework. These spaces should anchor the urban form, shaping a legible and inspiring public realm that invites gathering, exploration, and belonging. More than just recreational areas, they should be dynamic public rooms—memorable, beautiful, and alive with activity—designed at the scale of the City and the rhythm of daily life. Interwoven with streets, green corridors, and urban nodes,

the landscape should create a continuous and immersive experience for pedestrians, reinforcing the identity of Alewife as a place rooted in nature and community. Embedded resilience strategies, native ecologies, water-sensitive design, and climate-adaptive systems, should be integral to these spaces, ensuring that the open space network not only endures, but thrives in the face of change.

The Project's open space network establishes a highly-connected system that integrates seamlessly with surrounding neighborhood green spaces. Gateway Park introduces a linear green spine, envisioned as a north-south connector between two of the City's major open spaces — Fresh Pond to Jerry's Pond. Mooney Green extends the landscape from Blair Pond into the heart of the Development Parcel, anchoring the open space network at its center. A series of pocket parks function as urban oases, while linking nearby neighborhoods. Together, these publicly beneficial open spaces complete the larger green framework of the City, uniting workers, residents, neighbors, and visitors through a shared landscape experience.

Site Design, Resilience, and Sustainability

As Alewife develops, its existing streets, parks, and squares should be improved, and new streets, with their own characters, sizes, programs, and uses, should be constructed. Their landscape design and open space amenities should create an engaging, programmatically rich, and continuous pedestrian environment. The district's open spaces should coherently framed by surrounding building facades. They should create usable and enjoyable places, and interconnect to create an integrated system of public paths, streets, and larger spaces. Open spaces will contribute to creating an environmentally sustainable district as elements of a performative landscape that absorbs excess stormwater, improves water and air quality, and provides shade and cooling to reduce the urban heat island effect.

The primary focus of the Project is to reintroduce nature back into the City in a way that makes daily life healthier, more comfortable, and more connected.

Green infrastructure has been prioritized and included natural systems, like trees, plants, and soil, will improve the environment and make the neighborhood more livable. These green spaces are not just beautiful, they help cool the area during hot days, attract birds and pollinators, and give everyone a place to relax and recharge.

Stormwater management is another important part of the Project. When it rains, instead of water rushing off sidewalks and rooftops and overwhelming the drains, the landscape is designed to slow it down, soak it up, and clean it naturally. Green roofs, rain gardens, and planted areas will

help manage rainwater right where it falls, keeping the neighborhood dry, clean, and more resilient. Landscaped areas will be designed to promote infiltration and reduce runoff by incorporating features, such as native planting, amended soils, and gently graded swales. Where feasible, rain gardens, permeable surfaces, and other low-impact design measures will be used to slow, capture, and filter stormwater before it leaves the Development Parcel.

As the Quadrangle is vulnerable to flooding and extreme heat, the Project also includes smart, climate-resilient design. Buildings will be raised to stay safe from future flood risks, and important equipment will be protected and backed up so that homes and services can keep running even during storms or power outages.

One of the most exciting parts of the Project is how it brings green space where it is needed the most. Parks and publicly accessible areas are carefully placed and connected so they feel like a natural part of the neighborhood—not tucked away, but front and center. These spaces are meant to bring people together, whether you are taking a walk, playing with your kids, or just enjoying the outdoors.

Environmental Comfort

Alewife's open spaces should provide safe and pleasant environments, with shade, shelter, and a connection to nature, and should help mitigate negative environmental impacts.

Landscape Design

The Project is designed with the community as the priority, creating a welcoming, comfortable, and environmentally friendly landscape for everyone to enjoy. The area will feature a mix of parks, plazas, green connectors, tree-lined streets, and walking paths that support both quiet relaxation and active use. By planting native and adaptable species, the open space network will support wildlife, including birds and pollinators, while strengthening the neighborhood's visual character throughout the year. Species selection will place emphasis on keystone species and other habitat-supportive plantings that provide meaningful ecological value.

Trees and vegetation will provide shade in the summer, improve comfort in all seasons, and help manage stormwater to reduce flooding. Landscaped areas will be designed to promote infiltration and reduce runoff through features such as amended soils, gently graded swales, rain gardens, and permeable surfaces, helping to slow, capture, and filter stormwater before it leaves the Development Parcel. The landscape design will also consider habitat

connectivity, creating linked planting areas and green corridors where feasible to better support movement and refuge for wildlife.

Maintenance regimens for grass and other planting areas will be developed to support long-term plant health, resilience, and ecological performance. These regimens are expected to emphasize appropriate mowing practices, seasonal care, limited chemical use where possible, replacement of unsuccessful plantings, and ongoing stewardship that reinforces the project's sustainability goals. The use of natural materials like wood, stone, and permeable pavement adds visual interest and supports a sustainable, walkable environment.

Lighting

Lighting throughout the area is designed to make public spaces feel safe, welcoming, and vibrant after dark. Streets, parks, and walkways will feature lighting that is scaled for pedestrians so that everyone can enjoy the neighborhood comfortably at night. Key areas, like benches, public art, and gathering spaces, will be gently highlighted, creating a warm and inviting atmosphere. Creative lighting features will also bring special character to the area, without adding unnecessary glare or light pollution.

Noise

To help keep the neighborhood peaceful, thoughtful steps are being taken to reduce noise where people live and gather. Trees, planted areas, and gentle landforms like berms will help block sound from traffic and other busy areas. Buildings will also be arranged to create quieter spaces, separating more active areas from homes and parks. The goal is to create a lively, vibrant neighborhood that still feels calm and livable, especially in the evenings. Building mechanical systems will be enclosed or located on rooftops to minimize noise pollution.

Shadow and Wind

The layout of buildings and green spaces has been carefully planned to make sure publicly accessible areas get plenty of sunlight and feel comfortable year-round. Trees will offer a nice balance of sun and shade, making outdoor spaces enjoyable in all seasons. The design also takes wind into account by placing buildings, trees, and landscaping in a way that softens strong winds and prevents cold drafts at the ground level. The result is a more pleasant, protected environment for walking, sitting, and spending time outdoors.

Universal Access

In the design of buildings and outdoor spaces, place special emphasis on universal access and design. This means going beyond accommodations; recognizing the right that all people have to access and inhabit a space regardless of their cognitive and physical capacities, creating more equitable places.

The public realm is comprehensively designed to ensure universal access for all users. Most building entrances are at-grade, while the elevated porches along Fawcett Street feature direct and convenient ramps that support access for everyone. Wayfinding signage will be provided throughout the Development Parcel, along with clear, accessible connections integrated into the landscape. Street furniture will be installed at regular intervals to support individuals with mobility or stamina limitations. Play features in publicly beneficial open space will accommodate the engagement of both able-bodied children and those with limited mobility.

Streets and Path

New streets and paths should connect Alewife's sub-districts and tie the district to nearby neighborhoods and parks. Alewife's streets should be welcoming, safe, and enjoyable for bicyclists and pedestrians of all ages and abilities. Primary streets should be designed as "cool corridors," shaded by canopy trees.

The streets and paths within the Project are designed as safe, tree-lined urban corridors that encourage strolling, shopping, dining, and rest. These new streets form a highly integrated network of circulation, connecting seamlessly to adjacent districts and neighborhoods across the City. As the primary connective elements of the public realm, streets are envisioned to efficiently accommodate pedestrians, cyclists, and vehicles alike.

The conceptual street plan (**Figure 1A.5**) reduces block lengths, enhances circulation for all modes of transportation, and fosters a more urban, pedestrian-oriented environment. A network of pedestrian and bicycle routes will be established, strengthening connections to the broader Alewife community.

Street trees will define space and provide shade, creating a comfortable and sheltered environment for pedestrians and bicyclists. To promote active street life and enhance the experience of the street as a space for people, sidewalks along primary commercial streets should generally extend to building facades, encouraging direct physical and visual engagement between interior uses and the public realm.

Clear delineations between vehicular zones and pedestrian areas will be essential to maintaining safety and emphasizing the street as a shared, pedestrian-first environment.

Parks

As the district develops, new parks may be created as publicly- and privately-owned public spaces. These parks should provide opportunities for a wide range of activities, including quiet enjoyment of nature, recreation, active play, outdoor dining or picnicking, temporary markets, organized public events, and informal gatherings.

As an interconnected system, the Project's open spaces will organize its built fabric, connect its subdistricts, and connect the Quad to the surrounding neighborhoods.

Mooney Green: centrally positioned between Buildings C2, C3, C4, and C6, is designed as a vibrant community open space that supports the daily needs of nearby residents, workers, and visitors. This inviting green area fosters neighborhood connections through a variety of gathering spaces and pedestrian pathways that seamlessly link the adjacent buildings. A central component of Mooney Green is a small pavilion that will contain potential neighborhood uses measuring approximately 1,800 SF of GFA. (Should any portions of the pavilion be used for commercial purposes not qualifying as neighborhood uses, such square footage would not be exempt GFA and would instead count as commercial square footage). The pavilion may support the daily functions of adjacent uses, while also accommodating community events.

Mooney Green features a micro field suitable for sporting events and informal play, creating opportunities for both active recreation and casual encounters. There are shaded areas ideal for reading a book or relaxing, as well as open lawns that can host movie nights and community gatherings. These flexible spaces are intended to support social interaction and leisure throughout the day. Sustainability and resiliency are woven into the design, with native and adaptive plantings that enhance biodiversity and reduce maintenance needs, permeable surfaces that help manage stormwater, and shaded zones that mitigate urban heat. The landscape is thoughtfully planned to adapt to changing environmental conditions, ensuring that Mooney Green remains a thriving and resilient community asset.

On the east side, adjacent to the ground floor retail spaces, an urban plaza forms a welcoming threshold. This plaza is enhanced with art and water features, providing a visually engaging environment and a lively spot for people to meet and linger. Together, Mooney Green offers a mix of active and passive spaces that encourage neighborhood interaction, support everyday activities, and contribute to the overall vibrancy of the Quad.

Bend Park: the northern portion of Bend Park serves as a welcoming transitional open space for visitors and residents entering the Quad. Its design thoughtfully accommodates both pedestrians and cyclists, providing safe

movement while also offering moments of respite and activity through integrated seating, wayfinding, and art installations amid lush vegetative edges. This area anchors the Proposed Bridge within the public realm, ensuring a graceful transition from the built environment to the larger Bend Park that stretches across Fawcett Street to the south. Bend Park also acts as the northern gateway to a linear green spine, which will run diagonally through the Quad, creating dynamic and inclusive spaces for all users. An iconic shade structure and robust tree plantings attract people into Bend Park where they can discover a range of spaces and activities. A central, generous lawn supports informal recreation (pickup soccer, frisbee or movie night), and curving paths enable movement and connection throughout the greater open space. Naturalized planting areas enhance the park's ecological function and visual identity, supporting both biodiversity and stormwater management. Nearby, dog park, open play areas, and shaded seating offer inviting spaces for residents, workers, visitors, and neighbors to relax and connect. A raised crosswalk has been introduced to link the Proposed Bridge to Bend Park. The crosswalk location coordinates with the multi-use path and is marked with a gateway element shade structure adjacent to the sidewalk distinguishing the entry. Building R2 has evolved to incorporate insight from CDD staff specifically along the eastern end facing Bend Park. These changes include moving the building west to widen the width of Bend Park, updating the massing along Fawcett Street to incorporate a stepping into Bend Park, and reshaping the porch and landscape design to emphasize the diagonal movement of the multi-use path. Together, these features are seen to initiate the development of Gateway and Bend Park at urban and pedestrian scales.

Gateway Park: provides the Concord Avenue entrance to the Quad and a complementary southern gateway to Bend Park. This segment of the diagonal linear park supports both active and passive uses, combining recreation, relaxation, and environmental benefits. A spacious lawn accommodates informal play, a micro-soccer field, gatherings, and neighborhood-scale events, while a network of walking paths encourages everyday movement and connectivity (and future connection of the Quad's multi-use path). A generous shade structure anchors the park's southern edge alongside multi-use sports courts and play structures, while seating areas and a children's natural play zone sit to the north. Gateway Park begins the green corridor linking Fresh Pond to the MBTA Alewife train station and the Alewife Brook Reservation, functioning as both a neighborhood amenity and an important element of the district's larger open space network.

While each of these open spaces is distinct in character and program, they are united by a common vision: to form a cohesive and highly connected public realm that is green, welcoming, and resilient. Landscapes will be predominantly planted, with flexible lawns, shaded seating areas, and layered plantings that define edges and frame views. Multiple entry points will foster permeability, inviting pedestrians and cyclists from across Alewife and beyond.

Environmental sustainability will be integral to the design of each open space. Stormwater management features—such as bioswales, rain gardens, and permeable surfaces—will be embedded throughout, while plantings will prioritize native and climate-adaptive species. A diverse tree canopy will provide shade, improve urban cooling, and support habitat value. Collectively, these open spaces will deliver essential recreational, ecological, and civic benefits, reinforcing Alewife's identity as a livable, connected, and forward-looking urban district.

Squares and Plazas

New squares and plazas should be created as integral elements of development projects. They should be beautiful and welcoming places that are a focus of community life. They should be predominately pedestrian, and enlivened by outdoor dining, temporary markets, playful landscape features, public art, outdoor events, and the ground floor activity of buildings that frame them.

The Project's urban design incorporates several new plazas (or squares) throughout the Quad as integral elements of the overall development. These spaces have been carefully integrated and coordinated with the broader open space network to create beautiful, welcoming, and highly functional public realms that support community life. In many cases, these plazas serve as gateways or thresholds into larger open spaces, helping to define arrival points and strengthen connections across the Development Parcel. The Project's largest open spaces, Mooney Green and Bend Park, are each anchored by plazas that welcome users and provide opportunities for gathering, orientation, and activity. These spaces are designed to enhance the pedestrian experience and contribute to a cohesive and legible open space framework. In addition, New Main Street is envisioned as an essentially continuous plaza within a shared street environment that is distinctly pedestrian-focused. Central to New Main Street, New Main Street Plaza is a gem of pedestrian-scaled space and is intended to function as an animated and vibrant retail corridor linking the site to the greater Alewife neighborhood. Framed by ground floor neighborhood uses, these spaces are designed to support a lively public realm and

create opportunities for informal gathering and everyday social activity. Collectively, the plazas and squares throughout the Quad are intended to welcome residents and neighbors alike, inviting them either to gather within these spaces or to explore deeper into the broader open space network. Their design supports a flexible range of activities and contributes to the creation of an engaging, connected, and community-oriented environment.

4.3.4 The Quadrangle Sub-District

Through site and building organization that is consistent with the Envision Alewife District Plan and the Alewife Zoning Working Group Principles, the Project provides thoughtful built form and open spaces. The proposed built form establishes pedestrian zones defined by consistent street walls with appropriate step-backs on upper floors and building tops. Open space and site design meet resiliency and sustainability goals, while providing for environmental comfort with thoughtful landscape design utilizing strategies, which provide safe levels of lighting and are responsive to noise, shadow and wind impacts. Additionally, the Project embraces universal access and provides streets and paths that connect the Quad to the broader surrounding community fabric through the creation of a network of parks and plazas that support diverse and varied uses.

Healthpeak PUD: Final Development Plan: Healthpeak Responses to Planning Board Comments (Table 1)

6/26/26

Comment #	Comment	Response
PB.1	The Final Development Plan shall respond to the specific comments made by the Board at the preliminary public hearing and set forth in memoranda provided to the Planning Board by the Community Development Department (CDD), Department of Transportation (DOT), and Department of Public Works (DPW), attached to this Preliminary Determination and incorporated herein.	Direct responses to specific comments received from the Planning Board are included herein. See Tables 2, 3 and 4 for responses to comments included in the memoranda provided by CDD, DPW and DOT, respectively.
PB.2	Provide greater clarity on the process and timeline for completing the bridge connection over the railroad. This is a long-standing planning objective and an essential component of the development. Board members would like to see this completed as early in the development phasing as possible, understanding that it will require approval from the MBTA.	The Proposed Bridge design and other details are being coordinated directly with the MBTA and the City. The Proposed Bridge will be delivered in accordance with the requirements of Section 20.1100 (see Vol 2, Sec 1.11). Section 2.4 of Volume 1 and Section 1.11 of Volume 2 have been updated to clarify the anticipated timing for the commencement and delivery of the Proposed Bridge. Based on the existing and new non-residential GFA, the construction requirement is anticipated to be triggered prior to the issuance of a Certificate of Occupancy for the last commercial building within Phase 1B. Substantial completion of the Proposed Bridge is anticipated prior to the issuance of a Certificate of Occupancy for the first commercial building within Phase 2B. Other language has been added to the narrative: “In connection with the construction of the Proposed Bridge, it is intended that the Applicant will seek a permanent easement from the MBTA (the “MBTA Easement”) that permits the construction, maintenance, repair and replacement of the Proposed Bridge, access to and egress from the Proposed Bridge, and the provision of utilities on and alongside the Proposed Bridge. Following substantial completion of the Proposed Bridge, it is intended that the Applicant will: (i) assign the MBTA Easement to the City; and (ii) grant a permanent easement to the City over portions of the Development Parcel that are reasonably required to provide access and utilities to the Proposed Bridge, including any such portions located within the MBTA Easement area (collectively, the “Developer Easement”). Following substantial completion of the Proposed Bridge, it is intended that the City would acquire ownership to the Proposed Bridge from the Applicant and would assume all ownership, operation and maintenance obligations for the Proposed Bridge. As of the date of this Final Development Plan, the extent of the MBTA Easement area and the extent of the Developer Easement area have not yet been determined.” (See Vol 1, Sec 3.3).
PB.3	Approach the design of the bridge in a way that will make it feel like a welcome crossing and a key identifying feature for the whole development.	See Off-Site section of Volume 1 Section 2.2.1 Proposed Development Program Summary and Volume 2 Section 1.6.1 Proposed Bridge with description of current design considerations for an accessible Proposed Bridge.
PB.4	Provide information about other key connections to the area that could be achieved in the future, including the processes or mechanisms required to achieve them, recognizing that some may be in areas that the developer does not control such as Terminal Road.	See updated text in Volume 1, Section 4 in the 2019 Envision Alewife District Plan section. This references Appendix H, with potential conceptual layouts for a future Spinelli and Adley Road extension, 17 Smith Place, and Terminal Road connection that could be incorporated by others in the future, assuming different existing conditions. Additional study by others is required. The Applicant's proposed Project does not preclude development by others to work towards the City's long-term roadway network goals.
PB.5	Minimize parking for single occupancy motor vehicles overall, and prioritize parking and traffic reduction. Board members would like to see parking reduced to be consistent with parking reduction ratios for typical shared parking scenarios in urban environments, and incorporating recommendations from DOT.	Volume 2 Section 1.14.2 provides a general overview of the proposed parking strategy, which includes currently proposed numbers as well as a potentially lowered number of 4,040 due to lease turn overs, land use transitions, and other shared parking strategies. If parking utilization monitoring supports a further reduction in the General Office parking ratio for applicable future development, the number could be even lowered to approximately 3,788.
PB.6	Seek creative solutions and strategies to improve shared parking and reduce parking over time even if it is necessitated by current market conditions.	See response to comment PB.5.
PB.7	Consider using rooftops of parking structures for other uses, such as recreation space.	As feasible, the Applicant will consider during Design Review, as this can be challenging from a design and cost perspective.
PB.8	Provide more information on interim transportation measures to support development that is built before pedestrian/bicycle connections are completed, such as shuttles.	The PTDM Plan includes a commitment to be a member of the Alewife TMA shuttle service and fund a study to better understand and consider improvements to operations. More information on PTDM effort is included in Section 1.14.4 of Volume 2 as well as in the PTDM Plan currently under development.
PB.9	The Development Proposal area is very large and it is difficult to understand how it will affect the sense of place for the neighborhood. Provide a clearer vision of how people will perceive the development and how it will shape the image of the area as a whole.	The Proposed Development is based on the core concept of "connection." This concept simply attempts to reintegrate the Quad back into the fabric of the City by creating green connections and continuing the street grid through the Quad. In many ways, this stitches the Proposed Development back into the City and embraces the image of an area integrated into the area as a whole.

PB.10	Describe how sites will be designed to intentionally tee up development on sites outside of the Development Parcel to ensure the long-term redevelopment of a complete neighborhood. Be assertive in how this development plan will create a framework for the neighborhood.	See Vol 2, Section 1.11 for a detailed preliminary phasing plan for the Development Parcel. The Applicant has thoughtfully designed and phased the Project to tee up the long term redevelopment of a complete neighborhood. For example, at the heart of the Project's emerging public realm is Alewife's linear green spine, a reimagined corridor along the former railroad right-of-way. Envisioned as a continuous ribbon of green space, it will serve as a vibrant hub of recreation and community life. Enhanced by the addition of the new Proposed Bridge, the green spine will connect Fresh Pond to the Alewife Brook Reservation, reinforcing ecological continuity while offering new opportunities for walking, biking, and connecting with nature. As part of the Project, the Applicant will deliver the Proposed Bridge, Bend Park and Gateway Park; the delivery of in-between open space segments (on land not owned by the Applicant or its affiliates) can be a condition of the entitlements in the event of redevelopment for those in-between parcels. The Project also encourages direct connections to the broader Alewife neighborhood, with its over 13 acres of publicly beneficial open space, enhanced multimodal transportation network, with City-standard roadways, cycle tracks and pedestrian pathways, smooth transitions between high-density and residential areas, and an emphasis on sustainability and climate resiliency with innovative green infrastructure and stormwater management integrations that will not only benefit the new development, but also the existing surrounding neighborhood. As indicated by the preliminary phasing plan, the Project prioritizes the delivery of much-needed housing, the conveyance of the DPW Parcel, and the Proposed Bridge construction commencement, again emphasizing connectivity to the broader community and a continued partnership with the City. See Vol 1, Sec 4 for a discussion of how the Project adheres to the guiding principles of the Alewife planning documents and enhances the City's vision for Alewife.
PB.11	Identify opportunities for placemaking and demonstrate how the broader Alewife Quadrangle will become a cohesive neighborhood, evaluating the Development Parcel and other sites within the neighborhood.	See narrative in Volume 2, Section 1.8 - Ground Floor Activation Plan. The Final Development Plan envisions Neighborhood Use spaces in accordance with the approved zoning framework, which is specifically intended to support and complement the daily needs of residents, employees, and visitors. Permitted Neighborhood Uses include: Educational Uses, Community Centers, Healthcare Facilities, Professional Office Uses, Private Libraries, Museums or Noncommercial Galleries, Local Government Uses, Retail and Consumer Service Establishments, Outdoor Entertainment and Recreation Facilities, Temporary Outdoor Retail or Consumer Service Uses, and Food Commissaries. By accommodating a diverse range of neighborhood-serving uses within designated areas, the Project will help create a self-sufficient, walkable district that reinforces both the residential and employment components of the Quadrangle. See new Figures 1H.1c and 1H.2c with potential program allocation and merchandising concepts for each phase.
PB.12	Continue to workshop the design of site R2 and the disconnected elements of the diagonal open space to create stronger axes with the future phases of development, particularly New Main Street.	The Applicant is contemplating the Building R2 parcel to be the first to be developed, pending economic conditions. This is strategically located near existing successful retail, the Proposed Bridge, and one of the signature parks in the Project, Bend Park. Bend Park could initiate the development of the diagonal connection envisioned in the Alewife District Plan. As shown in Figure 1E.8b, there could be use of iconic placemaking elements to support wayfinding and visual connectivity located near the entry to the Proposed Bridge, Bend Park, near the intersection of Wilson Road Extension and New Main Street, and other strategic locations within the Project. The revised massing of R2 and shape and topography of Bend Park supports these visual connections from different locations including Gateway Park, New Main Street, Fawcett Street, and Fawcett Street Extension. Additionally continuity on the street edge is provided to the extent possible in regard to street trees and bicycle lanes to support ease of access.
PB.13	Continue to develop the size and design of the pedestrian street between the commercial and residential buildings on New Main Street. The crossing at New Main Street would benefit from additional breathing room.	New Main Street is intended to prioritize pedestrians and is scaled as such. See Figure 1D.14H.
PB.14	Study how building design can read less as blocks, considering the courtyard-oriented development on Wheeler Street as an example.	See revised Block Guidelines shown in Figures 1L.1a through 1L.26b in Volume 2.

PB.15	Provide more information about how the public realm ties the development together, particularly in the relationship between the "new public realm" and "publicly beneficial open space." The design guidelines for the area call for buildings with a streetwall presence and open space designed with a more interior focus.	The public realm and open space of the Project is intended to serve as the connective framework that knits the development together, linking buildings, streets, and open spaces into a cohesive whole. The “new public realm” is the broader network of pedestrian circulation, street edges, and shared spaces, while the “publicly beneficial open space” provides usable and welcoming areas within that network for gathering, respite, and everyday activity. Consistent with the Design Guidelines, the architectural massing establishes a strong streetwall presence that defines and activates the public realm, while the open space is oriented more internally to create a focused and comfortable amenity for users. Together, these elements balance an urban street presence with interior open space, creating a development that is both well integrated and publicly beneficial.
PB.16	Clarify areas that are parks versus open spaces that adjoin buildings.	Figure 1E.1 (Conceptual Open Space Plan) in Volume 2 has been updated to indicate the new names for each of the open spaces. All narrative and exhibits have been updated consistent with the names shown in this Figure. Also see Figure 1E.2 for Open Space Typologies and descriptions in Section 1.2.3 in Volume 2.
PB.17	Use natural areas to support placemaking and neighborhood identity.	As described in Volume 2, Section 1.9, a six (6) to eight (8)-member committee, the Neighborhood Uses and Open Space Advisory Committee, will be appointed approximately six (6) months prior to the occupancy of the first constructed building within the Development Parcel to advise, in part, on open space programming. The Applicant will study Committee suggestions, assess feasibility, and refine such programming as Project development progresses. As the Applicant's work with the Committee will ultimately inform the programming and design for the Project's major open spaces, the Applicant will be in a position to propose a comprehensive vision for the programming and design of each such open space at the respective Design Review stage.
PB.18	Provide a clearer inventory of active-use open spaces within the development and in the surrounding area to understand what needs should be met. Consider consolidating uses to create destinations, such as creating one cool playground instead of multiple.	Volume 2, Section 1, 1.2.3 provides a clearer description of the active-use open space amenities planned throughout the Project. It also identifies nearby existing open spaces; including play areas, sports courts, and multi-use fields. It also indicates their proximity to the center of the Quad and estimated walking distances. This analysis informed the open space program and the distribution of amenities across the Project to better serve adjacent neighborhoods, future residential buildings, and employees associated with the commercial uses. In response, some uses have been consolidated to create greater variety and stronger destination spaces throughout the Quad. An Open Space Gap Analysis or inventory of open space amenities/activities has been provided in Figure 1E.10a-d. For example, Mooney Green has been refined to include a micro-sports field, a multi-use lawn for community gathering, plaza space with a water feature, and a central gathering node with shade that anchors activity within the space. It also includes a network of pathways that support wellness, discovery, and leisure. Bend Park has similarly been redesigned to feature a signature placemaking and shade element at its entrance, along with plaza space and a large children’s play area that extends through the park from north to south. The park also includes a large pavilion, multi-use lawn space, dog park, and passive areas, with a more active southern edge that can accommodate food trucks and create a transition to New Main Street.
PB.19	Pursue additional active recreation spaces, possibly on rooftops.	As feasible, we will consider during Design Review, as this can be challenging from a design and cost perspective.
PB.20	Provide more information about how Phase 1 development will be served with a relatively small number of spaces designated for neighborhood use.	See narrative in Volume 2, Section 1.8 - Ground Floor Activation Plan. See new Figures 1H.1c and 1H.2c with potential Program allocation and merchandising concepts for each phase. Within the zoning framework, the Project is intended to encourage a diverse mix of uses and operators over time. Neighborhood use parcels may accommodate a variety of permitted uses, allowing flexibility to respond to community needs and market demand while supporting a vibrant and active district. Also see comment to CDD comment 1.98.

Healthpeak PUD: Final Development Plan: Healthpeak Responses to Planning Board Comments (Table 1)

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PB.21	Describe how community-focused uses will be programmed into the development, like childcare, libraries, dog parks, convenience stores, etc. Avoid some of the approaches used in the Seaport, which reads more as a destination for outsiders	See narrative in Volume 2, Section 1.8 - Ground Floor Activation Plan. The Final Development Plan envisions Neighborhood Use spaces in accordance with the approved zoning framework, which is specifically intended to support and complement the daily needs of residents, employees, and visitors. Permitted Neighborhood Uses include: Educational Uses, Community Centers, Healthcare Facilities, Professional Office Uses, Private Libraries, Museums or Noncommercial Galleries, Local Government Uses, Retail and Consumer Service Establishments, Outdoor Entertainment and Recreation Facilities, Temporary Outdoor Retail or Consumer Service Uses, and Food Commissaries. By accommodating a diverse range of neighborhood-serving uses within designated areas, the Project will help create a self-sufficient, walkable district that reinforces both the residential and employment components of the Quadrangle.
PB.22	Continue to develop the design of this area. Board members expressed concerns about this area being perceived as a disconnected office park, in contrast with more successful parts of the Development Proposal. Further define how the area will connect to and improve the neighborhood.	Volume 2, Section 1, 1.2.3 describes the major green/open spaces of the Project, in particular Mooney Green. Mooney Green has been fully redesigned to support programming that can be used by both the employees and the community and encourage access. Building C4 has been shifted to the east to provide a larger contiguous open space in the center of Mooney Green and a stronger urban edge along Smith Place and Fawcett Street. The Pocket Park by P1 and path in between C1 and P1 (Green Connector) have also been developed to facilitate activation and connectivity. See Volume 2, Figure 1D.1 for major connections from all directions and nodes of interest. Volume 2, Figure 1E.8c shows conceptual open space programming with a variety of potential uses.
PB.23	Describe more about how this area will incorporate neighborhood uses and creative options for activation.	See response to comment PB.22. In response to comments, the Applicant moved C4 east to pin the intersection at the Fawcett Street and Smith Place. Additionally, the massing has been significantly revised to have a more substantial presence along the east elevation. The north side of C4 has been revised to adopt recommendations to step the massing to funnel pedestrians into Mooney Green from Smith. Additional information regarding creative ideas for activation is included in Volume 2, Section 1, 1.2.3.
PB.24	Investigate redesign options for Building C4. Consider rotating the building by 90 degrees to improve open space, retail access, and light.	See response to comment PB.22. Mooney Green has been revised to incorporate significant community use. The multi-use lawn along the Fawcett Extension has been configured and sized to be used as a micro field. The Plaza off of the Smith Extension has been reconfigured to potentially accommodate use by food trucks and street fair-style tents. A generous pedestrian promenade has been designed to increase block porosity and encourage connection between the Smith Extension and the north-south leg of New Mooney Street. These concepts will be further studied during Design Review.
PB.25	Continue to pursue district-wide solutions for district energy and stormwater mitigation. Show where solutions or further collaboration will be incorporated into the development and phasing.	A10 has expanded the narrative in Volume 2 Section 1.12.3 and added a new section in Volume 2 Section 2.3.4.6 - Energy Infrastructure. Narrative in Volume 2, Section 2 has been updated to include detail of combined storm system approach where possible.
PB.26	Provide additional details on sustainability measures related to buildings and site design.	A reference to Appendix B - Green Building Report was added to Section 1.12.2 - Summary of Article 22 Requirements.
PB.27	Provide additional details and guidance on how interrelated components will be coordinated and how interim conditions will be addressed.	See narrative in Volume 2, Section 2.3.4 - Energy Infrastructure which explains process for coordinating public and private utility scope. See narrative in Volume 2, Section 1.11.4 - Interim Conditions. Applicant will ensure a cohesive and vibrant interim condition through coordination with the City with each major scope of work.

Healthpeak PUD: Final Development Plan: Healthpeak Responses to CDD Comments (Table 2)

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Comment #	Comment	Response
	Zoning Memo	
1.10	Modification of Flood Resilience Standards (Section 22.84.3) -Must be reviewed and approved in writing by the City Engineer.	See Table 3 for response to DPW Memorandum comment 2.4.
1.12	More information about the range of potential uses and how the neighborhood use space will be programmed may be helpful in the Final Development Plan	See response to comment 1.23 below.
1.13	Proposed open spaces include four new parks, open spaces accessible off streets and from private lots, and New Main Street, described in the Development Proposal as a shared street that prioritizes non-vehicular modes of travel. Additional details may be considered to ensure the classification of New Main Street as an open space, rather than a street, is consistent with zoning requirements.	See response to comment 1.24 below.
1.13a	Publicly beneficial open space must be generally accessible to the public for the purposes for which the space is designed and approved by the Planning Board.	A new figure, Figure 1E.9 in Volume 2, has been added to demonstrate the publicly beneficial open spaces that have been designed for public access and activation. Additionally, Section 1.2.3 of Volume 2 includes additional language regarding the same.
1.14	Because the design of the future DPW site is still being studied by City staff, it is not shown in the Development Proposal. More detail may be provided at the Final Development Plan stage after consultation with DPW. That site might also require modifications to the Building and Site Design Standards and the standard design review process given its unique function and separate ownership.	As of the date of the Final Development Plan filing, City staff is continuing to study the design of the DPW Facility Project, and accordingly, a tentative design is reflected on the DPW Parcel. The DPW Facility Project has been designed to respect the transition from the high-density, mixed-use neighborhood envisioned in the Quad and the existing adjacent residential neighborhood. It is intended that DPW will continue to provide a landscaped buffer zone between the Highlands neighborhood and the DPW Facility Project. This buffer will be achieved by maintaining and supplementing the existing landscaping conditions to enhance visual screening and separation. The Applicant, on behalf of the City, has requested in the Final Development Plan the modifications and waivers anticipated to be required for the DPW Facility Project. See Volume 1, Section 2.2 and Volume 1, Section 3 for additional information.
1.16	The Development Proposal requests waivers from side yard setback requirements for Residential Building and Parking Structure R6/P4, Residential Building R7, and Residential Building R8. R6/P4 are described as being placed on a single lot off Smith Place, with access to P4 provided through a private easement. The proposal notes that the applicant does not own this private way, although it is identified as a "future street" per the plan referenced in Section 20.1100.5.5.2.3. The requested waivers for R6, P4, and R7 all relate to this private way. This is a matter that can be discussed further in the Final Development Plan.	Section 3.3 of Volume 1 has been modified to clarify the ownership of the sliver parcel and private way. The sliver parcel is owned in fee by an abutter, over which the Applicant's affiliates have a benefitting easement. The sliver parcel is proposed to be developed as a sidewalk and a bike lane. North of the sliver parcel is an existing private way on land that the Applicant's affiliate owns in fee. Parking/loading access for P4/R6 will be provided through this private way.
1.17	The DOT memo comments on the required Transportation Impact Study (TIS) and the proposed transportation program for the site, identifies concerns and potential impacts, and provides recommendations for additional information and mitigation that should be included in the Final Development Plan.	See Table 4 for responses to DOT Memorandum comments.
1.17a	Construction of bicycle/pedestrian bridge is proposed to start at the beginning of Phase 2A, following Phase 1 construction of about 1,175,000 SF of non-residential GFA, about half of total (with existing)	Section 2.4 of Volume 1 and Section 1.11 of Volume 2 have been updated to clarify the anticipated timing for the commencement and delivery of the Proposed Bridge. Based on the existing and new non-residential GFA, the construction requirement is anticipated to be triggered prior to the issuance of a Certificate of Occupancy for the last commercial building within Phase 1B. Substantial completion of the Proposed Bridge is anticipated prior to the issuance of a Certificate of Occupancy for the first commercial building within Phase 2B.
1.18	Additional information about connectivity and residential access to open spaces in the northwest portion of the site may be necessary to ensure the full development site supports the balance of residential and non-residential uses.	See response to comment 1.26 below.
1.20	The proposed extent of neighborhood use meets the minimum PUD requirements in the AOD-Q zoning. More discussion of how the space is allocated and programmed may be necessary to better understand how the proposal connects to the planning objectives.	See response to comment 1.23 below.
1.21	The proposal exceeds the minimum requirements for open space, providing both larger contiguous areas of open space and smaller spaces that are encouraged by the zoning and planning objectives for the area. As with neighborhood uses, more discussion may be needed around intended use and programming to understand how open space will provide recreational and cultural opportunities to present and future occupants of this evolving neighborhood.	See response to comment 1.30 below.
1.22	The Development Proposal confirms the developer will continue discussions with the City and Eversource regarding district-wide energy solutions, including thermal energy networks. Additional details on area-wide energy opportunities and analysis of how such solutions will be prioritized in a manner that supports the neighborhood may be requested in the Final Development Plan.	See response to comment 1.25 below.

1.23	Neighborhood Uses: Information about the range of potential uses and how the neighborhood use space will be programmed to support a self-sufficient neighborhood and complement the workspaces and living spaces. Details may be requested on timing of neighborhood use development and how development will be supported throughout project construction (both Phase 1 and Phase 2).	See narrative in Volume 2, Section 1.8 - Ground Floor Activation Plan. The Final Development Plan envisions Neighborhood Use spaces in accordance with the approved zoning framework, which is specifically intended to support and complement the daily needs of residents, employees, and visitors. Permitted Neighborhood Uses include: Educational Uses, Community Centers, Healthcare Facilities, Professional Office Uses, Private Libraries, Museums or Noncommercial Galleries, Local Government Uses, Retail and Consumer Service Establishments, Outdoor Entertainment and Recreation Facilities, Temporary Outdoor Retail or Consumer Service Uses, and Food Commissaries. By accommodating a diverse range of neighborhood-serving uses within designated areas, the Project will help create a self-sufficient, walkable district that reinforces both the residential and employment components of the Quadrangle. See new Figures 1H.1c and 1H.2c with potential program allocation and merchandising concepts for each phase.
1.24	Open Space: Additional explanation on the treatment of New Main Street as an open space, rather than a street. Details may include activation information and how non-vehicular modes of transportation will be supported.	Addressed in Volume 2, Section 1, 1.2.3; the narrative describes how New Main Street is intended to be a pedestrian first environment, encouraging movement from side to side and opportunities to linger along the retail corridor. Per the street section shown in Figure 1D.14h, New Main Street is approximately 70'-0" wide with only 20'-0" that can be accessed by vehicles. In this cross section, the remaining 50'-0" includes sidewalks, furnishing zones, and planting which prioritize pedestrian activity. Although this width is varied along the length of the street, a continuous publicly accessible open space is provided on both sides for its entirety, as shown on Figure 1E.5 of Volume 2. This also serves as a connection to other open spaces. As this street is privately owned, vehicle access can be temporarily restricted for specific events or limited to certain times. See Figure 1E.7a, 1E.8f, and Figure 1E.10c for examples of activation and potential program.
1.25	Energy Infrastructure: Additional details on area-wide energy opportunities, including district energy, and analysis of how such solutions will be prioritized, including information on potential sub-districts and key coordination needs.	A10 has expanded the narrative in Volume 2 Section 1.12.3 and added a new section in Volume 2 Section 2.3.4.6 - Energy Infrastructure.
1.26	Connectivity and Access: Further details related to connectivity and residential access to open spaces in the northwest portion of the site, particularly to designated public spaces and how access and engagement beyond commercial tenant use will be encouraged.	Volume 2, Section 1, 1.2.3 describes the major green/open spaces of the Project, in particular Mooney Green and the aspiration that this space is an open space supporting not only the adjacent buildings but also the broader community with a variety of uses. Figure 1D.1 of Volume 2 shows connections to Mooney Green from all directions and identifies its major nodes of interest. Also see Figure 1E.7a and Figure 1E.8c for examples of potential activation and program.
1.27	Parking: Greater clarity on the parking program is needed to understand compliance with PUD zoning requirements. In particular, clarification is needed on how existing uses and parking are proposed to be treated for zoning purposes. Additional information about the intended use of pooled / principal use parking would help support the necessary Planning Board findings to approve that use.	As clarified in Section 3.3 of Volume 1, the Applicant is seeking a Special Permit pursuant to Sections 20.1100.4.3.1 (Parking as a Principal Use), 20.1100.5.5.4 and 20.1100.6.3 to allow for the temporary parking of buses for a fee on the existing surface parking lot located at 127 Smith Place, the future site of Buildings C4 and C6 and a portion of Mooney Green, which use will cease upon the construction of said buildings and open space. Further, Section 3.3 of Volume 1 and Section 1.14.2 of Volume 2 have been modified to provide additional clarification on how existing uses and parking are proposed to be treated for zoning purposes, as well as additional information to support the Planning Board's findings under Section 20.1100.6.3 for pooled accessory parking.
	Urban Design Memo	
1.28	For a Phased Development Plan, the Planning Board shall also determine whether the proposed Phasing Plan will ensure that the purpose of this Section 20.1100 will be met over the duration of the development period, and that the mix of permitted uses and public benefits will be provided in a balanced and complementary way over time. The Planning Board may request changes to the Phasing Plan as part of a Final Development Plan submission.	Noted.
1.30	A wider range of types of open spaces—parks, recreational areas, play areas, dog parks, and public squares—should be provided.	Volume 2, Section 1, 1.2.3 describes the major green/open spaces and the types of amenities/activites which can occur within these spaces. Additionally a Gap Analysis or inventory of open space amenities/activities has been provided in Figure 1E.10a-d which demonstrates the wide range of types open spaces considered.
1.31	The form of the project's open spaces should be adjusted to more emphatically improve connectivity within the Quadrangle and to its surroundings.	Figure 1D.1 and D figure series in Volume 2 represent a strong network of connections for the major open spaces within the Project via various modes of travel. Figure 1D.2 and Figure 1E.8a represent connections to adjacent open spaces outside of the Project.

1.32	Building setbacks and massing should be more consistently designed in accord with the scale and configuration of the Quadrangle's intended streetscape.	In coordination with CDD staff, the Applicant has updated Figures 1L.1a through 1L.26b in Volume 2, as well as the narrative in Section 1.16 of Volume 2, to show more consistency in building setbacks and massing in accordance with the scale and configuration of the Quad's intended streetscape. Specifically, the Block Guidelines have been refined to implement the concept of "landmark elements," as defined in the Alewife Design Guidelines, which are "exceptional elements in building facades and masses that reinforce views, axes, significant corners, building entrances, courtyards, and other critical points of the public realm." These landmark elements are located at significant points throughout the Development Parcel, as shown in Figure 1B.1 of Volume 2, and as illustrated in the Block Guidelines, Figures 1L.1a through 1L.26b, on a parcel-by-parcel basis.
1.33	Structured parking should be avoided on the sides of buildings that face the public realm.	Stand-alone parking structures, P1, P2, P3 and P4, have been sited along the perimeter of the Development Parcel, away from signature open spaces to preserve the visual continuity of these spaces. While P1 is located adjacent to a proposed pocket park, as shown in Figure 1E.1 of Volume 2, access to P1 will be provided from the Fawcett Street Extension, away from the park, and P1 will be appropriately screened as required by Section 20.1100.5.5.4 of the Cambridge Zoning Ordinance. Residential buildings R1, R2, R3, R4, R5, and R8 also include structured parking, which is designed to support the higher unit counts and mixes proposed by the Project. None of these residential buildings abut a major publicly accessible open space, except Building R2, which has been designed with parking and loading at the Building's northwestern side, as far away from the open space as possible. As with P1, the parking for Building R2 and the other parking structures will be appropriately screened from adjacent public ways. Volume 1, Section 3.3 and Volume 2, Sections 1.2.4 & 1.4.1 have been updated to reflect the same.
1.35	Loading docks should be designed and sited to minimize impacts on neighbors.	See response to comment 1.105 below.
1.36	Additional information should be provided on how landscaped areas will be designed to reduce the rate and volume of stormwater runoff.	Text was added to Volume 1, Section 4.4.3.3: Landscaped areas will be designed to promote infiltration and reduce runoff by incorporating features such as native planting, amended soils, and gently graded swales. Where feasible, rain gardens, permeable surfaces, and other low-impact design measures will be used to slow, capture, and filter stormwater before it leaves the site.
1.37	The project presents the opportunity to take more extensive advantage of new energy and water efficient utility systems.	Noted.
1.38	In preparation for the PUD's second Special Permit hearing, further emphasis should be placed on developing a holistic approach to the district's urban form, an approach in which the form and function of each element—whether building, park, street, programmatic use, or infrastructural component—is designed as an element of a well integrated whole. In terms of urban design, this means that the project's buildings and landscape will create not only density, but also space—the positive, active, well connected, and meaningful spaces of the public realm. And it means that individual buildings will be conceived not as independent entities, but will be shaped by their dialog with their neighbors and with the public spaces they face.	Noted.
1.39	The project's streets, parks, and squares should be designed to serve as the fundamental elements of the Quadrangle's civic structure: they should be legible, welcoming, beautiful, and useful outdoor places. The open-space network should offer a diverse range of uses and experiences for residents, workers, and visitors. Building masses should frame public spaces, not appear to intrude into them.	Noted.
1.40	More nuanced approaches to architectural massing should be documented, with the goals of creating buildings that work together to create coherent urban blocks; that frame the district's public realm with facades and massing at scales compatible with the dimensions of its streets, parks, and squares; and that emphasize critical locations in the Quadrangle's civic structure.	See updated massing in 1L figure series in Volume 2 and narrative in Volume 2, Section 1.
1.41	Street-activating and neighborhood-serving uses should be provided more extensively in the first floors of the project's buildings.	See response to comment 1.98 below.
1.42	Methods to minimize the impact of parking and of loading and garage entrances on the public realm should be investigated—both in the completed project and as it is developed in phases—including a reduction in the quantity of parking provided.	See response to comment 1.105 below and responses to DOT Memorandum comments included in Table 4.
1.43	Improvements to street and path connectivity within the Quadrangle and between the Quadrangle and the surrounding areas should be provided as early as possible in the project's timeframe.	See Volume 2 Section 1.11 for more information on phasing. See response to comment 1.118.
1.44	To facilitate the Planning Board's review of the Final Development Plan, certain aspects of the submission should be clarified, and additional information should be provided on how the PUD's open spaces, architecture, programmatic uses, and systems addressing sustainability and resilience will help realize the City's vision for the Quadrangle.	The narrative has been updated to further clarify the integrated design approach across all disciplines (see in particular, Volume 2), which furthers the City's vision for the Quad.
1.45	Use consistent names for the proposed open spaces: Mooney Quad, Mooney Green, Rail Spur Park, Bend Park & Plaza, South Smith Street Park, Smith Park.	Figure 1E.1 (Conceptual Open Space Plan) in Volume 2 has been updated to indicate the new names for each of the open spaces. All narrative and exhibits have been updated consistent with the names shown in this Figure.
1.46	To help ensure that discussions of open spaces are on-point, use consistent and more standard terminology for the different types of spaces that will be provided: parks, plazas, passages, streetscapes, pedestrian streets, etc.	See response to comment 1.44. Also see Figure 1E.2 for Open Space Typologies and descriptions in Section 1.2.3 in Volume 2.

1.47	Describe the process to develop more diverse types of open spaces (recreational, play, dog parks, places for quiet enjoyment of nature, habitat, stormwater detention, etc.), and to determine their relative sizes and locations relative to adjoining buildings as they develop over time.	Addressed in Vol 2, Section 1, 1.2.3: describes the major green/open spaces and the types of amenities/activites that can occur within these spaces. See Figures 1E.8b-f for conceptual programming that has evolved through inital feedback from the City and the community during the PUD application process. An Open Space Gap Analysis or inventory of open space amenities/activities has also been provided in Exhibit 1E.10a-d. This analysis could be revisited as needed as the open space design is further developed and constructed. The Project details will be refined through coordination with the Neighborhood Uses and Open Space Committee (see Vol 1, Sec 1.19), which will advise on neighborhood uses, open space, and arts programs and cultural initiatives, and Design Review for individual parcels.
1.48	Develop a process to program, design, and review the PUD's major open spaces — Mooney Green, Bend Park, and South Smith Park. Address their basic characteristics in the "Block Guidelines" as projects in their own right, not merely as areas adjunct to buildings.	As described in Volume 2, Section 1.9, a six (6) to eight (8)-member committee, the Neighborhood Uses and Open Space Advisory Committee, will be appointed approximately six (6) months prior to the occupancy of the first constructed building within the Development Parcel to advise, in part, on open space programming. The Applicant will study Committee suggestions, assess feasibility, and refine such programming as Project development progresses. As the Applicant's work with the Committee will ultimately inform the programming and design for the Project's major open spaces, the Applicant will be in a position to propose a comprehensive vision for the programming and design of each such open space at the respective Design Review stage.
1.49	Provide more information on the intentions for maintenance regimens for grass and other plantings; for species selection, with an emphasis on keystone species; for ecoregion appropriateness; and for habitat connectivity.	Text added to Vol 1 Section 4.4.3.3: addressing the intent to provide an overall landscape design that is mindful of maintenance requirements, appropriate species selection, and ecological/habitat connectors.
1.50	The submission should begin the investigation of site-specific strategies to frame the streets and parks as legible volumetric spaces, create coherent blocks, and engage significant visual axes.	The Applicant will investigate site-specific strategies to frame streets and parks as legible volumetric spaces, create coherent blocks, and engage significant visual axes at the Design Review stage. All sites will adhere to the proposed Block Guidelines shown in Figures 1L.1a through 1L.26b in Volume 2.
1.51	Convey how Bend Park, at the northeast corner of the Healthpeak property, will initiate the development of the entire diagonal park envisioned in the Alewife District Plan and the Alewife Design guidelines. -How its shape and topography will create clear and intuitive connections between the diagonal park, the bridge across the tracks, Fawcett Street, and New Main Street, provide access to the active first floor uses in Building R2, and constitute a shared space for the existing and proposed buildings around it. -How the continuity of street trees along Fawcett Street can be increased, and the alignment of the bicycle lane on the north side of Building R2 and around the curve in Fawcett can be made more consistent.	The Applicant is contemplating the Building R2 parcel to be the first to be developed, pending economic conditions. This is strategically located near existing successful retail, the Proposed Bridge, and one of the main parks in the Project, Bend Park. Bend Park could initiate the development of the diagonal connection envisioned in the Alewife District Plan. As shown in Figure 1E.8b, there could be use of iconic placemaking elements to support wayfinding and visual connectivity located near the entry to the Proposed Bridge, Bend Park, near the intersection of Wilson Road Extension and New Main Street, and other strategic locations within the Project. The revised massing of R2 and shape and topography of Bend Park support these visual connections from different locations including Gateway Park, New Main Street, Fawcett Street, and Fawcett Street Extension. Additionally continuity on the street edge is provided to the extent possible in regard to street trees and bicycle lanes to support ease of access.
1.52	Convey how Mooney Green, in the northwest corner of the Healthpeak property, can be made to appear less as the central feature of a corporate campus and more as an integral part of the entire Quadrangle's public realm. -Ways the intersection of Smith and Fawcett can become a significant point of arrival in the Quadrangle's civic structure, emphatically framed by architecture. -Ways the park's form and path system can create stronger connections to Smith Place and Fawcett Street Extension so as to draw the general public into the park. -Options to provide recreational uses for workers and residents.	Mooney Green has been fully redesigned to support programming that can be used by both the employees and the community and encourage access. Building C4 has been shifted to the east to provide a larger contiguous open space in the center of Mooney Green and stronger urban edge along Smith and Fawcett Street. The Pocket Park by P1 and path in between C1 and P1 (Green Connector) have also been developed to facilitate activation and connectivity. See Figure 1D.1 for major connections and nodes of interest as well as Figure 1E.8c which shows conceptual open space programming with a variety of potential uses.
1.53	Investigate the possibility of providing a park or square to serve the considerable number of residents in the southeast portion of the Quadrangle.	A Green Connector (open space) has been provided near the intersection of Fawcett Street and Concord Avenue. Additionally, a Green Connector is proposed as an extension of Main Street Plaza that connects toward Wheeler Street. Both are shown on Figure 1E.1.
1.54	Investigate ways Smith Park can be more effective as the initial component of the entire diagonal park envisioned in the Alewife District Plan and the Alewife Design guidelines, including providing an inviting connection between Smith Place and the park's interior.	See Volume 1, Section 1.2.3 for a description of Gateway Park. Per Figure 1E.3 of Volume 2, this will be one of the main parks in the Project and is adjacent to the main entry point to the Project from Concord Avenue (off of Smith Place). Gateway Park is also the end point of the potential diagonal connection envisioned in the Alewife District Plan. As shown in Figure 1E.8b, there could be iconic placemaking elements located at its entry to provide visual cues to connect to Bend Park. Also see response to comment 1.68. Figure 1E.8e includes proposed open space programming. This includes space for multi-use sports courts, play areas, gathering space, dog runs, and access to paths that connect directly to Concord Avenue and Fresh Pond and other nearby residential areas.

1.55	Convey how the PUD's streets can be given more memorable forms and characters: as not only elements of its circulation network, but also as public outdoor rooms. Address: -The role of consistent streetwalls and building front setbacks in framing Quadrangle' streets. -Standards for the location of stepbacks at levels appropriate to street widths: generally at least as high above grade as the width of the street from facade to facade. -Standards for consistently aligned street trees, preferably located curbside. -Documentation of these means in the "Architectural Block Guidelines" in section 1.16.4.	The Applicant will investigate site-specific strategies at the Design Review stage. All sites will adhere to the proposed Block Guidelines shown in Figures 1L.1a through 1L.26b in Volume 2.
1.56	Document ways how the PUD's open spaces will be integral components of the Quadrangle's response to flooding and the urban heat island effect, capitalizing on opportunities for dual use of green spaces: for recreation during normal circumstances and stormwater retention/detention during flood events.	Text added to Volume 1, Section 4. 4.3.3: Landscaped areas will be designed to promote infiltration and reduce runoff by incorporating features such as native planting, amended soils, and gently graded swales. Where feasible, rain gardens, permeable surfaces, and other low-impact design measures will be used to slow, capture, and filter stormwater before it leaves the site.
1.57	Include a "parks and open space gap analysis" to evaluate whether the Project's proposed open space amenities are sufficient to meet neighborhood needs, including active recreation and play. (Note that Fresh Pond Reservation is nearby, but is largely designed for quiet enjoyment of nature; the more distant Russell Field and Danehy Park have playfields and play areas, but pedestrian routes to them are difficult, and they are too far from the Quadrangle for daily or impromptu use.) The analysis should assess existing park access, walking-distances to proposed open space amenities, and capacity; and identify gaps in both passive and active recreation resources, including sports and play facilities; and account for projected demand associated with the project.	Addressed in Vol 2 ,Section 1, 1.2.3: describes the major green/open spaces and the types of amenities/activites which can occur within these spaces. An Open Space Gap Analysis or inventory of open space amenities/activities has been provided in Figure 1E.10a-d. Additionally Figure 1E.10 provides walking proximity to other community open spaces outside of the Project.
1.58	Demonstrate how the proposed 'permanently guaranteed open spaces' and 'publicly beneficial open spaces' will help address identified deficiencies and contribute to equitable access to high-quality open space for current and future residents.	See response to comment 1.46 and 1.56 above. There are no "permanently guaranteed open spaces." We do have some publicly accessible open spaces as outlined in Figure 1E.9.
1.59	Evaluate the potential of active recreational space in Mooney Green to help draw the general public into the space.	See response to comment 1.56 above.
1.60	Evaluate the possibility of providing recreational space on the tops of parking garages.	As feasible, we will consider during Design Review, as this can be challenging from a design and cost perspective.
1.61	Evaluate the likely demand for dog parks near residential buildings.	See response to comment 1.56 above. Figure 1E.10 provides walking proximity to other community open spaces outside of the Project and dog spaces located throughout the open space network.
1.62	To convey a more complete picture of how the Quadrangle can be better integrated into the overall circulation system of Cambridge, include additional potential routes on the "Connections to the Surrounding Context Plan" (figure 1D.2), such as the possibility of a second bridge connecting the west end of Cambridgepark Drive to the north end of Smith Place, and the Terminal Road connection to Wheeler Street. Show additional existing routes outside the Quadrangle's boundaries, including the Minuteman Bicycle Trail, and the proposed multipurpose trail along the south side of the Fitchburg rail line.	See revised Figure 1D.2 of Volume 2.
1.63	Document the short-term and long-term routes to the DPW site.	See new Figures 1D.13a-d of Volume 2 and Volume 2 Section 1.11.4 - Truck Access for additional information.
1.64	Note that the detailed design of the district's streets will be an ongoing process in coordination with city staff, including the details of street sections, lane widths, tree planting zones, parking, the locations of bus stops, etc.	See responses to comments related to 40-scale plans included in the DPW and DOT Memorandums (Tables 3 and 4, respectively).
1.65	As currently designed, Building R2 blocks sightlines to the proposed bridge for people walking and riding on New Main Street and in the Diagonal Park. Investigate ways to create stronger visual connections to the bridge.	See response to comment 1.50 and Figure 1L.15a-b of Volume 2 for Building R2 Block Guidelines. Building R2 massing has been updated since the Preliminary Development Plan.
1.66	Investigate ways to make Mooney Green more welcoming to people walking and biking on Smith Place.	Addressed in Vol 2 ,Section 1, 1.2.3: describes the major green/open spaces of the Project, in particular Mooney Green and the aspiration that this is an open space supporting not only the adjacent buildings, but also the broader community with a variety of uses. See response to comment 1.51 and also see updated Figure 1E.10a of Volume 2.
1.67	Investigate ways to allow a future north/south street that would connect Fawcett Extension to the anticipated Adley Extension, and in the long term provide an alternate route from Concord Avenue to the Mooney Street area via Spinelli Place.	See updated text in Volume 1, Section 4 in the 2019 Envision Alewife District Plan section. This references Appendix H with a potential conceptual layout for a future Spinelli and Adley Road extension that could be incorporated by others in the future, assuming different existing conditions. Additional study by others is required. The Applicant's proposed Project does not preclude development by others to work towards the City's long-term roadway network goals.
1.68	Verify the status of the remaining non-Healthpeak-owned property on the west side of the southern portion of Smith Place, and whether this makes the property unlikely to be incorporated into the Healthpeak's holdings over the long term. If so, provide alternate configurations for the layout of this portion of Smith Place to improve bicycle movement and adjust the siting of Building R6 to create a consistently aligned streetwall.	See updated text in Volume 1, Section 4 in the 2019 Envision Alewife District Plan section. This references Appendix H for a conceptual study for 17 Smith Place that could be incorporated by others in the future, assuming different existing conditions. Additional study by others is required. The Applicant's proposed Project does not preclude development by others to work towards the City's long-term roadway network goals.

1.69	Explore ways to create a more welcoming entrance to South Smith Street Park from Smith Place, where the proposed basketball courts will present a fence across most of the park's frontage on Smith Place.	Addressed in Vol 2 ,Section 1, 1.2.3: describes the major green/open spaces of the project, in particular Gateway Park and how it spans across Smith Place to the west to create a welcoming aperture into the Quad and open space. Figure 1E.10b shows in more detail that there is a lush buffer of planting along the park's edge and also an architectural shade element (beacon) inviting the community and users into the park. The courts are intentionally positioned closer to the street to provide safety, and more importantly maintain area for a micro sport field in the core. Also see response to comment 1.53.
1.70	Explore opportunities to increase the connectivity of the proposed street system by increasing the consistency of vehicular lanes, bicycle lanes, parallel parking zones, and tree plantings.	Section 1.2.4 of Volume 2 provides a description of urban continuity between the proposed infrastructure and existing abutting roadways.
1.71	Explore ways to enhance connectivity with surrounding areas and minimize car dependency, including by means such as: . -Providing the bridge earlier than required by the AOD-Q zoning. -Continuing to support and help advance studies and designs for a Terminal Road connection to Wheeler Street, which could have connectivity benefits for people that live, work, and visit Healthpeak's properties in the Quadrangle.	See response to DOT comment 3.35 regarding timing of Proposed Bridge. See response to 1.117 regarding opportunities to incrementally improve connectivity through the phased Project. See response to DOT comment 3.31 regarding contributions toward a potential Terminal Road Connection. Appendix H includes a conceptual study for Terminal Road for the City's use.
1.72	Provide a preliminary, pedestrian-scaled Wayfinding Plan oriented toward transit, bikeshare, carshare, walking options, and key destinations.	See Figure 1E.8b of Volume 2 for preliminary wayfinding concepts that can be used to develop a full wayfinding plan.
1.73	Describe the role of architectural design in contributing to the Quadrangle as a unique urban environment with a distinct sense of place.	See Figure 1B.1 of Volume 2.
1.74	In the "Massing Strategy" (section 1.4.2), more explicitly depict how the PUD's buildings will define, shape, and activate the Quadrangle's streets, parks and squares:	See Figure 1B.1 of Volume 2.
1.75	Document the general intentions for architectural form that will be developed in more detail in section 1.16.4 "Site Development Plan and Block Guidelines".	The Applicant will investigate site-specific strategies at the Design Review stage. All sites will adhere to the proposed Block Guidelines shown in Figures 1L.1a through 1L.26b in Volume 2.
1.76	Indicate the locations of primary streetwall facades.	Primary streetwall facades are in compliance with zoning. All sites will adhere to the proposed Block Guidelines shown in Figures 1L.1a through 1L.26b in Volume 2.
1.77	Indicate opportunities to reinforce and articulate the Quadrangle's civic structure by emphasizing significant urban nodes with building height and mass and by providing visual targets—landmark buildings or architectural elements—as focal points of views along streets and across parks.	The Applicant will investigate site-specific strategies at the Design Review stage. All sites will adhere to the proposed Block Guidelines shown in Figures 1L.1a through 1L.26b in Volume 2.
1.78	Clarify the intent of the "context to defer to" indications on figure 1B.1.	See updated Figure 1B.1 of Volume 2.
1.79	Revise the three-dimensional massing diagrams provided in section 1.16.4 "Site Development Plan and Block Guidelines" (figures 1L.4 ff.), to indicate how the massing of the PUD's buildings will respond the spaces and buildings around them:	All sites will adhere to the proposed Block Guidelines shown in Figures 1L.1a through 1L.26b in Volume 2.
1.80	Show more context for the proposed buildings, including the massing of neighboring proposed buildings, existing buildings that will remain, and adjoining open spaces.	The Applicant will be better able to show such context as the design for individual buildings is refined. Accordingly, as mentioned in Section 1.16.1 of Volume 2, during the Design Review process, the Applicant will provide contextual images showing the proposed building alongside the masses of neighboring proposed buildings, existing buildings that will remain, and adjoining open spaces.
1.81	Show/describe how the contextual considerations outlined in the augmented "Massing Strategy" section 1.4.2 will affect the design of individual buildings as they reinforce the character and form of the Quadrangle's public spaces and work together with their neighbors to create coherent blocks.	See updated Figure 1B.1 of Volume 2.
1.82	Wherever possible, organize the Block Guidelines on the basis of the project's urban blocks, rather than on individual buildings. E.g.: the Mooney Street area between New Mooney Street, Fawcett Extension, and Smith Place would be a single block.	The Applicant will investigate site-specific strategies to frame streets and parks as legible volumetric spaces, create coherent blocks, and engage significant visual axes at the Design Review stage. All sites will adhere to the proposed Block Guidelines shown in Figures 1L.1a through 1L.26b in Volume 2.
1.83	Show where streetwall facades will define adjoining spaces and indicate their approximate heights.	The Applicant will investigate site-specific strategies at the Design Review stage. All sites will adhere to the proposed Block Guidelines shown in Figures 1L.1a through 1L.26b in Volume 2.
1.84	Show opportunities to mark strategic locations in the Quadrangle's civic structure with vertical facades uninterrupted by stepbacks.	See Block Guidelines shown in Figures 1L.1a through 1L.26b in Volume 2.
1.85	Suggest locations where repetitive continuity of facade bays would help define public space and, in contrast, locations where more articulate or unique massing would respond to special conditions of the context.	See Block Guidelines shown in Figures 1L.1a through 1L.26b in Volume 2.
1.86	Describe the principles that will guide the locations, levels, and depths of stepbacks to ensure that streetwalls are adequate in height for the widths of the streets, parks, and squares they address and that building massing is compatible with neighboring lower-scaled existing buildings that will remain.	See Block Guidelines shown in Figures 1L.1a through 1L.26b in Volume 2 and Volume 2 Section 1.16.
1.87	Outline the intentions for the design and use of open spaces in relation to the adjoining buildings.	Figures 1E.8c-f of Volume 2 provide more information regarding design and open space use in relation to the adjoining buildings.
1.88	In the Architectural Character section 1.16.4 (Figures 1L.1a and 1L.1b) provide examples of buildings with urban-scaled streetwall facades, (for instance the Broad Institute Building at the bend in Ames Street, the Little Building at the intersection of Tremont and Boylston Streets in Boston, and the Four Seasons hotel facing the south side of the Public Garden) and reduce the representation of examples that consist of set-back towers on low podia.	See Figure 1L.1c and updated Block Guidelines in Volume 2.
1.89	Provide additional information on proposed strategies to comply with Green Building zoning requirements.	A reference to Appendix B - Green Building Report was added to section 1.12.2 - Summary of Article 22 Requirements of Volume 2.

1.90	Staff understands that Building R2 will likely be the first building of the PUD to be constructed. Investigate ways its footprint and massing could be revised to create a strong visual and physical connection between the future diagonal park, New Main Street, and the bridge, and to increase the coherence of the park as a public space. Potential adjustments include: -Reshaping its eastern end to respond to the existing triangular residential building on Fawcett Street and to the park's overall diagonality and to create clear sightlines to the bridge. -Providing a more continuous streetwall façade on the south side of the building facing the park.	Building R2 has been modified to accommodate this request and the adjacent landscape has incorporated the changes, enhanced the open space flow and created better connections to the plaza at the base of the Proposed Bridge as well as the continuation to Bend Park to the south. All figures depicting this area have been updated. See response to comment 1.64.
1.91	Investigate alternative locations and configurations for Building C4 at the intersection of Smith Place and Fawcett Street to emphasize the intersection as a connective node in the Quadrangle's civic structure and to help draw pedestrians into Mooney Green. Potential means include: -Bringing the building's east end to Smith Place so as to engage pedestrians with active uses on the building's first floor, and providing a continuous curved façade running from the building's east to its north side to lead them into Mooney Green. -Emphasizing the verticality of the building's massing to mark the intersection as a connective node, and to provide a visual target as one proceeds north along Smith Place.	The alignment of C4 has been shifted east toward Smith Place to accommodate this request and the Mooney Green has been altered to accommodate the architectural adjustment. The neighborhood use program in C4 will be anchored in the corner of Smith Place and Fawcett Street. This is captured in Volume 2, Section 1, 1.2.3: describes the major green/open spaces of the Project, in particular Mooney Green and the aspiration that this space is an open space supporting not only the adjacent buildings but also the broader community with a variety of uses. Additionally, all figures of this area have been updated to show these changes. Also, see response to comment 1.51.
1.92	Convey strategies that will promote engagement between buildings and the public sidewalk, including small and consistent typical setbacks and recessed forecourts that contrast with them to emphasize significant entrances.	Commercial and residential buildings have notched massing to indicate major entry points. See Figure 1D.5 of Volume 2.
1.93	In some cases, first floors are elevated as much as 5 ½ feet above the sidewalk to protect them from flooding. Describe a variety of means to provide access and a sense of connection to elevated first floors.	There are porches or interior transitions by street level lobbies (in alignment with the Alewife Design Guidelines).
1.94	Describe proposed means to screen all floors of structured parking from the public realm.	We are screening primary facades facing major streets; significant accessible public open spaces to be articulated with façade design that is consistent with the facades on commercial or residential buildings. Specific design of each block with be further explored during Design Review and with associated Article 19 deliverables.
1.95	Provide more information on the process for collaboration with the city to develop the unit types and mix.	See Volume 2, Section 1.10 - Housing Plan. The design for the potential first residential building has started, reflecting family friendly layouts and a variety of unit types. We have increased the total residential GFA to allow for future flexibility to incorporate more variety in unit types and mix. The Applicant will engage with the City to discuss unit types and mix during Design Review for each residential building.
1.96	Provide more information on the "Neighborhood Uses and Open Space Advisory Committee Plan", including more detailed information on how the committee will be established, the process for determining participants, and the timing for key decisions.	As described in Volume 2, Section 1.9, the Applicant will work with CDD, the Alewife Zoning Working Group, and local neighborhood associations to identify, organize, and appoint a six (6) to eight (8)-member committee, Neighborhood Uses and Open Space Advisory Committee, approximately six (6) months prior to the occupancy of the first constructed building within the Development Parcel, to advise on neighborhood uses, open space, and arts programs and cultural initiatives. The committee members could represent a diverse range of expertise or interests, such as public sector leadership, architecture and urban design, visual and performing arts, placemaking, and community engagement. The Applicant will study committee suggestions, assess feasibility, and refine such programming as Project development progresses.
1.97	Provide design guidelines to ensure that ground floors facing public streets and open spaces will be active and engaging, including in locations where retail or neighborhood uses are not feasible. These guidelines may be high level and discuss use and design, or they may set out the aspirations for the character and treatment of ground floors facing different types of streets and open spaces.	Text was added to Volume 2, Section 1.16.1 in the Pedestrian Frontage section. See Figure 1L.1c of Volume 2.
1.98	Describe potential means to dedicate more of the PUD's first floor area to neighborhood uses, especially in the New Main Street and Mooney Street Areas.	See narrative in Volume 2, Section 1.8.1 - Market-Responsive Implementation. The Development Plan's allocation of Neighborhood Uses reflects a market-supported program intended to promote long-term occupancy, activation, and economic sustainability throughout the district. The proposed percentage is considered an appropriate target based on current market conditions and anticipated demand. The plan is designed with flexibility to accommodate an increase in neighborhood-serving uses over time should market demand support additional space. Should market demand demonstrate support for additional neighborhood-serving space, the Project team may increase the amount of such uses in a manner consistent with the approved zoning framework and the Project's long-term activation goals. These opportunities are represented in Figures 1F.2 and 1F.3 of Volume 2 as "Potential Neighborhood Uses," located near New Main Street and Wilson Road and near Mooney Street and Smith Place.

1.99	Expand the range of potential neighborhood uses to include more non-retail uses such as libraries, galleries, and museums; shared workspaces; meeting spaces; child care; artist's studios; maker spaces; music instruction and practice spaces; and venues for public gatherings and performances.	See narrative in Volume 2, Section 1.8 - Ground Floor Activation Plan. The Development Plan has been prepared in accordance with the approved zoning framework, which establishes the permitted range of neighborhood-serving uses for the designated parcels (Educational Uses, Community Center, Healthcare Facilities, Professional Office Uses, Private Library, Museum or Noncommercial Gallery, Local Government Uses, Retail or Consumer Service Establishment, Outdoor Entertainment and Recreation Facility, Temporary Outdoor or Consumer Service Use, Food Commissary). Within that framework, the Project is intended to encourage a diverse mix of uses and operators over time. Neighborhood use parcels may accommodate a variety of permitted uses, allowing flexibility to respond to community needs and market demand while supporting a vibrant and active district.
1.100	In determining types of uses, consider the catchment area that different types of uses will require, and the dependency of different types of uses on customer and delivery traffic.	See narrative in Volume 2, Section 1.8.1 - Market-Responsive Implementation. Traffic generation, circulation, and access considerations have been evaluated through the transportation studies prepared in support of the Final Development Plan. The proposed mix of uses has been developed with consideration of anticipated customer, employee, service, and delivery activity. As individual uses are implemented over time, the Project team will continue to evaluate operational needs and traffic considerations in good faith to support the successful functioning of the district.
1.101	Describe how arts & cultural facilities will support a sense of place in the Quadrangle.	See narrative in Volume 2, Section 1.9.1 - Arts and Cultural Program. Arts and cultural facilities are envisioned as key placemaking elements that contribute to the identity, character, and long-term vitality of the Quadrangle. The inclusion of public art, cultural programming, and creative spaces within the public realm helps establish a holistic sense of place that is not solely defined by new development, but by the experiences, interactions, and community connections that occur within it. Together, these elements support the creation of a vibrant, memorable, and authentic district that reflects the unique character of the Quadrangle.
1.102	Describe the process to develop the project's arts and cultural program, including community engagement.	See narrative in Volume 2, Section 1.9.1 - Arts and Cultural Program. The Project's arts and cultural program will be informed through ongoing collaboration with community stakeholders, building upon engagement efforts already undertaken as part of the planning process. During the community engagement meeting held in Fall 2025, residents demonstrated a strong sense of ownership, passion, and vision for the future of the Quadrangle. The feedback received highlighted the community's desire to create a distinctive and vibrant place that reflects local character and values. As the Project advances, opportunities for arts and cultural expression will continue to be explored through both programming and the physical design of the district. This may include the integration of public art within buildings, streetscapes, plazas, parks, and other public spaces to create memorable experiences, reinforce neighborhood identity, and contribute to a cohesive sense of place throughout the Quadrangle.
1.103	Describe how arts programs and spaces will be supported and administered.	See narrative in Volume 2, Section 1.9 - Neighborhood Uses and Open Space Advisory Committee Plan. Arts programming and cultural initiatives within the Quadrangle may be guided by the Neighborhood Uses and Open Space Advisory Committee. The committee members could represent a diverse range of expertise or interests such as public sector leadership, architecture and urban design, visual and performing arts, placemaking, and community engagement. The committee would provide strategic guidance on the selection, placement, and integration of public art, cultural programming, and creative spaces throughout the Project. As each phase of development advances, the committee would review opportunities for artistic and cultural expression within both buildings and public spaces to ensure that investments contribute to a cohesive identity and reflect the evolving character of the Quadrangle. By bringing together perspectives from multiple disciplines, the committee would help foster a thoughtful, community-oriented approach to arts and culture while maintaining flexibility to respond to the needs of future residents, businesses, and visitors.
1.104	Describe the potential to integrate public art in the design of public spaces and buildings.	See narrative in Volume 2, Section 1.9.1 - Arts and Cultural Program. See Figures 1E.7b and Figures 1E.7c of Volume 2 for potential art opportunities.
1.105	Describe ways to minimize the impact of parking and loading on the pedestrian experience, including screening structured parking that faces the public realm with occupied spaces, the design of parking garage facades, relocating proposed parking to underground garages, and reducing the number of spaces provided.	Text was added to Volume 2, Section 1.16.1 in the Pedestrian Frontage section. Also, see response to comment 1.33 and 1.93.
1.106	Describe ways to minimize the impact of loading docks and garage entries on the pedestrian realm.	Text was added to Volume 2, Section 1.16.1 in the Pedestrian Frontage section. Also, see response to comment 1.33.

1.107	How the phasing of interrelated components will be coordinated between Healthpeak, the City, and utility companies.	See narrative in Volume 2, Section 2.3.4 - Energy Infrastructure which explains process for coordinating public and private utility scope.
1.108	What interim conditions will be like and what can be done to make them as coherent and beautiful as possible.	See narrative in Volume 2, Section 1.11.4 - Interim Conditions. Applicant will ensure a cohesive and vibrant interim condition through coordination with the City with each major scope of work.
1.109	How interim conditions will be designed in anticipation of final conditions.	See response to comment 1.107.
1.110	The procedures for evaluating needs in the light of changing conditions.	See response to comment 1.107.
1.111	Outline the process of creating a needs analysis that will guide the form, character, and uses of open spaces relative to demand, including the possibility of changes to the ratio of residential space vs. commercial space as the project develops.	See response to comment 1.47 above.
1.112	Provide more detail on how the proposed changes to site topography in the Mooney Street and New Main Street areas will be achieved.	The grading design intent is to gently slope up from Fawcett Street and Moulton Street to meet the established elevation of New Main Street providing continuous universally accessible routes to the new open space. Detailed grading and logistics planning to be reviewed with the City during the Design Review in tandem with detailed phasing strategy. The Planning Board had a related comment on "how open space will be addressed in early phases and in interim conditions." See Vol 2, Sec 1.2.3.1 and Figures 1E.10a-d of Volume 2 for additional information on how the Open Space Gap Analysis was used. This could be revisited as needed as the open space design is further developed and constructed.
1.113	Describe the proposed process to adjust the programmatic uses of buildings in response to market demands, including the amounts, types, and locations of neighborhood-serving and street-activating uses in buildings, and potentially the reallocation of commercial and residential space.	See narrative in Volume 2, Section 1.8.1. The Development Plan is intended to provide sufficient flexibility to respond to changing market conditions over time while remaining consistent with the Project's vision and approved zoning framework. As individual phases are implemented, the Applicant will periodically evaluate the amounts, types, and locations of neighborhood-serving and street-activating uses to ensure that the district remains vibrant, occupied, and responsive to evolving community needs. The Applicant will make good faith efforts to maintain active and successful uses throughout the Project and will consider market demand, leasing activity, community feedback, and operational performance when evaluating potential adjustments to the program. This may include modifications to the mix and distribution of permitted uses, including the allocation of neighborhood-serving, commercial, and residential space, where appropriate and consistent with applicable approvals. The overarching goal is to foster a dynamic, well-occupied district that serves both residents and visitors while reflecting the priorities of the surrounding community.
1.114	Describe how the street network and public and private utilities will be coordinated to accommodate the phased development, and how the PUD will achieve compliance with Standards at each phase of the development.	See response to comment 1.123 below.
1.115	Describe collaboration with the city on the final designs of streets, bike lanes, and sidewalks, including lane and right-of-way widths.	See response to comment 1.64 above.
1.116	Provide more detail on the process and timing of the conveyance of property to the city for public streets and for the DPW yard.	Volume 2, Section 1.11 has been modified to provide additional details about the conveyances of the DPW Parcel and roadways intended to be public.
1.117	Provide a more detailed schedule for the final design and delivery of the bridge.	See response to DOT Memorandum comment 3.35 in Table 4.
1.118	Describe how the development will support connectivity-related improvements throughout neighborhood, and how phasing will limit accessibility issues.	See response to DOT Memorandum comments 3.35-3.37 for additional information on the design and construction of the Proposed Bridge. See narrative in Volume 2, Section 1.11.4 - Interim Conditions. Applicant will ensure a cohesive and vibrant interim condition through coordination with the City with each major scope of work. This includes providing temporary or phased access options as the Project is incrementally built until the full build pedestrian, bicycle, and roadway networks are available and full PTDM Plan is in place.
1.119	Describe issues involved with the provision of augmented public transit options, including the evolution of shuttle routes through the project's phases.	The PTDM Plan includes a commitment to be a member of the Alewife TMA shuttle service and provide a contribution to fund a study to better understand and consider improvements to operations. More information on the PTDM Plan is included in Section 1.14.4 of Volume 2 as well as in the PTDM Plan currently under development.

1.120	Describe how access to the DPW yard will be provided in the near-term and in the long-term.	As shown in Figures 1D.13a and 1D.13b, during Phase 1A, truck access to the DPW Parcel will be provided from Smith Place to Adley Road, and through the future site of Building C5. Prior to the conveyance of the DPW Parcel to the City, the existing industrial building on the future site of Building C5 will be demolished, which will accommodate the City's truck movements through the future site of Building C5. An alternative temporary access point will be available from the southeast side of the DPW Parcel from Adley Road. Once the Fawcett Street Extension has been constructed, during Phase 1B, truck access will change to allow for access to the DPW Parcel directly through from Smith Place and to the Fawcett Street Extension. While the existing industrial building on the future site of Building C5 will be demolished during Phase 1A, the two (2) temporary structures on this site currently owned and operated by the City's Police Department will remain until they are demolished during Phase 1B. Volume 2, Section 1.11 has been updated to reflect the same.
1.121	Provide more detail on the phasing of parking and the amount that will be provided as the site transitions from surface parking lots to structures.	As detailed in Section 1.12 of Volume 2, it is currently anticipated that Buildings with structured parking will be constructed as follows: Buildings R1, R2, P2 and P4 within Phase 1, and Buildings R3, R4, R5, R8, P1, and P3 within Phase 2. Additional proposed subphasing is shown on Figures 1H.1a-1H.2b of Volume 2. Table 3-3 in Volume 1, Section 3 details the proposed amount of parking associated with these Buildings. As the Development Parcel transitions from existing surface parking lots to structures, existing surface lots will be demolished, with displaced spaces replaced within new structures, as illustrated in Section 1.11 of Volume 2.
1.122	Provide information on how integrated district-wide approaches will be realized despite the phased nature of the project.	Narrative in Volume 2, Section 2 has been updated to include detail of combined storm system approach where possible.
1.123	Describe how public and private utilities will accommodate the phased development, and how the PUD will work to be in compliance with Standards at each phase of the development.	See narrative in Volume 2, Section 2.3.4 - Energy Infrastructure which explains process for coordinating public and private utility scope in a phased manner. Process and timing for land conveyance of roadways is noted in Volume 2, Section 1.11.
1.124	Describe how power and data lines will be underground, including coordination with street improvements.	See narrative in Volume 2, Section 2.3.4 - Energy Infrastructure.
1.125	To ensure that the Quadrangle will be the best it can be throughout the development process, set up the conditions of the Special Permit to require review and reevaluation of critical elements at appropriate intervals, and encourage that adjustments be made to respond to changing conditions: -The form, character, and uses of open spaces, relative to a needs analysis. -The amount and type of neighborhood uses. The final designs of streets, bike lanes, and sidewalks, including the widths of lanes, buffers, and tree planting zone, and overall right-of-way widths. -The amount of parking and its utilization rate. . Public transit, including shuttle routes. -The type and scope of systems affecting sustainability and resilience. -The final design and schedule of the bicycle/pedestrian bridge.	The narrative sets forth additional details on the enumerated items, as well as processes that require such revaluation. For example, the narrative sets forth: an Open Space Gap Analysis, which helps inform the proposed form, character and uses of the open spaces (see Vol 2, Sec 1.2.3.1); additional details on parking (along with the PTDM Plan currently under review); designs for infrastructure; the Proposed Bridge; and district-wide sustainability efforts. The Project details will be refined through coordination with the Neighborhood Uses and Open Space Committee (see Vol 1, Sec 1.19), which will advise on neighborhood uses, open space, and arts programs and cultural initiatives, and Design Review for individual parcels. Regarding the Proposed Bridge, design and other details are being coordinated directly with the MBTA and the City. The Proposed Bridge will be delivered in accordance with the requirements of 20.1100 (see Vol 2, Sec 1.11).

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Comment #	Comment	Response
	Phasing	
2.9	Project Phasing and Construction: With any phased development of this kind, the Applicant should be aware that at the completion of any phase the project shall follow all DPW standards. The DPW is always willing to consider innovative shared infrastructure solutions, particularly if they can reduce the project's impacts on the environment and community. That said, the phasing of the project shall allow for completion of these shared solutions in a manner that maintains the project's compliance with DPW regulations throughout the phasing of the PUD.	The narrative has been updated to further clarify the integrated design approach across all disciplines (see in particular, Volume 2), which furthers the City's vision for the Quad. The Applicant acknowledges that Project phasing will follow applicable DPW standards, where feasible.
	Stormwater	
2.1	Stormwater: Provide additional understanding related to the Project's ability to incorporate shared district stormwater infrastructure solutions to meet Stormwater Standards and the potential for those best management practices (BMPs) to provide additional benefits to the community.	See response to comment 2.10.
2.10	The proposal and schematics for the stormwater management system appear to be provided on building-by-building basis, which would be typical for infill development proposals. As this is a PUD redevelopment, opportunities for shared district stormwater systems should be considered and the potential for these systems to provide some cobenefits to the neighborhood or in advancing other City Objectives should be investigated. For example, nodes of development that are adjacent to areas of open space may have the opportunity to utilize the space for implementation of stormwater BMP's that can serve more than one building site. These opportunities will need to be considered in conjunction with an understanding of the project phasing and of other pressures for use and planning of the open space.	The infrastructure narrative, Volume 2 Section 2.3.2 - Stormwater Infrastructure, has been updated, which references Figures 2C.3b, to include additional information on the stormwater management approach. Where feasible, communal stormwater management approaches will be implemented.
2.11	The Preliminary Application also mentions the use of green stormwater infrastructure and creative stormwater management solutions, like rainwater harvesting and re-use, but does not provide any specific examples or plans for implementation as part of the PUD. The PUD planning phase should be advancing these considerations to make sure there are not missed opportunities.	The infrastructure narrative, Volume 2 Section 2.3.2 - Stormwater Infrastructure, has been updated to include additional information on the stormwater management approach. Where feasible, infiltration will be provided to permit groundwater recharge and water quality treatment. See Figures 2C.3c.
	Sewer	
2.12	In addition, as has been standard in this neighborhood, each building will be required to provide storage for the volume of the peak 8-hour sewer flow to provide some relief to downstream system constraints and to protect the building in the event of a surcharge in the system.	The infrastructure narrative, Volume 2 Section 2.3.1 - Sewer Infrastructure, has been updated to include 8-hour holding tanks.
	Public Utility Model	
2.2	Infrastructure Modeling: Continue to support the advancement of the City's Infrastructure Model to identify specific opportunities for infrastructure improvements to meet the Project Mitigation requirements and confirm that the City's Infrastructure will have the ability to support the full buildout.	As noted in Volume 2 Section 2.3.1 - Sewer Infrastructure, the Applicant met with DPW on June 8, 2026. DPW presented preliminary findings of their infrastructure model, and potential I/I sources within the Alewife Quad neighborhood. The Applicant will continue to work with DPW throughout the Project to determine these I/I sources within the neighborhood, and any potential localized existing infrastructure deficiencies. These improvements will be coordinated on a building-by-building basis.
2.13	As the project moves toward the Final PUD Application this on-going analysis shall advance and provide the following: -Identify existing condition deficiencies and/or capacity constraints in the infrastructure. -Identify volume and rate of existing I/I in the sewer network -Identify impacts and potential constraints, by proposed development phase, of additional flows	As noted in Volume 2 Section 2.3.1 - Sewer Infrastructure, the Applicant met with DPW on June 8, 2026. DPW presented preliminary findings of their infrastructure model, and potential I/I sources within the Alewife Quad neighborhood. The Applicant will continue to work with DPW throughout the Project to determine these I/I sources within the neighborhood, and any potential localized existing infrastructure deficiencies. These improvements will be coordinated on a building-by-building basis.
	Private Utilities	
2.3	Private Utilities: Advance discussions with private utility providers related to demands associated with the full buildout of the project, and start to identify regional needs and constraints anticipated for the demand.	See Volume 2 Section 2.3.4 - Energy Infrastructure in narrative. The anticipated coordination process with the private utility company is outlined for initial load capacity analysis and planning, as well as implementation through a phased build out. Communications with private utility provider is noted as commenced as of 2025, with additional follow up to continue in Summer 2026 based on updated electrical load estimates that correspond with the Final Development Plan program.
2.14	The Narrative does not include any specific information related to the scope of the utility work required within the Public Right of Way. The DPW will look to understand the scope of this work for each phase and the entire buildout prior to any construction commencing, as it will be critical for us to evaluate sequencing, construction impacts and surface mitigation requirements.	See response to CDD comment 1.122. Additional information provided on existing and proposed utilities in Volume 2.
	Flood Resilience	
2.4	Flood Resilience: Work with the DPW to establish agreeable language associated with the Special Permit for the specific relief from the Flood Resiliency Standards that allow for reconsideration of each buildings ability to meet the Standards at time of Design Review.	See Volume 1 Section 2.5.3 - Agency Coordination with the City of Cambridge. The current status of the Flood Resilience Compliance package is noted. DPW explained in the June 8th meeting with the Applicant that they are working to approve the package submitted in January 2026 prior to the anticipated Planning Board meeting in Summer 2026. No additional information or action from the Applicant is needed at this time. If additional information or discussion is needed, the Applicant will work with the City to address. See figures series 1I - Sustainability Plan for Flood Resilience Compliance materials submitted in January 2026.
2.15	The DPW will require, should the Board agree to grant the Special Permit, that a condition of this approval be that these specific areas be revisited at time of Design Review to more carefully evaluate the hardships associated with meeting the Standards for all spaces and identify design options for making the spaces, if they cannot meet the Standard, more resilient.	Noted, see response to comment 2.4.
	Tree Study	
2.5	Urban Canopy: Provide requested clarification and specifics related to the Submitted Tree Study, and work with the DPW to establish protocols for confirming compliance with the Tree Protection Ordinance as the project is built out.	See Volume 1 Section 2.5.3 - Agency Coordination with the City of Cambridge. The Tree Study was resubmitted May 21, 2026 to include additional information that was requested by DPW to assist their compliance review. Also see Volume 2 Section 2.1 for modified narrative which proposes a protocol for confirming compliance with the Tree Protection Ordinance as the Project is built out. See Figures 2A.1a-g, 2A.2a-e, and 2A.3a-f for current Tree Mitigation Plan.
2.16	The Applicant has submitted a Tree Study that is in general conformance with the current Tree Protection Ordinance. Based on the PUD's complex land transfers that include both existing public ways becoming private land and existing private land being conveyed to the City as Public Right of Way, the DPW, through the Urban Forestry Division, has asked for some clarification and additional breakdown on the proposed removals and mitigation plantings from the Healthpeak Team.	See response to comment 2.5.
2.17	We also will look to understand how and when the long-term buildout will trigger tree removals and if controls associated with existing trees remaining until such time they will be impacted by construction are warranted.	See response to comment 2.5.
	Proposed Street Sections/ 40-Scale Plans	
2.6	Public Right-of-way: Advance discussions with Cambridge Department of Transportation on the details and layout of the 40-scale road network plan to confirm limits of proposed roadway rights-of way.	Noted, see response to comment 2.18.
2.18	Under our preview, the DPW will be looking to ensure that proposed right-of-ways are established to include all road section elements that are intended to support public mobility, space for vehicle, bike and pedestrian travel and other spaces as outlined in the area planning and zoning documents (like tree planting zones and green stormwater infrastructure). As space for these uses is allocated on new and existing roadways, as part of the review of the submitted 40-scale plans, the DPW can confirm that right-of-way widths are acceptable to the City.	A set of 40-scale plans will be submitted for City review at approximately the same time as the Final Development Plan in a separate package.

Healthpeak PUD: Final Development Plan: Healthpeak Responses to DPW Comments (Table 3)

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2.7	Land Conveyance: Continue discussions related to timing and process for all proposed land transfers with Law Department.	See response to comment 2.19.
2.19	As the project advances and the details of road layout are agreed upon, the City, with the guidance of the Law Department, will need to start to understand how and when the new and widened rights-of-way are established.	Process and timing for land conveyance of roadways is noted in Volume 2 Section 1.11.
	DPW Site	
2.8	Future DPW Site: Work with DPW to understand their feasibility study and due diligence efforts related to establishing a DPW facility on the lot to be provided as part of the PUD. Include adequate information in the PUD Application to support the City's future development of the site.	See Volume 1 Section 1A for list of requested relief and Volume 1 Section 3.3 for description of requested relief for the DPW Facility Project. This list was requested by DPW to include in the Applicant's Final Development Plan application.
2.20	It would be the DPW's expectations that the Final Development Plan for the PUD would include a massing and layout of the site that supports our intentions for use and provides for future access and establishment of the site under the provisions of this PUD Application.	DPW provided the Applicant with their tentative building footprint, building location within the proposed DPW Parcel, and proposed curb cut location from the Fawcett Street Extension to provide future access to the site. These are represented throughout the application, including on Figure 1A.7 and on 40-scale plans that will be submitted to the City separately. See Figure 1B.4 for massing of DPW Facility Project.
	Bridge	
2.21	The DPW respectfully requests that the DPW be included in all relevant discussions as they relate to the design of the bridge. It is likely that the City will take on ownership and maintenance of the bridge, so would like to have a say in the details of the design to ensure our ability to operate and maintain the structure long term.	The Proposed Bridge discussion with MBTA and the City is ongoing and the design is conceptual. When the design is further developed and at a level to be reviewed with DPW, the Applicant will coordinate the details as requested to ensure the City has the ability to operate and maintain the structure.

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Comment #	Comment	Response
	PTDM Plan	
3.1	Because the Project is creating new non-residential parking spaces, it triggers the City's Parking and Transportation Demand Management (PTDM) Ordinance 10.18. The Ordinance requires the Project to obtain an approved PTDM plan from the City's PTDM Planning Officer to minimize air pollution, single occupancy vehicle trips, and/or vehicle miles of travel generated by the proposed new parking spaces.	Section 1.14.2 of Volume 2 contains narrative to reflect latest parking strategy which is actively being finalized in coordination with the PTDM Officer. Similarly, Section 1.14.4 outlines the PTDM measures currently proposed and being finalized in coordination with the PTDM Officer. The TDM measures aim at incentivizing non-vehicular modes of transportation, such as transit, biking, etc. in order to decrease the reliance on single occupancy vehicle travel to and from the Site. The PTDM Plan is targeted to be approved prior to Summer 2026 Planning Board hearing.
3.2	The PTDM Planning Officer is currently working with the applicant to create a PTDM Plan for the Project. The PTDM plan will include a commitment to keep the percentage of drive-alone trips to the site below a certain level, a commitment to implement comprehensive non-residential Transportation Demand Management (TDM) measures, annual transportation monitoring, and other PTDM-related commitments.	See response to comment 3.1.
3.3	Alewife TMA shuttle service expansion and Bluebikes station expansion are expected to be included in the PTDM Plan.	See response to comment 3.1.
3.4	As noted in 10.18.050(f), a final PUD Special Permit cannot be issued until the Project has an approved PTDM Plan.	As noted in Volume 1 Section 2.5.3, the PTDM Plan is targeted to be approved prior to Summer 2026 Planning Board hearing.
	Automobile Parking	
3.5	The Final Development Plan should include a maximum number of parking spaces for the PUD. DOT staff have been working with the applicant on the number of parking spaces in coordination with the PTDM plan.	See response to comment 3.1.
3.6	The Final Development Plan should include on-street parking spaces on private ways in the total number of proposed parking spaces.	See Vol 1 Section 3.3 and Vol 2 Section 1.14.2. On-street parking located on private roadways is included in the proposed parking supply. Based on the current conceptual roadway layout, up to approximately 51 on-street spaces are envisioned on private roadways. The final number and location of these spaces will be refined through continued street design development and evaluation of curbside uses.
3.7	DOT recommends that the Final Development Plan incorporate as many of the following reductions in proposed built parking as possible: -According to the shared parking analysis in the certified TIS, 1,024 of the 1,722 residential spaces are proposed to be reserved for residential parking only. Pooled parking is most effective at reducing the amount of building parking when uses with different occupancy peaks (like residential and office/lab uses) share parking. At the peak office/lab demand hour (noon), residential parking demand drops to 57% of the overnight maximum. The applicant could build up to 440 fewer parking spaces by sharing all residential parking with other uses. -Reducing existing parking to remain over time, to no more than the current zoning maximums for those uses (366 fewer spaces). -Reducing the parking ratio for General Office use: A 30% SOV rate (Citywide goal) could be accommodated with 185 fewer spaces. -Reducing the parking ratio for Residential use: 2024 residential reporting for the Alewife area shows a parking occupancy ratio of about 0.6 spaces per unit. Even a modest reduction from 0.75 to 0.70 spaces per unit (slightly higher than the 2023-2024 average of 0.67) would mean 115 fewer spaces.	Volume 2 Section 1.14.2 provides a general overview of the proposed parking strategy, which includes currently proposed numbers, as well as a potential lowered number of 4,040 due to lease turn overs, land use transitions, and other shared parking strategies. If parking utilization monitoring supports a further reduction in the General Office parking ratio for applicable future development, the number could be even lowered to approximately 3,788. This methodology will be further refined through a forthcoming parking memo submitted to the City.
3.8	DOT recommends that the Final Development Plan include a plan for evaluating the built and planned parking supply at key points in the project's design and build out, with conditions to reduce the maximum number of parking spaces in later phases, if appropriate.	See response to comment 3.7.
3.9	The proposal includes a request for Planning Board approval of Parking as a Principal Use under 20.1100.4.3.1 for the above-ground garages P1, P2, P3, and P4. It is not clear from the application materials why the applicant is seeking this particular approval. The shared parking described in the application appears to be pooled accessory parking, allowed with Planning Board approval under 20.1100.6.3. The Final Development Plan should include more detail about the anticipated use of these garages as principal use parking facilities. The Final development plan should also clarify how a portion of the "accessory residential parking spaces" will be shared with non-residential uses in the PUD.	As clarified in Section 3.3 of Volume 1, the Applicant is seeking a Special Permit pursuant to Sections 20.1100.4.3.1 (Parking as a Principal Use), 20.1100.5.5.4 and 20.1100.6.3 to allow for the temporary parking of buses for a fee on the existing surface parking lot located at 127 Smith Place, the future site of Buildings C4 and C6 and a portion of Mooney Green, which use will cease upon the construction of said buildings and open space. Further, Section 3.3 of Volume 1 and Section 1.14.2 of Volume 2 have been modified to provide additional clarification on how existing uses and parking are proposed to be treated for zoning purposes, as well as additional information to support the Planning Board's findings under Section 20.1100.6.3 for pooled accessory parking. Section 1.14.2 provides a summary of the shared parking analysis between residential and non-residential land uses. Shared parking allows different land uses to draw from a common parking supply rather than building separate parking for each use's individual peak demand. This approach takes advantage of the fact that different uses have peak activity at different times of the day, creating parking demand synergies.
	40 Scale Plan	
3.10	For the PUD Final Development Plan, the applicant should provide an updated 40-scale street and infrastructure plan that has the general dimensional layout and urban design character of the streets in the Quadrangle.	A set of 40-scale plans will be submitted for City review at approximately the same time as the Final Development Plan in a separate package.
3.11	The plan should be reviewed and approved by DOT, DPW, and CDD before submittal to the Planning Board.	See 3.10 response. The progress 40-scale plan will not have been fully reviewed by city departments before the Final Development Plan filing. However, a meeting has been scheduled to discuss in early July 2026 (prior to anticipated Summer 2026 Planning Board hearing). Most of the City requests are understood to have been incorporated into the design.

3.12	The schematic plan shall show roadways, existing and proposed curbs, sidewalks, and bicycle facilities and widths, pavement markings, traffic control devices, street trees, parking, general alignment of utilities, existing property lines, and proposed setbacks and easements. Key dimensions include maximum travel lane width (10-10.5 feet), minimum plowable width for bike lanes (7 feet), and Corridor and Neighborhood Main Street widths for sidewalks and separated bike lanes, as outlined in the Citywide Urban Design Guidelines for Cambridge. Healthpeak should work with DOT staff to identify opportunities where flexibility in minimum dimensions may be recommended to achieve connected networks during and after project construction. • The schematic plan should show how transitions and temporary facilities on unreconstructed portions of streets work with the proposed plans.	See 3.10 and 3.11 response above.
3.13	The Final Development Plan should propose a construction phasing plan (e.g., when streets will be reconstructed and a general framework for a maintenance agreement with the City (e.g., snow removal in bicycle facilities).	Phasing and land conveyance is discussed in Volume 2, Section 1.11 with reference to preliminary phasing plans. As noted in Volume 2, Section 1.11, it is intended that roadways that have been identified as public in this Final Development Plan would be conveyed to the City pursuant to an infrastructure memorandum of agreement, or similar agreement, between the City and the Applicant, outlining the terms for substantial completion, inspection, and acceptance by the City Council. Prior to such conveyance, the Applicant will maintain such roadways, and after such conveyance, the City will maintain such roadways.
3.14	As approved in the 40-scale plan, the Project will construct or reconstruct Quadrangle roadways including Fawcett Street, Moulton Street, Smith Place, Wilson Road extension, New Mooney Street, Smith Place extension, and Fawcett Street extension. The limits of work on public streets may need to be expanded or refined from what was presented in the Preliminary Development Plan. For example, a raised bicycle facility may need to be constructed on both sides of a street using public right of way—whether Healthpeak owns the abutting property or not—to avoid network gaps.	See 3.10 and 3.11 response above. We anticipate the City may propose additional improvements or modifications and other areas will not be feasible due to Applicant's land holdings.
3.15	DOT recommends that as the Project is built out over time, minor changes to the geometric elements of the 40-scale plan can be proposed by Healthpeak and reviewed and approved by DOT administratively. The Planning Board should approve major changes that DOT believes significantly change the original plan concepts.	Noted.
3.16	DOT recommends the conveyance of Wilson Road between Fawcett Street and Moulton Street into the public right of way. Wilson Road is an important east-west collector, distributing trips and providing access to parcels, including those not owned by Healthpeak, within the Quadrangle. Street design and materials must conform to City standards to be accepted into the public right-of-way.	Wilson Road is proposed to remain private. This allows the street elevation to be raised to continuously connect to New Main Street and provide for a more defined/visible pedestrian space. Additionally, this encourages drivers to slow down in this area. As described in Volume 1 Section 4.1, this road still meets the City's recommended Street Type A with a width of 77 feet. The Applicant will work with the City to find an acceptable materiality during Design Review.
3.17	DOT recommends that New Main Street function like a typical street with curbs and separation for users or like an actively managed, shared space that restricts access by passenger vehicle and limits deliveries at certain times.	See response to CDD Memorandum comment 1.24 in Table 2.
3.18	DOT recommends a 77-foot right-of-way for Adley Road, which is anticipated to connect to Spinelli Place as an extension of Wilson Road.	As described in Volume 1 Section 4.1, this road meets the City's recommended Street Type A with a width of 77 feet.
3.19	DOT recommends more detailed working meetings with the City to refine the design of Smith Place. The layout constructed by Healthpeak should future-proof the implementation of further changes that advance the accessibility, safety, comfort, and connectivity of the walking and biking networks as additional properties along the street are redeveloped.	The design for Smith Place has been updated per feedback from the City. This is reflected in the revised 40-scale plans - see 3.10 and 3.11 response above. Additionally, see Volume 1 Section 4.1 for description in narrative and response to CDD comment 1.67.
	Project Mitigation and Phasing	
3.20	Realign and fully signalize the Concord Avenue/Smith Place intersection. Slightly more work is needed to describe this specific commitment and timeline. For example, DOT questions if the new traffic signal should be installed sooner rather than later in Project phases. The commitment should be more specific and concise (such as the signal equipment will include transit priority signal, Miovision, new crosswalks and pedestrian ramps, audible pedestrian signals, etc.	When the second building in Phase 1 reaches 80% or higher occupancy, or one year after Final Certificate of Occupancy of such building, whichever is sooner, the Applicant shall conduct new traffic counts at the Concord Avenue/Smith Place intersection and complete a traffic signal warrant analysis. If, at that time, DOT determines that a traffic signal is warranted, the Applicant shall be required to install such traffic signal in a manner authorized by the City.
3.21	Upgrade signal equipment at Moulton Street intersection and others. The Final Development Plan should provide details and timeline.	When the second building in Phase 1 reaches 80% or higher occupancy, or one year after Final Certificate of Occupancy of such building, whichever is sooner, the Applicant shall conduct new traffic counts at the Moulton Street intersection and complete a traffic signal warrant analysis. If, at that time, DOT determines that a traffic signal is warranted, the Applicant shall be required to install the traffic signal in a manner authorized by the City.
3.22	Connection between Fawcett Street to the 55 Wheeler Street project "Mews." The Final Development Plan should describe this connection in more detail including design parameters, timeline, public pedestrian and bicycle access easement and maintenance (i.e., snow removal).	As described in Volume 2 Section 1.2.3 - Open Spaces, the connection between Fawcett Street to the 55 Wheeler Street is a continuation of the Project's "Main Street Plaza." This is a private way included in Phase 2B - see Figure 1H.2B. Maintenance approach to be coordinated with the City, if needed, during Design Review.
3.23	Construct or Upgrade MBTA and Alewife TMA shuttle bus stops. More work is needed on the specific locations, timelines, and verification that amenities such as benches and shelters will fit.	Various improvements to MBTA Bus stops and TMA shuttle stops are proposed as part of the Master Plan in coordination with all appropriate agencies. Upgrades to the existing westbound MBTA Bus stop at the intersection of Concord Avenue and Moulton Street are proposed, as presented on the 40-scale plans. Internal to the site, TMA shuttle stops are provided on major roadways. Section 1.5.2 of Volume 2 presents a table of curbside regulations which includes TMA shuttle stops. Figure 1D.12 presents the location of all proposed and existing shuttle and MBTA Bus stops.
3.24	Multi-Use Path (Segment 1: Mooney Street area segment). DOT strongly supports extending the Belmont Path on the south side of the railroad tracks, adjacent to the "New Mooney Street" area. The Final Development Plan should clearly describe Healthpeak's commitments to the design, construction, and path maintenance, including timeline. DOT understands that the path will need MBTA approval and will work with Healthpeak. If such approval is not granted by MBTA, an alternate mitigation project of approximately equal impact should be agreed upon by the property owner and the City.	The Applicant will continue to use commercially reasonable efforts to work with the MBTA to secure land rights to build a multiuse path north of the Development Parcel, as noted in Volume 1 Section 2, Public Realm Improvements. If rights are not obtained, the Applicant will further evaluate additional improvements to bike and pedestrian connections. Conceptual study for multiuse path that could be incorporated in the future will be provided separately.

3.25	Multi-Use Path (Segment 2: Between Smith Place and future Pedestrian and Bicycle Bridge). The Final Development Plan should clearly describe Healthpeak's commitment to this path segment. If such approval is not granted by MBTA, an alternate mitigation project of approximate equal impact should be agreed upon by the property owner and the city.	See response to 3.24 above.
3.26	Multi-use path (Segment 3: Between future Pedestrian and Bicycle Bridge and Alewife Brook Parkway). The Final Development Plan should clearly describe Healthpeak's commitment for this path segment. DOT recognizes that none of the land in this segment is owned by Healthpeak. A potential mitigation option could be funding for a study and design of this path segment. If such approval is not granted by MBTA, an alternate mitigation project of approximate equal impact should be agreed upon by the property owner and the city.	See response to 3.24 above.
3.27	Concord Ave Corridor Design and Construction. The TIS proposes several changes along Concord Avenue, including dedicated left- and right-turn lanes from the Quadrangle streets onto Concord Avenue, refreshed crosswalk markings, and minor curbline adjustments near the Concord Avenue/Fawcett Street intersection. DOT appreciates VHB's work and believes additional study is needed, including mitigation of bus delay and unreliability caused by Project trips. As mitigation for the Healthpeak PUD, DOT recommends further advancement of the Concord Avenue Corridor Study, which may include developing additional alternatives, engaging with the public, and funding the 100% design and construction of the preferred improvements. As part of the Final Development Plan process, DOT can work with Healthpeak to establish an initial scope, timeline, and funding commitments.	The Applicant is committed to contributing: (i) up to $250,000 towards the Concord Avenue Corridor Study for a 10% Concept Design, which the Applicant shall fund at the occupancy of at least 50% of the commercial square footage approved for the Project; and (ii) up to $500,000 towards the construction of the improvements that result from the Study.
3.28	Concord Ave./Blanchard Rd./Griswold St. Intersection. The TIS found that project-generated trips will increase congestion, delays, and queues at this intersection and did not provide other recommendations aside from signal timing optimization. DOT is very concerned about the Project's impacts on this intersection. The Final Development Plan should further explore mitigation options and funding commitments, including up to a full redesign and reconstruction of this intersection.	See comment 3.27 response.
3.29	Future proof pedestrian and possibly vehicle connection from Concord Avenue to Spinelli Place. The Final Development Plan should clarify Healthpeak's commitments on this topic.	The connection from Concord Avenue to Spinelli Place is not located within the Development Parcel. The Applicant does not own the parcels adjacent to such connection.
3.30	Pedestrian and Bicycle connection to Rafferty Park. The Final Development Plan should clarify the specific location and type of connection, timeline, design details, and commitments for this connection.	As shown in Figure 1D.2 of Volume 2, the Applicant is intending to connect the Project to the surrounding neighborhoods, including Rafferty Park. Specific connections to nearby open spaces will be reviewed during Design Review for individual parcels and informed by commentary from the Neighborhood Uses and Open Space Advisory Committee. The Applicant will design such connections taking into account the Design Development Plans for Rafferty Park, which are currently being undertaken by the City.
3.31	Wheeler Street to Terminal Road connection. The TIS includes discussion of the longstanding "Terminal Road Connection" concept, which has been raised by the City and the public over many years. DOT appreciate VHB's work on this topic. DOT acknowledges that Healthpeak does not own any of the land needed for this connection. As part of the Final Development Plan, DOT recommends clarifying Healthpeak's commitments to further advance this connection, including any additional studies and potential funding needed to develop a final, feasible, and implementable plan. A connection for pedestrians, bicycles, and possibly vehicles could improve access and circulation for people living, working, and visiting the Quadrangle area and Healthpeak's buildings.	The Applicant is committed to contributing up to $250,000 towards the City's construction of the Terminal Road Connection, which the Applicant shall fund at least six (6) months prior to the commencement of such construction.
3.32	Rotary Improvements. The TIS found that Project-generated trips will increase congestion, delays, and queues at the Alewife Brook Parkway and Fresh Pond Parkway rotaries but did not provide recommendations. The Final Development Plan should explore potential mitigation measures to address these impacts. Because these are state-owned roadways, this analysis should also be incorporated into the MEPA Environmental Impact Review and coordinated with the state. Coordination with the state should also include planning for the future Alewife MBTA station and potential commuter rail station, as these projects will affect the Healthpeak PUD and vice versa.	While neither the Applicant nor the City owns the land at the Alewife Brook Parkway and Fresh Pond rotaries, this scope can be included in the Concord Avenue Corridor Study. See response to 3.27 above.
	Bridge	
3.33	The pedestrian and bicycle bridge shall meet all zoning conditions.	Noted.
3.34	The final design and location of the bridge shall be approved by the City and MBTA.	Noted.
3.35	The final plan should describe in detail the process by which Healthpeak will certify agreement with the MBTA on a final bridge location, design review process, and construction schedule.	Language has been added to the narrative: "In connection with the construction of the Proposed Bridge, it is intended that the Applicant will seek a permanent easement from the MBTA (the "MBTA Easement") that permits the construction, maintenance, repair and replacement of the Proposed Bridge, access to and egress from the Proposed Bridge, and the provision of utilities on and alongside the Proposed Bridge. Following substantial completion of the Proposed Bridge, it is intended that the Applicant will: (i) assign the MBTA Easement to the City; and (ii) grant a permanent easement to the City over portions of the Development Parcel that are reasonably required to provide access and utilities to the Proposed Bridge, including any such portions located within the MBTA Easement area (collectively, the "Developer Easement"). Following substantial completion of the Proposed Bridge, it is intended that the City would acquire ownership to the Proposed Bridge from the Applicant and would assume all ownership, operation and maintenance obligations for the Proposed Bridge. As of the date of this Final Development Plan, the extent of the MBTA Easement area and the extent of the Developer Easement area have not yet been determined." (See Vol 1, Sec 3.3). The Proposed Bridge design and other details are being coordinated directly with the MBTA and the City. The Proposed Bridge will be delivered in accordance with the requirements of Section 20.1100 of the Zoning Ordinance (see Vol 2, Sec 1.11).

3.36	The bridge shall include at least one elevator on each end and accessible ramps, including convenient ramp turns for bicyclists to accommodate all typical bike types and other mobility devices. Paths of travel on the bridge structure should target a 10- to 15-foot corner radius. The location of the bridge must not preclude any future MBTA right-of-way or commuter rail expansion or station projects.	See Off-Site section of the Volume 1 Section 2.2.1 Proposed Development Program Summary and Volume 2 Section 1.6.1 Proposed Bridge with description of current design considerations for an accessible Proposed Bridge. This is also discussed in Volume 1 Section 3.3 Infrastructure section confirming it does not preclude any future MBTA right-of-way or commuter rail expansion or station projects. An elevator is not currently contemplated due to previous safety concerns from the MBTA.
3.37	A final agreement on the ownership and maintenance of the bridge shall be completed prior to the completion of the bridge.	Language has been added to the narrative: "In connection with the construction of the Proposed Bridge, it is intended that the Applicant will seek a permanent easement from the MBTA (the "MBTA Easement") that permits the construction, maintenance, repair and replacement of the Proposed Bridge, access to and egress from the Proposed Bridge, and the provision of utilities on and alongside the Proposed Bridge. Following substantial completion of the Proposed Bridge, it is intended that the Applicant will: (i) assign the MBTA Easement to the City; and (ii) grant a permanent easement to the City over portions of the Development Parcel that are reasonably required to provide access and utilities to the Proposed Bridge, including any such portions located within the MBTA Easement area (collectively, the "Developer Easement"). Following substantial completion of the Proposed Bridge, it is intended that the City would acquire ownership to the Proposed Bridge from the Applicant and would assume all ownership, operation and maintenance obligations for the Proposed Bridge. As of the date of this Final Development Plan, the extent of the MBTA Easement area and the extent of the Developer Easement area have not yet been determined." (See Vol 1, Sec. 3.3)
3.38	Healthpeak should work with Triangle property owners and the City to provide and maintain continuous, ADA-compliant public access for pedestrians and bicyclists between the bridge and the Alewife MBTA Station, using easy-to-access streets and sidewalks within the Triangle. Healthpeak should identify and secure all necessary approvals, easements, and permits from the City, private owners and any other jurisdictions, and execute access agreements with property owners as needed.	The Applicant will consider discussions with Triangle owners about connections to the Proposed Bridge landing on the north side of the railroad tracks.
	Residential Transportation Demand Management Plan	
3.39	The Final Development Plan should include a Residential Transportation Demand Management (TDM) plan approved by DOT.	See Volume 2 Section 1.14.4 for the Residential Transportation Demand Management (TDM) Plan.
	EV Network	
3.40	DOT recommends that twenty-five percent of the parking spaces at the project shall have dual-head Level 2 chargers and install conduit and /or wiring to support the future installation of additional Level 2 chargers to serve the remainder of the parking space and ensure sufficient capacity in electrical panel and transformer to support future installation of chargers for all parking spaces.	See Volume 2 Section 1.14.4. Applicant proposes to provide electric vehicle (EV) infrastructure for P1, P2, P3, and P4 as follows: EV-Installed Spaces: EV charging equipment will be installed for 25 percent of parking stalls on Day 1. Future EV Infrastructure: Conduit will be installed for the remaining 75 percent of parking stalls on Day 1 to support future EV charging installation. Space will also be reserved for future electrical equipment. Wiring, panels, and electrical service for these stalls will not be provided on Day 1. For the residential component of the project, Healthpeak proposes to provide 10 percent EV-installed spaces and 10 percent EV-ready spaces.
3.41	Healthpeak should show on the Final Development Plan the approximate location where publicly accessible Level 2 (e.g., 4 sets of heads, 8 ports) and Level 3 (e.g. 2 heads, 4 ports) charging stations would be located. They can be in parking garages and/or on-street spaces, particularly near retail or other land uses with short-term parking. Details can be worked out later in the design review process, but Healthpeak should account for electrical needs when it considers the approximate location of these publicly accessible charging stations, especially for charging stations located on sidewalks.	Volume 2 Section 1.5.2 - Parking and Loading Plan in the narrative references Figure 1D.12 - Curb Utilization. This figure approximately locates proposed on-street EV stalls that will be accessible to the public in different areas of the Project. See Secondary Electric Services narrative in Volume 2, Section 2.3.4 - Energy Infrastructure regarding required infrastructure. This section also provides additional information regarding coordination process anticipated with City and private utility during Design Review.
3.42	The Final Development Plan should include commitments for infrastructure in the sidewalk for EV stations, such as conduits for electrical wires under the sidewalk for new or reconstructed sidewalks.	See response to 3.41 above.
3.43	Healthpeak should regularly track use of the EV charging stations and increase the number of installed stations to meet/slightly exceed demand such that there is always available capacity for EV charging as the number of EVs expands.	Response to be provided in PTDM. As noted in Volume 1 Section 2.5.3, the PTDM Plan is targeted to be approved prior to Summer 2026 Planning Board hearing.
	Wayfinding Plan	
3.44	A truck route and signage plan should be included in the Final Development Plan and/or as part of the construction management plan and/or loading dock and operations plan for each building, approved by DOT prior to the issuance of a Certificate of Occupancy for each new building. The PTDM Plan will include a Wayfinding Plan, including signs for the bridge that directs users between the bridge and Alewife MBTA station, including decision points and alternative routes.	See response to CDD comment 1.63 for truck route and signage plan and 1.72 for details on wayfinding plan.
	Special Permit Requests	
3.45	The Applicant is seeking a Special Permit to allow more than a 30-foot curb cut length for loading zones. If needed for a functional loading zone, DOT may be supportive of longer than 30 feet curb cut but we believe this should be addressed administratively through the design review process for each building and not a blanket approval in the PUD.	The following language has been added to the narrative:"The requested curb cut modifications and waivers may be granted on a conditional basis by the Planning Board, subject to reconfirmation during Design Review for individual impacted buildings." (See Vol 1, Sec 3.3)

3.46	The Applicant is seeking a Special Permit for curb cut location and design for two buildings that are closer than 100 feet from an intersection. DOT may be fine with this, but, like our comment above, we believe this should be addressed administratively through the design review process for each building and not a blanket approval in the PUD.	The following language has been added to the narrative:"The requested curb cut modifications and waivers may be granted on a conditional basis by the Planning Board, subject to reconfirmation during Design Review for individual impacted buildings." (See Vol 1, Sec 3.3)
3.47	The Applicant is seeking principal use parking for all non-residential parking garages and accessory parking for all residential garages. As stated above in the Automotive Parking Section, DOT recommends that The Final Development Plan should include more details about the anticipated use of these garages as principal use parking facilities, and clarify how a portion of the "accessory residential parking spaces" will be shared with non-residential uses in the PUD.	See response to comment 3.9.

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2026 MAY 19 PM 2:59
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

NOTICE OF PRELIMINARY DETERMINATION
PLANNED UNIT DEVELOPMENT PROPOSAL

Case Number:	410
Location of Premises:	78R Cambridgepark Drive, 591, 617, 625, 641-643, 645, 689, 725 Concord Avenue, 77, 110, 125, 160, 180 Fawcett Street, 60 Loomis Street, 13, 45, 50, 52, 54, 61, 67 Mooney Street, 12, 24, 36, 60, 62, 68 Moulton Street, 11, 25, 26, 35, 49, 59, 61-67, 100, 127 Smith Place
Zoning:	Office-1 (O-1) / Industry B-2 (IB-2) / Business A (BA) / Alewife Overlay District - Quadrangle (AOD-Q) / Alewife Overlay District 5 (AOD-5
Applicant:	Healthpeak OP, LLC 1900 Main Street, Suite 500, Irvine, CA 92614
Owners:	LS Alewife I, LLC; LS Alewife II, LLC; LS Alewife III, LLC; LS Alewife V, LLC; LS Alewife VI, LLC; LS Alewife VII, LLC;LS Alewife VIII, LLC; LS Alewife IX, LLC; LS 725 Concord LLC; Thomas P. Jackivicz, Jr; CCF Fawcett Street Property Company, LLC; 180A Fawcett, LLC; 641 Concord Ave LLC; Hines CP 180 Fawcett LLC
Application Date:	March 10, 2026
Date of Public Hearing:	April 28, 2026
Date of Determination:	April 28, 2026
Summary of Proposal:	Develop multiple parcels into a mixed-use development including residential, retail, office and laboratory buildings, as well as a municipal service facility site, publicly beneficial open space, and a pedestrian and bicycle bridge over the MBTA railroad.
Determination:	**APPROVED, with conditions and requests for modification.**

Copies of this Preliminary Determination and 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 Preliminary Determination, please contact Swaathi Joseph at 617-349-4668, or sjoseph@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Special Permit Application filed on 3/10/2026, containing the following volumes:
   - Preliminary Development Plan Volume 1 – containing supporting written materials for issuance of the requested special permit including special permit forms, project description, zoning compliance, and community engagement summary.
   - Preliminary Development Plan Volume 2 – containing PUD requirements and Article 19 requirements.
   - Preliminary Development Plan Volume 3 – containing Transportation Impact Study, Sustainability Plan and Green Building Report, Flood Resilience Documentation, Tree Study, Pedestrian Wind Study, Retail Plan, Community Meeting Notes, 40-Scale Plans, and Statistical Summary Table.
2. Presentation slides shown to the Planning Board on 4/28/2026.

City of Cambridge Documents

3. Memo to the Planning Board from Brooke McKenna, Commissioner, Department of Transportation (DOT), dated 4/21/2026.
4. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 4/22/2026.
5. Memorandum to the Planning Board from James Wilcox, City Engineer, Department of Public Works (DPW) dated 4/23/2026.

Other Documents

6. Email communication to the Planning Board from Ethan Frank, dated 3/10/2026.
7. Email communication to the Planning Board from Councillor Patricia Nolan, dated 4/27/2026.
8. Email communication to the Planning Board from Ann McDonald, dated 4/27/2026.
9. Email communication to the Planning Board from Douglas Brown, dated 4/28/2026.
10. Email communication to the Planning Board from Ann Stewart and Ann Tennis, dated 4/29/2026.

APPLICATION SUMMARY

This PUD application proposes to redevelop approximately 42 acres (1,796,403 SF) of land area across many contiguous and non-contiguous lots in the Alewife Overlay District – Quadrangle (AOD-Q), bounded by the MBTA rail tracks to the north, Wheeler Street to the east, Concord Ave to the south, and the Highlands neighborhood to the west.

The proposed redevelopment includes:

- 2,521,000 square feet of commercial space in eight (8) new commercial buildings for a mix of office and lab/R&D uses.
- 1,985,000 square feet of residential space with approximately 2,300 new dwelling units in eight (8) new residential buildings.
- 75,640 square feet of new gross floor area devoted to Neighborhood Uses across multiple commercial and residential buildings throughout the proposed site.
- Three (3) preserved commercial buildings, including the Mount Auburn Healthcare building at 725 Concord Ave, the office building at 10 Fawcett St, and the small retail building at 110 Fawcett St, with no change in use proposed.
- Four standalone shared parking structures, including a total of 4,578 parking spaces within proposed parking structures and in garages within residential buildings.
- Multiple open spaces distributed throughout the proposed site, including a total of 13.78 acres of publicly beneficial open space, 11.29 of which will be permeable area and 4.32 acres of which will be designated as park space.
- A 1.22-acre parcel to be deeded to the City for a DPW municipal building and yard.
- A new pedestrian/bicycle bridge over the MBTA tracks at the northeast corner of the site.
- New and updated streets that focus on multimodal transportation and pedestrian and bicycle access throughout the district.

FINDINGS

Based on a review of submitted Application materials and testimony given at the public hearing, the Board makes the following findings with reference to the criteria for making a preliminary determination on a Planned Unit Development Proposal as set forth in Article 12.000 of the Zoning Ordinance.

(1) The Development Proposal conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth in the specific PUD district in which the project is located.

The Board finds that the Development Proposal generally conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth in the AOD-Q zoning district in §20.11 of the Zoning Ordinance, with reference to the memo provided by CDD staff.

(2) The Development Proposal conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located.

The zoning for the AOD-Q district refers to multiple plans and studies adopted for the Alewife District, including the Envision Alewife District Plan (2019); the principles and zoning recommendations established by the Alewife Zoning Working Group (2023); and the subsequent Alewife Design Guidelines (2023). The Board has reviewed the planning documents and Design Guidelines, in addition to comments provided by CDD staff, and finds that the Development Proposal, in concept, conforms with the guidelines and principles of these documents, provided that the Final Development Plan addresses the outstanding issues set forth in this Preliminary Determination.

(3) The Development Proposal provides benefits to the city that outweigh its adverse effects.

The Board finds that, in concept, the proposed PUD will benefit the City by redeveloping approximately 42 acres throughout the AOD-Q into a mix of residential and commercial uses, neighborhood-supporting uses, and a network of improved streets, open spaces, and a critical pedestrian/bicycle rail crossing that will improve connectivity and support the area's evolution into a more complete neighborhood. The proposed PUD will provide additional benefit to the City by providing a site for a DPW building and yard that will serve the broader community.

In making this determination the Planning Board shall consider the following:

(a) The quality of the site design, including integration of a variety of land uses, building types, and densities; preservation of natural features; compatibility with adjacent land uses; provision and type of open space; provision of other amenities designed to benefit the general public

The Development Proposal's mixed-use character, overall density, improved connectivity, compatibility and long-term connection with adjacent neighborhoods and land uses, and green open spaces, as well as the provision of a pedestrian/bicycle bridge and site for a new DPW yard as proposed will benefit the general public. This Preliminary Determination and incorporated staff memos provide guidance for updates to ensure that the integration of land uses, as well as the organization of buildings, streets, and open space, support a strong, interconnected neighborhood.

(b) Traffic flow and safety

The Development proposal includes a Transportation Impact Study (TIS) that provides a detailed analysis of all modes of transportation, which was certified as complete and reliable in accordance with Section 19.20 of the Zoning Ordinance as indicated in the memo received by DOT. The Development Proposal also has submitted a Parking and Transportation Demand Management (PTDM) Plan to mitigate potential traffic and transportation impacts that is under review by the City's PTDM Officer in accordance with the PTDM Ordinance, Chapter 10.18 of the Cambridge Municipal Code. Before issuing a special permit, the Board will need to review the Final Development Plan and make necessary transportation impact findings under Section 19.20 and an approved PTDM Plan must also be filed. The Board highlighted the need to establish strong transportation mitigation measures, particularly to achieve a reduction in parking spaces and automobile trips to make full use of shared parking opportunities and to prioritize and support the development of pedestrian and bicycle access to the site from elsewhere in the city.

(c) Adequacy of utilities and other public works

The Application Documents broadly address the utilities and other public works, and how the Development Proposal will provide necessary updates on a building-by-building basis. The memorandum from the City Engineer notes that development projects of this size typically require a utility enabling project, and that the Development Proposal will require a Stormwater Control Permit for stormwater management and Inflow and Infiltration (I/I) mitigation as each building requires a building permit. Utility and infrastructure needs are to be met at different stages of the Development Proposal, with review and permit

processes in place to confirm that needs are met at those stages. Additional infrastructure modeling should be used to confirm the adequacy of utilities and public works, and where improvements may be appropriate as part of the Development Proposal.

(d) Impact on existing public facilities within the city

The Development Proposal as a whole is not expected to have a substantial negative impact on existing public facilities within the city. The proposed conveyance of a site to be used as a municipal service facility will provide a long-term benefit to the City's overall ability to meet public service needs

(e) Potential fiscal impacts

The Development Proposal is generally expected to have a positive fiscal impact on the City, increasing tax revenue and contributions to public improvements necessary for mitigation and as part of an Infrastructure PUD.

The Board makes the following additional findings with reference to the criteria for preliminary approval of a Phased Development Plan in a Planned Unit Development Proposal as set forth in Section 20.1100 of the Zoning Ordinance.

(1) For a Phased Development Plan, the Planning Board shall also determine whether the proposed Phasing Plan will ensure that the purpose of this Section 20.1100 will be met over the duration of the development period, and that the mix of permitted uses and public benefits will be provided in a balanced and complementary way over time. The Planning Board may request changes to the Phasing Plan as part of a Final Development Plan submission.

The proposed development phasing anticipates a mix of residential and commercial development along with open space and public improvements at each stage of development, and demonstrates that the sequencing of residential development and infrastructure will meet the minimum requirements of the AOD-Q district. The Board therefore finds that the proposed Phasing Plan for the Development Proposal broadly supports the purpose of AOD-Q zoning, and that the mix of permitted uses and public benefits supports the development of the area as intended, subject to the requests for modification and additional information set forth in this Preliminary Determination.

DETERMINATION

Section 12.35.2 of the Zoning Ordinance requires that the Planning Board make a preliminary determination on a Development Proposal prior to holding a hearing to consider granting a special permit for a PUD Final Development Plan. The Planning Board may make a preliminary approval, potentially with conditions and subject to additional review and final approval of a special permit at a subsequent public hearing, or deny the application.

It is the Planning Board's Determination to **CONDITIONALLY APPROVE** the Development Proposal subject to the additional requests for modification and additional information set forth below. This determination authorizes the Applicant to submit a Final Development Plan to be reviewed at a future public hearing for possible granting of a Planned Unit Development special permit in accordance with the procedures of Section 12.36 of the Zoning Ordinance.

REQUESTS FOR MODIFICATION AND ADDITIONAL INFORMATION

The Final Development Plan shall respond to the specific comments made by the Board at the preliminary public hearing and set forth in memoranda provided to the Planning Board by the Community Development Department (CDD), Department of Transportation (DOT), and Department of Public Works (DPW), attached to this Preliminary Determination and incorporated herein. The following is a high-level summary of comments provided, with more detail in the attached materials. PB.1

Planning Board Comments

Board members were supportive of the Development Proposal overall and found that it had many positive elements. The following items were requested by Board members to further support the development of the Final Development Plan in accordance with the City's planning goals.

- Pedestrian/Bicycle Connections
  - Provide greater clarity on the process and timeline for completing the bridge connection over the railroad. This is a long-standing planning objective and an essential component of the development. Board members would like to see this completed as early in the development phasing as possible, understanding that it will require approval from the MBTA. PB.2
  - Approach the design of the bridge in a way that will make it feel like a welcome crossing and a key identifying feature for the whole development. PB.3
  - Provide information about other key connections to the area that could be achieved in the future, including the processes or mechanisms required to PB.4

achieve them, recognizing that some may be in areas that the developer does not control such as Terminal Road.

- Parking and Traffic
  - Minimize parking for single occupancy motor vehicles overall, and prioritize parking and traffic reduction. Board members would like to see parking reduced to be consistent with parking reduction ratios for typical shared parking scenarios in urban environments, and incorporating recommendations from DOT. PB.5
  - Seek creative solutions and strategies to improve shared parking and reduce parking over time even if it is necessitated by current market conditions. PB.6
  - Consider using rooftops of parking structures for other uses, such as recreation space. PB.7
  - Provide more information on interim transportation measures to support development that is built before pedestrian/bicycle connections are completed, such as shuttles. PB.8

- Urban Design, Open Space, and Placemaking
  - The Development Proposal area is very large and it is difficult to understand how it will affect the sense of place for the neighborhood. Provide a clearer vision of how people will perceive the development and how it will shape the image of the area as a whole. PB.9
  - Describe how sites will be designed to intentionally tee up development on sites outside of the Development Parcel to ensure the long-term redevelopment of a complete neighborhood. Be assertive in how this development plan will create a framework for the neighborhood. PB.10
  - Identify opportunities for placemaking and demonstrate how the broader Alewife Quadrangle will become a cohesive neighborhood, evaluating the Development Parcel and other sites within the neighborhood. PB.11
  - Continue to workshop the design of site R2 and the disconnected elements of the diagonal open space to create stronger axes with the future phases of development, particularly New Main Street. PB.12
  - Continue to develop the size and design of the pedestrian street between the commercial and residential buildings on New Main Street. The crossing at New Main Street would benefit from additional breathing room. PB.13
  - Study how building design can read less as blocks, considering the courtyard-oriented development on Wheeler Street as an example. PB.14

- Open Space
  - Provide more information about how the public realm ties the development together, particularly in the relationship between the "new public realm" and "publicly beneficial open space." The design guidelines for the area call for PB.15

buildings with a streetwall presence and open space designed with a more interior focus.
  - Clarify areas that are parks versus open spaces that adjoin buildings. PB.16
  - Use natural areas to support placemaking and neighborhood identity. PB.17
  - Provide a clearer inventory of active-use open spaces within the development and in the surrounding area to understand what needs should be met. Consider consolidating uses to create destinations, such as creating one cool playground instead of multiple. PB.18
  - Pursue additional active recreation spaces, possibly on rooftops. PB.19

- Neighborhood and Active Uses
  - Provide more information about how Phase 1 development will be served with a relatively small number of spaces designated for neighborhood use. PB.20
  - Describe how community-focused uses will be programmed into the development, like childcare, libraries, dog parks, convenience stores, etc. Avoid some of the approaches used in the Seaport, which reads more as a destination for outsiders. PB.21

- Northwest Quadrant:
  - Continue to develop the design of this area. Board members expressed concerns about this area being perceived as a disconnected office park, in contrast with more successful parts of the Development Proposal. Further define how the area will connect to and improve the neighborhood. PB.22
  - Describe more about how this area will incorporate neighborhood uses and creative options for activation. PB.23
  - Investigate redesign options for Building C4. Consider rotating the building by 90 degrees to improve open space, retail access, and light. PB.24

- Sustainability
  - Continue to pursue district-wide solutions for district energy and stormwater mitigation. Show where solutions or further collaboration will be incorporated into the development and phasing. PB.25
  - Provide additional details on sustainability measures related to buildings and site design. PB.26

- Phasing
  - Provide additional details and guidance on how interrelated components will be coordinated and how interim conditions will be addressed. PB.27

CDD Memorandum – Zoning & Development Division Comments (summarized, with reference to the memorandum dated 4/22/2026 for more detail)

- Neighborhood Uses
  - Provide additional details on the range of neighborhood uses and how they will support a self-sufficient neighborhood, particularly during earlier stages of the Development Proposal.

- Open Space
  - Provide clarification on the treatment of New Main Street and why it is being described as an open space, rather than a street. Include details on activation and how pedestrians will be prioritized.

- Energy Infrastructure
  - Provide additional details on area-wide energy opportunities, including district energy, and analysis of how such solutions will be prioritized, including information on potential sub-districts and key coordination needs.

- Connectivity and Access; Northwest Quadrant
  - Provide additional details on how residential buildings and community members will be connected to open spaces in the northwest quadrant. Include information on designated public spaces and how access will be encouraged.

- Parking and Traffic
  - Update the parking program to show how shared parking is compliant with PUD zoning requirements for pooled/principal use parking.
  - Clarify how existing uses and parking are treated to be consistent with PUD zoning requirements.

CDD Memorandum – Urban Design Comments (summarized, with reference to the memorandum dated 4/22/2026 for more detail)

- Documentation
  - Use consistent names and terms for different aspects of the Development Proposal, particularly in reference to open spaces.

- Open Space: Parks, Squares, Plazas, and Streets
  - Ensure that spaces are designed to offer a diverse range of uses and experiences.
  - Identify the process to develop diverse types of open space and how they will be sized, located, and designed as buildings are constructed over time.
  - Develop a process to design, program, and review the proposed major open spaces with the City.

  - Provide additional details on maintenance procedures for landscaping.
  - Investigate site-specific strategies to frame the streets and parks.
  - Identify how Bend Park will initiate the development of the entire diagonal park as envisioned in planning documents.
  - Identify how Mooney Green will be designed to function as an integral part of the broader Quadrangle's public realm, rather than as a central feature of an corporate campus.
  - Investigate the possibility of a park or square that will serve residents in the southeast portion of the Quadrangle.
  - Investigate how Smith Park will be effective as an initial component of the entire diagonal park envisioned in planning documents.
  - Describe how the streets will be designed with memorable forms and characters, prioritizing consistent streetwalls and setbacks to frame the streets, standards for stepbacks and street trees, and relevant revisions to the "Architectural Block Guidelines."
  - Describe how open spaces will become integral components to mitigate heat and flooding impacts.

- Active Recreation and Play
  - Include a "parks and open space gap analysis" to confirm whether the proposed open spaces meet neighborhood needs for active recreation spaces.
  - Demonstrate how proposed open spaces will address deficiencies and provide equitable access.
  - Add active recreation spaces generally and evaluate opportunities for active recreation spaces at Mooney Green and on the tops of parking garages.
  - Evaluate the likely demand for dog parks near residential buildings.

- Connectivity
  - Provide details and clarity on how the Quadrangle can be better integrated into the broader circulation system in Cambridge, including existing and proposed routes for all modes of transportation.
  - Identify routes to and from the DPW site at all stages of development.
  - Improve sightlines and connections to the proposed pedestrian/bicycle bridge from New Main Street and Diagonal Park, and revise the design of Building R2 if necessary to ensure sightlines and connections.
  - Identify ways to connect Mooney Green to Smith Place.
  - Identify how, in the long term, a north/south street might connect Fawcett Extension to the anticipated Adley Extension, and provide an alternate route from Concord Avenue to Mooney Street via Spinelli Place.
  - Evaluate the residential property outside of the Development Area, on the west side of the southern end of Smith Place, and provide alternative

configurations for relevant parts of Smith Place to ensure long-term development is viable consistent with neighborhood goals.
  - Explore ways to create a more welcoming entrance to South Smith Street Park from Smith Place.
  - Explore opportunities to increase connectivity of the proposed street system using consistent vehicular lanes, bicycle lands, parallel parking zones, and tree plantings.
  - Explore opportunities to enhance connectivity to surround areas and minimize dependency on single-occupancy motor vehicles by providing the pedestrian bridge at an earlier stage and supporting the connection from Terminal Road to Wheeler Street.

- Wayfinding
  - Provide a preliminary, pedestrian-scaled Wayfinding Plan to support nonvehicular modes of travel and access to key destinations.

- Built Form
  - Describe how architectural design will support a sense of place in the Quadrangle and define the spaces of the public realm.
  - Provide nuanced approaches to building massing to create coherent urban blocks and from streets, parks, and open spaces.
  - Update the "Massing Strategy" to better show how buildings will define, shape, and activate the Quadrangle's streets and open spaces.
  - Update the "Site Development Plan and Block Guidelines," specifically the 3D massing diagrams, to show how the proposed buildings will define the adjacent streets, parks, and open spaces, and address adjoining buildings.
  - Update the "Architectural Character" section to include examples of buildings with urban-scale streetwall façades and reduce the use of buildings with set-back towers on low podia.
  - Investigate how Building R2 could be redesigned to support stronger visual and physical connections across open spaces and transportation corridors, particularly the pedestrian/bicycle bridge and its connections to New Main Street and the diagonal park.
  - Northwest Quadrant:
    - Ensure the area will contribute and connect to the neighborhood beyond the adjacent commercial buildings, particularly related to activation and neighborhood uses.
    - Investigate redesign options for Building C4 to emphasize the intersection of Smith Place and Fawcett Street and connect the Quadrangle to Mooney Green.
  - Convey strategies to promote engagement between buildings and the public realm.

  - Provide clarity on access to elevated first floors, and how connection and activity will be supported.
  - Provide additional details on how structured parking will be screened.

- Housing
  - Provide additional information on how the housing program will be developed in coordination with the City.

- Ground Floor Activation
  - Provide additional details in the "Neighborhood Uses and Open Space Advisory Committee Plan."
  - Provide design guidelines to ensure that ground floors facing public streets and open spaces will be active and engaging, particularly where neighborhood and active uses are not feasible.
  - Describe opportunities to dedicate additional ground floor area to neighborhood uses, particularly on primary streets like New Main Street and Mooney Street.
  - Expand the range of potential neighborhood uses to include non-retail, community-focuses uses like libraries and museums, co-working space, event or meeting space, childcare, and arts-focused spaces.

- Arts and Culture
  - Identify how arts and cultural facilities will support the neighborhood and sense of place.
  - Identify how arts and culture programs and spaces will be developed, supported, and administered.
  - Describe how public art will be integrated into the project.

- Transportation, Parking and Loading
  - Refer to the DOT Staff Memo
  - Describe how urban design standards will minimize the impact of parking and loading on the pedestrian experience. Address screening, parking garage design, potential relocation of parking to underground locations, parking space reduction, and loading docks and garage entries in detail.

- Phasing
  - Provide additional details on how broader topics will be phased, including:
    - How interrelated components will be coordinated between the Applicant, the City, and other entities.
    - How interim conditions will be addressed and designed to support a vibrant and cohesive neighborhood.

        - Identify procedures for reevaluating and revising phasing and design details to adapt to changing conditions.
    - Provide additional details on how specific aspects of the PUD will be phased, including:
        - Open Space: Identify how open space will be addressed in early phases and in interim conditions. Outline the how a needs analysis will be designed and used. Provide additional details on how changes to topography will be addressed in the Mooney Street and New Main Street areas.
        - Building Programming: Describe how buildings will be designed to adjust programmatic uses to respond to market demands.
        - Street System: Describe how the street network and utilities will be coordinated at each stage of development, and communication procedures with the City. Identify process and timing information for land conveyance.
        - Connectivity: Provide additional details for the design and construction of the pedestrian bridge, and how connectivity and access issues will be addressed.
        - Clarify access to the DPW yard site at different phases, including when site improvements to provide access will occur.
        - Parking: Provide more detail on the phasing of parking.
        - Sustainability and Energy: Provide additional details on district-wide approaches that can be supported throughout each phase. Describe the proposed communication process with utilities to support best practice and to coordinate undergrounding utilities with street improvements.

DOT Memorandum Comments (summarized, with reference to the memorandum dated 4/21/2026 for more detail)

- PTDM
    - Provide a PTDM Plan consistent with City regulations and community needs, to minimize single occupancy vehicle trips and travel generated by new parking spaces; implement comprehensive Transportation Demand Management (TDM) strategies; monitor transportation modes; and incentivize transit and non-vehicular modes of travel while disincentivizing single-occupancy vehicle travel.
    - Ensure consistency with the Alewife District Plan by providing a PTDM Plan that charges market rate for parking, incentivizes transit and biking, supports the expansion of the Alewife TMA shuttle service and Bluebikes stations, and provides other robust strategies consistent with the Alewife District Plan.
    - Include all required PTDM plans and documents approved by DOT.

- Automobile Parking
  - Include the maximum number of parking spaces for the PUD, including on-street parking spaces.
  - Incorporate as many methods to reduce parking as possible, including (but not limited to) the following:
    - Use pooled parking to support residential and office/lab uses, rather than reserving parking spaces for residential parking only.
    - Reduce existing parking to remain over time.
    - Reduce the proposed parking ratios for General Office and Residential uses.
  - Include a plan to evaluate built and planned parking at key points in the project's design and build-up, and reduce future parking at those points.
  - Update the special permit request and parking program to show how shared parking is compliant with PUD zoning requirements for pooled/principal use parking, rather than pooled accessory parking.
  - Provide clarification on how a portion of the "accessory residential parking spaces" will be shared with non-residential uses.

- 40-Scale Street Plan and Land Conveyance
  - Provide an updated plan that clarifies the dimensions and urban design character of the streets in the Quadrangle. Provide the plan to staff for review prior to submitting the Final Development Proposal to the Planning Board.
  - Include a schematic plan that provides all relevant road details and dimensions, and coordinate with DOT staff to identify locations where flexibility would be beneficial.
  - Include a schematic plan that shows street transitions and temporary facilities as the Development Proposal is under construction.
  - Provide a detailed construction phasing plan that described when streets will be reconstructed and how maintenance will occur.
  - Confirm the scope of roadway construction and/or reconstruction that avoids network gaps.
  - Update the Final Development Plan that conveys Wilson Road between Fawcett Street and Moulton Street into a public right-of-way.
  - Update the Final Development Plan to have New Main Street function as a typical street with curbs and user separation OR provide a plan that shows how the space will be actively managed to restrict passenger vehicles and limit deliveries at certain times.
  - Provide additional detail, in coordination with DOT and DPW, to confirm the details of proposed rights-of-way, with changes to Adley Road and Smith Place as proposed by DOT.

- Project Mitigation and Phasing: Update the Final development Plan to include mitigation details that reduce Healthpeak's TIS-related impacts, including (but not limited to):
    - Realign and fully signalize the Concord Avenue/Smith Place intersection.
    - Upgrade the signal equipment at the Moulton Street intersection and others.
    - Describe the Connection between Fawcett Street to the 55 Wheeler Street project "Mews."
    - Construct or upgrade MBTA and Alewife TMA shuttle bus stops.
    - Extend the Multi-Use Path and include a plan for how the extension of the Multi-Use Path will occur and how Healthpeak will commit to the extension of the path.
    - Advance the Concord Avenue Corridor Study, and fund the 100% design and construction documents where necessary to mitigate impacts. Coordinate with DOT to establish an initial scope, timing, and funding commitments.
    - Update proposed designs for Concord Avenue and related intersections, including where redesign and reconstruction should occur to mitigate impacts.
    - Clarify commitments to future-proofing pedestrian and vehicle connections from Concord Avenue to Spinelli Place.
    - Clarify the details of pedestrian and bicycle connections to Rafferty Park, including commitments to support the connection.
    - Clarify commitments to further advance the connection of Wheeler Street to Terminal Road, including any studies and potential funding.
    - Due to project impacts, explore potential improvements to the Alewife Brook Parkway and Fresh Pond Rotaries. Include analyses in updated MEPA documents and coordinate with the state.
    - Continue to coordinate with the state and the City to plan for future MBTA stations.

- Pedestrian and Bicycle Bridge
    - Fully describe commitments for the pedestrian/bicycle bridge in the Final Development Plan.
    - Detail the anticipated process to confirm the final bridge location with the MBTA and the City, and how the design review and construction process will occur.
    - Include commitments to designing a fully accessible bridge.
    - Coordinate with "Triangle" property owners to ensure a compliant project and process.

- Residential TDM
    - Include a Residential Transportation Demand Management (TDM) Plan approved by DOT.

- Electric Vehicle (EV) Charging Network
  - Update the Final Development Plan to be consistent with DOT's recommendations for EV parking spaces.
  - Plan for appropriate EV charging, including infrastructure and commitments for on-street charging stations and necessary utilities.
  - Identify the locations of publicly accessible EV charging stations and consider electrical needs.
  - Propose a plan to regularly track of charging stations' use and how EV charging may be adjusted based on demand.

- Truck Routes and Loading
  - Include a truck route and signage plan, including information for different phases of the Development Proposal.
  - Minimize impacts of trucks and loading areas on the public realm.

- Wayfinding
  - Include a preliminary Wayfinding Plan in the PTDM plan, prioritizing transit users and pedestrians and bicyclists, to orient individuals to key destinations and transportation options.

- Other
  - Identify where requested relief from zoning requirements for dimensional requirements – like curb cut length and location – may be considered and, if appropriate, approved, at the building permit stage.

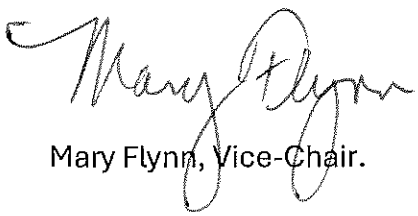
DPW Memorandum Comments (summarized, with reference to the memorandum dated 4/23/2026 for more detail)

- Provide more information about the Development Proposal's ability to incorporate shared stormwater infrastructure at a district level to address both regulations and best management practices, to provide additional community benefits.
- Include infrastructure modeling to confirm that City infrastructure can support the full buildout, and to identify opportunities for improvements.
- Advance discussions with private utility providers related to demands associated with the full buildout of the project and start to identify regional needs and constraints anticipated for the demand.
- Coordinate with DPW to confirm specific needs related to relief from the Flood Resiliency Standards.
- Provide clarification and details related to submitted Tree Study, and coordinate with DPW on compliance procedures throughout construction.

- Continue discussions with DOT and DPW on the details and layout of the 40-Scale Street Plan. Confirm limits of proposed rights-of-way.
- Review communication with City Staff to confirm clear timing and process for all proposed land transfers.
- Coordinate with DPW on the needs for the proposed DPW facility in the Development Proposal. Provide additional details on the proposed DPW Site including any relevant Special Permit relief.

Voting in the affirmative to conditionally approve the Development Proposal were Planning Board Members H Theodore Cohen, Mary Flynn, Mary Lydecker, Diego Macias, Ashley Tan, Carolyn Zern, and Associate Member Daniel Anderson, appointed by the Vice-Chair to act on the case, constituting at least two thirds of the members of the Board.

For the Planning Board,



Mary Flynn, Vice-Chair.

A copy of this Preliminary Determination PB-410 shall be filed with the Office of the City Clerk.

CITY OF CAMBRIDGE | CDD Community Development

To: Planning Board

From: CDD Staff

Date: April 22, 2026

Re: Special Permit PB-410, 78R Cambridgepark Drive, 591, 617, 625, 641-643, 645, 689, 725 Concord Avenue, 77, 110, 125, 160, 180 Fawcett Street, 60 Loomis Street, 13, 45, 50, 52, 54, 61, 67 Mooney Street, 12, 24, 36, 60, 62, 68 Moulton Street, 11, 25, 26, 35, 49, 59, 61-67, 100, 127 Smith Place

Overview

Submission Type:	PUD (Planned Unit Development) Special Permit Application
Applicant:	Healthpeak OP LLC
Zoning District(s):	Office-1 (O-1) / Industry B-2 (IB-2) / Business A (BA) / Alewife Overlay District - Quadrangle (AOD-Q) / Alewife Overlay District 5 (AOD-5)
Proposal Summary:	Develop multiple parcels into a mixed-use development including residential, retail, office and laboratory buildings, as well as municipal service facility site, publicly beneficial open space, and a pedestrian and bicycle bridge over MBTA railroad.
Special Permits Requested:	Project Review (19.20); Parking Principal Use (20.1100.4.3.1); Neighborhood Uses Location (20.1100.4.4); Build-to Zone Modifications (20.1100.5.2.4); Curb Cuts Modifications (20.1100.5.5.7); Side Yard Waiver (20.1100.5.5.9.1); Pooled or Principal Use Parking (20.1100.6.3); Off-Street Loading Waiver (20.1100.6.4); Planned Unit Development AOD-Q (20.1100.8); Reduction of Green Roofs requirement (22.35.3); Flood Resilience Standards Modifications (22.84.3)
Other City Permits Needed:	Stormwater Control Permit, Parking and Transportation Demand Management (PTDM) Plan, Historical Commission approval (demolition)
Planning Board Action:	Grant or deny requested PUD Special Permit & associated special permits.
Memo Contents:	CDD Zoning Report & Urban Design Report, including summary of approval process; review of area planning and zoning, comments on proposal addressing planning, zoning, and urban design
Other Staff Reports:	Department of Transportation Dept. (DOT), Department of Public Works (DPW), in separate documents.

Melissa Peters | Assistant City Manager for Community Development
344 Broadway, Cambridge, MA 02139
Ph. 617-349-4600
Email. cddat344@cambridgema.gov
Visit. Cambridge.gov/CDD

PUD Review Process

This proposal is seeking a new Planned Unit Development (PUD) Special Permit subject to AOD-Q District regulations (Section 20.1100 of the Zoning Ordinance). The applicant has submitted a Development Proposal including the following required plan components:

- Site Development Plan
- Development Program
- Site Massing Plan
- Parking and Loading Plan
- Connectivity Plan
- Open Space Plan
- Ground Floor Tenanting and Activation Plan
- Neighborhood Uses and Open Space Advisory Committee Plan
- Housing Plan
- Phasing Plan
- Sustainability Plan
- Resilience Plan
- Transportation Plan
- Environmental Comfort Plan
- Architectural Character Plan

The Planning Board is guided by the AOD-Q Development Controls and Special Permit Criteria, summarized in the table below, as it evaluates each of these plans.

Current Action – Preliminary Determination

At this first public hearing, the Planning Board considers whether the Development Proposal generally conforms with the zoning and the City's policies and plans for the area, then makes a Preliminary Determination:

- A positive Preliminary Determination means that the Applicant may submit a Final Development Plan including any additional information, further refinements, or changes requested by the Planning Board.
- A negative Preliminary Determination is a denial of the PUD special permit.

Future Action – Special Permit Decision

After holding another public hearing on the Final Development Plan, the Planning Board can make a final decision to grant or deny the PUD Special Permit and all other requested special permits. Like any special permit, the Planning Board may impose conditions to ensure criteria are met.

The current proposal is a Phased Development Plan, which includes multiple buildings, open spaces, streets, infrastructure, and other components built over time. The PUD Special Permit would include detailed conditions to govern how development proceeds over time, including design review and approval processes for buildings and other components of the plan, and procedures for modifying the approved plan in the future.

Criteria – PUD Preliminary Determination

The following table summarizes findings for a Preliminary Determination on a Development Proposal and the planning objectives for development in the AOD-Q district. For the purpose of the Preliminary Determination, the Planning Board should focus on:

- Does the proposal, at a concept level, generally meet these criteria?
- What revisions, modifications, or additional detail should be in the Final Development Plan to fully comply with the criteria below and all other criteria applicable to the special permits being sought?

Zoning Section	**Required Planning Board Findings** *(Summary - see appendix for zoning text excerpts)*

PUD Approval Criteria (Section 12.35.3)	Findings – The proposal:
	• Conforms generally with development controls and PUD district
	• Conforms with adopted plans and guidelines for the neighborhood
	• Provides benefits that outweigh negative impacts, considering
	  o Site design and integration of land uses, building types, and density
	  o Preservation of natural features
	  o Compatibility with adjacent areas
	  o Area and types of open space provided
	  o Amenities for the broader community
	  o Traffic flow and safety
	  o Utilities and infrastructure
	  o Impact on existing public facilities
	  o Potential fiscal impact

AOD-Q Special Permit (Section 20.1100.8.4.3)	Findings – The proposal: • Supports the purpose of the AOD-Q District (see next page) • Is consistent with the vision and goals of the District Plan and principles of the Zoning Working Group • Conforms with the Alewife Design Guidelines and Citywide Urban Design Objectives (19.30)
AOD-Q Phasing Plan (Section 20.1100.8.5.5.5)	Determination • The Phasing Plan ensures the district purpose will be met, with development providing uses and public benefits in a balanced manner.

Zoning Section	**Required Planning Board Findings** *(Summary - see appendix for zoning text excerpts)*
AOD-Q District Purpose (Section 20.1100.2.1)	It is the purpose of the AOD-Q District to promote a development pattern that implements the vision and goals of the Envision Alewife District Plan (2019) and the Principles of the Alewife Zoning Working Group (2023), referred to herein as the "AOD-Q Principles." In summary, this Section is intended to achieve the following objectives: (a) Support the creation of a mixed-use environment with a balance of residential and non-residential uses. (b) Incorporate a variety of neighborhood-supporting uses that provide retail, services, recreation, culture, and employment opportunities to residents, employees, and visitors to the area, and help to activate the ground stories of buildings. (c) Promote the development of significant public infrastructure and open space in the District to improve physical access and connectivity, and to transform the area from an auto-oriented environment to one that prioritizes transit, biking and walking. (d) Address area-specific environmental concerns by promoting resilience to future flooding, reducing urban heat island effects, and managing stormwater with a focus on green infrastructure and mitigating impacts on public sewage and drainage systems. (e) Maintain and preserve a regulated transition between larger-scale development in the district and nearby smaller-scale residential neighborhoods and communities. (f) Review and permit redevelopment through a process that encourages comprehensive, long-range planning and urban design while providing sufficient flexibility to property owners to adapt to changing conditions over time.

Other Special Permit Criteria

In addition to the PUD Special Permit, the proposal seeks additional special permits. No special permits will be granted as part of the Preliminary Determination, so the necessary findings will only need to be made at the Final Development Plan stage.

Nearly all larger-scale development requires a Special Permit under Zoning Ordinance Section 19.20 Project Review Special Permit. The Development Proposal includes the following additional materials required by Section 19.20:

- Traffic Study
- Tree Study
- Urban Design Objectives Narrative
- Serwer Service Infrastructure Narrative
- Water Service Infrastructure Narrative
- Noise Mitigation Narrative

In addition, the proposal seeks a modification to the Green Roofs Requirement (Section 22.35) and Flood Resilience Standards (Section 22.80).

The following additional criteria apply to these special permits. The Planning Board's main consideration at this stage is whether additional information is needed in the Final Development Plan to make the necessary findings. Comments are provided in the Urban Design, DOT, and DPW reports.

Zoning Section	**Required Planning Board Findings** *(Summary - see appendix for zoning text excerpts)*
Project Review – Traffic Impact Findings (Section 19.25.1)	• The Proposal will have no substantial adverse impact on city traffic within the study area. • Where specific traffic guidelines are established, written agreements may address TDM strategies. • The Board will consider all relevant traffic impact indicators and proposed mitigation efforts.
Project Review – Urban Design Findings (Section 19.25.2)	• The project is consistent with urban design objectives as established in Section 19.30, as well as other relevant design guidelines or planning reports as established for the relevant area/neighborhood
Modification of Green Roofs Requirement (22.35.3)	• Each square foot of reduced Green Roof Area is compensated by a unit price contribution to the Cambridge Affordable Housing Trust.
Modification of Flood Resilience Standards (Section 22.84.3)	• Development is designed to meet the intent of the standards in a manner that is more suitable to the unique conditions of the development or the site. • Must be reviewed and approved in writing by the City Engineer.

1.10

Zoning Section	**Required Planning Board Findings** *(Summary - see appendix for zoning text excerpts)*
General Special Permit Criteria (Section 10.43)	Special permits will be normally granted if the zoning requirements are met, unless it is found not to be in the public interest due to one of the criteria enumerated in Section 10.43: (a) It appears that requirements of this Ordinance cannot or will not be met, or (b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or (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 (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 (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 (f) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.

Zoning & Development Staff Report

Area Planning and Zoning

For decades, Alewife has been one of the areas in Cambridge with the most redevelopment potential. It was mostly undeveloped marshland until the 20th century, when various development patterns emerged: Industrial uses along the Fitchburg rail line, suburban retail/office on the regional roadways encircling the area, and the Cambridge Highlands neighborhood of mostly single-family and two-family homes bordering Belmont. The Alewife Reservation and Fresh Pond Reservation, once unprotected, became important natural resources defining the area.

The City has done many iterations of planning in Alewife. Some highlights include:

- Alewife Revitalization: A series of studies and rezoning efforts in the 1970s that envisioned a transformation to a "high quality office and industrial park," anticipating the MBTA Red Line Extension and regional roadway improvements. These studies sought to improve the City's employment and tax base (by prioritizing high-tech office and lab over residential and industrial uses), open space and greenery, urban design, and local roadways and infrastructure. This phase of planning led to several new office developments along Cambridgepark Drive and some residential along Concord Avenue. Most development remained auto-oriented with large amounts of surface parking and some limited green space.
- Concord-Alewife Study: A 2005-6 study and rezoning that followed from the Citywide Rezoning and Eastern Cambridge Rezoning processes in 2001. These planning efforts sought to promote mixed-use development by incentivizing housing in evolving commercial areas. The Concord-Alewife planning carried forward many of the goals of prior Alewife planning, including more green and permeable area and improved infrastructure and urban design. There was more prioritization of pedestrian and bicycle infrastructure, most notably a desired crossing of the Fitchburg Rail connecting the Triangle and Quadrangle. This planning phase led to substantial development of both residential and commercial uses, with most of Cambridgepark Drive becoming more fully developed along with several large sites in the Quadrangle and along Route 2 (under separate zoning). Much of the surface parking has been replaced with buildings and structured garages, though the area retains much more parking than most other parts of Cambridge. The development of many sites also coincided with Cambridge's development of flood resilience standards, which created some tension with the urban design goals of promoting active ground floors.
- Alewife District Plan: Part of the "Envision Cambridge" comprehensive planning process (completed in 2019) that was partly in response to community and Council reaction to the development occurring in Alewife. Many goals were carried forward from prior Alewife planning, including promoting a balanced mix of residential and commercial development and infrastructure improvements to encourage pedestrian, bicycle, and transit use. An emphasis was placed on connections within the area and to other parts of Cambridge. Updated urban design recommendations sought to

balance urbanistic goals with adapting to increased temperatures and flooding due to climate change. Recommended zoning changes included adjustments to height limits to accommodate newer building typologies, allowing retail uses more broadly, and setting limits on parking. Much of the study focused on the Quadrangle area, where it set a specific goal of retaining the area's light manufacturing and similar activities that are not found in most of Cambridge.

The Alewife District Plan did not immediately lead to new zoning. In 2022, as Healthpeak began to publicly discuss potential redevelopment over its land holdings in the Quadrangle, the City Council enacted a moratorium on most commercial development and the City appointed a working group of stakeholders, including residents and Healthpeak representatives, to develop zoning recommendations.

The Alewife Zoning Working Group carried forward most zoning recommendations of the Alewife District Plan. A notable change included recommending a PUD permitting process with stronger incentives for mixed-use development with public infrastructure, including a railroad crossing and potentially a future commuter rail station. The group also more strongly emphasized what it called "neighborhood uses," inclusive of retail, services to meet resident and employee needs, and other gathering places that promote self-sufficiency and a sense of local community.

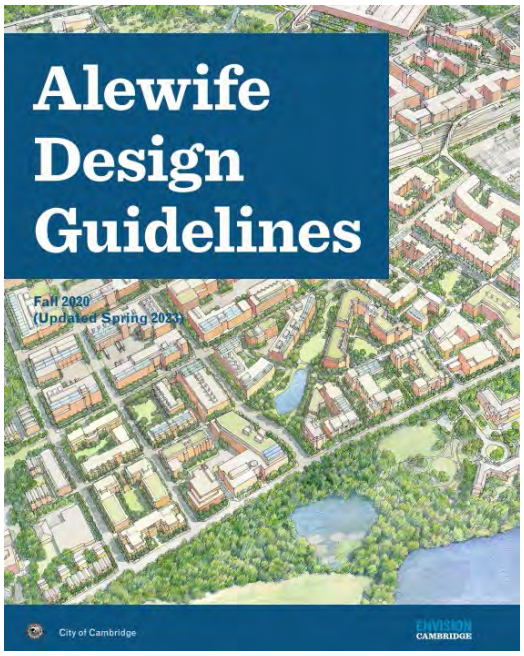
The final AOD-Q zoning was adopted in 2023 based on this group's recommendations. So far, no rezoning has been advanced for other Alewife districts such as the Triangle and Alewife Brook Parkway. Working group members felt that rezoning would be more meaningful if property owners in those areas were more actively engaged.

Relevant Studies

The following studies are referenced in the zoning or otherwise relevant to the stated objectives:

- Envision Alewife District Plan (2019)
- Principles of the Alewife Zoning Working Group (2023)
- Alewife Design Guidelines (2023)
- Citywide Urban Design Guidelines
- Resilient Cambridge Plan (ongoing)





Current Proposal

Overview

The proposed development parcel contains approximately 42 acres (1,796,403 SF) of land area across many continuous and non-contiguous lots, including approximately 1.22 acres of land to be deeded to the City for the site of a new DPW facility and yard.

Existing conditions are primarily auto-oriented commercial/office and industrial uses, with impervious surface and parking area covering a significant amount of the space. Three existing buildings are proposed to remain, including the Mount Auburn Healthcare building at 725 Concord Ave, the office building at 10 Fawcett St, and the small retail building at 110 Fawcett St.

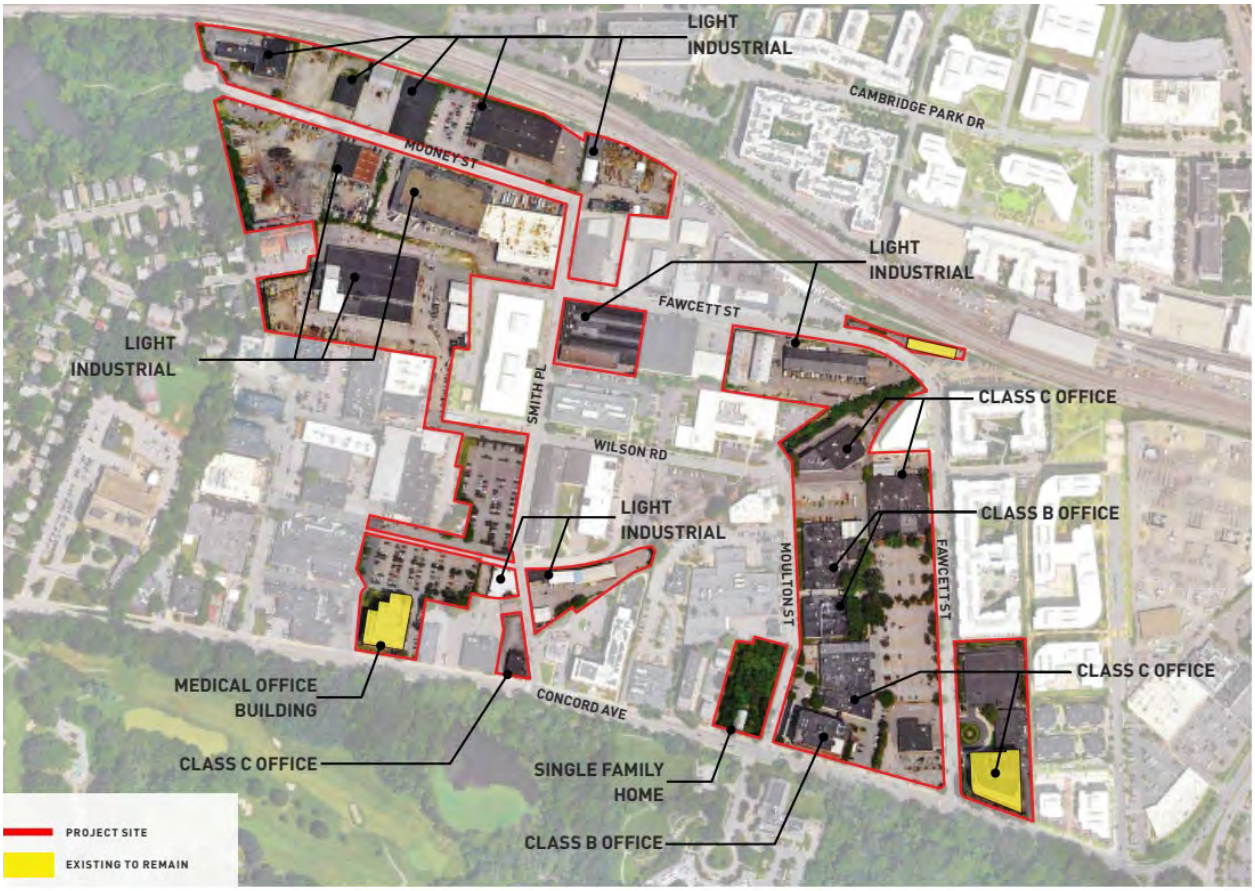


Figure 2.5: Existing Land Use
Healthpeak PUD Master Plan | Cambridge, MA

The proposed redevelopment includes:

- Eight new commercial buildings and eight new residential buildings, several with neighborhood-serving uses on the ground floors
- Four standalone shared parking structures
- A DPW municipal building and site
- Multiple open spaces
- A new pedestrian/bicycle bridge over the MBTA tracks at the northeast corner of the site



Figure 2.7: Conceptual Site Development Plan
Healthpeak PUD Master Plan | Cambridge, MA

Use Regulations

Principal Uses	Requirement	Proposal	Planning Board Action
Office and Technical Office for R&D	Allowed by base zoning Over 250,000 SF of non-residential GFA requires PUD process	2,630,000 SF (including 109,000 SF existing) 8 new, 3 existing buildings	General PUD / AOD-Q findings
Residential	Allowed by PUD zoning Minimum 40% of total GFA required	1,985,000 SF 8 new buildings 43% of total GFA	General PUD / AOD-Q findings
Neighborhood Uses	Defined in PUD zoning Minimum 3% of total non-residential GFA required	160,140 SF total 75,640 SF in new buildings 84,500 SF in existing buildings	**See next page**
Parking as a Principal Use	Allowed by special permit in PUD zoning	4 new structured parking decks (GFA exempt)	**Special permit – see pp. 17-18**
Public Facilities	Allowed by PUD zoning	1.22-acre DPW site (GFA exempt)	**See next page**

1. **Neighborhood uses** are intended "to promote and incentivize the inclusion of a diversity of uses in the AOD-Q District that help to reinforce the district as a self-sufficient neighborhood and complement the workspaces and living spaces that are expected to be the predominant uses" and "encouraged on the Ground Stories of buildings and in locations that are planned to support and encourage an active public realm."

   The AOD-Q zoning lists the following "neighborhood uses." More information about the range of potential uses and how the neighborhood use space will be programmed may be helpful in the Final Development Plan and is discussed further below. 1.12
   - Educational Uses
   - Community Center
   - Healthcare facilities
   - Professional office uses
   - Private library, museum or noncommercial gallery
   - Local Government uses
   - Retail or Consumer Service Establishments
   - Open-Lot Retail Sales Establishment
   - Outdoor Entertainment and Recreation Facility
   - Temporary Outdoor or Consumer Service Use
   - Food Commissary

2. **GFA exemptions** for neighborhood uses, structured parking, and public facilities require a finding from the Planning Board that they are located and designed in a way to ensure long-term adherence to the purpose of the district.

PUD Aggregate Development Standards

Standard	Requirement	Proposal	Planning Board Action
Floor Area Ratio (FAR)	Non-residential: 1.50 max Infrastructure PUD 1.25 max other PUD 1.00 max non-PUD Total (Res+non): 4.0 max + bonus for conveyed land (can be for any use)	Non-residential: 1.65 (infrastructure PUD proposed w/bonus for conveyed land) Residential: 1.06 Total: 2.46	General PUD / AOD-Q findings
Gross Floor Area (GFA)	PUD-SP for over 250,000 SF in non-residential GFA Min. 40% total GFA must be residential Min. 3% non-residential GFA must be neighborhood use	4,775,140 SF total GFA 1,985,000 SF residential (43% of total GFA) 160,140 SF neighborhood uses (75,630 SF new GFA, 3%)	General PUD / AOD-Q findings

Standard	Requirement	Proposal	Planning Board Action
Height – Non-Residential	AOD-Q North: 8 stories above grade and 125 ft AOD-Q South: 6 stories above grade and 95 ft AOD-Q West: 3 stories above grade and 50 ft Additional story/15 ft with land conveyance	AOD-Q North: 9 stories/140 ft AOD-Q South: 7 stories/110 ft AOD-Q West: 3 stories/50 ft (partial buildings only)	General PUD / AOD-Q findings
Height – Residential	AOD-Q North/South: 12 stories above grade & 145 ft AOD-Q West: 6 stories above grade and 75 ft Additional story/15 ft with land conveyance	AOD-Q North: 13 stories/160 ft AOD-Q South: 13 stories/160 ft AOD-Q West: N/A	General PUD / AOD-Q findings
Height – N'hood Transition Area	3 stories/35 feet within 100 feet of residential zones 4 stories/45 feet within 200 feet of residential zones	3 stories/35 ft (commercial) 2 stories/35 ft (DPW site)	General PUD / AOD-Q findings
Open Space	Minimum 20% public and publicly beneficial, at grade (no min. public open space) Minimum 25% permeable (including paved area)	Total publicly beneficial open space: 13.78 acres (~38% of total area) Permeable area: 11.29 acres (~31% of total area) "Park" area: 4.32 acres (~12% of total area)	General PUD / AOD-Q findings

1. **Floor Area Ratio (FAR) and Gross Floor Area (GFA)** requirements in the AOD-Q zoning are designed to incentivize infrastructure and neighborhood uses. Conveyed land for infrastructure and open space, including the DPW site, may be counted as lot area when calculating FAR. Neighborhood uses, structured parking, and public facilities are not included in total GFA when determining compliance. Similarly, the Planning Board may approve additional GFA for conveyed land, light industrial, and neighborhood use area. The proposal seeks additional GFA related to the proposed land conveyance and proposed new neighborhood uses, but not for the existing medical office building that is proposed to remain.

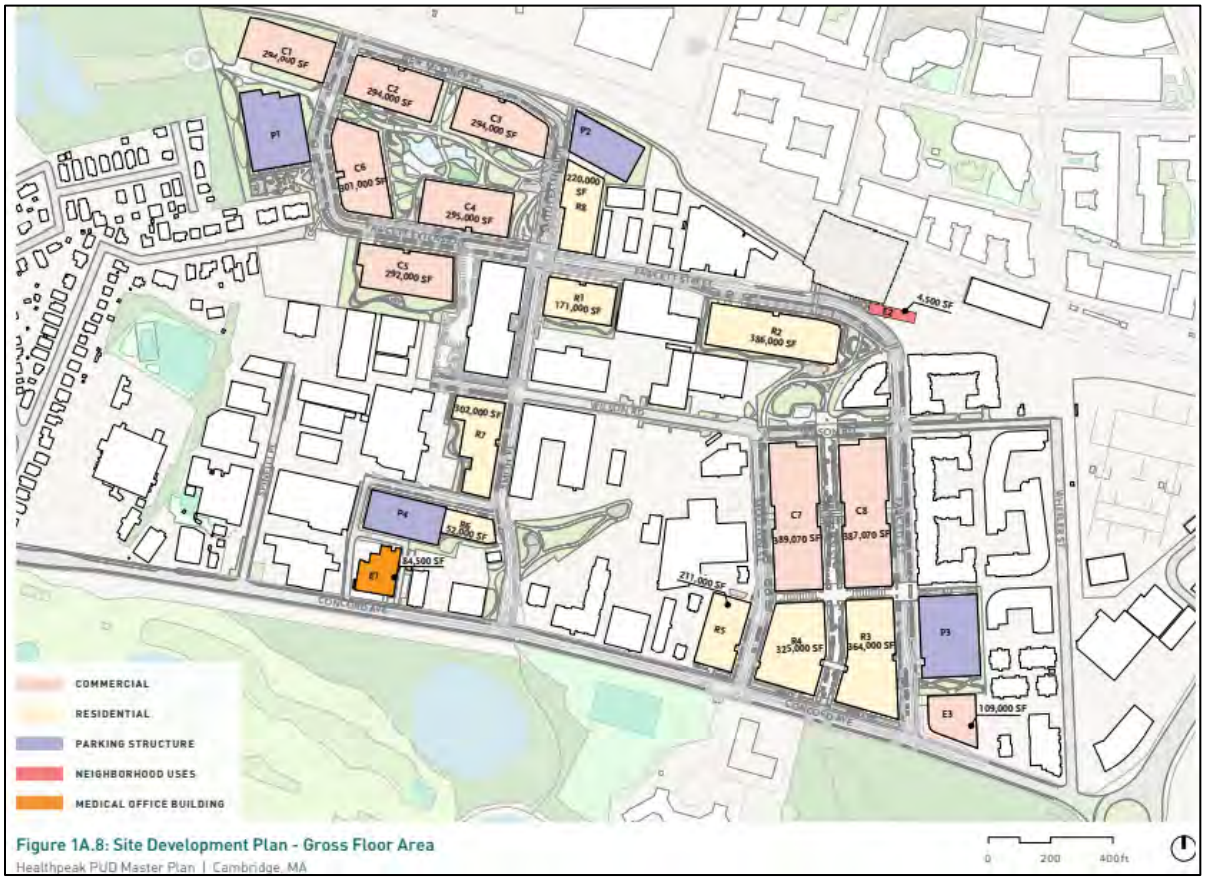


Figure 1A.8: Site Development Plan - Gross Floor Area
Healthpeak PUD Master Plan | Cambridge, MA

2. **Building Height** is dependent on the zoning subdistrict, with more height for non-residential buildings permitted in the northern portion of the district, closer to the rail tracks. The proposal utilizes the additional story plus 15 feet of permitted height on each new building proposed, therefore the proposed heights depend on the conveyance of land at least one acre in size to the City of Cambridge.

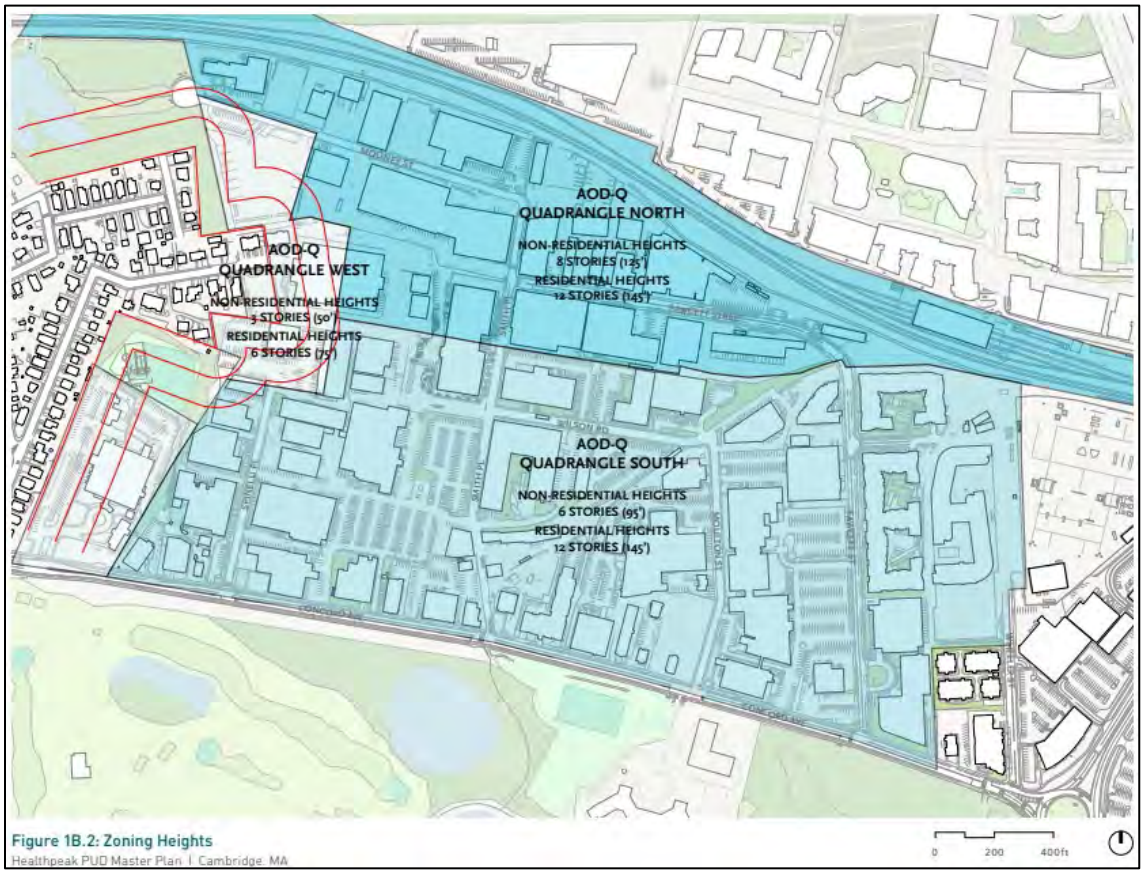


Figure 1B.2: Zoning Heights
Healthpeak PUD Master Plan | Cambridge, MA

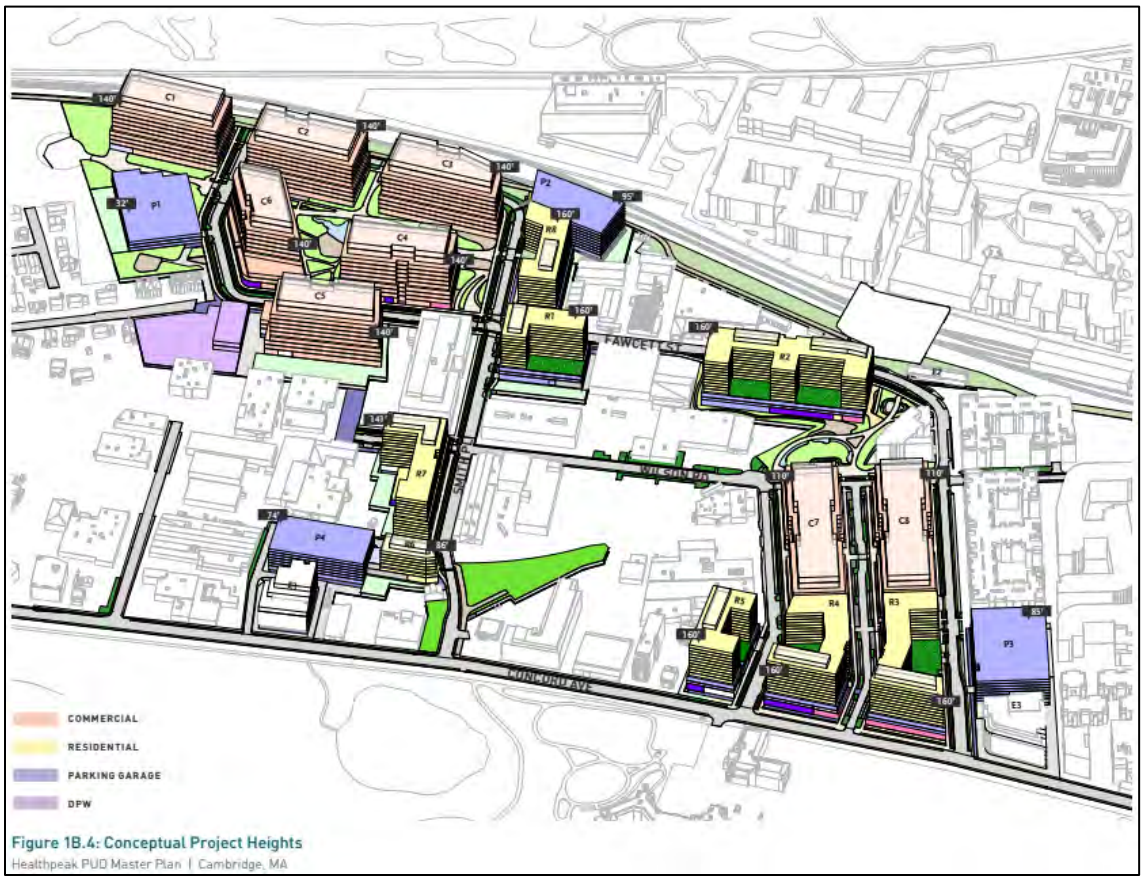


Figure 1B.4: Conceptual Project Heights
Healthpeak PUD Master Plan | Cambridge, MA

3. **Open Space** in a PUD is intended to serve district-wide open space needs identified in the Alewife District Plan, such as pedestrian/bicycle open space connections, community parks, and green infrastructure. Publicly beneficial open space must be generally accessible to the public for the purposes for which the space is designed and approved by the Planning Board. 1.13a



Figure 1E.4: Open Space Plan - Publicly Beneficial Open Space
Healthpeak PUD Master Plan | Cambridge, MA

The Open Space Plan shows the total open space (publicly beneficial open space) and details the locations of permeable open space and open space designed for public access (parks). Proposed open spaces include four new parks, open spaces accessible off streets and from private lots, and New Main Street, described in the Development Proposal as a shared street that prioritizes non-vehicular modes of travel. Additional details may be considered to ensure the classification of New Main Street as an open space, rather than a street, is consistent with zoning requirements. 1.13

The Urban Design Report provides additional discussion on open space considerations the Planning Board may address.

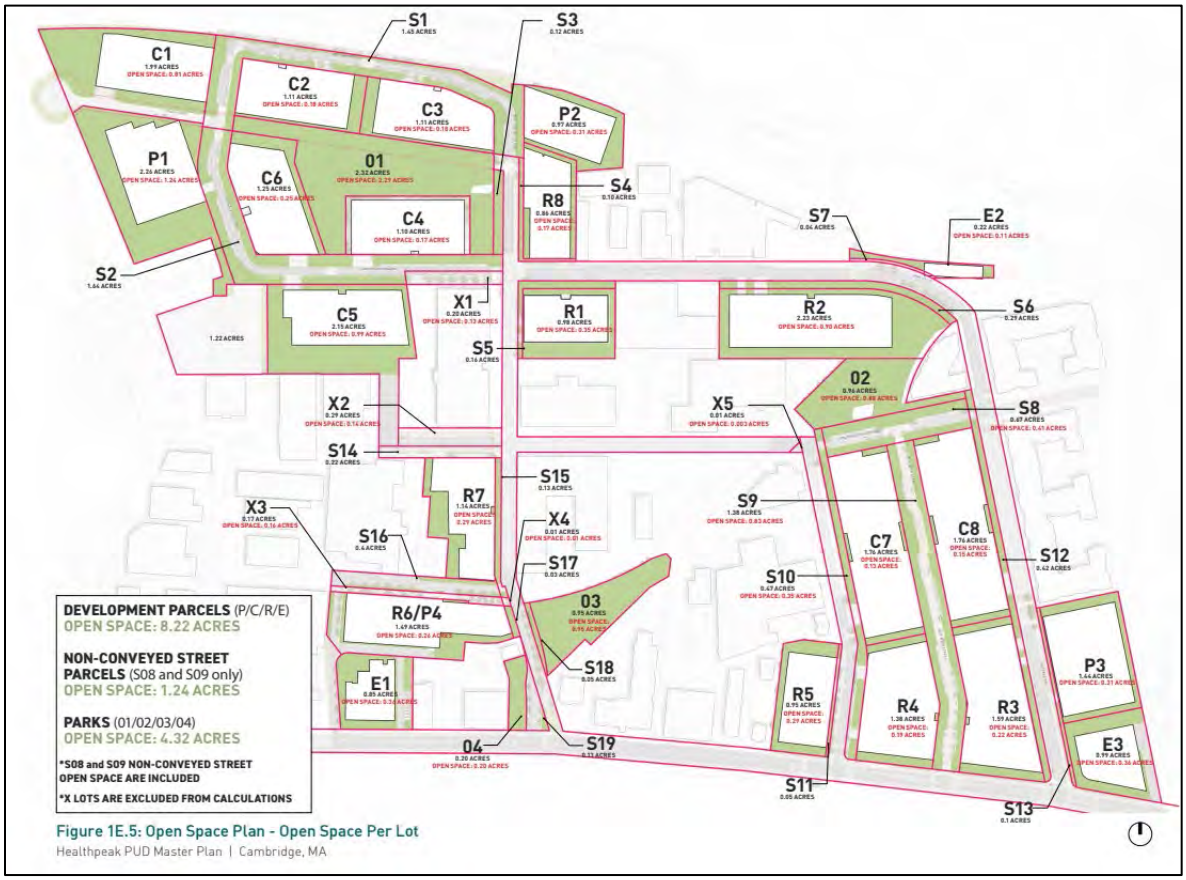


Figure 1E.5: Open Space Plan - Open Space Per Lot
Healthpeak PUD Master Plan | Cambridge, MA

Building and Site Design Standards

Standard	Requirement	Proposal	Planning Board Action
Front Yards – General	Front yard setbacks of base zoning permitted (0-10 ft)	Only applicable to buildings fronting New Mooney St (C2 & C3)	General PUD / AOD-Q findings
Front Yards – Concord Ave	Min. front setback of 25 feet from the street line	3 residential buildings front Concord Ave (R3, R4, R5), all proposed in compliance	General PUD / AOD-Q findings
Front Yard "Build-To Zone"	Street(s)/ Min./Max Front Setback from Centerline A-Primary/38.5'/43.5' B-Secondary/35.5'/40.5' C-Tertiary/28.5'/33.5'	Buildings proposed to comply except parking structure P4. Nearly all streets are proposed to be Primary.	General PUD / AOD-Q findings **Special permit waiver for P4**
Build-To Zone Façade Min.	Min. 70% of principal front façade must be in the Build-To Zone	All buildings proposed 70-90% within Build-To Zones except parking structure P4.	General PUD / AOD-Q findings **Special permit waiver for P4**

Standard	Requirement	Proposal	Planning Board Action
Façade Length	Front Façade: Max. 200 ft in length Longer buildings with massing recesses of 10 ft d. & 20 ft w.	Buildings will be less than 200 ft in length except Buildings R1, R2, and C5, which will have compliant recesses	General PUD / AOD-Q findings
Front Yard Design	Landscaping and paved areas for ped/bike use only No auto use except roadways, on-street parking, access/egress	Front yards proposed to be compliant in all respects	General PUD / AOD-Q findings
Elevated Front Projections	Elevated porches, walkways, etc. permitted for transition need for flood resilience	Buildings R1, R2, and C5 are proposed to have elevated front projections	General PUD / AOD-Q findings
Ground Story Height	Minimum 18 feet	All buildings proposed to be compliant	General PUD / AOD-Q findings
Structured Parking Design	Screening requirements, with waivers permitted for pooled or principal use parking	P1, P2, P3, and P4 are above-ground parking structures. Buildings R1, R2, R3, R4, R5, & R8 all propose above-ground parking in buildings	General PUD / AOD-Q findings **Design review for screening**
Entrances	Each principal use must have at least one pedestrian access point at the ground floor to sidewalk/open space	Plans show each proposed (new) use having a pedestrian access point at the ground floor.	General PUD / AOD-Q findings
Fences	Max. 4 ft tall within 25 ft of front Must be <30% opaque No chain-link or wire	Proposing compliance for each building	General PUD / AOD-Q findings **Continuing review item**
Street Trees	Required for new buildings at intervals of 30 ft or less	Tree planting proposed consistent with zoning, adjusting for infrastructure and access requirements	General PUD / AOD-Q findings **DPW review required**
Rear Yards	No rear yard setback requirements	N/A	N/A

Standard	Requirement	Proposal	Planning Board Action
Side Yards	No min. side yard setbacks within first 65 ft of lot. After, 15-ft side setback.	Waivers requested for Buildings R6/P4 and Buildings R7 and R8. All other buildings will comply.	**Special permit waivers required for R6, R7, R8, and P4**

1. **Continuing Design Review**. As is typical for a phased PUD, the special permit conditions will require that each building and individual site design is reviewed and approved by the Planning Board before the issuance of any building permit. The requirements here are addressed more broadly at the PUD plan level, but will be reviewed in more detail in future building and site design. The Urban Design Report provides additional discussion on the requirements and considerations the Planning Board may address.

   If waivers to any design requirements are approved by special permit at the PUD approval stage, they could be conditioned on further review and approval at the design review stage. The conditions can also lay out specific materials to be reviewed or criteria to be met with regard to the waivers that are granted.

2. **Municipal Facility Site.** Because the design of the future DPW site are still being studied by City staff, it is not shown in the Development Proposal. More detail may be provided at the Final Development Plan stage after consultation with DPW. That site might also require modifications to the Building and Site Design Standards and the standard design review process given its unique function and separate ownership. 1.14

3. **Side Yard Setbacks.** The Development Proposal requests waivers from side yard setback requirements for Residential Building and Parking Structure R6/P4, Residential Building R7, and Residential Building R8. R6/P4 are described as being placed on a single lot off Smith Place, with access to P4 provided through a private easement. The proposal notes that the applicant does not own this private way, although it is identified as a “future street” per the plan referenced in Section 20.1100.5.5.2.3. The requested waivers for R6, P4, and R7 all relate to this private way. This is a matter that can be discussed further in the Final Development Plan. 1.16



Parking, Bicycle Parking, and Loading

The AOD-Q District establishes specific requirements for vehicular parking with the goals of reducing vehicular use and auto-reliance while supporting other modes of transportation. There are no minimum parking requirements and there are maximum parking limits based on use.

Parking. A summary of off-street parking regulations is as follows. The Development Proposal does not include on-street parking (128 proposed spaces) in its calculations related to maximum zoning requirements.

Principal Use	Parking Max. Rate	Proposed Size/Quantity	Maximum Parking based on rate	Parking Proposed	Planning Board Action
Technical Office/Lab	0.8 spaces per 1,000 SF of GFA	±1,260,500 SF	±1,008 spaces	Principal Use only (see below)	None
General Office	1.1 spaces per 1,000 SF of GFA	±1,310,500 SF new ±109,000 SF existing to remain	±1,561 spaces	Principal Use only (see below)	None

Principal Use	Parking Max. Rate	Proposed Size/Quantity	Maximum Parking based on rate	Parking Proposed	Planning Board Action
Residential	0.75 spaces per Dwelling Unit	±1,985,000 SF / ±2,300 units	±1,725 spaces	1,445 spaces for R1, R2, R3, R4, R5, R8 (1,880 units) Principal Use only for R6, R7 (see below)	General PUD / AOD-Q findings
Retail and Consumer Service / Neighborhood Use	1.5 spaces per 1,000 SF of GFA	±75,640 SF new ±84,500 SF existing to remain	±240 spaces	Building E2: 8 spaces (existing surface) All others: Principal Use Parking	General PUD / AOD-Q findings
Principal Use Parking	N/A	N/A (seeking exemption)	Maximum permitted for all other principal uses	3,105 spaces	**Special permit – see next page**
DPW Municipal Facility	No maximum	TBD	No maximum	TBD	General PUD / AOD-Q findings
Total (net new) Total (includes existing to remain)	N/A	±4,825,140 SF total ±4,631,640 SF new	**±4,534 spaces based on sum total, 4,897 spaces per application**	4,578 total spaces 3,927 net new spaces + 651 existing spaces	**See below**

1. **Total Parking.** Some details on the parking calculations could use clarification. According to the zoning, "The maximum accessory off-street parking allowed for permitted principal uses shall be determined by applying the rates set forth below to each use on a lot or Development Parcel and taking the summation of the result for all uses. … Exceeding the maximum allowed parking shall require a waiver of maximum parking under the general provisions of Article 6.000." There are no separate provisions for existing parking.

A table provided in the supplemental Transportation Impact Study calculates a maximum of 4,246 allowed parking spaces only based on new development, "with an additional 651 existing spaces to be maintained" for a total maximum of 4,897 spaces. The Development Proposal explains that the existing parking spaces are located on the sites of existing uses to remain (10 Fawcett St, 725 Concord Ave, 110 Fawcett St) and the land to be conveyed to DPW. It appears that some or most of the existing spaces would be reconstructed in new garages.

The proposed parking is close to the maximum allowed in any case, and the Planning Board has discretion to approve waivers if needed. More explanation on the expected use of existing parking spaces would be helpful. There may be practical reasons to retain parking for existing uses. If the retained parking is limited to existing uses, the overall parking ratio for those uses would be above 3 spaces per 1,000 square feet. If any excess parking is used to serve new development or as principal use parking, it could result in an exceedance of the maximum parking limitations.

2. **Structured, above-grade, principal use parking facilities** are subject to Planning Board approval based on the following criteria in Sections 20.1100.5.5.4 and 20.1100.6.3, with relevant parts summarized below. Additional comment is in the Urban Design and DOT reports.

- Above-grade parking must be screened from view from adjacent public streets, but only for two front facades on buildings that front more than two streets. The Planning Board may grant a waiver in the case of a pooled or principal use parking facility serving the district as a whole.
- Pooled or principal use parking must not exceed the maximum parking requirements for all other principal uses on the lots or Development Parcels, and the Planning Board must find that the pooled facility:

(1) Helps to advance the objective of the Alewife District Plan;

(2) Aids in implementation of effective Transportation Demand Management measures to reduce dependence on the single occupancy automobile;

(3) The facility is appropriately located to serve the development it serves;

(4) The facility is well designed, does not diminish the pedestrian-friendly quality of the area around it, and is otherwise consistent with the Alewife Design Guidelines.

Bicycle Parking. Below is a summary of bicycle parking regulations, which follow the citywide standards in Section 6.100. The Planning Board may approve modifications to the bicycle parking requirements, but none are proposed. The proposed approach is to meet the applicable requirements for each building, which will be reviewed and certified as part of the continuing design review process.

Standard	Requirement	Proposal	Planning Board Action
Bicycle Parking – Long-term Residential	1.0 space per unit for the first 20 units in a building; 1.05 spaces per unit for all units over 20 in a building	2,411 spaces for ~2,300 units in 8 buildings	General PUD / AOD-Q findings
Bicycle Parking – Short-term Residential	0.10 space per unit on a lot	270 spaces for ~2,300 units in 8 buildings	General PUD / AOD-Q findings
Bicycle Parking – Long-term Commercial	General office: 0.30 spaces per 1,000 SF Tech. office: 0.22 spaces per 1,000 SF Retail/service: 0.1 spaces per 1,000 SF	658 spaces	General PUD / AOD-Q findings
Bicycle Parking – Short-term Commercial	Food/rec: 1 space per 1,000 SF Retail/service: 0.6 spaces per 1,000 SF Office/R&D: 0.06 spaces per 1,000 SF	173 spaces	General PUD / AOD-Q findings
Total Bicycle Parking	±3,076 long-term ±442 short-term	±3,076 long-term ±442 short-term	General PUD / AOD-Q findings

Loading Bays and Curb Cuts. Below is a summary of loading and curb cut regulations, which generally follow the citywide standards in Article 6.000 except that the Planning Board may approve modifications.

Standard	Requirement	Proposal	Planning Board Action
Number of bays	Min. 16-17 based on commercial use (not req. for residential)	49 (including 1 existing)	General PUD / AOD-Q findings
Curb cut width	Max. of 30 feet	Loading curb cuts for all buildings except R8 to exceed 30 feet. Commercial building curb cuts approx. 50-55 feet in width; Residential building curb cuts approx. 32-35 feet.	**Special Permit to waive design requirements related to curb cut sizes**
Curb cut location	At least 100 feet from any intersection	Building R1: curb cut 92 feet of an intersection Building R4: curb cut 69 feet of an intersection.	**Special Permit to waive design requirements**

		Other buildings compliant.	**related to curb cut location**

3. **Curb Cuts.** The Planning Board may grant a special permit to waive loading requirements if they find such a waiver would reduce the negative impact of loading activities.

The DOT memo comments on the required Transportation Impact Study (TIS) and the proposed transportation program for the site, identifies concerns and potential impacts, and provides recommendations for additional information and mitigation that should be included in the Final Development Plan. 1.17

Other Zoning Requirements

In addition to the AOD-Q zoning, the Development Proposal must comply with other relevant zoning standards as summarized below:

Section/ Subsection	Requirement	Proposal	Planning Board Action
11.202 Incentive Zoning	Contribution to Affordable Housing Trust per square foot of qualifying non-residential use	Provide Housing Contribution payment in accordance with zoning	Recommended conditions to certify ongoing compliance will be in final plan
11.203 Inclusionary Housing	20% of total dwelling unit net floor area to be for affordable dwelling units	Meet the requirement in effect at the time that the Applicant or a residential developer applies for a building permit for each building	Recommended conditions to certify ongoing compliance will be in final plan
22.20 Green Building	Development must meet applicable LEED, Passive House, or Enterprise Green Communities standards	New buildings will be compliant, with non-residential buildings meeting LEED requirements and residential buildings meeting Passive House requirements	Recommended conditions to certify ongoing compliance will be in final plan
22.30 Green Roofs	At least 80% of available roof area (exempting usable decks and necessary building mechanicals) must be green area or biosolar – residential buildings can provide only solar energy	Requesting preemptive waiver noting potential constraints, particularly for commercial buildings. Proposing compliance when viable, and providing required contribution to Housing Trust when unable to meet requirements.	**Special permit required – would be subject to calculation of payment for each building**

Section/ Subsection	Requirement	Proposal	Planning Board Action
22.80 Flood Resilience Standards	Building areas must be protected from 10% or 1% (depending on function) annual probability long term flood elevations (LTFEs)	Requesting waiver to permit certain building elements such as bicycle storage rooms or dog washrooms to be located below the 10% LTFEs.	**Special permit required – would be subject to review of each building**
22.90 Green Factor Standard	Must achieve a target "Cool Score" across the development parcel; all roofs must be high-SRI or green	Addressed at the site-wide level, the proposal will be fully compliant, both at the completion of Phase I and total project completion.	Recommended conditions to certify ongoing compliance will be in final plan

Phasing

The AOD-Q zoning sets specific milestones for the delivery of required housing and infrastructure as part of a PUD. Apart from these milestones, approval of project phasing is subject to Planning Board review and approval.

Standard	Requirement	Proposal	Planning Board Action
Housing	Construction of all required residential GFA must commence prior to certificates of occupancy (C/O) for 60% of total non-residential GFA.	Phases 1 and 2 each include the construction of four residential buildings and four commercial buildings each. A compliant construction timeline is proposed.	General PUD / AOD-Q findings
Infrastructure	Phasing Plan must include timeline for completion of infrastructure component. Construction of infrastructure component must start before C/O for 50% of non-residential GFA, and must be completed before C/O for 75% of non-residential GFA.	Construction of bicycle/pedestrian bridge is proposed to start at the beginning of Phase 2A, following Phase 1 construction of about 1,175,000 SF of non-residential GFA, about half of total (with existing)	General PUD / AOD-Q findings

1.17a

The Development Proposal anticipates a development time span of 20 to 30 years, depending on a range of factors. Development is proposed in two phases, each of which is

split into two additional phases (Phases 1A, 1B, 2A, and 2B, respectively). A summary of the phasing is provided below:

Phase	Buildings / Details	Public Parks / Open Space	Infrastructure and other public benefits
1A	Existing buildings: 198,000 SF Residential: R1, R2, R6, R7 (1,063 units) Off-street parking: P4 & residential buildings (1,120 spaces) New neighborhood use area: 7,000 SF (R2 only)	Bend Park (partial, including plaza only)	Conveyance of DPW parcel
1B	Commercial: C3, C4, C5, C6 (1,175,000 SF) Off-street parking: P2 (859 spaces) New neighborhood use area: 7,000 SF (C4 only)	Mooney Quad	N/A
2A	Residential: R8 (220 units) Commercial: C1, C2 (588,000 SF) Off-street parking: P1 & R8 (785 spaces)	South Smith Park Neighborhood park abutting P1	Bicycle/ Pedestrian Bridge
2B	Residential: R3, R4, R5 (1,013 units) Commercial: C7, C8 Off-street parking: P3 & residential buildings (1,786 spaces)	Bend Park (full)	N/A

The conveyance of the 1.22-acre site for the Municipal Services Facility is an early-stage item because it enables one story of additional height for the buildings in Phase 1.

There are no precise requirements in the AOD-Q zoning for the phasing of required open space and neighborhood uses. Open space is provided in each phase, though the amount in Phase 1A is relatively small and most of the open space in Phase 1 is internal to the commercial parcel in the northwest. Neighborhood uses in Phase 1 are limited to two locations, while Phase 2 contains a larger cluster of neighborhood use spaces on the mixed-use southeast parcel.

Other State and Local (Non-Zoning) Requirements

In addition to zoning requirements and Special Permits, the Development Proposal is subject to multiple non-zoning requirements and processes. The following state and local reviews are required:

Review	State/ Local	Application Requirement	Timeline
MEPA (Massachusetts Environmental Policy Act)	State	Environmental Impact Report (EIR) is required due to scale of development Environmental Notification Form (ENF) is required due to scale of development and location in Environmental Justice area	Application filed summer 2025
MBTA	State	Approval is required because some improvements are proposed on/over MBTA-owned land	Ongoing
Parking and Transportation Demand Management (PTDM)	Local	Due to the proposed increase in non-residential parking, the Project must have an approved Parking and Transportation Demand Management Plan before a Special Permit can be issued.	TIS submitted and certified Jan. 2026. Draft PTDM Plan submitted in December 2025. Meetings and review ongoing.
Tree Protection Ordinance (DPW)	Local	A Tree Study is required, and all significant trees proposed for removal require approval from DPW, as well as mitigation from the Applicant.	Tree Study submitted in October 2025. DPW memo details feedback and additional information requested.
Stormwater Control Permit (DPW)	Local	Stormwater Management Plan is required to address stormwater runoff and land disturbance mitigation.	Not yet filed. Communication with DPW begun. DPW memo details feedback and additional information requested.
Demolition Delay Ordinance (Historical Commission)	Local	Any buildings over 50 years old to be demolished require review and approval by the Cambridge Historical Commission.	Applications not yet filed; buildings not likely deemed significant

Community Engagement

The Applicant has undertaken a robust community engagement process, including multiple events between 2022 and 2025 and a public website with information about the project.

An in-person meeting held on November 12, 2025, complied with the Planning Board's minimum requirements for a Special Permit Pre-Application Community Meeting.

The community engagement related to this proposal is documented in detail in the special permit application. The development team has continued to engage in outreach with the surrounding community.

Relation to Area Planning Objectives

To help the Planning Board in considering its findings, this section reviews the main planning objectives established for the AOD-Q district (stated in the purpose) and provides information about how the Development Proposal addresses each. The focus is on land use and zoning, while additional comments are provided on urban design, transportation, and public infrastructure in other staff reports.

Objective (a): Support the creation of a mixed-use environment with a balance of residential and non-residential uses.

The proposal includes eight new residential buildings (several with ground-level commercial uses) and eight new commercial buildings, as well as multiple open spaces. Proposed development sites are dispersed through the Quadrangle, with two larger contiguous areas at the northwest and southeast and several other scattered individual sites. The northwest portion has all commercial buildings, the southeast portion has a mix of residential and commercial, and scattered sites are mostly residential. The proposed phasing will ensure a mix of residential and commercial as the development progresses over time. Additional information about connectivity and residential access to open spaces in the northwest portion of the site may be necessary to ensure the full development site supports the balance of residential and non-residential uses. 1.18

Objective (b): Incorporate a variety of neighborhood-supporting uses that provide retail, services, recreation, culture, and employment opportunities to residents, employees, and visitors to the area, and help to activate the ground stories of buildings.

The proposal includes 75,640 SF of new neighborhood uses, in addition to existing office buildings that are proposed to be maintained with uses that qualify in the neighborhood use category. The proposed extent of neighborhood use meets the minimum PUD requirements in the AOD-Q zoning. More discussion of how the space is allocated and programmed may be necessary to better understand how the proposal connects to the planning objectives. 1.20

Phase 1 includes 14,000 SF of neighborhood use space proposed in two buildings (R2 and C4, each with 7,000 SF). Commercial development is more concentrated in Phase 1 while residential development is more dispersed. Programming will be important to determine how the limited neighborhood space will best serve both resident and employee needs within the growing neighborhood.

Phase 2 development includes 61,640 SF of neighborhood use space in four buildings (R3, R4, C7, and C8), nearly all on “New Main Street.” The focus seems to be creating a new retail corridor with restaurant, retail, and service uses. Many spaces are designated for food and beverage businesses, which will require a larger customer catchment area,

potentially generating more vehicular traffic from both in-person customer visits and deliveries.

The proposal exceeds the minimum requirements for open space, providing both larger contiguous areas of open space and smaller spaces that are encouraged by the zoning and planning objectives for the area. As with neighborhood uses, more discussion may be needed around intended use and programming to understand how open space will provide recreational and cultural opportunities to present and future occupants of this evolving neighborhood. 1.21

The Applicant will begin working with applicable City departments to organize a Neighborhood Uses and Open Space Advisory Committee approximately six months prior to the occupancy of the first constructed building, with details to be determined as part of the Planning Board's approval of the Final Development Plan.

Objective (c): Promote the development of significant public infrastructure and open space in the District to improve physical access and connectivity, and to transform the area from an auto-oriented environment to one that prioritizes transit, biking and walking.

The proposal to deliver a pedestrian/bicycle crossing of the Fitchburg Rail line will fulfill a critical community need and is strongly encouraged by the AOD-Q zoning. Proposed improvements to public streets and creation of open space amenities will further promote a transition from an auto-dominated district to one that supports walkability and other modes of transportation. More detailed comments on transportation and infrastructure are in the DOT and DPW reports.

The amount of new parking proposed, while roughly within the limitations of zoning, remains relatively high in relation to the goal of promoting a less auto-dependent future for the area. This has been a typical challenge when reviewing development in Alewife, where practical concerns such as commercial marketability and current expectations for parking availability make it difficult to implement long-term change. The more flexible parking requirements in zoning are intended to allow for creative solutions that can reduce auto reliance over time while balancing practical needs and recognizing that the transition will not be immediate.

Objective (d): Address area-specific environmental concerns by promoting resilience to future flooding, reducing urban heat island effects, and managing stormwater with a focus on green infrastructure and mitigating impacts on public sewage and drainage systems.

The Development Proposal highlights compliance with Green Factor requirements to address urban heat island effects, and with Flood Resilience Standards (generally) to ensure that future buildings are protected from anticipated flooding. Stormwater mitigation will also be addressed in detail during stormwater control permitting with DPW. Most of the focus of the proposal is on compliance with applicable standards at a site-by-site level, with less discussion of opportunities for heat mitigation and stormwater management through district-wide or area-wide solutions.

Open space is intended to provide climate resilience benefits through contribution to Green Factor, and in some cases is shown to have water elements. Many larger and more public-focused open spaces are proposed during later phases of development, or as part of the predominantly commercial parcel in the northwest. Temporary solutions, particularly related to heat resilience, may be important when considering some of the early-phase residential buildings to ensure that the neighborhood is walkable and livable as the larger district is under redevelopment.

The DPW memo provides additional feedback on proposed stormwater management systems and requested special permits, and notes where more detailed information is requested as part of the Final Development Plan.

Another aspect of resilience is energy sustainability and reliability. Though not required by zoning, the developer has engaged with the Cambridge Office of Sustainability and with Eversource to pursue future possibilities for district energy infrastructure, which can provide more efficient and resilient energy to local users. The Development Proposal confirms the developer will continue discussions with the City and Eversource regarding district-wide energy solutions, including thermal energy networks. Additional details on area-wide energy opportunities and analysis of how such solutions will be prioritized in a manner that supports the neighborhood may be requested in the Final Development Plan. 1.22

Objective (e): Maintain and preserve a regulated transition between larger-scale development in the district and nearby smaller-scale residential neighborhoods and communities.

The proposal complies with zoning, which requires height-focused transition zones between the smaller-scale residential neighborhood to the west of the site. Taller buildings are proposed in the northern and eastern areas of the site, close to the rail tracks and abutting areas that are more urban in scale and design.

The Urban Design Report provides details on neighborhood scale and design as it relates to transition and neighborhood cohesiveness.

Objective (f): Review and permit redevelopment through a process that encourages comprehensive, long-range planning and urban design while providing sufficient flexibility to property owners to adapt to changing conditions over time.

The phased PUD approach is strongly aligned with the goal of promoting long-range planning for the area. A PUD special permit that sets predictability for future growth, while allowing for flexibility through continuing review, will provide a mechanism to ensure that planning and design objectives can be met over time. This process can also help to support future development in the district that might be proposed and can be aligned with the current development plan to serve shared goals and objectives. The Urban Design Report and other staff reports provide additional feedback on how planning and design objectives can be supported as development progresses.

The proposal to dedicate a 1+ acre parcel for a municipal service use is also an important public benefit that supports the long-range planning of the area and the larger city. Though

not required, this conveyance is strongly incentivized by the AOD-Q zoning, which allows a building height bonus that is being utilized in the Development Proposal.

Recommendations for Additional Information

The following is a summary of additional information that staff recommend requesting if the Planning Board issues a positive Preliminary Determination:

- **Neighborhood Uses**: Information about the range of potential uses and how the neighborhood use space will be programmed to support a self-sufficient neighborhood and complement the workspaces and living spaces. Details may be requested on timing of neighborhood use development and how development will be supported throughout project construction (both Phase 1 and Phase 2). 1.23
- **Open Space**: Additional explanation on the treatment of New Main Street as an open space, rather than a street. Details may include activation information and how non-vehicular modes of transportation will be supported. 1.24
- **Energy Infrastructure**: Additional details on area-wide energy opportunities, including district energy, and analysis of how such solutions will be prioritized, including information on potential sub-districts and key coordination needs. 1.25
- **Connectivity and Access**: Further details related to connectivity and residential access to open spaces in the northwest portion of the site, particularly to designated public spaces and how access and engagement beyond commercial tenant use will be encouraged. 1.26
- **Parking**: Greater clarity on the parking program is needed to understand compliance with PUD zoning requirements. In particular, clarification is needed on how existing uses and parking are proposed to be treated for zoning purposes. Additional information about the intended use of pooled / principal use parking would help support the necessary Planning Board findings to approve that use. 1.27

The Urban Design, DOT, and DPW memos provide summaries of additional information that could be requested by the Planning Board if a positive Preliminary Determination is issued.

Appendix – Zoning Text Excerpts

Special Permit for a PUD – Review of a Development Proposal

12.35.3 Approval of the Development Proposal shall be granted only upon determination by the Planning Board that the Development Proposal:

(1) Conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth for the specific PUD district in which the project is located;

(2) Conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located;

(3) Provides benefits to the city which outweigh its adverse effects; in making this determination the Planning Board shall consider the following:

(a) Quality of site design, including integration of a variety of land uses, building types, and densities; preservation of natural features; compatibility with adjacent land uses; provision and type of open space; provision of other amenities designed to benefit the general public;

(b) Traffic flow and safety;

(c) Adequacy of utilities and other public works;

(d) Impact on existing public facilities within the city; and

(e) Potential fiscal impact.

AOD-Q Preliminary Approval of a Development Proposal – Phased Development Plan Determination

20.1100.8.5.5.5

For a Phased Development Plan, the Planning Board shall also determine whether the proposed Phasing Plan will ensure that the purpose of this Section 20.1100 will be met over the duration of the development period, and that the mix of permitted uses and public benefits will be provided in a balanced and complementary way over time. The Planning Board may request changes to the Phasing Plan as part of a Final Development Plan submission. 1.28

Project Review Special Permit – Review Criteria

19.25 *Review Criteria*. In granting a special permit under this Section 19.20 the Planning Board shall make the following findings.

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.

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.

19.30 Citywide Urban Design Objectives [SUMMARIZED]

Objective	Indicators
New projects should be responsive to the existing or anticipated pattern of development.	• Transition to lower-scale neighborhoods • Consistency with established streetscape • Compatibility with adjacent uses • Consideration of nearby historic buildings
Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.	• Inhabited ground floor spaces • Discouraged ground-floor parking • Windows on ground floor • Orienting entries to pedestrian pathways • Safe and convenient bicycle and pedestrian access
The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.	• Location/impact of mechanical equipment • Location/impact of loading and trash handling • Stormwater management • Shadow impacts • Retaining walls, if provided • Building scale and wall treatment • Outdoor lighting • Tree protection (requires plan approved by City Arborist)
Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system.	• Water-conserving plumbing, stormwater management • Capacity/condition of water and wastewater service • Efficient design (LEED standards)
New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.	• Institutional use focused on existing campuses • Mixed-use development (including retail) encouraged where allowed • Preservation of historic structures and environment • Provision of space for start-up companies, manufacturing activities
Expansion of the inventory of housing in the city is encouraged.	• Housing as a component of large, multi-building development • Affordable units exceeding zoning requirements, targeting units for middle-income families
Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.	• Publicly beneficial open space provided in large-parcel commercial development • Enhance/expand existing open space, complement existing pedestrian/bicycle networks • Provide wider range of activities

Urban Design Staff Report

Overview

The Alewife Quadrangle—Cambridge's last major under-developed district—represents an extraordinary opportunity for the city. Its overall area is almost as large as Boston's Back Bay from the Public Garden to Massachusetts Avenue. Originally a marshland, it was landfilled in the early 20th century, creating a low-lying landscape that is now increasingly vulnerable to flooding. Its irregular, discontinuous street network, shaped by decades of piecemeal development, lacks strong connections to the rest of Cambridge, and prioritizes vehicles over pedestrians and bicyclists. Extensive surface parking lots and limited tree cover make it one of the city's worst urban heat islands. Today, the Quadrangle contains a mix of uses, ranging from old low-rise light-industrial buildings to new residential, lab, and office buildings.

Healthpeak's Planned Unit Development (PUD) proposal would add more than 4.6 million gross square feet of new construction across about one-third of the Quadrangle (not counting parking structures) over the next 20 to 30 years. The project will reduce the Quadrangle's urban heat island effect; be resilient to flooding; improve existing streets; introduce new street and path connections within the Quadrangle and to surrounding areas, including a bicycle/pedestrian bridge across the Fitchburg Railroad line (potentially anticipating a future commuter rail station); and create new parks and open spaces. It will create a pattern for the transformation of the entire district, establishing precedents and parameters to transform it into an active, walkable, pedestrian-oriented mixed-use area—a new urban center in Cambridge to complement areas such as Central, Kendall, and Harvard Squares, North Point, and the East Cambridge Riverfront.

In terms of urban design, the Development Proposal submission for the project's first public hearing focuses on the organization and character of proposed open spaces, building heights and massing, the distribution of programmatic uses, goals for the character of architectural and landscape design, circulation, parking, sustainability and resilience, traffic impacts, and phasing.

The PUD's Response to Cambridge Zoning Article 19.30

The Citywide Urban Design Objectives provided in Article 19.30 of Cambridge's zoning address the fundamental urban characteristics of large-scaled urban interventions. In numerous important respects, the PUD will achieve them:

- It will be mixed-use, combining residential, retail and other active uses, and office/laboratory uses. Civic uses can also be accommodated pending further study.
- It will provide approximately 2,300 urgently needed residential units.
- Neighborhood-serving active uses will be provided in the ground floors of the project's buildings.
- Building heights will transition down to Cambridge Highlands—the low-scaled residential area to the west of the Quadrangle.
- The project will provide approximately 13 acres of publicly beneficial open space.
- It will reduce the Quadrangle's extreme urban heat island effect with extensive green open spaces, new trees along its streets, and will preserve existing trees where possible.
- The pedestrian/bicycle bridge will create a crucial connection between the Quadrangle and the Alewife MBTA Station and to amenities along Cambridgepark Drive.
- The bicycle lanes and pedestrian paths and sidewalks of the project's new and improved streets and open spaces will reduce the district's dependency on automobile traffic and create a more beautiful and enjoyable environment.
- It incorporates up-to-date projections of climate change impacts. It will meet or exceed Cambridge's applicable Flood Resilience and Green Factor Standards.
- It will be resilient to the effects of climate change and will be designed to minimize the burden on the city's stormwater infrastructure. It will reduce the area of impervious surfaces within the Quadrangle. Its improvements to stormwater and sanitary sewers will be coordinated with the DPW.

Additional study of certain aspects of the PUD, however, could bring it into better accord with Article 19.30:

- A wider range of types of open spaces—parks, recreational areas, play areas, dog parks, and public squares—should be provided. 1.30
- The form of the project's open spaces should be adjusted to more emphatically improve connectivity within the Quadrangle and to its surroundings. 1.31
- Building setbacks and massing should be more consistently designed in accord with the scale and configuration of the Quadrangle's intended streetscape. 1.32
- Additional efforts should be made to provide neighborhood-serving uses on first floor spaces in buildings that line the district's streets and parks. 1.32a
- Structured parking should be avoided on the sides of buildings that face the public realm. 1.33
- Loading docks should be designed and sited to minimize impacts on neighbors. 1.35

- Additional information should be provided on how landscaped areas will be designed to reduce the rate and volume of stormwater runoff. 1.36
- The project presents the opportunity to take more extensive advantage of new energy and water efficient utility systems. 1.37

The City's Plans, Guidelines, and Zoning for the Quadrangle, and Cambridge's Citywide Design Guidelines

Over the last 50 years, the city has produced a series of plans to investigate the Quadrangle's potential and to establish principles for its development. These include the Alewife Revitalization Plan (1979), the Concord-Alewife Plan (2005), and the Alewife District Plan (2019). The last was followed in 2023 by the creation of the Alewife Overlay District-Quadrangle (AOD-Q) by zoning amendment 20.1100, the Alewife Design Guidelines (2023), and the Citywide Urban Design Guidelines for Cambridge (2025). These expand on the objectives provided in Article 19.30, expressing a more detailed vision for the Quadrangle and for the city as a whole. Despite the almost half century over which they were created, they often repeat the same themes. They promote the Quadrangle as:

- A beautiful, walkable, and welcoming mixed-use district with a unique sense of place.
- A district that is connected to the broader fabric and circulation systems of Cambridge.
- A district that is sufficiently dense to support a wide variety of ground level uses—"neighborhood uses" that will serve the Quadrangle's residents and workers.
- A district characterized by a diversity of memorable and beautiful streets, parks, and squares, whose public realm is framed by the streetwalls of urban blocks and is activated by the uses and characters of its buildings and its public open spaces.
- A district designed to encourage sustainable modes of transportation.
- A district that is sensitive to the unique characters of adjoining areas.

The high-level goals of the Alewife District Plan (2019) generally remain valid, despite subsequent changes to the scale and type of development anticipated in the Quadrangle. In addition to concurring with the general concepts outlined in earlier plans, the Alewife District Plan introduced new ideas:

- That a new linear open space should be created in the center of the Quadrangle—a diagonal park running southwest to northeast from the southern end of Smith Place to the bend in Fawcett Street—and that smaller open spaces should be provided internal to blocks.
- That tree canopy and shading should be increased throughout the district.

- That a "Main Street" should be created: a pedestrian friendly street activated by ground floor businesses and other publicly accessible uses.
- That additional streets should be created to provide a finer grained and more flexible street network.
- That the bulk of large buildings should be broken down by limiting the lengths of their facades.
- That the first floors of buildings and critical building systems should be elevated above the anticipated 2070 1% flood level.
- That parking garages should be wrapped with residential or other occupiable spaces.
- That open spaces should be provided on block interiors.
- That a wide range of types of public places should be provided, suitable for uses including active and passive enjoyment, informal gatherings, play and recreation, and organized events.
- That the Quadrangle should minimize its contributions to global heating, be resilient to climate impacts, and protect the well-being of its workers, residents, and visitors from the effects of climate change.

The Alewife Design Guidelines (2023) were created in conjunction with the efforts of the Alewife Zoning Working Group, a public process conducted from 2022 to 2023. They expand on the Concord-Alewife Plan, providing more specificity on urban character, landscape and architectural design, environmental comfort, public amenities, the urban forest, and strategies for resiliency. They recommend that:

- The Quadrangle be transformed into a coherent urban district, a memorable place that is greater than the sum of its parts.
- Its open spaces—its streets, parks, and squares—be its primary organizational elements. They should have legible forms: they should be positive volumetric spaces that are defined by the massing of the buildings around them, enriched by the design of the facades that frame them, and reinforced by the layout of their plantings and of their path systems.
- They be scaled to the pedestrian experience and be rich with visual interest and activity.
- They interconnect with each other and be designed to connect to anticipated spaces on adjoining properties.
- Open spaces of a variety of types, sizes, uses, and characters be provided: quiet parks for the enjoyment of nature, varied types of recreational spaces, playgrounds, spaces for public gatherings, performances, and other communal activities, and habitat for wildlife.

- Landscape design enhance the beauty and connectivity of the Quadrangle and be an integral component of the site's response to flooding and the urban heat island effect. It should reinforce the form of streets with consistent curbside street trees.
- The Quadrangle's system of streets, paths, and larger open spaces should serve pedestrians and bicyclists by providing clear and intuitive routes that respond to desire lines.
- The architectural design of the Quadrangle's buildings respond to the dimensions and character of the streets and the parks that they address, and to opportunities to create urban nodes and landmarks at key locations in the Quadrangle.
- Its buildings enrich the public realm by the proportions, details, and materials of their facades, providing visual interest and contributing to the Quadrangle's sense of place.
- They provide streetwalls of appropriate height for the sizes of the streets, parks, and squares they face. As a result of their siting and massing, they cooperate with each other to create coherent blocks.
- Their top stories generally be stepped back from the floors below or differentiated from them by other means.
- Building's provide "neighborhood uses" in their first floors to activate the Quadrangle's streets and other public spaces.
- The Quadrangle's buildings and open spaces be designed for sustainability and resilience to flooding and the effects of global heating.
- The impact of parking on the public realm be minimized.

Healthpeak's Proposed PUD

In its mixed-use character, overall density, improved connectivity, and the green open spaces and neighborhood serving uses it will provide, Healthpeak's PUD proposal generally aligns with the goals of the Alewife District Plan, the Alewife Design Guidelines, and the Alewife Overlay District–Quadrangle (AOD-Q) zoning.

In preparation for the PUD's second Special Permit hearing, further emphasis should be placed on developing a holistic approach to the district's urban form, an approach in which the form and function of each element—whether building, park, street, programmatic use, or infrastructural component—is designed as an element of a well-integrated whole. In terms of urban design, this means that the project's buildings and landscape will create not only density, but also space—the positive, active, well-connected, and meaningful spaces of the public realm. And it means that individual buildings will be conceived not as independent entities, but will be shaped by their dialog with their neighbors and with the public spaces they face.

1.38

High Level Recommendations for the PUD's Final Development Plan Submission

High-level topics for additional attention as the PUD is further developed are:

- The project's streets, parks, and squares should be designed to serve as the fundamental elements of the Quadrangle's civic structure: they should be legible, welcoming, beautiful, and useful outdoor places. The open-space network should offer a diverse range of uses and experiences for residents, workers, and visitors. Building masses should frame public spaces, not appear to intrude into them. 1.39
- More nuanced approaches to architectural massing should be documented, with the goals of creating buildings that work together to create coherent urban blocks; that frame the district's public realm with facades and massing at scales compatible with the dimensions of its streets, parks, and squares; and that emphasize critical locations in the Quadrangle's civic structure. 1.40
- Street-activating and neighborhood-serving uses should be provided more extensively in the first floors of the project's buildings. 1.41
- Methods to minimize the impact of parking and of loading and garage entrances on the public realm should be investigated—both in the completed project and as it is developed in phases—including a reduction in the quantity of parking provided. 1.42
- Improvements to street and path connectivity within the Quadrangle and between the Quadrangle and the surrounding areas should be provided as early as possible in the project's timeframe. 1.43

Requests for Additional Materials and Clarifications in the Final Development Plan Submission

To facilitate the Planning Board's review of the Final Development Plan, certain aspects of the submission should be clarified, and additional information should be provided on how the PUD's open spaces, architecture, programmatic uses, and systems addressing sustainability and resilience will help realize the City's vision for the Quadrangle. 1.44

Documentation:

- Use consistent names for the proposed open spaces: Mooney Quad, Mooney Green, Rail Spur Park, Bend Park & Plaza, South Smith Street Park, Smith Park. 1.45
- To help ensure that discussions of open spaces are on-point, use consistent and more standard terminology for the different types of spaces that will be provided: parks, plazas, passages, streetscapes, pedestrian streets, etc. 1.46

Open Spaces: Parks, Squares, Plazas, and Streets

- Describe the process to develop more diverse types of open spaces (recreational, play, dog parks, places for quiet enjoyment of nature, habitat, stormwater detention, etc.), and to determine their relative sizes and locations relative to adjoining buildings as they develop over time. 1.47
- Develop a process to program, design, and review the PUD's major open spaces — Mooney Green, Bend Park, and South Smith Park. Address their basic characteristics in the "Block Guidelines" as projects in their own right, not merely as areas adjunct to buildings. 1.48
- Provide more information on the intentions for maintenance regimens for grass and other plantings; for species selection, with an emphasis on keystone species; for ecoregion appropriateness; and for habitat connectivity. 1.49
- The submission should begin the investigation of site-specific strategies to frame the streets and parks as legible volumetric spaces, create coherent blocks, and engage significant visual axes. 1.50
- Convey how Bend Park, at the northeast corner of the Healthpeak property, will initiate the development of the entire diagonal park envisioned in the Alewife District Plan and the Alewife Design guidelines.
    - How its shape and topography will create clear and intuitive connections between the diagonal park, the bridge across the tracks, Fawcett Street, and New Main Street, provide access to the active first floor uses in Building R2, and constitute a shared space for the existing and proposed buildings around it. 1.51
    - How the continuity of street trees along Fawcett Street can be increased, and the alignment of the bicycle lane on the north side of Building R2 and around the curve in Fawcett can be made more consistent.
- Convey how Mooney Green, in the northwest corner of the Healthpeak property, can be made to appear less as the central feature of a corporate campus and more as an integral part of the entire Quadrangle's public realm.
    - Ways the intersection of Smith and Fawcett can become a significant point of arrival in the Quadrangle's civic structure, emphatically framed by architecture. 1.52
    - Ways the park's form and path system can create stronger connections to Smith Place and Fawcett Street Extension so as to draw the general public into the park.
    - Options to provide recreational uses for workers and residents.
- Investigate the possibility of providing a park or square to serve the considerable number of residents in the southeast portion of the Quadrangle. 1.53

- Investigate ways Smith Park can be more effective as the initial component of the entire diagonal park envisioned in the Alewife District Plan and the Alewife Design guidelines, including providing an inviting connection between Smith Place and the park's interior. 1.54
- Convey how the PUD's streets can be given more memorable forms and characters: as not only elements of its circulation network, but also as public outdoor rooms. Address:
    - The role of consistent streetwalls and building front setbacks in framing Quadrangle' streets. 1.55
    - Standards for the location of stepbacks at levels appropriate to street widths: generally at least as high above grade as the width of the street from facade to facade.
    - Standards for consistently aligned street trees, preferably located curbside.
    - Documentation of these means in the "Architectural Block Guidelines" in section 1.16.4.
- Document ways how the PUD's open spaces will be integral components of the Quadrangle's response to flooding and the urban heat island effect, capitalizing on opportunities for dual use of green spaces: for recreation during normal circumstances and stormwater retention/detention during flood events. 1.56

Active Recreation and Play

- Include a "parks and open space gap analysis" to evaluate whether the Project's proposed open space amenities are sufficient to meet neighborhood needs, including active recreation and play. (Note that Fresh Pond Reservation is nearby, but is largely designed for quiet enjoyment of nature; the more distant Russell Field and Danehy Park have playfields and play areas, but pedestrian routes to them are difficult, and they are too far from the Quadrangle for daily or impromptu use.) The analysis should assess existing park access, walking-distances to proposed open space amenities, and capacity; and identify gaps in both passive and active recreation resources, including sports and play facilities; and account for projected demand associated with the project. 1.57
- Demonstrate how the proposed 'permanently guaranteed open spaces' and 'publicly beneficial open spaces' will help address identified deficiencies and contribute to equitable access to high-quality open space for current and future residents. 1.58
- Evaluate the potential of active recreational space in Mooney Green to help draw the general public into the space. 1.59
- Evaluate the possibility of providing recreational space on the tops of parking garages. 1.60

- Evaluate the likely demand for dog parks near residential buildings. 1.61

Connectivity

- To convey a more complete picture of how the Quadrangle can be better integrated into the overall circulation system of Cambridge, include additional potential routes on the "Connections to the Surrounding Context Plan" (figure 1D.2), such as the possibility of a second bridge connecting the west end of Cambridgepark Drive to the north end of Smith Place, and the Terminal Road connection to Wheeler Street. Show additional existing routes outside the Quadrangle's boundaries, including the Minuteman Bicycle Trail, and the proposed multipurpose trail along the south side of the Fitchburg rail line. 1.62
- Document the short-term and long-term routes to the DPW site. 1.63
- Note that the detailed design of the district's streets will be an ongoing process in coordination with city staff, including the details of street sections, lane widths, tree planting zones, parking, the locations of bus stops, etc. 1.64
- As currently designed, Building R2 blocks sightlines to the proposed bridge for people walking and riding on New Main Street and in the Diagonal Park. Investigate ways to create stronger visual connections to the bridge. 1.65
- Investigate ways to make Mooney Green more welcoming to people walking and biking on Smith Place. 1.66
- Investigate ways to allow a future north/south street that would connect Fawcett Extension to the anticipated Adley Extension, and in the long term provide an alternate route from Concord Avenue to the Mooney Street area via Spinelli Place. 1.67
- Verify the status of the remaining non-Healthpeak-owned property on the west side of the southern portion of Smith Place, and whether this makes the property unlikely to be incorporated into the Healthpeak's holdings over the long term. If so, provide alternate configurations for the layout of this portion of Smith Place to improve bicycle movement and adjust the siting of Building R6 to create a consistently aligned streetwall. 1.68
- Explore ways to create a more welcoming entrance to South Smith Street Park from Smith Place, where the proposed basketball courts will present a fence across most of the park's frontage on Smith Place. 1.69
- Explore opportunities to increase the connectivity of the proposed street system by increasing the consistency of vehicular lanes, bicycle lanes, parallel parking zones, and tree plantings. 1.70
- Explore ways to enhance connectivity with surrounding areas and minimize car dependency, including by means such as: 1.71
    - Providing the bridge earlier than required by the AOD-Q zoning.

- Continuing to support and help advance studies and designs for a Terminal Road connection to Wheeler Street, which could have connectivity benefits for people that live, work, and visit Healthpeak's properties in the Quadrangle.

Wayfinding

- Provide a preliminary, pedestrian-scaled Wayfinding Plan oriented toward transit, bikeshare, carshare, walking options, and key destinations. 1.72

Built Form

- Describe the role of architectural design in contributing to the Quadrangle as a unique urban environment with a distinct sense of place. 1.73
- In the "Massing Strategy" (section 1.4.2), more explicitly depict how the PUD's buildings will define, shape, and activate the Quadrangle's streets, parks and squares. 1.74
  - Document the general intentions for architectural form that will be developed in more detail in section 1.16.4 "Site Development Plan and Block Guidelines". 1.75
  - Indicate the locations of primary streetwall facades. 1.76
  - Indicate opportunities to reinforce and articulate the Quadrangle's civic structure by emphasizing significant urban nodes with building height and mass and by providing visual targets—landmark buildings or architectural elements—as focal points of views along streets and across parks. 1.77
  - Clarify the intent of the "context to defer to" indications on figure 1B.1. 1.78
- Revise the three-dimensional massing diagrams provided in section 1.16.4 "Site Development Plan and Block Guidelines" (figures 1L.4 ff.), to indicate how the massing of the PUD's buildings will respond the spaces and buildings around them. 1.79
  - Show more context for the proposed buildings, including the massing of neighboring proposed buildings, existing buildings that will remain, and adjoining open spaces. 1.80
  - Show/describe how the contextual considerations outlined in the augmented "Massing Strategy" section 1.4.2 will affect the design of individual buildings as they reinforce the character and form of the Quadrangle's public spaces and work together with their neighbors to create coherent blocks. 1.81
  - Wherever possible, organize the Block Guidelines on the basis of the project's urban blocks, rather than on individual buildings. E.g.: the Mooney Street area between New Mooney Street, Fawcett Extension, and Smith Place would be a single block. 1.82

  - Show where streetwall facades will define adjoining spaces and indicate their approximate heights. 1.83
  - Show opportunities to mark strategic locations in the Quadrangle's civic structure with vertical facades uninterrupted by stepbacks. 1.84
  - Suggest locations where repetitive continuity of facade bays would help define public space and, in contrast, locations where more articulate or unique massing would respond to special conditions of the context. 1.85
  - Describe the principles that will guide the locations, levels, and depths of stepbacks to ensure that streetwalls are adequate in height for the widths of the streets, parks, and squares they address and that building massing is compatible with neighboring lower-scaled existing buildings that will remain. 1.86
  - Outline the intentions for the design and use of open spaces in relation to the adjoining buildings. 1.87
- In the Architectural Character section 1.16.4 (Figures 1L.1a and 1L.1b) provide examples of buildings with urban-scaled streetwall facades, (for instance the Broad Institute Building at the bend in Ames Street, the Little Building at the intersection of Tremont and Boylston Streets in Boston, and the Four Seasons hotel facing the south side of the Public Garden) and reduce the representation of examples that consist of set-back towers on low podia. 1.88
- Provide additional information on proposed strategies to comply with Green Building zoning requirements. 1.89
- Staff understands that Building R2 will likely be the first building of the PUD to be constructed. Investigate ways its footprint and massing could be revised to create a strong visual and physical connection between the future diagonal park, New Main Street, and the bridge, and to increase the coherence of the park as a public space. Potential adjustments include: 1.90
  - Reshaping its eastern end to respond to the existing triangular residential building on Fawcett Street and to the park's overall diagonality and to create clear sightlines to the bridge.
  - Providing a more continuous streetwall façade on the south side of the building facing the park.
- Investigate alternative locations and configurations for Building C4 at the intersection of Smith Place and Fawcett Street to emphasize the intersection as a connective node in the Quadrangle's civic structure and to help draw pedestrians into Mooney Green. Potential means include: 1.91
  - Bringing the building's east end to Smith Place so as to engage pedestrians with active uses on the building's first floor, and providing a continuous curved façade running from the building's east to its north side to lead them into Mooney Green.

  - Emphasizing the verticality of the building's massing to mark the intersection as a connective node, and to provide a visual target as one proceeds north along Smith Place.

- Convey strategies that will promote engagement between buildings and the public sidewalk, including small and consistent typical setbacks and recessed forecourts that contrast with them to emphasize significant entrances. 1.92
- In some cases, first floors are elevated as much as 5 ½ feet above the sidewalk to protect them from flooding. Describe a variety of means to provide access and a sense of connection to elevated first floors. 1.93
- Describe proposed means to screen all floors of structured parking from the public realm. 1.94

Housing

- Provide more information on the process for collaboration with the city to develop the unit types and mix. 1.95

Ground Floor Activation

- Provide more information on the "Neighborhood Uses and Open Space Advisory Committee Plan", including more detailed information on how the committee will be established, the process for determining participants, and the timing for key decisions. 1.96
- Provide design guidelines to ensure that ground floors facing public streets and open spaces will be active and engaging, including in locations where retail or neighborhood uses are not feasible. These guidelines may be high level and discuss use and design, or they may set out the aspirations for the character and treatment of ground floors facing different types of streets and open spaces. 1.97
- Describe potential means to dedicate more of the PUD's first floor area to neighborhood uses, especially in the New Main Street and Mooney Street Areas. 1.98
- Expand the range of potential neighborhood uses to include more non-retail uses such as libraries, galleries, and museums; shared workspaces; meeting spaces; child care; artist's studios; maker spaces; music instruction and practice spaces; and venues for public gatherings and performances. 1.99
- In determining types of uses, consider the catchment area that different types of uses will require, and the dependency of different types of uses on customer and delivery traffic. 1.100

Arts and Culture

- Describe how arts & cultural facilities will support a sense of place in the Quadrangle. 1.101

- Describe the process to develop the project's arts and cultural program, including community engagement. 1.102
- Describe how arts programs and spaces will be supported and administered. 1.103
- Describe the potential to integrate public art in the design of public spaces and buildings. 1.104

Transportation

The Department of Transportation (DOT) has developed a separate Staff Memorandum to the Planning Board regarding the Development Proposal, including the required Transportation Impact Study (TIS). This memo details the proposed transportation program for the site, identifies concerns and potential impacts, and provides recommendations for additional information and mitigation that should be included in the Final Development Plan.

The memo from DOT provides initial feedback on the requested special permits related to transportation systems and addresses the need for additional information in the Final Development Plan related to the following aspects related to this objective:

- Parking & Transportation Demand Management (PTDM) Plan
- Automobile parking
- Street design, land conveyance, and maintenance
- Project mitigation and phasing
- Residential transportation demand management
- Electric vehicle charging networks
- Wayfinding
- Truck routes, loading dock management, and operations

Parking and Loading

- Describe ways to minimize the impact of parking and loading on the pedestrian experience, including screening structured parking that faces the public realm with occupied spaces, the design of parking garage facades, relocating proposed parking to underground garages, and reducing the number of spaces provided. 1.105
- Describe ways to minimize the impact of loading docks and garage entries on the pedestrian realm. 1.106

Phasing

Provide more detail on the intentions for the project's phasing, including:

- How the phasing of interrelated components will be coordinated between Healthpeak, the City, and utility companies. 1.107

- What interim conditions will be like and what can be done to make them as coherent and beautiful as possible. 1.108
- How interim conditions will be designed in anticipation of final conditions. 1.109
- The procedures for evaluating needs in the light of changing conditions. 1.110

Provide more detail on how specific aspects of the PUD will be phased:

- Open Space
  - Outline the process of creating a needs analysis that will guide the form, character, and uses of open spaces relative to demand, including the possibility of changes to the ratio of residential space vs. commercial space as the project develops. 1.111
  - Provide more detail on how the proposed changes to site topography in the Mooney Street and New Main Street areas will be achieved. 1.112
- Building programming
  - Describe the proposed process to adjust the programmatic uses of buildings in response to market demands, including the amounts, types, and locations of neighborhood-serving and street-activating uses in buildings, and potentially the reallocation of commercial and residential space. 1.113
- Street system
  - Describe how the street network and public and private utilities will be coordinated to accommodate the phased development, and how the PUD will achieve compliance with Standards at each phase of the development. 1.114
  - Describe collaboration with the city on the final designs of streets, bike lanes, and sidewalks, including lane and right-of-way widths. 1.115
  - Provide more detail on the process and timing of the conveyance of property to the city for public streets and for the DPW yard. 1.116
- Connectivity
  - Provide a more detailed schedule for the final design and delivery of the bridge. 1.117
  - Describe how the development will support connectivity-related improvements throughout neighborhood, and how phasing will limit accessibility issues. 1.118
  - Describe issues involved with the provision of augmented public transit options, including the evolution of shuttle routes through the project's phases. 1.119
  - Describe how access to the DPW yard will be provided in the near-term and in the long-term. 1.120

- Parking
  - Provide more detail on the phasing of parking and the amount that will be provided as the site transitions from surface parking lots to structures. 1.121
- Sustainability, Utilities, and Energy
  - Provide information on how integrated district-wide approaches will be realized despite the phased nature of the project. 1.122
  - Describe how public and private utilities will accommodate the phased development, and how the PUD will work to be in compliance with Standards at each phase of the development. 1.123
  - Describe how power and data lines will be underground, including coordination with street improvements. 1.124
- To ensure that the Quadrangle will be the best it can be throughout the development process, set up the conditions of the Special Permit to require review and reevaluation of critical elements at appropriate intervals, and encourage that adjustments be made to respond to changing conditions:
  - The form, character, and uses of open spaces, relative to a needs analysis.
  - The amount and type of neighborhood uses. 1.125
  - The final designs of streets, bike lanes, and sidewalks, including the widths of lanes, buffers, and tree planting zone, and overall right-of-way widths.
  - The amount of parking and its utilization rate.
  - Public transit, including shuttle routes.
  - The type and scope of systems affecting sustainability and resilience.
  - The final design and schedule of the bicycle/pedestrian bridge.

City of Cambridge
Department of Public Works

John F. Nardone, Commissioner

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Cambridge, MA 02139
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Voice: 617 349 4800
TDD: 617 499 9924

April 23, 2026

TO: Planning Board

FROM: James Wilcox, PE
City Engineer

RE: Healthpeak PUD Master Plan: Preliminary Development Plan

We are in receipt of the PUD Special Permit Preliminary Unit Development Plan Documents for the Healthpeak proposal for the redevelopment in the Alewife Neighborhood, dated March 2026. We have reviewed the materials and have presented below some comments related to the interests of the Department of Public Works.

Generally, based on the preliminary planning level documentation provided, the DPW anticipates that the redevelopment will have the ability to achieve compliance with all our Department's standards and requirements. The Healthpeak team has engaged with the DPW on the topics discussed below and has demonstrated an understanding of the DPW's standards and has been a willing partner in supporting the advancement of the design to support our questions and concerns.

That said, with the PUD's long projected buildout and phased implementation proposal, as the project advances to the Final Development Plan the DPW respectfully requests that the Planning Board consider requesting that Healthpeak further advance the items below in the Final Development Plan:

- Stormwater: Provide additional understanding related to the Projects' ability to incorporate shared district stormwater infrastructure solutions to meet Stormwater Standards and the potential for those best management practices (BMPs) to provide additional benefits to the community. 2.1

- Infrastructure Modeling: Continue to support the advancement of the City's Infrastructure Model to identify specific opportunities for infrastructure improvements to meet the Project Mitigation requirements and confirm that the City's Infrastructure will have the ability to support the full buildout. 2.2

- Private Utilities: Advance discussions with private utility providers related to demands associated with the full buildout of the project, and start to identify regional needs and constraints anticipated for the demand. 2.3

- Flood Resilience: Work with the DPW to establish agreeable language associated with the Special Permit for the specific relief from the Flood Resiliency Standards that allow for reconsideration of each buildings ability to meet the Standards at time of Design Review. 2.4

- Urban Canopy: Provide requested clarification and specifics related to the Submitted Tree Study, and work with the DPW to establish protocols for confirming compliance with the Tree Protection Ordinance as the project is built out. 2.5

- Public Right-of-way: Advance discussions with Cambridge Department of Transportation on the details and layout of the 40-scale road network plan to confirm limits of proposed roadway rights-of way. 2.6

- Land Conveyance: Continue discussions related to timing and process for all proposed land transfers with Law Department. 2.7

- Future DPW Site: Work with DPW to understand their feasibility study and due diligence efforts related to establishing a DPW facility on the lot to be provided as part of the PUD. Include adequate information in the PUD Application to support the City's future development of the site. 2.8

More detailed discussion is provided on the items above in the text below.

Project Phasing and Construction:

With any phased development of this kind, the Applicant should be aware that at the completion of any phase the project shall follow all DPW standards. The DPW is always willing to consider innovative shared infrastructure solutions, particularly if they can reduce the projects' impacts on the environment and community. That said, the phasing of the project shall allow for completion of these shared solutions in a manner that maintains the projects compliance with DPW regulations throughout the phasing of the PUD. 2.9

<u>Public Utility Infrastructure:</u>

Stormwater Management:

Under the City Land Disturbance Regulations, the Applicant will need to obtain a Stormwater Control Permit from the Department of Public Works, prior to the start of construction of each building or phase. The permit requirements cover the design standards and long-term operation and maintenance of a stormwater management system for the project site, as well as the construction phase erosion and sedimentation control plans.

The Application included acknowledgement of the City Standards and provided some discussion related to how these standards will be met. Some specific items of interest are noted below:

- The proposal and schematics for the stormwater management system appear to be provided on building-by-building basis, which would be typical for infill development proposals. As this is a PUD redevelopment, opportunities for shared district stormwater systems should be considered and the potential for these systems to provide some co- 2.10

benefits to the neighborhood or in advancing other City Objectives should be investigated. For example, nodes of development that are adjacent to areas of open space may have the opportunity to utilize the space to implementation of stormwater BMP's that can serve more than one building site. These opportunities will need to be considered in conjunction with an understanding of the project phasing and of other pressures for use and planning of the open space.

- The Preliminary Application also mentions the use of green stormwater infrastructure and creative stormwater management solutions, like rainwater harvesting and re-use, but does not provide any specific examples or plans for implementation as part of the PUD. The PUD planning phase should be advancing these considerations to make sure there are not missed opportunities. 2.11

Sanitary Sewer:

The Application has indicated that the project will result in an estimated net increase in sewer flow generation of approximately 700,000 gallons per day, at full build out. Consistent with previous comments, the phasing and duration of the buildout will bring this additional flow to the City's Infrastructure over a span of decades and will need to be evaluated at each building permit for localized impacts.

The PUD will trigger the requirement for Inflow and Infiltration (I/I) mitigation. The standard for this mitigation is for the project to remove 4 times the net increase in flow to the system by removing the extraneous I/I sources in the sewer network. The City is working with the Healthpeak team to identify the I/I sources in the system that can be removed to support this mitigation requirement.

In addition, as has been standard in this neighborhood, each building will be required to provide storage for the volume of the peak 8-hour sewer flow to provide some relief to downstream system constraints and to protect the building in the event of a surcharge in the system. 2.12

While local sewer capacity may not be an issue for the PUD buildout, downstream convergence points with regional interceptors' experience capacity issues as they convey networks of combined sewer systems. While the PUD will increase net sewer flows to the City Infrastructure, the mitigation requirements, sewer storage tanks for instances of surcharge and other potential mitigation measures and contributions, will provide for improvements to the City's system and will be in support of the regional efforts related to the Long Term CSO Control Plan.

Utility Infrastructure Model:

Prior to the submission of the Preliminary PUD Application, the Healthpeak team engaged with the DPW and asked to undertake in a flow metering program of the City owned Drain and Sewer Infrastructure. The team worked with the Engineering Division Staff and our modeling consultants to establish flow meter locations. The data from this completed program has been used to update and calibrate the City's already robust model of the infrastructure in the neighborhood of the proposed development and some critical downstream locations. This model, along with video

inspections of pipe conditions, will be used to better understand the current condition and capacity of the city's systems in the project area and what impact the Redevelopment and the added flows to the system will have. As the project moves toward the Final PUD Application this on-going analysis shall advance and provide the following:

- Identify existing condition deficiencies and/or capacity constraints in the infrastructure
- Identify volume and rate of existing I/I in the sewer network
- Identify impacts and potential constraints, by proposed development phase, of additional flows

2.13

These identified items will support the DPW in scoping projects and flagging areas of concern for the project as they will look to meet regulatory requirements (I/I) and mitigate the projects demands on the infrastructure.

Private Utilities:

The Application provides some narrative related to what will be required at the site to support the private utility connections. It is typical of PUDs of this size to need a utility enabling project to provide for the needs of the development. The Narrative does not include any specific information related to the scope of the utility work required within the Public Right of Way. The DPW will look to understand the scope of this work for each phase and the entire buildout prior to any construction commencing, as it will be critical for us to evaluate sequencing, construction impacts and surface mitigation requirements.

2.14

Resiliency to Flooding:

The Application presents a discussion related to how the project proposes to meet the Flood Resiliency Zoning Standards. At this planning level, the Applicant indicated that the PUD will be able to meet all the Standards associated with the protection required from the 1% LTFE and many of the Standards associated with the 10% LTFE. The Application is requesting a Special Permit for relief from the Standards, as is allowed by Zoning with a positive recommendation from the City Engineer. The specific request for relief is for some occupiable spaces (dog washrooms and bike storage) not to be passively protected to the elevation of the 10% LTFE.

The DPW has reviewed this information and has discussed the specific request for relief with both the Healthpeak team and the City Zoning Staff. The DPW continues to advocate for all developments to meet the Flood Resiliency Standards, but also acknowledges the challenges associated with doing so. The DPW, with careful consideration of the very specific uses being identified in the Special Permit request, may be in support of granting the relief. The DPW will require, should the Board agree to grant the Special Permit, that a condition of this approval be that these specific areas be revisited at time of Design Review to more carefully evaluate the hardships associated with meeting the Standards for all spaces and identify design options for making the spaces, if they cannot meet the Standard, more resilient.

2.15

Urban Forest:

The Applicant has submitted a Tree Study that is in general conformance with the current Tree Protection Ordinance. Based on the PUD's complex land transfers that include both existing public

2.16

ways becoming private land and existing private land being convey to the City as Public Right of Way, the DPW, through the Urban Forestry Division, has asked for some clarification and additional breakdown on the proposed removals and mitigation plantings from the Healthpeak Team.

The DPW is also reviewing, with the Healthpeak Team, ways for the Tree Study to be reviewed, updated and confirmed throughout the projects projected buildout. Trees are not a stagnant resource and reconsideration of trees' condition and size may be warranted through the duration of the project. We also will look to understand how and when the long-term buildout will trigger tree removals and if controls associated with existing trees remaining until such time they will be impacted by construction are warranted. 2.17

Proposed Road Street Sections / 40-Scale Plans:

The Applicant provided detailed roadway sections and 40-scale plans that have been the subject of a thorough interdepartmental review. Comments have been conveyed to the Healthpeak Team and continue to be discussed. The DPW will work with the Cambridge Department of Transportation as they engage with the Healthpeak team on the road network.

Under our preview, the DPW will be looking to ensure that proposed right-of-ways are established to include all road section elements that are intended to support public mobility, space for vehicle, bike and pedestrian travel and other spaces as outlined in the area planning and zoning documents (like tree planting zones and green stormwater infrastructure). As space for these uses is allocated on new and existing roadways, as part of the review of the submitted 40-scale plans, the DPW can confirm that right-of-way widths are acceptable to the City. 2.18

As the project advances and the details of road layout are agreed upon, the City, with the guidance of the Law Department, will need to start to understand how and when the new and widened rights-of-way are established. 2.19

<u>Infrastructure and Public Benefits:</u>

DPW Lot:

The PUD proposes to deed a 1.2-acre lot to the City that is intended to serve as a DPW Municipal Facility. Concurrently with the Healthpeak Team advancing their PUD planning, the DPW has been evaluating the proposed lot, its current condition and how it would be utilized by the Department to support our needs. The DPW anticipates continued engagement with the Healthpeak PUD as our feasibility analysis for the site is further developed. It would be the DPW's expectations that the Final Development Plan for the PUD would include a massing and layout of the site that supports our intentions for use and provides for future access and establishment of the site under the provisions of this PUD Application. 2.20

Pedestrian Bridge:

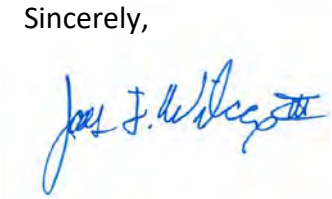
The DPW supports the Healthpeak proposal for the eventual establishment of a bridge crossing over the MBTA Tracks to provide for pedestrian and bike connections. We acknowledge that the

details of the agreement with the MBTA and coordination with the other transportation networks will take time and significant engagement between all parties involved. The DPW respectfully requests that the DPW be included in all relevant discussions as they relate to the design of the bridge. It is likely that the City will take on ownership and maintenance of the bridge, so would like to have a say in the details of the design to ensure our ability to operate and maintain the structure long term. 2.21

We look forward to working with the Healthpeak team on the advancement of this PUD project as they have already demonstrated a willingness to engage with the City on the details of the project. DPW review of the engineering specifics will continue through the building permit phases of each proposed structure but hope to have considered and advanced the items noted above to allow for clarity in the expectations and process as the project is built out.

Please feel free to contact me with any questions or concerns related to the comments or information provided above.

Sincerely,



James Wilcox, P.E.
City Engineer

CITY OF CAMBRIDGE | Department of Transportation

Memorandum

To: Cambridge Planning Board
From: Brooke McKenna, Commissioner
Date: April 21, 2026
Subject: Healthpeak PUD – Transportation Impact Study (TIS) (PB# 410)

The Cambridge Department of Transportation (DOT) has reviewed the Planned Unit Development (PUD) Master Plan and Transportation Impact Study (TIS) for Healthpeak, OP, LLC.

The Project proposes to redevelop approximately 42-acres in the Alewife Quadrangle neighborhood, into approximately five million square feet of development consisting of residential, office/laboratory, and retail uses.

The Project includes new public open space, a new pedestrian and bicycle bridge over the railroad tracks, and the conveyance of land for a Department of Public Works yard and administrative building(s) to be constructed by the city. A summary of the Project is shown in the Table below:

Table 1
Proposed Development Program Summary

Land Use	Size
Technical Office/Lab	±1,260,500 SF
General Office	±1,310,500 SF
Residential	±1,985,000 SF / ±2,300 units
Retail	±75,640 SF
Total (net new)	**±4,631,640 GFA**
Total (includes existing to remain)	**±4,825140 GFA**
Maximum Auto Parking Spaces	4,578 spaces*
Minimum Long-Term Bicycle Spaces	±3,076 spaces*
Minimum Short-Term Bicycle Spaces	±442 spaces*
Open Space	13 acres

Source: Healthpeak PUD Master Plan, Preliminary Development Plan, Vol. 1, March 2026
* Final number to be determined in Final Development Plan and Building Permits.

Brooke McKenna
Transportation Commissioner
Annex Building, 344 Broadway
Cambridge, MA 01239
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Visit. cambridgema.gov/Transportation

Healthpeak OP, LLC completed a Transportation Impact Study (TIS) for the Project, which was certified by DOT on January 20, 2026. The Project will generate the following trips:

- 1,538 net new AM and 1,583 net new PM peak hour vehicle trips
- 883 AM/945 PM peak hour transit trips
- 299 AM/347 PM peak hour pedestrian trips
- 224 AM/226 PM peak hour bicycle trips
- 17 AM/18 PM peak hour micromobility trips
- 953 AM/926 PM peak hour telecommuting trips

Planning Board Special Permit Transportation Exceedances

The TIS indicated that the Project triggered 107 Planning Board Special Permit Transportation Exceedances, which are summarized below.

- 3 exceedances pertain to Project trip generation
- 20 exceedances pertain to vehicle level of service (LOS)
- 20 exceedances pertain to traffic on residential streets
- 13 exceedances pertain to vehicle queues
- 51 exceedances pertain to pedestrian level of service (PLOS)

The Planning Board Transportation Criteria Summary Sheets are attached to this memo and the full TIS is included in Appendix A in the Healthpeak March 2026 Preliminary Development Plan application.

Project's Impact on Areawide Traffic Congestion

The TIS provided a comprehensive multi-modal analysis of the existing transportation conditions in the Alewife area and impacts the Project will have on roads, intersections, on and off-street parking, pedestrian, bicycle, and transit conditions. The TIS included 20 intersections and considered the cumulative transportation impacts with other development projects in the area.

The existing deficiencies in the Project area in the Quadrangle include fair-to-poor sidewalk and roadway conditions, no separated bicycle facilities, limited connections and barriers into and out, though, and around the Quadrangle (such as the Fitchburg railroad).

As the Planning Board members know, the Alewife area roadways are highly congested today, especially during morning and evening peak commuting hours. The vehicle trips resulting from the Project will add vehicle travel time delay and queuing to study area intersections. Excessive traffic undermines the Project's stated goals of creating

walkable streets, vibrant open space, and pedestrian-oriented experience that fosters face-to-face interaction.

Table 2 shows the average increase in delay at some intersections when the Project is fully built out and with the mitigation proposed in the TIS, such as traffic signal timing adjustments. When considering other area development projects and a general background traffic growth rate of 0.5% per year the traffic model shows additional intersection delays.

Table 2
Summary of Project impacts at some Intersections

Intersection	Peak Hour	Increase in delay (2024 Build Mitigated Condition)
Concord Avenue at Blanchard Road / Griswold Street	AM	58.6 seconds
	PM	40.5 seconds
Concord Avenue at Fawcett Street	AM	12.9 seconds
	PM	24.9 seconds
Concord Ave at Alewife Brook Pkwy Rotary	AM	90.6 seconds
	PM	93.8 seconds
Concord Ave at Fresh Pond Pkwy Rotary	AM	72.4 seconds
	PM	38.9 seconds
Alewife Brook Parkway at Rindge Ave	AM	52.2 seconds
	PM	109.4 seconds

Source: Healthpeak TIS, January 2026.Chapter 6, Vehicle Capacity Analysis

DOT Initial Comments

DOT is enthusiastic about this Project to help bring about a long-standing City goal to transform the Quadrangle area into a vibrant, sustainable, and multi-modal neighborhood. The transportation impacts are significant with many new trips that need to be adequately mitigated so that new residents and workers have a wide variety of equally attractive options for accessing the site in sustainable ways.

Healthpeak's commitment to build the pedestrian and bicycle bridge is a zoning condition that allows them to exceed the base zoning district limits on Gross Floor Area (GFA) and Floor Area Ratio (FAR), subject to Planning Board approval. The new bridge is linked to these zoning requirements.

The bridge is an important component of the project and will provide meaningful transportation benefits, but it will not fully offset all of the project's transportation impacts.

The Project's mixed-use program—which designates at least 40 percent of the non-exempt GFA for residential use—generally aligns with the City's 2019 Alewife District Plan. By allowing more people to live and work within the same area, mixed-use development reduces reliance on automobiles for commuting. However, this outcome is strongest when paired with limited parking spaces. DOT is concerned about the Project's proposed maximum of 4,578 parking spaces because it includes currently overbuilt parking that is proposed to remain and we think shared parking and other parameters of their parking analysis can be refined.

New and reconstructed streets—with wider pedestrian sidewalks, street trees, and separated bicycle facilities—generally align with the City's Alewife District Plan. DOT has been working with Healthpeak and has been providing comments to them on the street plan.

The Project proposes a new multi-use path along the south side of the Fitchburg railroad tracks to Blanchard Road. This path extension will create a new east–west pedestrian and bicycle connection into and through the Quadrangle. DOT strongly supports this commitment by Healthpeak, which will also require coordination with the MBTA, the landowner.

Proposed Scope of Work for Final Development Plan

DOT believes that the transportation sections in the Final Development Plan should focus on the following items.

1. **PTDM Plan**
    - Because the Project is creating new non-residential parking spaces, it triggers the City's Parking and Transportation Demand Management (PTDM) Ordinance 10.18. The Ordinance requires the Project to obtain an approved PTDM plan from the City's PTDM Planning Officer to minimize air pollution, single occupancy vehicle trips, and/or vehicle miles of travel generated by the proposed new parking spaces. 3.1
    - The PTDM Planning Officer is currently working with the applicant to create a PTDM Plan for the Project. The PTDM plan will include a commitment to keep the percentage of drive-alone trips to the site below a certain level, a commitment to implement comprehensive non-residential Transportation Demand Management (TDM) measures, annual transportation monitoring, and other PTDM-related commitments. 3.2
    - The Alewife District Plan established the expectation that PTDM Plans in this neighborhood will require end-users to be charged market rate for parking, and that the PTDM Plans will be "robust." The most recent draft provided by the applicant includes commitments to many of the TDM measures typically included in PTDM Plans, including offering employees transit pass subsidies and

Bluebikes memberships, and charging employees for parking. The PTDM Planning Officer is continuing to work with the Applicant to ensure that the final PTDM Plan for the Project meets the expectations of the Alewife District Plan. Alewife TMA shuttle service expansion and Bluebikes station expansion are expected to be included in the PTDM Plan. 3.3

- As noted in 10.18.050(f), a final PUD Special Permit cannot be issued until the Project has an approved PTDM Plan. 3.4

2. Automobile Parking

- The Final Development Plan should include a maximum number of parking spaces for the PUD. DOT staff have been working with the applicant on the number of parking spaces in coordination with the PTDM plan. 3.5
- The Final Development Plan should include on-street parking spaces on private ways in the total number of proposed parking spaces. 3.6
- DOT recommends that the Final Development Plan incorporate as many of the following reductions in proposed built parking as possible:
    - According to the shared parking analysis in the certified TIS, 1,024 of the 1,722 residential spaces are proposed to be reserved for residential parking only. Pooled parking is most effective at reducing the amount of building parking when uses with different occupancy peaks (like residential and office/lab uses) share parking. At the peak office/lab demand hour (noon), residential parking demand drops to 57% of the overnight maximum. The applicant could build up to 440 fewer parking spaces by sharing all residential parking with other uses. 3.7
    - Reducing existing parking to remain over time, to no more than the current zoning maximums for those uses (366 fewer spaces).
    - Reducing the parking ratio for General Office use: A 30% SOV rate (Citywide goal) could be accommodated with 185 fewer spaces.
    - Reducing the parking ratio for Residential use: 2024 residential reporting for the Alewife area shows a parking occupancy ratio of about 0.6 spaces per unit. Even a modest reduction from 0.75 to 0.70 spaces per unit (slightly higher than the 2023-2024 average of 0.67) would mean 115 fewer spaces.
- DOT recommends that the Final Development Plan include a plan for evaluating the built and planned parking supply at key points in the project's design and build out, with conditions to reduce the maximum number of parking spaces in later phases, if appropriate. 3.8
- The proposal includes a request for Planning Board approval of Parking as a Principal Use under 20.1100.4.3.1 for the above-ground garages P1, P2, P3, and P4. It is not clear from the application materials why the applicant is seeking this 3.9

particular approval. The shared parking described in the application appears to be pooled accessory parking, allowed with Planning Board approval under 20.1100.6.3. The Final Development Plan should include more detail about the anticipated use of these garages as principal use parking facilities. The Final development plan should also clarify how a portion of the "accessory residential parking spaces" will be shared with non-residential uses in the PUD.

3. 40-Scale Street Plan, Conveyance of Land, and Street Maintenance Agreements

- For the PUD Final Development Plan, the applicant should provide an updated 40-scale street and infrastructure plan that has the general dimensional layout and urban design character of the streets in the Quadrangle. 3.10
- The plan should be reviewed and approved by DOT, DPW, and CDD before submittal to the Planning Board. 3.11
- The schematic plan shall show roadways, existing and proposed curbs, sidewalks, and bicycle facilities and widths, pavement markings, traffic control devices, street trees, parking, general alignment of utilities, existing property lines, and proposed setbacks and easements. Key dimensions include maximum travel lane width (10-10.5 feet), minimum plowable width for bike lanes (7 feet), and Corridor and Neighborhood Main Street widths for sidewalks and separated bike lanes, as outlined in the Citywide Urban Design Guidelines for Cambridge. Healthpeak should work with DOT staff to identify opportunities where flexibility in minimum dimensions may be recommended to achieve connected networks during and after project construction. 3.12
- The schematic plan should show how transitions and temporary facilities on unreconstructed portions of streets work with the proposed plans.
- The Final Development Plan should propose a construction phasing plan (e.g., when streets will be reconstructed and a general framework for a maintenance agreement with the City (e.g., snow removal in bicycle facilities). 3.13
- As approved in the 40-scale plan, the Project will construct or reconstruct Quadrangle roadways including Fawcett Street, Moulton Street, Smith Place, Wilson Road extension, New Mooney Street, Smith Place extension, and Fawcett Street extension. The limits of work on public streets may need to be expanded or refined from what was presented in the Preliminary Development Plan. For example, a raised bicycle facility may need to be constructed on both sides of a street using public right of way—whether Healthpeak owns the abutting property or not—to avoid network gaps. 3.14
- DOT recommends that as the Project is built out over time, minor changes to the geometric elements of the 40-scale plan can be proposed by Healthpeak and reviewed and approved by DOT administratively. The Planning Board should 3.15

approve major changes that DOT believes significantly change the original plan concepts.

- DOT recommends the conveyance of Wilson Road between Fawcett Street and Moulton Street into the public right of way. Wilson Road is an important east-west collector, distributing trips and providing access to parcels, including those not owned by Healthpeak, within the Quadrangle. Street design and materials must conform to City standards to be accepted into the public right-of-way. 3.16
- DOT recommends that New Main Street function like a typical street with curbs and separation for users or like an actively managed, shared space that restricts access by passenger vehicle and limits deliveries at certain times. 3.17
- DOT recommends a 77-foot right-of-way for Adley Road, which is anticipated to connect to Spinelli Place as an extension of Wilson Road. 3.18
- DOT recommends more detailed working meetings with the City to refine the design of Smith Place. The layout constructed by Healthpeak should future-proof the implementation of further changes that advance the accessibility, safety, comfort, and connectivity of the walking and biking networks as additional properties along the street are redeveloped. 3.19

4. Project Mitigation and Phasing

The Project will have wide-ranging transportation impacts. To address exceedances of Planning Board transportation criteria and broader area impacts, the Final Development Plan should refine and build upon the Preliminary Development Plan, providing clear, actionable transportation mitigation commitments and timelines to effectively reduce Healthpeak's TIS-related impacts, which may include the following:

4.1 Realign and fully signalize the Concord Avenue/Smith Place intersection. Slightly more work is needed to describe this specific commitment and timeline. For example, DOT questions if the new traffic signal should be installed sooner rather than later in Project phases. The commitment should be more specific and concise (such as the signal equipment will include transit priority signal, Miovision, new crosswalks and pedestrian ramps, audible pedestrian signals, etc. 3.20

4.2 Upgrade signal equipment at Moulton Street intersection and others. The Final Development Plan should provide details and timeline. 3.21

4.3 Connection between Fawcett Street to the 55 Wheeler Street project "Mews." The Final Development Plan should describe this connection in more detail including design parameters, timeline, public pedestrian and bicycle access easement and maintenance (i.e., snow removal). 3.22

4.4 Construct or Upgrade MBTA and Alewife TMA shuttle bus stops. More work is needed on the specific locations, timelines, and verification that amenities such as benches and shelters will fit. 3.23

4.5 Multi-Use Path (Segment 1: Mooney Street area segment). DOT strongly supports extending the Belmont Path on the south side of the railroad tracks, adjacent to the "New Mooney Street" area. The Final Development Plan should clearly describe Healthpeak's commitments to the design, construction, and path maintenance, including timeline. DOT understands that the path will need MBTA approval and will work with Healthpeak. If such approval is not granted by MBTA, an alternate mitigation project of approximately equal impact should be agreed upon by the property owner and the City. 3.24

4.6 Multi-Use Path (Segment 2: Between Smith Place and future Pedestrian and Bicycle Bridge). The Final Development Plan should clearly describe Healthpeak's commitment to this path segment. If such approval is not granted by MBTA, an alternate mitigation project of approximate equal impact should be agreed upon by the property owner and the city. 3.25

4.7 Multi-use path (Segment 3: Between future Pedestrian and Bicycle Bridge and Alewife Brook Parkway). The Final Development Plan should clearly describe Healthpeak's commitment for this path segment. DOT recognizes that none of the land in this segment is owned by Healthpeak. A potential mitigation option could be funding for a study and design of this path segment. If such approval is not granted by MBTA, an alternate mitigation project of approximate equal impact should be agreed upon by the property owner and the city. 3.26

4.8 Concord Ave Corridor Design and Construction. The TIS proposes several changes along Concord Avenue, including dedicated left- and right-turn lanes from the Quadrangle streets onto Concord Avenue, refreshed crosswalk markings, and minor curbline adjustments near the Concord Avenue/Fawcett Street intersection. DOT appreciates VHB's work and believes additional study is needed, including mitigation of bus delay and unreliability caused by Project trips. As mitigation for the Healthpeak PUD, DOT recommends further advancement of the Concord Avenue Corridor Study, which may include developing additional alternatives, engaging with the public, and funding the 100% design and construction of the preferred improvements. As part of the Final Development Plan process, DOT can work with Healthpeak to establish an initial scope, timeline, and funding commitments. 3.27

4.9 Concord Ave./Blanchard Rd./Griswold St. Intersection. The TIS found that project-generated trips will increase congestion, delays, and queues at this intersection and did not provide other recommendations aside from signal 3.28

timing optimization. DOT is very concerned about the Project's impacts on this intersection. The Final Development Plan should further explore mitigation options and funding commitments, including up to a full redesign and reconstruction of this intersection.

4.10 Future proof pedestrian and possibly vehicle connection from Concord Avenue to Spinelli Place. The Final Development Plan should clarify Healthpeak's commitments on this topic. 3.29

4.11 Pedestrian and Bicycle connection to Rafferty Park. The Final Development Plan should clarify the specific location and type of connection, timeline, design details, and commitments for this connection. 3.30

4.12 Wheeler Street to Terminal Road connection. The TIS includes discussion of the longstanding "Terminal Road Connection" concept, which has been raised by the City and the public over many years. DOT appreciate VHB's work on this topic. DOT acknowledges that Healthpeak does not own any of the land needed for this connection. As part of the Final Development Plan, DOT recommends clarifying Healthpeak's commitments to further advance this connection, including any additional studies and potential funding needed to develop a final, feasible, and implementable plan. A connection for pedestrians, bicycles, and possibly vehicles could improve access and circulation for people living, working, and visiting the Quadrangle area and Healthpeak's buildings. 3.31

4.13 Rotary Improvements. The TIS found that Project-generated trips will increase congestion, delays, and queues at the Alewife Brook Parkway and Fresh Pond Parkway rotaries but did not provide recommendations. The Final Development Plan should explore potential mitigation measures to address these impacts. Because these are state-owned roadways, this analysis should also be incorporated into the MEPA Environmental Impact Review and coordinated with the state. Coordination with the state should also include planning for the future Alewife MBTA station and potential commuter rail station, as these projects will affect the Healthpeak PUD and vice versa. 3.32

5. Pedestrian and Bicycle Bridge

- The Final Development Plan should fully describe the Pedestrian and Bicycle Bridge commitments. In general, the bridge shall abide by the following parameters:
  - The pedestrian and bicycle bridge shall meet all zoning conditions. 3.33
  - The final design and location of the bridge shall be approved by the City and MBTA. 3.34

- The final plan should describe in detail the process by which Healthpeak will certify agreement with the MBTA on a final bridge location, design review process, and construction schedule. 3.35
- The bridge shall include at least one elevator on each end and accessible ramps, including convenient ramp turns for bicyclists to accommodate all typical bike types and other mobility devices. Paths of travel on the bridge structure should target a 10- to 15-foot corner radius. The location of the bridge must not preclude any future MBTA right-of-way or commuter rail expansion or station projects. 3.36
- A final agreement on the ownership and maintenance of the bridge shall be completed prior to the completion of the bridge. 3.37
- Healthpeak should work with Triangle property owners and the City to provide and maintain continuous, ADA-compliant public access for pedestrians and bicyclists between the bridge and the Alewife MBTA Station, using easy-to-access streets and sidewalks within the Triangle. Healthpeak should identify and secure all necessary approvals, easements, and permits from the City, private owners and any other jurisdictions, and execute access agreements with property owners as needed. 3.38

6. Residential TDM

The Final Development Plan should include a Residential Transportation Demand Management (TDM) plan approved by DOT. 3.39

7. Electric Vehicle (EV) Charging Network

- DOT recommends that twenty-five percent of the parking spaces at the project shall have dual-head Level 2 chargers and install conduit and /or wiring to support the future installation of additional Level 2 chargers to serve the remainder of the parking space and ensure sufficient capacity in electrical panel and transformer to support future installation of chargers for all parking spaces. 3.40
- Healthpeak should show on the Final Development Plan the approximate location where publicly accessible Level 2 (e.g., 4 sets of heads, 8 ports) and Level 3 (e.g. 2 heads, 4 ports) charging stations would be located. They can be in parking garages and/or on-street spaces, particularly near retail or other land uses with short-term parking. Details can be worked out later in the design review process, but Healthpeak should account for electrical needs when it considers the approximate location of these publicly accessible charging stations, especially for charging stations located on sidewalks. 3.41
- The Final Development Plan should include commitments for infrastructure in the sidewalk for EV stations, such as conduits for electrical wires under the sidewalk for new or reconstructed sidewalks. 3.42

- Healthpeak should regularly track use of the EV charging stations and increase the number of installed stations to meet/slightly exceed demand such that there is always available capacity for EV charging as the number of EVs expands. 3.43

8. **Truck Routes, Loading Dock Management and Operations Plan, and Wayfinding Plans**
   - A truck route and signage plan should be included in the Final Development Plan and/or as part of the construction management plan and/or loading dock and operations plan for each building, approved by DOT prior to the issuance of a Certificate of Occupancy for each new building. 3.44
   - The PTDM Plan will include a Wayfinding Plan, including signs for the bridge that directs users between the bridge and Alewife MBTA station, including decision points and alternative routes.

Other Comments on Special Permit Requests

- The Applicant is seeking a Special Permit to allow more than a 30-foot curb cut length for loading zones. If needed for a functional loading zone, DOT may be supportive of longer than 30 feet curb cut but we believe this should be addressed administratively through the design review process for each building and not a blanket approval in the PUD. 3.45
- The Applicant is seeking a Special Permit for curb cut location and design for two buildings that are closer than 100 feet from an intersection. DOT may be fine with this, but, like our comment above, we believe this should be addressed administratively through the design review process for each building and not a blanket approval in the PUD. 3.46
- The Applicant is seeking principal use parking for all non-residential parking garages and accessory parking for all residential garages. As stated above in the Automotive Parking Section, DOT recommends that The Final Development Plan should include more details about the anticipated use of these garages as principal use parking facilities, and clarify how a portion of the "accessory residential parking spaces" will be shared with non-residential uses in the PUD. 3.47

Planning Board Criteria Summary

The Project has been evaluated within the context of the Planning Board Criteria (the "Criteria") to determine whether the Project has any potential adverse transportation impacts. Exceeding one or more of the Criteria is indicative of a potentially adverse impact on the City's transportation network. However, the Planning Board will consider mitigation efforts, their anticipated effectiveness, and other information that identifies a reduction in adverse transportation impacts.

The Criteria consider the Project's vehicular trip generation, impact to intersection level of service and vehicle queuing, as well as increase of traffic volume on residential streets. In addition, the Criteria consider walking and bicycling conditions. The Planning Board Criteria Performance Summary is presented below; further discussion of the Criteria set forth by the Planning Board is presented in the last section of this TIS report.

The Project has an estimated 107 exceedances out of 363 total data entries.

- 3 exceedances pertain to Project trip generation, see Table Criteria A-1.
- 20 exceedances pertain to vehicle Level of Service ("LOS"), see Table Criteria B-2.
- 20 pertain to traffic on residential streets, see Table Criteria C-2.
- 13 pertain to vehicular queues, see Table Criteria D-2.
- 51 pertain to pedestrian LOS, see Table Criteria E-1.

PROJECT	
Project Name:	Healthpeak PUD Special Permit
Project Address:	Multiple Addresses Cambridge, MA 02138
Owner/Developer:	Healthpeak OP, LLC
Contact Person:	Rylan Squirrell
Contact Address:	1900 Main Street Suite 500 Irvine, CA 92614
Contact Phone Number:	(949) 407-0700

SIZE	
ITE sq. ft.:	4,825,000 GFA
Land Use Type:	Mixed Use Development – Residential, Technical Office/Lab, General Office, and Retail/Neighborhood Uses

PARKING		
Existing Parking Spaces:	1,290 surface parking spaces (639 to be removed, 651 to be maintained)	Building Use: Office + Industrial
Proposed Parking Spaces:	4,578 parking spaces (including 651 existing maintained)	Building Use: Residential, General Office, Technical Office/Lab + Retail/Neighborhood Use
Net New Parking Spaces:	3,288 spaces	*(compared to existing)*

TRIP GENERATION	Morning Peak Hour	Evening Peak Hour
Vehicle (*Net-New)*	1,538	1,583
Transit	883	945
Walk	299	347
Bicycle	224	226
Micromobility	17	18
Telecommuting	953	926

MODE SPLIT (Share of Person Trips)	Residential Use	Technical Office/ General Office Use	Retail/Neighborhood Use
SOV	31.8%	40.0%	30.0%
HOV	4.7%	4.4%	7.2%
Transit	29.2%	17.8%	28.9%
Walk	8.5%	6.3%	25.1%
Bike	3.8%	6.3%	6.4%
Micromobility	0.5%	0.4%	0.5%
Telecommuting	21.5%	24.8%	1.8%

TRANSPORTATION CONSULTANT	
Company Name:	VHB
Contact Name:	Selma Mandzo-Preldzic, PE
Contact Phone Number:	617-607-2943
Date of Building Permit Approval:	TBD

Planning Board Criteria

Total Data Entries = 363 Total Number of Criteria Exceedances = 107

Criteria A – Project Vehicle Trip Generation

Period	Criteria (trips)	Build (trips)	Exceeds Criterion?
Weekday Daily	2,000	15,732	Yes
Weekday Morning Peak Hour	240	1,538	Yes
Weekday Evening Peak Hour	240	1,583	Yes

Criteria B – Vehicular LOS

Intersection	Morning Peak Hour				Evening Peak Hour			
	Existing Condition	Build Condition	Traffic Increase	Exceeds Criterion?	Existing Condition	Build Condition	Traffic Increase	Exceeds Criterion?
Concord Avenue at Blanchard Road/ Griswold Street	F	F	42%	Yes	E	F	48%	Yes
Concord Avenue at Spinelli Place*	B	D	n/a	No	A	C	n/a	No
Concord Avenue at Smith Place*	A	E	n/a	Yes	A	E	n/a	Yes
Concord Avenue at Moulton Street	A	B	n/a	No	B	C	n/a	Yes
Concord Avenue at Fawcett Street	B	F	n/a	Yes	B	F	n/a	Yes
Concord Avenue at Wheeler Street*	A	B	n/a	No	A	B	n/a	No
Concord Avenue at Alewife Brook Parkway*	F	F	23%	Yes	F	F	26%	Yes
Concord Avenue at Fresh Pond Parkway*	F	F	9%	Yes	F	F	11%	Yes
Concord Avenue at Walden Street	C	C	n/a	No	C	C	n/a	No
Concord Avenue at Huron Avenue	E	E	7%	No	D	E	7%	Yes
Concord Avenue at Garden Street	C	C	n/a	No	C	D	n/a	No
Fresh Pond Parkway at Huron Avenue	F	F	4%	No	F	F	4%	No
Alewife Brook Parkway at Terminal Road/ Fresh Pond Mall	B	E	n/a	Yes	B	B	n/a	No
Alewife Brook Parkway at Rindge Avenue	E	F	16%	Yes	F	F	15%	Yes
Alewife Brook Parkway at Cambridgepark Dr	D	E	14%	Yes	E	F	13%	Yes
Alewife Brook Parkway at Concord Turnpike (Route 2)	E	E	8%	Yes	D	E	8%	Yes
Massachusetts Avenue at Alewife Brook Parkway	F	F	6%	Yes	F	F	5%	No
Rindge Avenue at Sherman Street	C	C	n/a	No	C	C	n/a	No
Garden Street at Walden Street	D	D	0%	No	C	C	n/a	No
Garden Street at Sherman Street at Huron Avenue	E	E	1%	No	D	D	1%	No

Criteria C – Traffic on Residential Streets

			Morning Peak Hour			Evening Peak Hour		
Roadway	Segment	Amount of Residential	Existing[1]	Increase[2]	Exceeds Criterion?	Existing[1]	Increase[2]	Exceeds Criterion?
Concord Avenue	Hamilton Road to Blanchard Road/Griswold Street	1/2 or more	516	140	Yes	500	160	Yes
	Fayerweather Street to Walden Street	1/2 or more	935	105	Yes	980	120	Yes
	Walden Street to Appleton Street	1/2 or more	865	100	Yes	945	115	Yes
	Chauncy Street to Garden Street	>1/3 but <1/2	915	85	Yes	845	100	Yes
Blanchard Road	Merrill Avenue to Concord Avenue	1/2 or more	915	370	Yes	875	410	Yes
Griswold Street	Concord Avenue to Sunset Road	1/2 or more	47	0	No	39	0	No
Walden Street	Sherman Street to Garden Street	1/2 or more	795	5	No	896	5	No
	Garden Street to Fayerweather Street	1/2 or more	590	5	No	635	5	No
	Copley Street to Concord Avenue	1/2 or more	620	5	No	725	5	No
	Concord Avenue to Saville Street	1/2 or more	530	0	No	530	0	No
Huron Avenue	Cutler Ave to Garden Street/Sherman Street	1/2 or more	335	5	No	422	5	No
	Garden Street/Sherman Street to Daniel R Tierney Street	1/2 or more	555	5	No	695	5	No
	Fresh Pond Parkway to Larch Road	>1/3 but <1/2	690	0	No	750	0	No
	Larchwood Drive to Fresh Pond Parkway	1/2 or more	840	15	No	887	15	No
Garden Street	Ivy Street to Walden Street	1/2 or more	495	0	No	460	0	No
	Walden Street to Stearns Street	1/2 or more	280	0	No	161	0	No
	Winslow Street to Huron Avenue	1/2 or more	231	0	No	130	0	No
	Huron Avenue to Gray Gardens	1/2 or more	350	0	No	150	0	No
Rindge Avenue	Alewife Brook Parkway to Clifton Street	>1/3 but <1/2	730	80	Yes	780	80	Yes
	Clay Street to Sherman Street	1/2 or more	675	80	Yes	595	80	Yes
	Sherman Street to Reed Street/ Sargent Street	1/2 or more	710	70	Yes	460	65	Yes
Fresh Pond Parkway	Larch Road to Huron Avenue	1/2 or more	1,705	90	Yes	1,695	100	Yes
	Huron Avenue to Fresh Pond Lane	1/2 or more	1,615	75	Yes	1,572	85	Yes
Sherman Street	Rindge Avenue to Pemberton Street	1/2 or more	645	10	No	435	15	No
	Winslow Street to Huron Avenue	1/2 or more	351	0	No	377	0	No

1 Where driveways/on-street parking created a segment inflow/outflow volume imbalance, an average was calculated per direction and added.

2 Net new project trips after trip credits are applied.

Criteria D – Length of Vehicle Queues at Signalized Intersections

		Morning Peak Hour			Evening Peak Hour		
Intersection	Lane Group	Existing Condition	Build Condition	Exceeds Criterion?	Existing Condition	Build Condition	Exceeds Criterion?
Concord Avenue at Blanchard Road/ Griswold Street	Concord Avenue EB L/T	9	15	No	4	7	No
	Concord Avenue EB T/R	6	14	No	4	7	No
	Concord Avenue WB L	6	13	No	8	20	Yes
	Concord Avenue WB T	5	8	No	6	11	No
	Concord Avenue WB R	3	4	No	5	24	Yes
	Blanchard Road NB L/T	12	12	No	10	12	No
	Blanchard Road NB R	0	0	No	0	0	No
	Blanchard Road SEB L/T/R	26	49	Yes	12	18	No
Concord Avenue at Moulton Street	Concord Avenue EB L/T	3	31	Yes	2	6	No
	Concord Avenue EB T/R	3	31	Yes	2	6	No
	Concord Avenue WB L/T/R	4	8	No	4	14	No
	Driveway NB L/T/R	0	0	No	1	1	No
	Moulton Street SB L/T/R	1	3	No	3	5	No
Concord Avenue at Fawcett Street	Concord Avenue EB L/T	3	8	No	3	6	No
	Concord Avenue EB T	3	8	No	3	6	No
	Concord Avenue WB T/R	7	24	Yes	5	11	No
	Fawcett Street SB L/R	3	9	No	3	26	Yes
Concord Avenue at Walden Street	Concord Avenue EB L	1	1	No	3	3	No
	Concord Avenue EB T/R	10	11	No	11	15	No
	Concord Avenue WB L/T/R	7	9	No	10	11	No
	Walden Street NB L/T/R	6	6	No	7	7	No
	Walden Street SB L/T/R	11	11	No	8	8	No
Concord Avenue at Huron Avenue	Concord Avenue EB L/T/R	7	9	No	9	14	No
	Concord Avenue WB L/T/R	10	11	No	12	13	No
	Huron Avenue NB L/T/R	11	12	No	8	9	No
	Huron Avenue SB L/T/R	8	8	No	9	9	No
Concord Avenue at Garden Street	Concord Avenue SEB T	12	12	No	9	9	No
	Garden Street NB L/T	10	12	No	12	13	No
	Garden Street SB T	5	5	No	5	5	No
Fresh Pond Parkway at Huron Avenue	Huron Avenue EB L	2	2	No	2	2	No
	Huron Avenue EB T/R	29	30	No	18	18	No
	Huron Avenue WB L	0	0	No	1	1	No
	Huron Avenue WB T/R	6	6	No	8	8	No
	Fresh Pond Parkway NB L/T	11	12	No	11	12	No
	Fresh Pond Parkway NB T/R	11	12	No	11	12	No
	Fresh Pond Parkway SB L/T	16	17	No	14	16	No
	Fresh Pond Parkway SB T/R	16	17	No	13	15	No
Alewife Brook Parkway at Terminal Road/	Terminal Road EB R	0	0	No	2	3	No
	Fresh Pond Mall Driveway WB R	1	2	No	7	10	No

Fresh Pond Mall	Alewife Brook Parkway NB T	10	26	Yes	12	19	Yes
	Alewife Brook Parkway NB R	0	0	No	0	1	No
	Alewife Brook Parkway SB T	10	13	No	19	25	No
	Alewife Brook Parkway SB R	0	1	No	1	1	No
Alewife Brook Parkway at Rindge Avenue	Rindge Avenue WB L	6	9	No	3	4	No
	Rindge Avenue WB R	16	16	No	16	16	No
	Alewife Brook Parkway NB T/R	42	70	Yes	32	45	Yes
	Alewife Brook Parkway SB T	10	10	No	10	10	No
Alewife Brook Parkway at Cambridgepark Drive	Cambridgepark Drive EB L	2	2	No	2	2	No
	Alewife Brook Parkway NB L	5	5	No	4	3	No
	Alewife Brook Parkway NB T	5	5	No	5	6	No
	Alewife Brook Parkway SB T	20	27	Yes	33	44	Yes
Alewife Brook Parkway (ABP) at Concord Turnpike (Route 2)	Route 2 (Signal 16b) EB L	44	43	No	100+	100+	No
	Route 2 (Signal 16d) EB T	34	39	No	100+	100+	No
	Alewife Station Ramp (16c) WBT	3	3	No	6	5	No
	Alewife Station Ramp (16c) WBR	2	2	No	3	2	No
	ABP (Signal 16b) NB T	18	13	No	28	26	No
	ABP (Signal 16c) NB T	2	3	No	3	3	No
	ABP (Signal 16b) SB T	5	7	No	4	5	No
	ABP (Signal 16a) SB R	20	20	No	17	14	No
Massachusetts Avenue at Alewife Brook Parkway	Massachusetts Avenue EB L/T	11	11	No	6	6	No
	Massachusetts Avenue EB T	11	11	No	8	9	No
	Massachusetts Avenue EB R	6	6	No	4	5	No
	Massachusetts Avenue WB L	11	13	No	13	14	No
	Massachusetts Avenue WB L/T	10	12	No	14	14	No
	Massachusetts Avenue WB T/R	6	6	No	11	11	No
	Alewife Brook Parkway NB L	3	4	No	3	3	No
	Alewife Brook Parkway NB T	10	11	No	23	27	No
	Alewife Brook Parkway NB T/R	10	11	No	23	27	No
	Alewife Brook Parkway SB L	2	2	No	3	3	No
	Alewife Brook Parkway SB T	31	31	No	31	31	No
	Alewife Brook Parkway SB T/R	1	1	No	30	30	No
Rindge Avenue at Sherman Street	Rindge Avenue EB T/R	1	1	No	2	2	No
	Rindge Avenue WB L/T	8	10	No	6	7	No
	Sherman Street NB L/R	4	4	No	8	8	No
Garden Street at Walden Street	Garden Street EB L/T/R	5	5	No	6	6	No
	Garden Street WB L/T/R	1	1	No	1	1	No
	Walden Street NB L/T/R	3	3	No	7	7	No
	Walden Street SB L/T/R	12	12	No	8	8	No
Garden Street at Sherman Street at Huron Avenue	Garden Street EB L/T/R	9	9	No	3	3	No
	Huron Avenue NB L/T/R	6	6	No	12	12	No
	Huron Avenue SB L/T/R	10	11	No	8	8	No
	Sherman Street SEB L/T/R	11	11	No	4	4	No

Criteria E-1 Study Area Intersections PLOS Summary

Intersection	Crosswalk	Morning Peak Hour			Evening Peak Hour		
		Existing Condition	Build Condition	Exceeds Criterion?	Existing Condition	Build Condition	Exceeds Criterion?
Concord Avenue at Blanchard Road/ Griswold Street	East	F	F	Yes	E	E	Yes
	West	F	F	Yes	E	E	Yes
	North	F	F	Yes	E	E	Yes
	South	F	F	Yes	E	E	Yes
Concord Avenue at Spinelli Place	East	D	F	Yes	F	F	Yes
	North	A	A	No	A	A	No
Concord Avenue at Smith Place	West	F	D	No	E	D	No
	North	A	D	Yes	A	D	Yes
Concord Avenue at Moulton Street	East	D	D	No	D	D	No
	North	D	D	No	D	D	No
Concord Avenue at Fawcett Street	West	D	D	No	D	D	No
	North	D	D	No	D	D	No
Concord Avenue at Wheeler Street	West	E	F	Yes	E	F	Yes
	North	A	A	No	A	A	No
Concord Avenue at Walden Street	East	C	C	No	C	C	No
	West	C	C	No	C	C	No
	North	B	B	No	B	B	No
	South	B	B	No	B	B	No
Concord Avenue at Huron Avenue	East	C	C	No	C	C	No
	West	C	C	No	C	C	No
	North	B	B	No	B	B	No
	South	B	B	No	B	B	No
Concord Avenue at Garden Street	Northwest	B	B	No	B	B	No
	South	D	D	No	D	D	No
Fresh Pond Parkway at Huron Avenue	East	E	E	Yes	E	E	Yes
	West	E	E	Yes	E	E	Yes
	North	E	E	Yes	E	E	Yes
	South	E	E	Yes	E	E	Yes
Alewife Brook Parkway at Terminal Road/Fresh Pond Mall	East	E	E	Yes	F	F	Yes
	West	E	E	Yes	F	F	Yes
	North	D	D	No	E	E	Yes
Alewife Brook Parkway at Rindge Avenue	East	E	E	Yes	E	E	Yes
	South	E	E	Yes	E	E	Yes
Alewife Brook Parkway at Concord Turnpike (Route 2)	East	E	E	Yes	E	E	Yes
Massachusetts Avenue at Alewife Brook Parkway	East	F	F	Yes	F	F	Yes
	West	F	F	Yes	F	F	Yes
	North	F	F	Yes	F	F	Yes
	South	F	F	Yes	F	F	Yes
Rindge Avenue at Sherman Street	East	D	D	No	D	D	No

Criteria E-1 Study Area Intersections PLOS Summary

Intersection	Crosswalk	Morning Peak Hour			Evening Peak Hour		
		Existing Condition	Build Condition	Exceeds Criterion?	Existing Condition	Build Condition	Exceeds Criterion?
	North	D	D	No	D	D	No
Garden Street at Walden Street	East	C	C	No	C	C	No
	West	C	C	No	C	C	No
	North	C	C	No	C	C	No
	South	C	C	No	C	C	No
Garden Street at Sherman Street at Huron Avenue	East	F	F	Yes	E	E	Yes
	West	F	F	Yes	E	E	Yes
	North	F	F	Yes	E	E	Yes
	Northwest	F	F	Yes	E	E	Yes
	South	F	F	Yes	E	E	Yes

Criteria E-2 – Pedestrian and Bicycle Facilities

Adjacent Street	Link (between)	Sidewalk or Walkway Present?	Exceeds Criteria?	Bicycle Facilities or Rights of Way Present?	Exceeds Criteria?
Concord Ave	Blanchard Road to Smith Place	Yes	No	Yes	No
	Smith Place to Moulton Street	Yes	No	Yes	No
	Moulton Street to Fawcett Street	Yes	No	Yes	No
	Fawcett Street to Wheeler Street	Yes	No	Yes	No