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 of Mooney Park
Healthpeak PUD Master Plan | Cambridge, MA

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

Figure 2.9a: Site Aerial NW

Healthpeak PUD Master Plan | Cambridge, MA

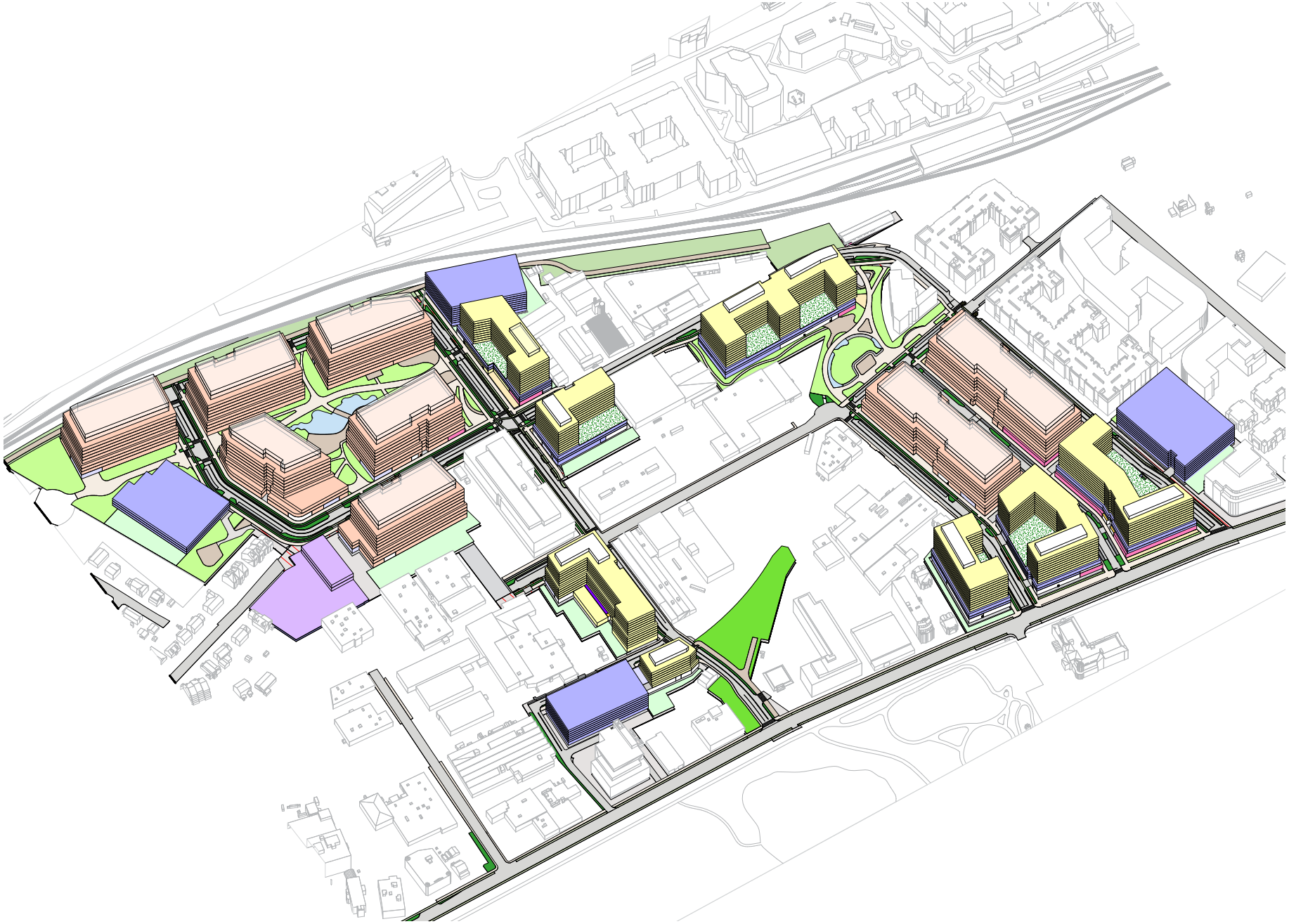

Figure 2.9b: Site Aerial NE

Healthpeak PUD Master Plan | Cambridge, MA

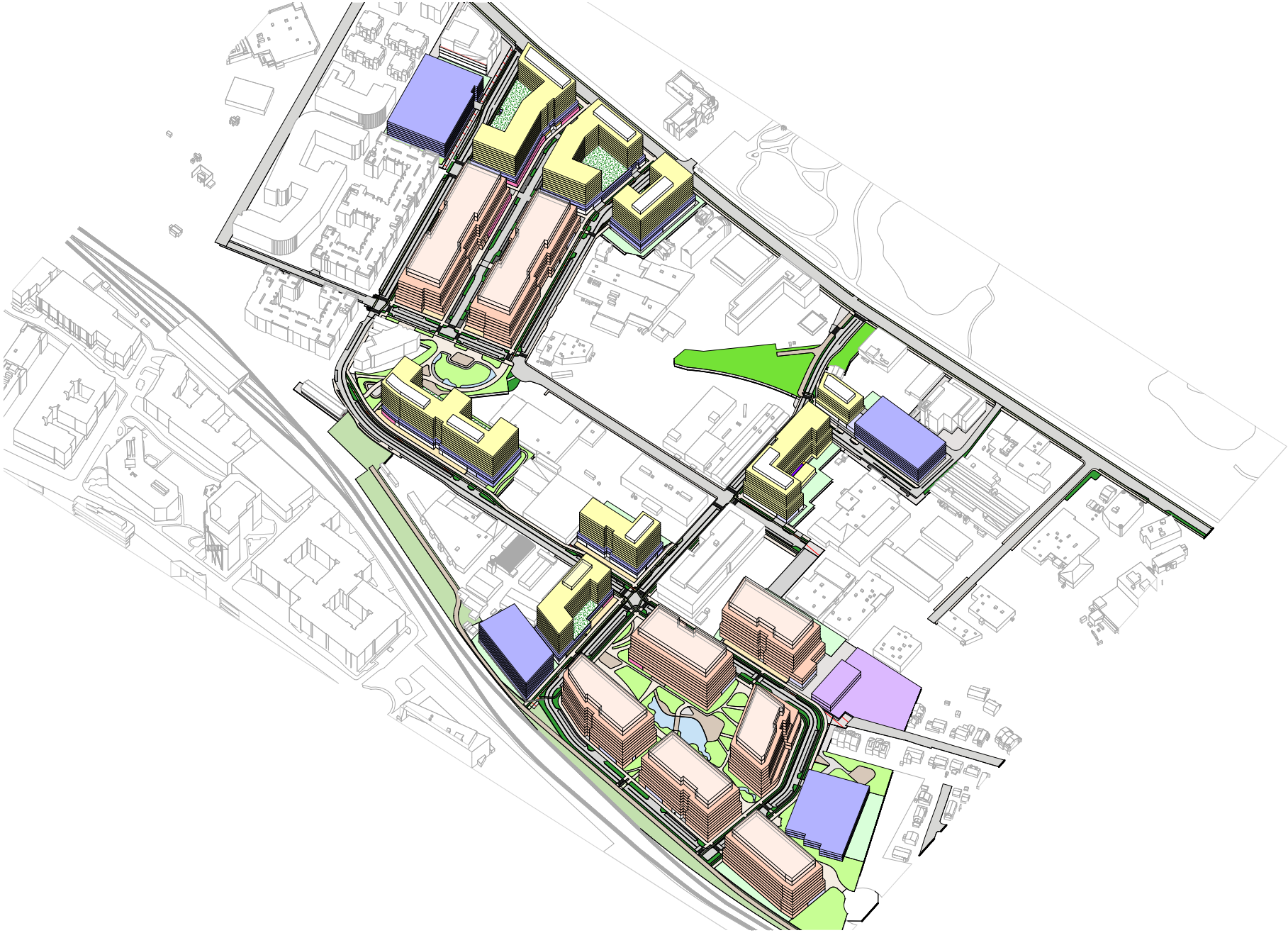

Figure 2.9c: Site Aerial SE

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 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:

10.43.a—Requirements of the Ordinance Will be Met

The Project described in this Preliminary 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 parks, plazas, and pocket parks will enhance the amenity value of surrounding uses; and
- **Active Ground Floors:** Retail and neighborhood services at ground level 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 space, with tree-lined streets, 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 spaces 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, 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 and 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 9,400 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 and Office-1 districts (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 as principal uses, for which the Applicant is seeking a Special Permit, pursuant to Section 20.1100.4.3.1 and in accordance with Section 20.1100.5.5.4 of the CZO. 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. 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, consistent with the neighborhood uses listed in Section 20.1100.4.4.2, which the Applicant is preserving.

20.1100.5—Development Standards[1]

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 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 4,825,140 SF of aggregate GFA (before application of specifically permitted exemptions) as listed in **Table 3-1**.

Table 3-1 Aggregate Project GFA[2]

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	171,000
R2	386,000
R3	364,000
R4	325,000
R5	211,000
R6	52,000
R7	302,000
R8	220,000
E1	84,500
E2	4,500
E3	109,000
Future DPW Office	50,000
Total	4,825,140

1 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.

2 Inclusive of Technical Office, General Office, Residential, and Retail/Neighborhood Use program.

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 50,000 SF of public infrastructure and facilities (i.e. the DPW Yard 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 84,500 SF of GFA. The Applicant intends to preserve this medical office use 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. 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 50,000 SF of GFA (subject to final confirmation, as noted below) of public infrastructure and facilities related to the DPW Yard Project. For purposes of this exemption, the Applicant has conservatively assumed that DPW will construct a two (2) story rectangular 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 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 as principal 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 226,599

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 226,599 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 356,130 SF of GFA (i.e., (226,599+ 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 5,046,770 SF of GFA.

The Project contains multifamily use GFA totaling approximately 1,985,000 SF, which equals 43% 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 1.40 and a total Project FAR of approximately 2.46.

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 53,248 SF (1.22± acres), the total land area of the Development Parcel is 1,877,359 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, and recreational amenities. Sections 20.1100.5.1 and Section 20.1100.5.4.2(b) require that the Project contain a minimum of 7.3 acres (approximately 317,338 SF) 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 (600,257 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.

Section 20.1100.5.4.3 requires that the Project contain a minimum of 396,673 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 491,792 SF of Permeable Area, which equals 31% 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[3], P2 and P3 have a front yard setback between zero and five feet, in compliance with the Build-to Zone requirements. Building P4 requires a modification 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 also requires a modification from the 70% requirement as further set forth in subsection (e) below.

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 and R8 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.

(b) Minimum Ground Story Height (20.1100.5.5.3)

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.

(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.

(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 a parking or loading areas. Pedestrian crossings of vehicular ways will conform with City standards.
- **Fences.** Buildings presented for design review will comply with the fencing

3 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.

requirements of Section 20.1100.5.5.6 of the CZO.

- **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. 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, 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. Refer to **Volume II, Figure 2A.3a** for the proposed tree plan (Proposed Overall Tree Plan).

(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:

- **Build-To Zone Modifications.** As shown on **Volume II, Figure 1L.23a**, Building P4 does not have frontage on a public way and therefore 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, the Building, as designed, furthers the AOD-Q Principle of promoting a mixed-use environment.
- **Curb Cut Modifications.** 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 and R4. Building R1 is within 92 feet of an intersection, and Building R4 is within 69 feet of an 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 the 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.

- **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 and R8. 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, and north of the sliver parcel is land which the Applicant proposes to develop as a 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.

  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. 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. Buildings P4/R7, R7 and R8 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.

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

As indicated in the TIS attached as Appendix A and certified by the City's DOT on January 20, 2026, the Project will comply fully with the parking requirements of the AOD-Q. The total parking for the Project will contain approximately 4,578 parking spaces, much lower that the zoning maximum of 4,897 spaces. A shared parking analysis was conducted to understand the Project's ability to share new parking spaces and possibly reduce the overall number of physical spaces built. The proposed parking supply is intended to satisfy at a minimum the peak (noon time) shared parking demand for the Project of 4,578 spaces. Of this total number, 3,927 spaces are new development related, while 651 spaces are existing to be replaced.

As a result, the Project complies with the maximum parking limitations of Section 20.1100.6.2. Four parking structures, P1, P2, P3 and P4, will be principal parking use structures, for which the Applicant requests the Planning Board's approval of a Special Permit in accordance with Section 20.1100.6.3

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 (c) 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 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 4,578 spaces is sufficient to meet the peak shared parking period for the proposed Project, much lower than the maximum zoning total number of 4,897 spaces.

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

LAND USE	DEVELOPMENT PROGRAM	MAX. ZONING RATIO	MAX. # OF SPACES
General Office	1,260,500 SF	1.1 per 1,000 SF	1,387
DPW Office[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)

Proposed Parking Supply

The Project currently assumes a total parking supply of 4,578 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 4,578 spaces. Of this total number, 3,288 spaces are net-new spaces, 651 reflect existing spaces that would be preserved and relocated from surface lots into structured parking, and 639 would replace spaces that have been removed from the Development Parcel.

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**).

1 DPW Yard—Includes approximately 20,000 SF of general office use and 30,000 SF of storage space in connection with the DPW Yard 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).

Table 3-3 Proposed Project Parking Supply

PARCEL	PARKING SPACES	NOTES
P1 Garage	620	
P2 Garage	859	
R1 Residential Building	160	
R8 Residential Building	165	
DPW Lot	20	Existing to remain as surface lot
P4 Garage	630	
P3 Garage	996	
R2 Residential Building	330	
R3 Residential Building	320	
R4 Residential Building	300	
R5 Residential Building	170	
E2 Existing Retail	8	Existing to remain as surface lot
	4,578	

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

The Final Development Plan will specify the loading facilities serving each building within the Project in accordance with Section 20.1100.6.

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. Following substantial completion of the Proposed Bridge, it is intended that the City will assume ownership, operation and maintenance obligations for the Proposed Bridge. 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.

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), the 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 transportation demand management ("TDM") actions to reduce single occupancy vehicle ("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 Plan 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 **Section 2.2 of Volume II** 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 all 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 Rail Spur 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 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 multiuse 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; and
- **New Mooney Street:** will be reimagined with a City-envisioned, multiuse path on its north side. This path plays a key role in the long-term vision to connect the Highland neighborhood to the Eversource power station.
- **Adley Road:** is anticipated to facilitate long-term connections and build out the street grid.

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, 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 Cambridge'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 Special 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.7** (Open Space Activation) and **1E.8a-e** (Open Space Conceptual Programming). As the Project area continues to evolve, new publicly beneficial open spaces 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, Alewife'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 Park', 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.

- 'Rail Spur 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. Rail Spur 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 Applicant shall make a Housing Contribution, in accordance with Section 11.202 of the CZO. 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.

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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. Refer to **Appendix H** for a preliminary 40-scale roadway plan set.

- **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 10-foot sidewalks, 5-foot landscape/furnishing zones, 5-foot separated bike lanes with additional 2- to 3-foot buffers, and 11-foot travel lanes with pockets for 8-foot on-street parking

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

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 10-foot sidewalk, 5-foot landscape/furnishing zone, 5-foot separated bike lane with additional 4-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 an 8-foot sidewalk, 5-foot street-level bike lane with additional 3-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 10-foot sidewalks, 5-foot landscape/furnishing zones, 5-foot separated bike lanes with additional buffers (4 feet adjacent to on-street parking and 3 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 10-foot sidewalks, 5-foot landscape zones, 5-foot separated bike lanes with additional 3- to 4-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 (between Concord Ave and Fawcett Street)**—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 provides 10-foot sidewalks, 5-foot landscape zones, 5-foot separated bike lanes with additional 3- to 4-foot buffers (where possible) and 11-foot travel lanes with pockets for 8-foot on-street parking spaces in certain locations. Opportunities for on-street parking are limited on Smith Place. A segment of Smith Place (closer to Concord Avenue) is proposing a 14-foot multiuse path in lieu of sidewalks and separated bike lanes.
- **Smith Place Extension (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 10-foot sidewalks, 5-foot landscape/furnishing zones, 5-foot separated bike lanes with additional buffers (4 feet adjacent to on-street parking and 3 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 10-foot sidewalks, 5-foot landscape/furnishing zones, 5-foot separated bike lanes with additional buffers (4 feet adjacent to on-street parking and 3 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 foot 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 Park. This newly created publicly beneficial open space will be a lasting, inclusive, and adaptable landscape responsive to evolving campus needs and rooted in environmental management. As currently designed, New Mooney Street includes a 10-foot sidewalk, 5-foot landscape/furnishing/buffer zone and 8-foot on-street parking zone on the south side. Two 11-foot travel lanes are also proposed. As further described in **Volume I, Section 2.2**, New Mooney Street will be reimagined with a City-envisioned multiuse path on its north side. This path plays a key role in the City's long-term vision to connect the Cambridge Highland neighborhood to the Eversource power station.
- **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 10-foot sidewalks, 5-foot landscape/furnishing zones, 5-foot separated bike lanes with additional buffers (4 feet adjacent to on-street parking and 3 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.

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 spaces.

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, 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% Long-Term Flood Elevation). 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 the Fawcett 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's 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 spaces. These facades are intentionally designed to frame and enhance the experience of the surrounding community areas, creating a sense of enclosure and comfort.

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, we see 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, we are 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, we are 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.

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 spaces 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 opens 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. Rail Spur 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 Park 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.

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, small green spaces, tree-lined streets, and walking paths that support both quiet relaxation and active use. By planting native and adaptable species, the design helps support local wildlife like birds and pollinators while also making the neighborhood more beautiful year-round. Trees and greenery will provide shade in the summer, improve comfort in all seasons, and help manage stormwater to reduce flooding. 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 roof tops to minimize the 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 the 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 Park, centrally located between Buildings C2, C3, C4, and C6, is conceived as a contemplative landscape and community gathering place. Meandering paths guide visitors through a richly planted environment, punctuated by intimate pocket park connections along the edges. A central pond forms a serene focal point, with an adjacent deck offering clusters of seating and space for informal gatherings along the water's edge. A flexible multiuse lawn supports day-to-day enjoyment and programmed events, such as picnics or outdoor performances. A surrounding tree canopy creates a sense of permanence, offering dappled light and reinforcing the park's character as a sanctuary within the Development Parcel.

Bend Park, located at the threshold between the Proposed Bridge and the linear greenway, serves as both a gateway and a destination. This space anchors the Proposed Bridge within the public realm, creating a graceful transition from the built environment to the open space network and beyond. Designed for children playing, gathering, and relaxing,

the park will feature walking paths, seating areas, bioswales, and native plantings. Its design encourages activation and community life by drawing residents, workers, and visitors together, with pathways radiating to nearby streets and open spaces.

South Smith Park is envisioned as a central green along the Development Parcel's linear green spine—an active, multiuse space that integrates recreation, relaxation, and environmental benefit. A spacious lawn offers room for play, informal gatherings, and neighborhood-scale events, while a system of walking paths promotes connectivity and everyday use. This park will begin the connection from Fresh Pond to the MBTA Alewife train station and Alewife Brook Reservation, serving as both a neighborhood amenity and a key component of the district's larger open space network.

Rail Spur Park, also part of the linear green spine, offers a dynamic, inclusive space designed to meet the needs of all users. A generous lawn supports informal recreation, while curving paths offer movement and connection across the Development Parcel. Naturalized planting zones enhance the park's ecological function and visual identity, supporting biodiversity and stormwater management. Nearby open play areas and shaded seating will offer inviting spaces for residents, workers, visitors, and neighbors to relax and connect.

While each of these parks 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 park. 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.

Bend Plaza, the northern end of diagonal park of train spur, is the Project's most iconic and highly visible public realm space. It is located at the end of New Main Street and naturally leads the public from Concord Avenue and Fresh Pond through the vibrant spine of the Development Parcel. Bend Plaza serves as the landing point for the Proposed Bridge connecting to the Alewife Triangle. This vibrant civic space is designed as a welcoming gateway into the Alewife District and sets the tone for the transformation of the surrounding area. Informed by community aspirations, Bend Plaza is envisioned as a lively and multifunctional destination that balances play, relaxation, and social connection. Flexible in design and programming, the plaza supports a range of activities from casual gatherings to community events through a mix of open seating, playful elements, and shaded areas. Welcoming visitors with a beautiful central water feature, the new plaza is designed to be a vibrant gathering place for all. Children can enjoy a dedicated play area full of fun and imagination, while an open lawn offers a flexible space for neighbors to relax, connect, or celebrate whether it is a casual afternoon picnic or a community event. At the center, the interactive water feature will provide a refreshing spot to cool off during the summer, while also helping manage stormwater in a sustainable, eco-friendly way. Anchored by food trucks, activity, and pedestrian-focused design, Bend Plaza will serve as a dynamic hub and anchor for New Main Street. It embodies the district's core principles of community, connectivity, sustainability, and resilience, while drawing residents and visitors into and through the Development Parcel.

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 parks and plazas that support diverse and varied uses.