

FINAL DEVELOPMENT PLAN

Volume II

Healthpeak PUD Master Plan
Cambridge, Massachusetts

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1.

Planned Unit
Development Requirements

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1. Planned Unit Development Requirements

This Section sets forth the PUD requirements for the AOD-Q District. It provides a detailed framework for site organization, development program, building massing, parking and loading, connectivity, open space, ground floor activation, housing, phasing, sustainability, resiliency, transportation and environmental comfort impacts, and architectural character. The intent is to ensure that the Project proceeds in a manner that is consistent with regulatory requirements, responsive to community needs, and aligned with the City's long-term planning objectives. At a minimum, a Development Proposal and this Final Development Plan must contain the components included below, per Sections 20.1100.5.5.2.3 and 20.1100.8.5.5.3 of the CZO.

1.1 Build-to-Zone

To accomplish the goals of promoting a walkable, comfortable pedestrian experience and a consistent block pattern and street wall within the Development Parcel, the principal façade of buildings is located within a build-to zone, consistent with Sections 20.1100.5.2.3-5 of the CZO, except as noted in **Volume I, Section 3.3**. Generally, a minimum of 70% of these principal front facades are set within zero to five feet from improved existing and proposed rights-of-way, in accordance with Section 20.1100.5.2.2.5 of the CZO, except as noted in **Volume I, Section 3.3**.

1.2 Site Development Plan

The Project is imagined as a tightly defined walkable grid of new and improved streets towards the east that transitions in the northwest around Mooney Green to include a porosity of pedestrian accessible green spaces offering a variety of urban and open green spaces.

The area along Concord Avenue between Fawcett Street and Moulton Street is planned to be a tight mixed-use district with both residential and commercial buildings. New and existing City blocks are defined by building masses that maximize front yard build-to zone requirements to define an urban grid of streets. Primary streets are animated with active uses prioritized on the ground floors, such as neighborhood uses, including retail and restaurants, lobbies and amenities. Central to the area is a new commercial street referred to as "New Main Street." New Main Street connects onto Concord Avenue and is conceived as the commercial destination that concentrates neighborhood uses on both sides of the street. The new street is also planned to be elevated to align with raised first floor building elevations to allow a flush transition from the exterior to interior without needed porches or interior stairs and ramps. Mid-block between Concord Avenue and the proposed Wilson Street extension is the new Main Street Plaza which spans east to west. This plaza further

breaks the scale of the proposed blocks down while creating pedestrian and bicycle connections between Moulton, New Main, Fawcett, and Wheeler Streets, with the possibility to extend to Terminal Road and beyond.

Three residential buildings are planned on the east-west leg of Fawcett Street, close to Iggy's bakery. Each of these buildings will have porches along primary facades with strategically located neighborhood uses at prominent corners. Building R2 proposes a walkable, accessible raised porch along Fawcett Street lined with active uses along the ground floor. Neighborhood uses are located towards the east portions of Building R2, opposite the Proposed Bridge and along the northern entrance of Bend Park. Building R1 is located at the corner of Smith Place and Fawcett Street. This residential building similarly includes a porch along Fawcett Street lined with active uses focused on the corner. North of Building R1 is the third of these residential buildings at R8. Building R8 similarly includes neighborhood uses located at the northeast corner of Fawcett Street and Smith Place with a raised accessible porch located along the parcels' southern portion adjacent to Smith Place. Each of these three residential buildings responds to important corners and street intersections with active uses and accessible porches.

The Project includes several important site features along the southern half of Smith Place. These begin with two new residential buildings along the west side of Smith Place at Buildings R6 and R7. The southern access to Gateway Park opposite both of these residential buildings include building entries at the first floor along Smith Place and include residential units oriented along adjacent improved rights-of-way.

Situated in the northeast, south of Mooney Green along the extension of Fawcett Street are three commercial buildings and the DPW Parcel. Building C4 is situated northwest of the intersection of Smith Place and the Fawcett Street Extension.

Three taller commercial buildings (Buildings C1, C2 and C3) and Building P2 are arranged along the MBTA commuter rail tracks to maximize the Mooney Green open space. Commercial buildings in the northeast are bookended by two structured parking garages—Building P2 to the east and the shorter P1 garage towards the west—in an effort to promote pedestrian activity along proposed streets and green spaces.

1.2.1 Building Sites

Building sites are created to balance market needs for viable residential, commercial and parking footprints while contributing to the goals of a walkable and livable neighborhood rich with a variety of open space types.

1.2.2 Streets

The Project includes improved existing streets, new streets and new plazas that align with the 2019 Envision Alewife District Plan goals of walkable blocks defined by complete streets that include grade-separated bike lanes, planting strips, furnishing zones and dedicated pedestrian sidewalks where possible.

Refer to **Volume I, Section 4.1**, for further details on the planned streets including dimensions.

1.2.3 Open Spaces

The overarching goal of the Project is to establish a comfortable, beautiful, and resilient mixed-use district that fosters community, offers strong connections to nature and adjacent neighborhoods, and provides diverse opportunities for work, recreation, and daily living. It aims to create a vibrant, inclusive, and welcoming environment, a social mixing bowl of people, events, and activities that support shared discovery, collaboration, and civic life.

The Project's highly interconnected and varied network of streets and publicly beneficial open spaces, comprising streets, squares, plazas, parks, pocket parks, and connections to surrounding neighborhoods serves as the Project's foundational organizing framework. As illustrated in **Figures 1A.1** through **1A.4**, the Development Parcel is currently characterized by superblocks with limited public access and a fragmented street network abutting multiple ownerships. The Project envisions breaking down these superblocks and introducing a finer grain, human-scaled urban grid that reinforces the City's vision for a connected and permeable district. The Project will recreate and strengthen connections among the surrounding neighborhoods, including Cambridge Highlands, Alewife Triangle, the Shopping Center District, and Fresh Pond, supporting movement and engagement for pedestrians, cyclists, workers, residents, and visitors alike.

Integral to the vision for the Project is the creation of a diverse and inclusive public realm. A network of open spaces is strategically sited to welcome the public into and through the district, knitting together new development with existing neighborhoods. This open space network is supported by a system of proposed streets that reduces block scale and restores east-west and north-south connections across the district. As shown on **Figure 1A.5**, the Project introduces key circulation improvements, including the

completion of Fawcett Street and New Mooney Street, the addition of Main Street Plaza, an east-west connector for future Buildings R3, R4, R5, C7 and C8, and the completion of Wilson Road. The proposed streets and open spaces are intended to be designed to be safe, shaded, and welcoming throughout the day and into the evening. As illustrated in **Figures 1A.6** and **1A.7**, a cohesive network of parks, pocket parks, plazas, and streets will support a wide variety of outdoor uses and experiences, while active ground floor uses, such as pedestrian-oriented retail, will animate the public realm and contribute to the district's vitality. Refer to **Figures 1E.7a** (Open Space Activation) and **1E.8a-f** (Open Space Conceptual Programming). Further, in accordance with Section 20.1100.5.4.2 and as shown in **Figure 1E.9** (Publicly Accessible Areas), certain publicly beneficial open spaces will be generally accessible to the public for the purposes for which such spaces are designed.

All proposed streets are designed to accommodate high-performance street tree plantings, supporting a long-term urban canopy and aligning with the City's environmental and resilience goals. As the district matures, the Project will meet or exceed the City's objectives for continuous tree canopy coverage within both streets and open spaces.

Altogether, the Project will introduce three new parks and a variety of other open spaces

to the Alewife Quadrangle, creating a network of open spaces that are diverse, engaging, and accessible. These open spaces, combined with the public realm improvements and integrated building design, will shape a district that is vibrant, resilient, and distinctly Alewife.

- Bend Park
- Gateway Plaza
- Pocket Park
- Mooney Green
- New Main Street
- Main Street Plaza
- Green Connectors

Mooney Green

The Mooney Green open space is an oasis featuring a promenade that guides users through a lush landscape and vibrant pocket park with significant community facing amenities. It is intended to contain a variety of space types to support a range of uses and assemblies, from community gatherings, to playing, recreational activity, relaxation, and respite. A plaza is located along the eastern edge of Mooney Green along the Smith Place Extension and is imagined as an active plaza that encourages congregation. Hardscape is supplemented with a grid of shade trees with sufficient places for pop up events potentially hosting food trucks, craft fairs, and watch parties. A shade structure is planned to be

positioned between the plaza and central versatile lawn that might host attendees of plaza events, picnics, or outdoor concerts. An additional generous multi-use lawn benefits from the additional space between Buildings C4 and C6 that the Applicant created by shifting Building C4 west, as recommended by CDD staff. This lawn has been designed to accommodate a micro sports field, as well as other active and passive uses. At the center of Mooney Green is a small, glass pavilion programmed to host potential neighborhood uses. A pocket park north of the pavilion provides block porosity and a connection to New Mooney Street. Mooney Green continues westerly towards the new north-south portion of New Mooney Street and towards the pedestrian paths within the Green Connector and beyond.

Bend Park

The northern portion of Bend Park, located adjacent to the base of the Proposed Bridge, serves as both a gateway and a destination, seamlessly connecting the Quad to the greater Cambridge community. This park is envisioned as a vibrant and welcoming space that anchors the Proposed Bridge within the surrounding urban fabric, offering a natural transition between the built environment and open space network. Designed to invite gathering, relaxation, and recreation, while highlighting sustainable design, the park will feature a mix of active and passive uses, such

as seating areas, walking paths, bioswales and naturalized planting, creating a sense of arrival for those crossing the Proposed Bridge. Its location and design will make it a focal point for the community, drawing residents, workers, and visitors together in a shared public space.

The southern portion of Bend Park is an extension of the New Main Street retail promenade serving as a connection to the central open space network. The proposed plaza space within Bend Park is envisioned as a lively and multifunctional destination that balances play, relaxation, and community interaction while embodying principles of sustainability and resilience. Anchored by a central water feature, the park will integrate a variety of elements, including a dedicated play area for children, an open lawn for informal gatherings of different scales, and spaces for public art that reflect the spirit of Alewife and the local community. The water feature, designed to be both interactive and functional, will provide a cooling element in the summer months while incorporating sustainable stormwater management features, highlighting the district's commitment to environmental stewardship.

Native plantings, shade trees, and permeable surfaces will enhance ecological function, while creating a comfortable and resilient environment for users. The park's layout will encourage movement and interaction,

with pathways radiating outward to connect to nearby streets, open spaces, and neighborhoods. By integrating the Proposed Bridge seamlessly into a larger network of public spaces, the park will not only provide recreational opportunities, but also strengthen Alewife's identity as a dynamic, cohesive, and forward-thinking urban neighborhood.

Gateway Park

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

Pocket Park

The pocket park offers convenient access to the existing adjacent residential neighborhood, serving as a welcoming entry point for residents and visitors alike. A shade structure marks the entrance, creating a comfortable and inviting space as users arrive. Within the park, a community garden encourages local engagement and sustainable practices, while a dedicated children's play area provides safe and imaginative spaces for families. A multiuse court accommodates pickleball and other activities, promoting active recreation for all ages. Adjacent to the court, a dog run offers a secure place for pets to socialize, making the park a versatile and inclusive destination for the entire community.

Mooney Green

Mooney Green is centrally positioned between Buildings C2, C3, C4, and C6, and it is designed as a vibrant community open space that supports the daily needs of nearby residents, workers, and visitors. This inviting green area fosters neighborhood connections through a variety of gathering spaces and pedestrian pathways that seamlessly link the adjacent buildings.

The space features a micro field suitable for sporting events and informal play, creating opportunities for both active recreation and casual encounters. There are shaded areas

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

On the east side, adjacent to the ground floor retail, an urban plaza forms a welcoming threshold. This plaza is enhanced with art and water features, providing a visually engaging environment and a lively spot for people to meet and linger. Finally, a central component of Mooney Green is a small pavilion that will contain potential neighborhood uses measuring approximately 1,800 SF of GFA. (Should any portions of the pavilion be used for commercial purposes not qualifying as neighborhood uses, such square footage would not be exempt GFA and would instead count as commercial square footage). The pavilion may support the daily functions of adjacent uses, while also accommodating community events.

Together, Mooney Green offers a mix of active and passive spaces that encourage neighborhood interaction, support everyday activities, and contribute to the overall vibrancy of the Quad.

New Main Street (Shared Street)

New Main Street is envisioned as a lively, pedestrian-focused street that seamlessly connects to a broader network of retail promenades and open public spaces. Storefronts and cafés open directly onto the shared area, inviting people to linger, shop, and socialize in a welcoming urban environment. Pedestrian and planting zones located on either side of the vehicle zones of New Main Street are conceived as publicly beneficial open space with thoughtfully designed seating, vegetation, art and lighting create comfortable places for people to pause and interact. New Main Street is intended to serve as a vital link, drawing users through vibrant retail corridors and into nearby plazas and parks. This integration enhances accessibility, encourages exploration, and strengthens the sense of community throughout the district.

Main Street Plaza

Main Street Plaza forms a signature intersection at the heart of the New Main Street, establishing a vibrant public space that is pedestrian-scaled and pedestrian-centric. Designed as a woonerf, the plaza prioritizes safe, comfortable movement for people,

with outdoor seating and active retail edges encouraging social interaction and lively street life. As a major physical and visual connector, Main Street Plaza links the existing Alewife neighborhood to the east with the core of the Quad to the west, creating a focal point for community interactions and reinforcing connectivity across the district.

Plazas, Squares, Green Connectors and Streets

Throughout the Quad, plazas, squares, green connectors, and streets knit the larger network of amenities into a cohesive public realm while embedding resilient and sustainable design principles. These spaces may be public or private depending on their adjacent use. These varied spaces provide a range of scales, experiences, and activities: from lively gathering places and activated retail edges to tranquil pockets for relaxation and active corridors for movement and play, serving the needs of the entire community. Native plantings, permeable pavements, bioswales, and generous shade reduce stormwater runoff, support biodiversity, and mitigate urban heat, while flexible layouts and durable materials enhance long-term adaptability and resilience. By connecting destinations and programming across the district, this integrated system improves accessibility, encourages social interaction, and supports a healthier, more sustainable neighborhood for today and tomorrow.

1.2.3.1 Open Space Gap Analysis

Program, activities and amenities of the Quad's various open spaces and open space network were informed by the Applicant's Open Space Gap Analysis, included as **Figures 1E.10a-d**. In generating the analysis, existing access to parks and open space in the surrounding area, walking distances and pedestrian connections to both existing and proposed amenities, and the capacity and function of available open spaces were reviewed. This review informed the Project's open space development and programming, including the distribution, character, and function of the proposed open space network.

As a result, the proposed open space system has been shaped to respond to identified neighborhood needs and to provide a more complete range of recreational and community-serving amenities within the Quad. The analysis supports the conclusion that the Project will make a meaningful contribution to the neighborhood's open space resources by improving access, expanding recreational opportunities, and addressing gaps in both passive and active use amenities.

1.2.4 Urban Design Principles

The Guidelines are intended to help shape development in Alewife. Building upon the goals of the Envision Alewife District Plan, the Guidelines aim to create 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. They reflect the key principles in this Section.

- **Sense of Place**—Create memorable, pedestrian-scaled public spaces, streets, parks, and plaza framed by architecture and landscape design, activated by mixed uses, and supported by walkable blocks.
- **Elements of Design**—Demonstrate design excellence through integrated streets, parks, and public spaces, with well shaded corridors and thoughtfully designed buildings. Use façade articulation, material variation, enhance horizontal identity and reduce visual bulk.
- **Pedestrian-Friendly Streets**—Design pedestrian streets with active, transparent ground floors, frequent entrances, canopies, continuous street trees, and engaging sidewalks equipped with furniture, lighting, and landscaping suited to the street type.

- **Parks and Squares**—Create well connected, diverse, and ecofriendly parks and squares with varied open spaces, prioritizing safety, community focal points, canopy trees, public art, and features that provide shade and cooling.
- **Sustainability and Resilience**—Integrate sustainability and resilience in building and public space design by protecting against flooding, mitigating urban heat islands, supporting diverse vegetation, enhancing energy efficiency, reducing emissions, managing stormwater, and incorporating clean power generation.
- **Large Development Sites**—Integrate large development sites into the community by thoughtfully massing and siting buildings, creating new public streets and spaces, managing block sizes to blend with surroundings, consolidating service areas, and planting shade trees for canopy and screening.

Continuity

The urban blocks are largely defined by the continuity or extension of existing streets and passageways:

- Fawcett Street will continue from Concord Avenue to New Mooney Street, strengthening vehicular and pedestrian movement through the Development Parcel.

- Wilson Extension will establish a new connection from Wilson Road to Wheeler Street and to Adley Road, improving east-west connectivity within the Development Parcel.
- Moulton Street will be upgraded to enhance street continuity and align more effectively.
- New Main Street will introduce a prominent anchor at the Proposed Bridge, the new pedestrian and bicycle bridge, and reinforce the continuity of publicly beneficial open spaces from Fresh Pond to the Alewife Triangle.
- Main Street Plaza aligns with an existing pedestrian through block connection to Wheeler Street, Shopping Center District, and beyond, and it extends this key pedestrian connection within the Development Parcel, supporting active mobility and retail linkages.
- Smith Place will now integrate with New Mooney Street and the Fawcett Street Extension to improve vehicular circulation throughout the Development Parcel.
- Loomis Street will be connected with Fawcett Extension to provide pedestrian continuity between the adjacent neighborhood and the Development Parcel.

The important pedestrian, bicycle, and open space connections of the Alewife Quadrangle are preserved and enhanced through the proposed design. The Quadrangle plays a critical role in linking existing open spaces from Fresh Pond to Jerry's Pond. The Project reinforces both north-south and east-west connectivity through the introduction of generous green corridors and multiuse paths. These interventions create a central green spine that serves as an organizing element of the site and supports active transportation. The existing large blocks and disconnected street patterns of the current Alewife Quadrangle will be restructured through strategic public realm improvements, ensuring a more continuous, accessible, and vibrant urban fabric.

Identity

As shown on **Figure 1A.8**, the Project includes a total of 23 buildings, comprising eight commercial buildings, eight residential buildings, four parking garages, and three existing buildings, with an additional building to be constructed by the City on the DPW Parcel. The area surrounding New Mooney Street and Fawcett Street is designated as a high commercial density zone, while residential buildings are positioned to enhance the overall experience for both residents and visitors. Parking garages are located in close proximity to the buildings they are intended to support, providing

convenient access and promoting functional connectivity across the site, and they have been generally sited away from open spaces, where practicable, as described further in **Volume I, Section 3.3**, to preserve the visual continuity of such spaces. The principal façades of buildings respond to a consistent “build-to” zone, measured perpendicular from the street centerline toward the interior of the adjacent parcel, except as noted in **Volume I, Section 3.3**. A minimum of 70% of each building’s principal front façade will be located within this zone, except as noted in **Volume I, Section 3.3**. This deliberate and regular alignment of principal front building facades establishes a strong visual identity for the public realm and open spaces, reinforcing the legibility and civic structure of the Development Parcel.

Diversity

The mix of commercial buildings and residential buildings provides diverse activity throughout the day, week and year. Street-level retail, dining and generous open spaces will synergize with the surrounding Shopping Center District to create a regional destination. This contributes to the diversity of guests, vitality and authenticity as these tenants and this activity are both locally based and programmed to reflect a well-balanced and inclusive community.

Proximity

The Project establishes a grid of streets and urban street walls that effectively “build things close together on the ground,” fostering the walkability and spontaneous interactions that are fundamental to placemaking within an innovation district. Moreover, the defined block dimensions and continuous building street walls create vertical planes that shape and frame open space in three dimensions.

Inclusion

The Project includes a grid of publicly accessible passageways that connect to public streets and walkways, thereby inviting and welcoming access. The street level program is dominated by publicly accessible uses of retail, dining, entertainment, and other neighborhood uses, and the major open spaces are adjacent to public ways. These attributes promote unrestricted and inclusive participation and use by adjoining districts.

The Project includes a grid of publicly beneficial plazas and open spaces that connect to public streets and walkways, thereby inviting and welcoming access. The street level program is anchored by a mix of neighborhood uses and the major open spaces are situated adjacent to public ways. These attributes promote unrestricted and inclusive participation and use by the surrounding neighborhood.

Scale

The development parcel is divided into smaller walkable blocks inspired by the proposed street grid and network of open spaces connecting to the surrounding neighborhoods. Breaking down existing superblocks, connecting the green spaces and respecting existing street grid lines provides a pedestrian friendly experience and scale to the Project.

The existing super block at Fawcett Street (the location of future Buildings R3, R4, R5, C7 and C8) is broken into a smaller grid of streets with the introduction of New Main Street oriented north-south and Main Street Plaza east-west. Streets will have wider sidewalks with generous planting and furnishing zones to provide a better street width to building height ratio. New Main Street is designed as a multi-modal, pedestrian-focused street that can be closed off to vehicular traffic during special events. Neighborhood uses are primarily consolidated along both sides of New Main Street and are imagined to include small local independent businesses, dining and market spaces that will energize the Project and synergize with the surrounding neighborhood. By planning a mix of residential, lab and office space, neighborhood uses will become a part of the revitalization of Alewife Quad, the broader Alewife area and beyond. Currently the

Quad is separated by the MBTA commuter rail tracks and Alewife Brook Parkway. Introducing the Proposed Bridge will connect pedestrians and bicyclists to the Quad and the Alewife Triangle, integrating the Development Parcel to North Cambridge. The Project emphasizes publicly beneficial open spaces and increases the sense of connectivity to neighboring green spaces.

This Final Development Plan provides a framework of site organization, massing, programming and impacts of the Project. Specific building and open space designs will be presented to the Planning Board as part of the Design Review process on a parcel-by-parcel basis. **Figure 1A.1** illustrates the preliminary Development Parcel boundaries as currently planned. The Development Parcel boundaries may change as the Project evolves.

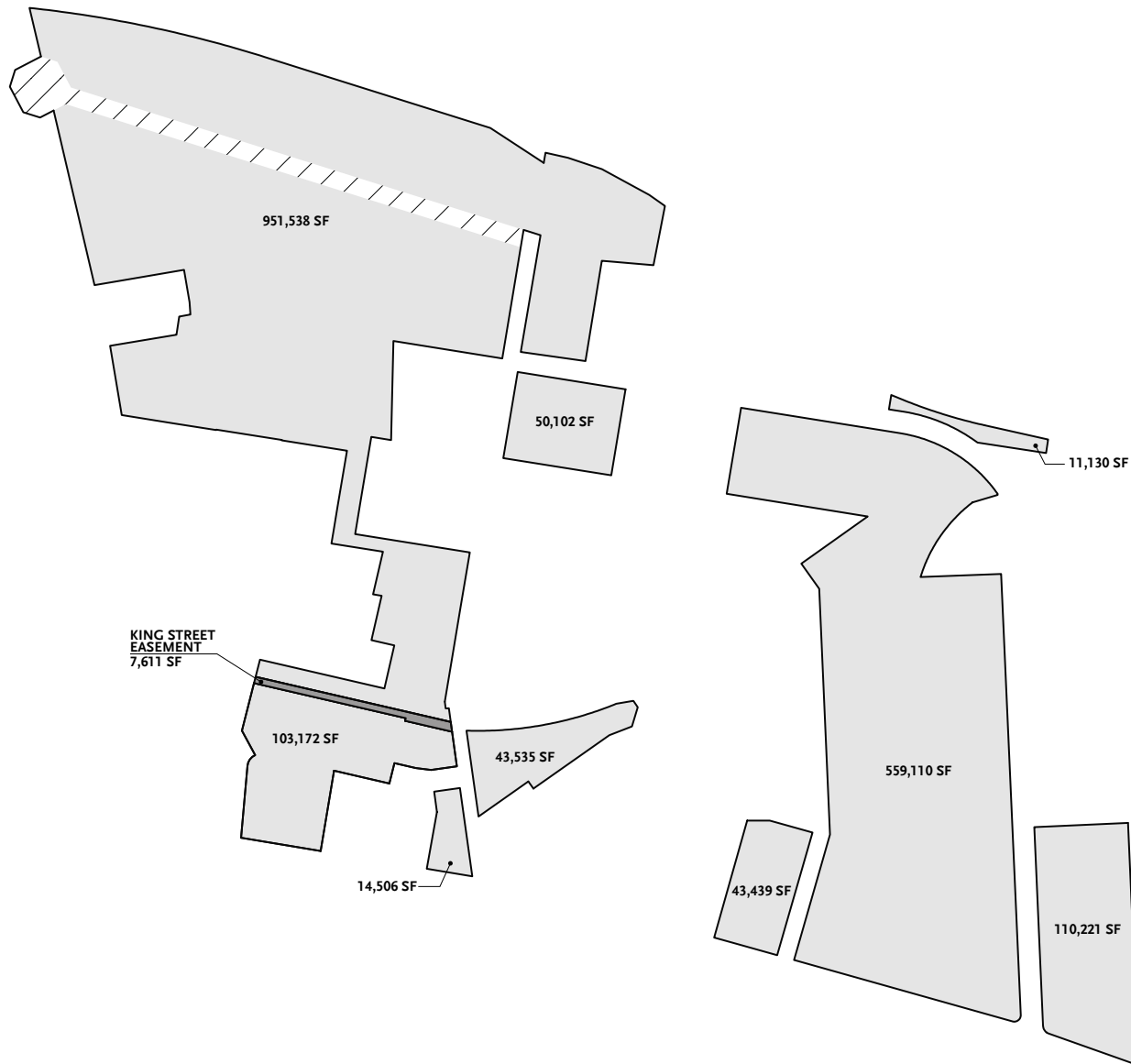
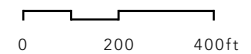


Figure 1A.1: Development Parcel

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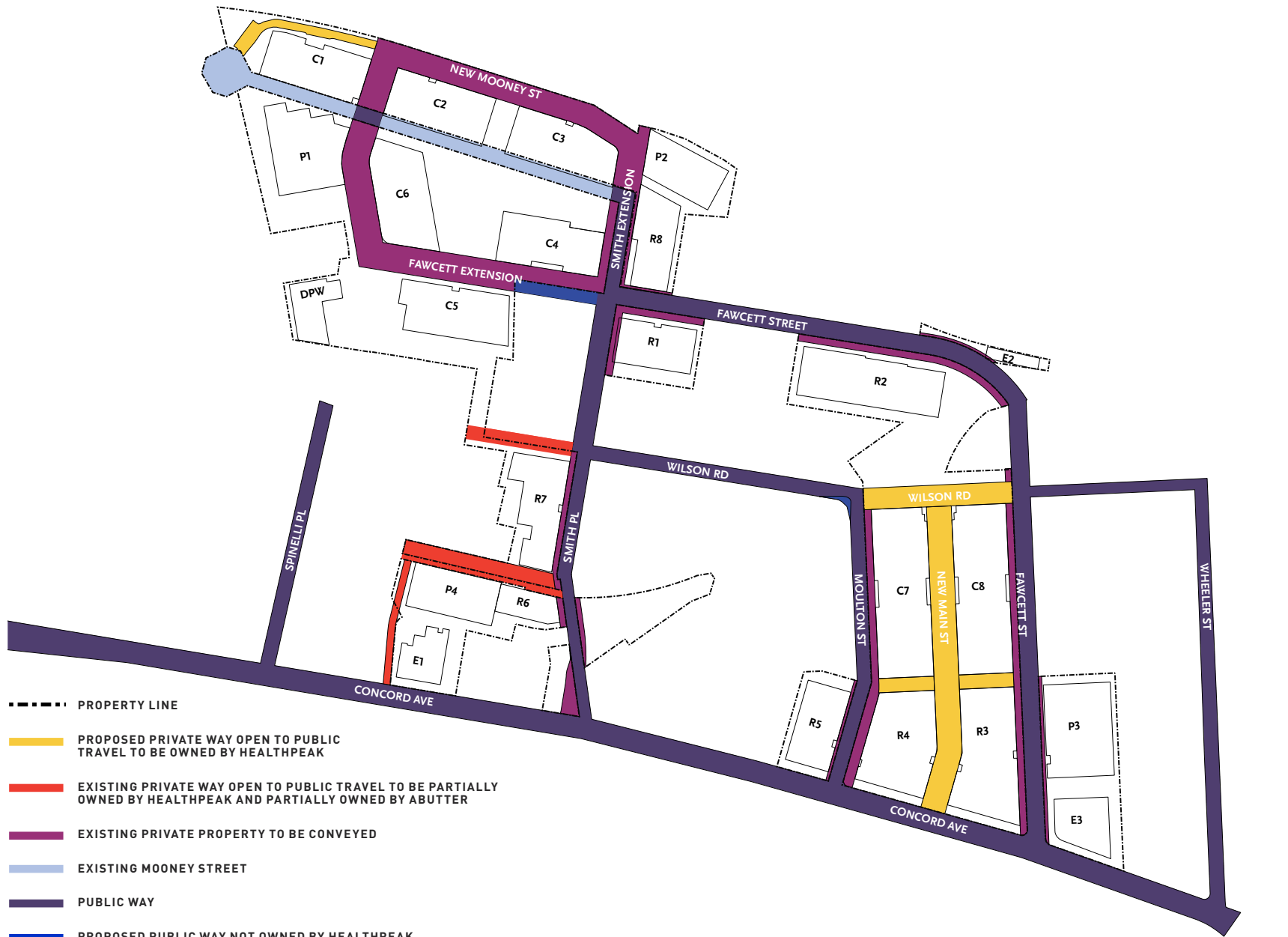


Figure 1A.2: Street Ownership Plan
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Figure 1A.3: Site Context Map

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Figure 1A.4: Existing Conditions Plan

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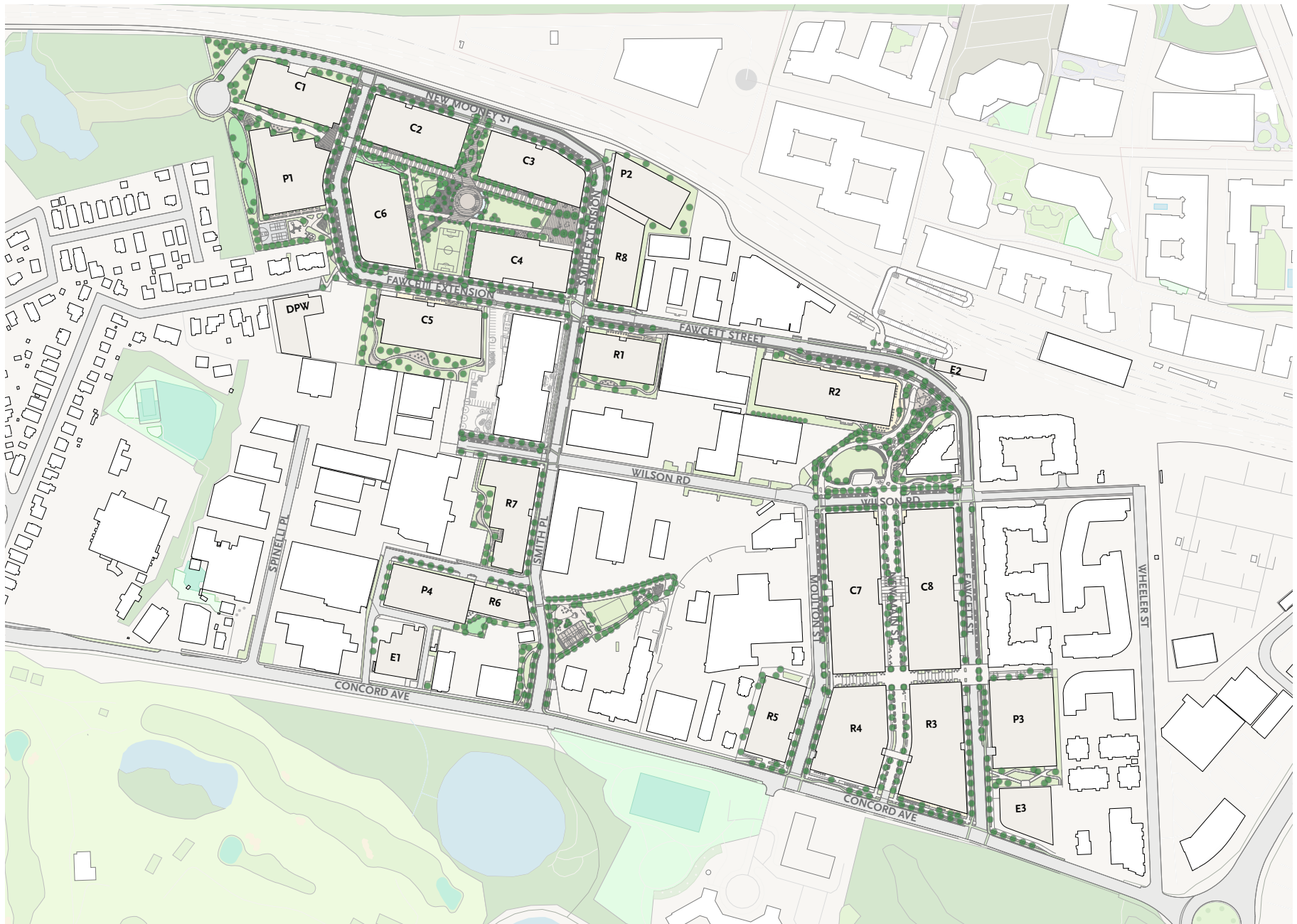


Figure 1A.5: Site Development Plan - Street Network

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Figure 1A.6: Site Development Plan - Open Space

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0 200 400ft



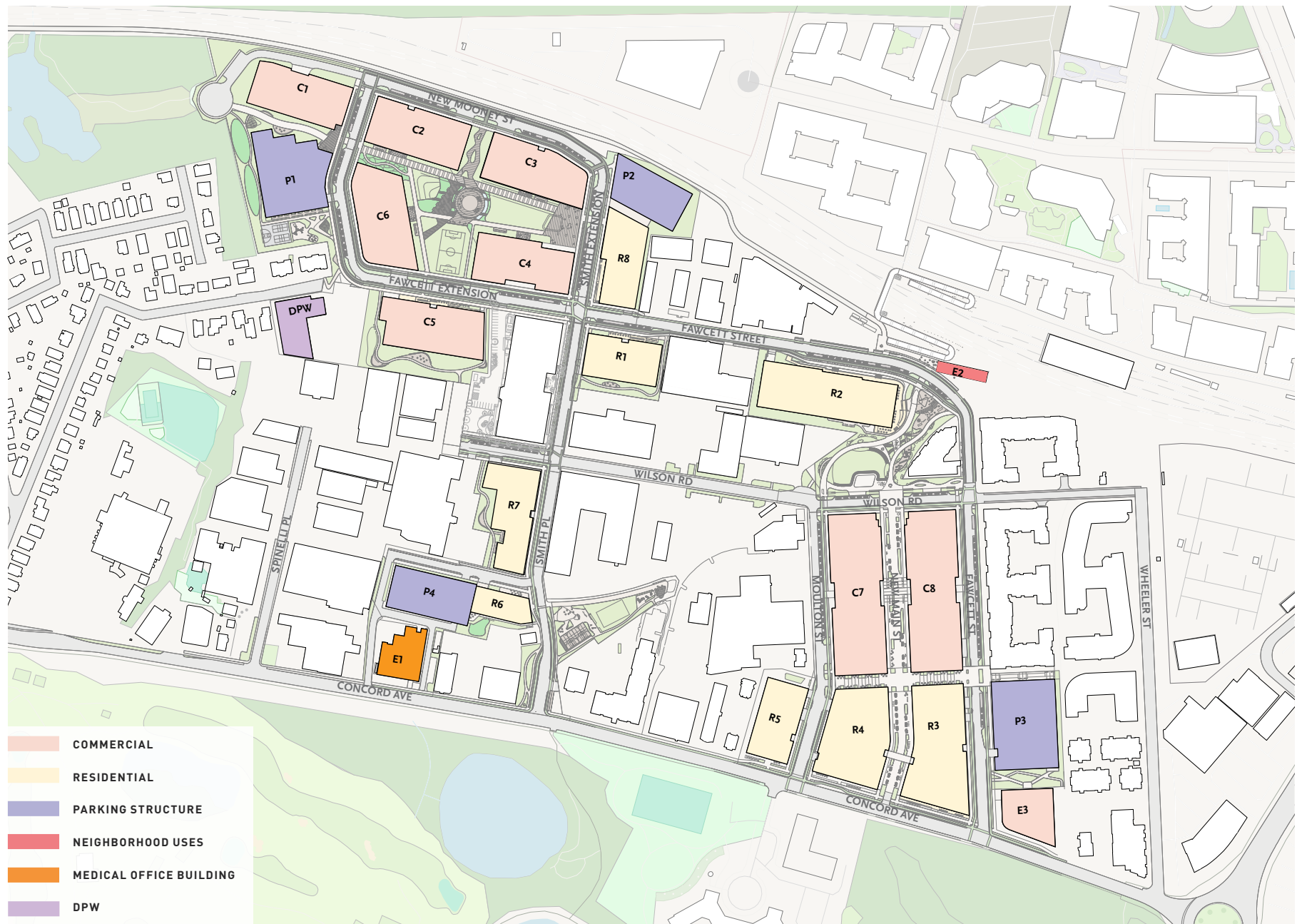


Figure 1A.7: Site Development Plan - Uses

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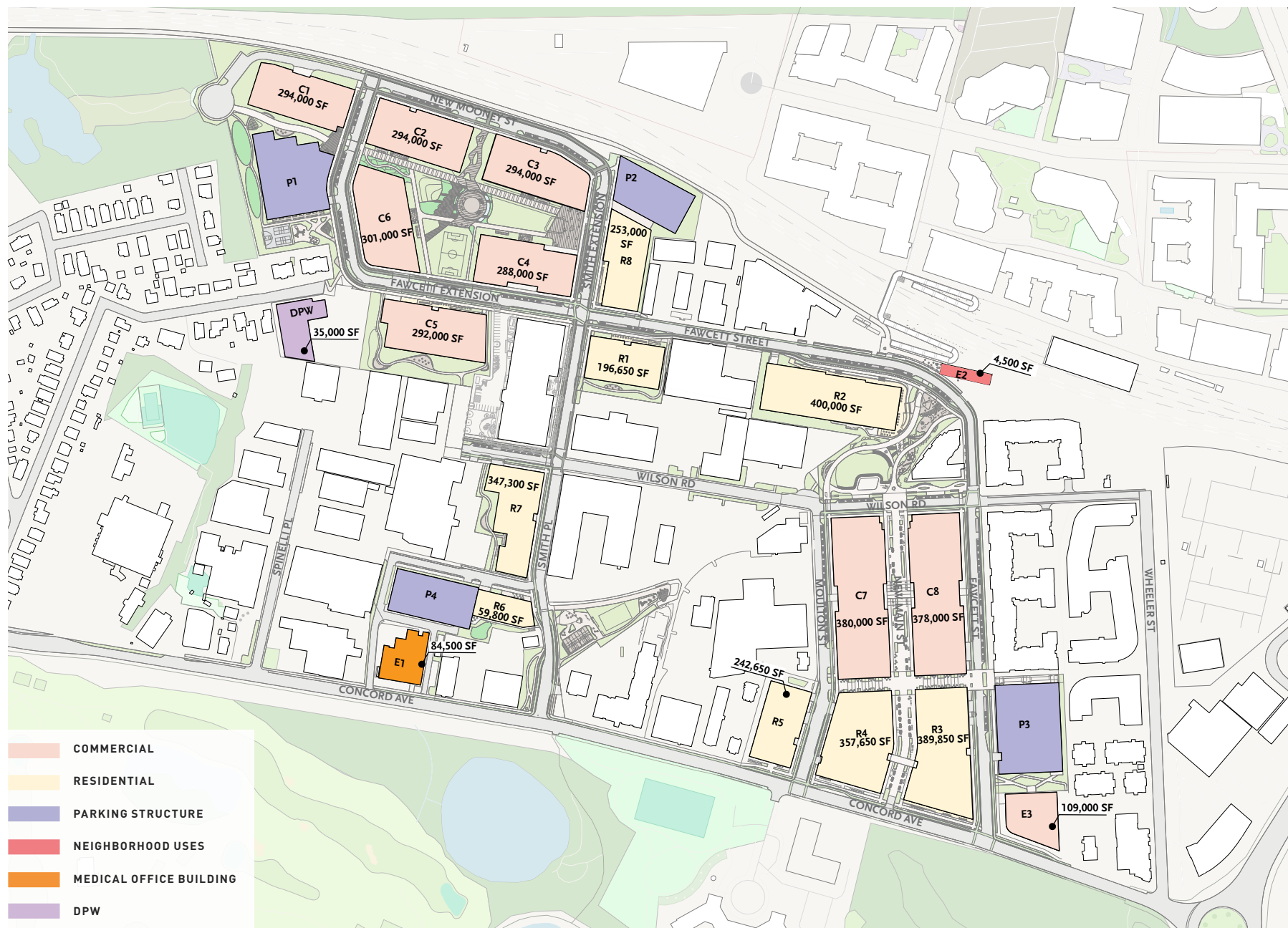


Figure 1A.8: Site Development Plan - Gross Floor Area

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0 200 400ft



1.3 Development Program

Table 2-2 of Volume I, Section 2—Project Description, summarizes the development program (in aggregate) for the Project. (Note: all dimensions are approximate.) The development characteristics for each building are presented in **Table 1-1** below.

Table 1-1 Development Program by Building Site

BLDG #	EXISTING USE TO REMAIN SF	RESIDENTIAL USE SF (UNITS)*	TECHNICAL OFFICE/ OFFICE USE SF	RETAIL/ NEIGHBORHOOD USE SF	VEHICLE PARKING SPACES PROPOSED SUPPLY	VEHICLE PARKING SPACES PROPOSED LOCATION	MIN. LONG-TERM BIKE PARKING SPACES ¹	MIN. SHORT-TERM BIKE PARKING SPACES ¹	NOTES:
C1			294,000			P1	76	18	
C2			294,000			P1	76	18	
C3			294,000			P2	76	18	
C4			288,000	7,000		P2	76	23	
C5			292,000			P2	76	18	
C6			301,000			P2	78	18	
C7			380,000	9,070		P3/R3/R4	100	30	
C8			378,000	9,070		P3/R3	100	30	
R1		196,650 (201)			160 spaces	R1	210	20	
R2		400,000 (446)		7,000	330 spaces	R2	468	50	
R3		389,850 (399)		25,000	320 spaces	R3	422	60	
R4		357,650 (366)		14,000	300 spaces	R4	385	48	
R5		242,650 (248)			170 spaces	R5/R4	259	25	
R6		59,800 (61)				P4	63	6	
R7		347,300 (355)				P4	372	36	
R8		253,000 (220)			165 spaces	R8	232	25	
P1					620 spaces	P1	-	-	Parking Garage
P2					856 spaces	P2	-	-	Parking Garage
P3					861 spaces	P3	-	-	Parking Garage
P4					630 spaces	P4	-	-	Parking Garage
E1	84,500					P4	Existing	Existing	Existing Medical Bldg.
E2				4,500		E2	Existing	Existing	Existing Retail
E3	109,000					P3	Existing	Existing	Existing Office Bldg.
DPW Facility Project			35,000		14 spaces	DPW Parcel	6	1	DPW Facility Project
Total	193,500	2,246,900 (2,296)	2,556,000	75,640	4,426 spaces²		3,076	442	

* Assuming average of approximately 975 SF per residential unit

¹ **Bicycle Parking Guide 2013** (cambridgema.gov). For bike parking, retail/neighborhood uses assume a 50/50 split between standard retail and restaurant uses.

² Additional 51 on-street parking spaces provided on private roadways bringing the total parking supply to 4,477 spaces.

1.4 Site Massing Plan

The Project includes twenty-four (24) buildings: eight (8) new commercial buildings, eight (8) new residential buildings, four (4) new parking garages, reuse of three (3) existing buildings, and one (1) additional building to be constructed by the City on the DPW Parcel. Neighborhood uses are incorporated into the base levels of buildings located along New Main Street. Large publicly beneficial open spaces significantly influence the massing strategy across the Development Parcel. Building masses are strategically positioned to encourage gathering and community interaction within these open spaces. Refer to **Volume I, Figures 2.9a-d** for aerial views of the Project.

1.4.1 Location of Uses

Buildings C1 through C6 are located along New Mooney Street and Fawcett Extension. These larger building footprints and more substantial building masses are purposefully sited along the southern edge of the rail corridor to help mitigate train noise and define the adjacent publicly beneficial open spaces. The majority of the commercial buildings are positioned to maximize GFA in accordance with zoning allowances.

To support these commercial uses, two structured parking facilities are planned: one at the terminus of Fawcett Extension and one at the end of Smith Place. Additional

commercial buildings are proposed along New Main Street, a new street within the AOD-Q District. This new corridor will also accommodate two mixed-use residential buildings, Buildings R3 and R4, contributing to a vibrant street environment.

Neighborhood uses are strategically located along New Main Street to complement and enhance the existing retail in the adjacent Shopping Center District. With its proximity to existing commercial areas, New Main Street is envisioned as a multimodal thoroughfare, featuring wide sidewalks and the flexibility to be closed periodically for community events such as farmers markets or seasonal street fairs.

Residential buildings are intentionally located along Concord Avenue to create a more inviting edge to the Project. Buildings R1 and R2 are positioned near the Proposed Bridge, which will offer a vital connection between the Alewife Triangle and the MBTA Alewife train station.

Parking garages are distributed to efficiently serve clusters of nearby buildings. Buildings P1 and P2 are parking garages primarily serving the commercial buildings along New Mooney Street, while the P3 garage, located off Fawcett Street, supports the neighborhood uses along New Main Street. The P4 garage provides parking for Mount Auburn Hospital and the two nearby residential buildings. As described above and

Volume I, Section 3.3, these stand-alone parking structures have been deliberately sited away from signature open spaces to preserve the visual continuity of such spaces.

Throughout the Development Parcel, a network of publicly beneficial open spaces connects the various uses, fostering community interaction and supporting the overall livability and vibrancy of the Project.

1.4.2 Massing Strategy

The building masses will be configured to define urban streets and to define urban space. **Figure 1B.1** illustrates opportunities for the massing to respond to existing and planned gateways, visual axes, connections, context and public realm. The street wall frontage along the location of future Buildings R3, R4, R5, C7 and C8, Moulton Street, Fawcett Street and the New Main Street are aligned with the existing block to define a special pedestrian experience. The Moulton and Fawcett Street rights-of-way are 77 feet wide, with a direct connection to Concord Avenue and incorporate the existing street grid and massing. New Main Street is sophisticatedly regulated to align with the urban grid and reinforce pedestrian experience. Buildings R1 and R2 on the Fawcett Street side have regular massing respecting the build-to line with elevated porches. On the other side of R2, which is facing New Main Street, is one of the most iconic opportunities for emphasizing the

development due to the visual axis ending and the presence of the large open space work as a node. Also, it is at the connection point for the Alewife Triangle and Quadrangle.

Buildings C1, C2, C3, C4, C5, C6, P1, and P2 reinforce the outer street wall by extending the existing street frontage, contributing to a strong and continuous urban edge. The inner faces of Buildings C2, C3, C4, and C6 help define and enclose a generous open space, enhancing the pedestrian experience within the Development Parcel. Building separations are strategically placed to establish clear north-south and east-west pedestrian connections through the Development Parcel.

At the intersection of Fawcett Street and Smith Place, Building C4 has been moved west, as recommended by CDD staff. Articulation of the corner massing of Buildings R1 and C4 has been similarly updated to incorporate Landmark Elements (as defined in the Alewife Design Guidelines) to frame this significant intersection at Fawcett Street and Smith Place. Building C4 marks a key gateway into Mooney Green, to which the massing along the eastern and northern elevations responds with a re-entrant corner funneling pedestrians into Mooney Green. This setback also highlights the rear portion of the Development Parcel and enhances its visibility from the public realm. Building C4 marks a key gateway

adjacent to Mooney Green and acknowledges the significance of the surrounding commercial context.

The buildings on Smith Place are regular in massing. Buildings R6 and R7 align with the massing of 101 Smith Place to maintain a consistent street wall. Both Buildings R6 and R7 have small building footprints and narrow building shapes, helping to preserve important view corridors from Smith Place. The site and massing plan anticipate and allow for block-by-block massing alternatives that will introduce diversity while maintaining the fundamental principles of the urban street wall.

Notches or recesses within the base of both residential and commercial buildings indicate major entry points. This extra width at the sidewalks allows additional space for people to transit in and out of buildings, while providing forecourts in an otherwise consistent street wall. Residential buildings include courtyards on the podiums orientated towards adjacent open spaces. This block porosity at upper levels provides supplemental access to light and air, and visual interest, while being compliant with building requirements.

1.4.3 Building Heights

Heights will be consistent with those permitted under the AOD-Q zoning, as shown on **Figure 1B.2**. The conceptual distribution of building heights across the Project is illustrated in **Figures 1B.3, 1B.4 and 1B.5**. The proposed building heights may evolve as individual buildings are designed and reviewed through the Design Review process. Height variety can be achieved through differences in required floor-to-floor heights between office and various research uses, differences in total number of floors across commercial buildings, and inclusion of specialty floors on certain structures.

The Applicant is seeking an Infrastructure PUD Special Permit, which will permit non-residential buildings to reach heights of up to eight stories, in accordance with Section 20.1100.5.2.2 of the CZO. In addition, in accordance with Section 20.1100.5.2.5 of the CZO, the Applicant may exceed the base height limits in certain portions of the Development Parcel by one additional story and up to 15 feet, in connection with the conveyance of the DPW Parcel.

Residential buildings are allowed to reach heights of up to 12 stories. These residential structures may also qualify for the additional story and 15 feet of height, in connection with the conveyance of the DPW Parcel.

Additional variation in building heights is encouraged and will be explored further as design advances, during the Design Review process. Wind and shadow impacts are addressed in **Section 1.15** (Environmental Comfort Plan) below.

1.4.4 Shadow Impacts

The incremental shadows produced are consistent with the existing urban shadow pattern, and they are not expected to have any significant effect on pedestrian use or enjoyment at or around the Development Parcel. A summary of the shadow analysis results for each representative period is provided below in **Section 1.15.4**.

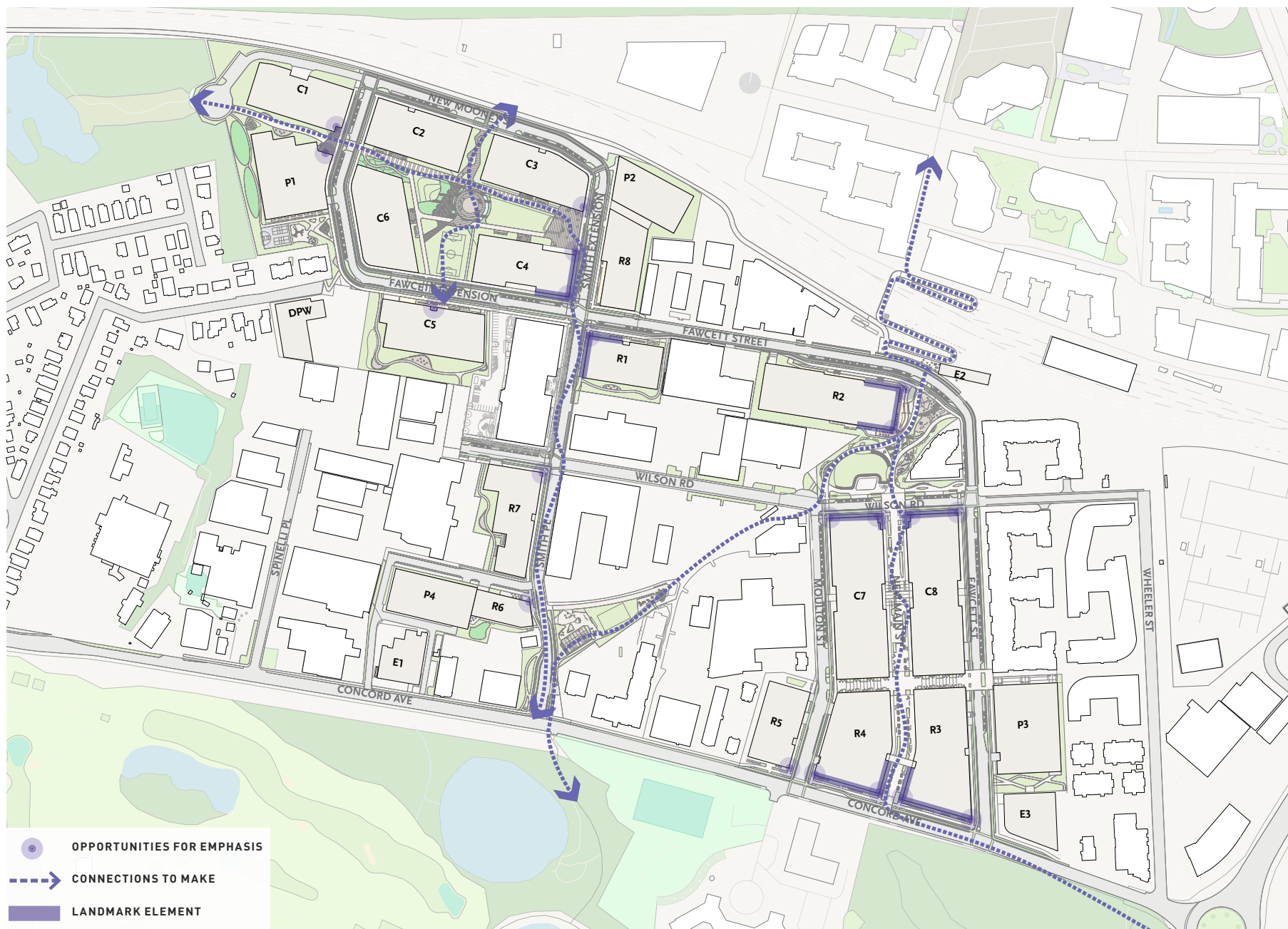


Figure 1B.1: Massing Strategy

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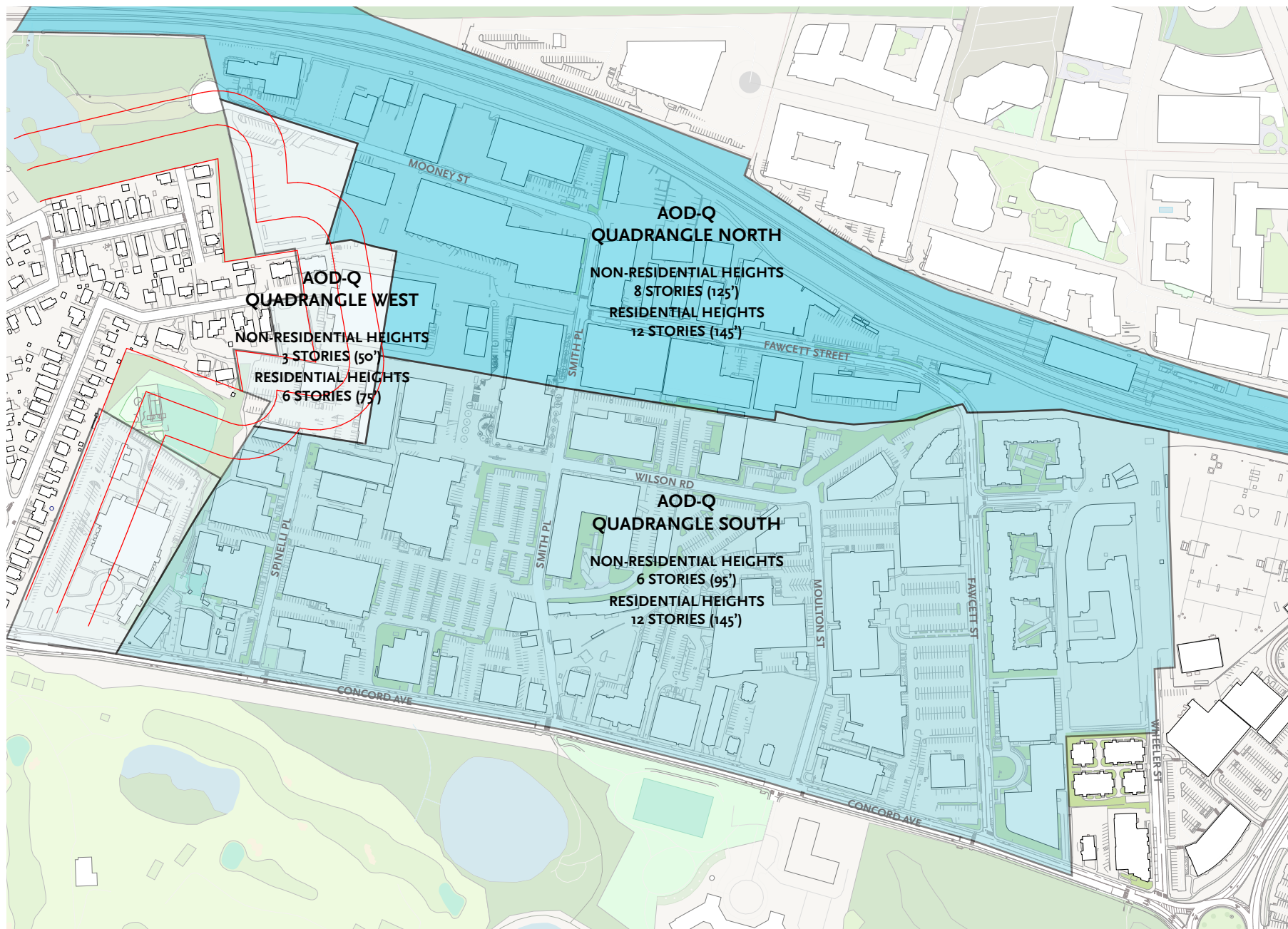
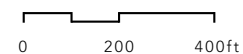


Figure 1B.2: Zoning Heights

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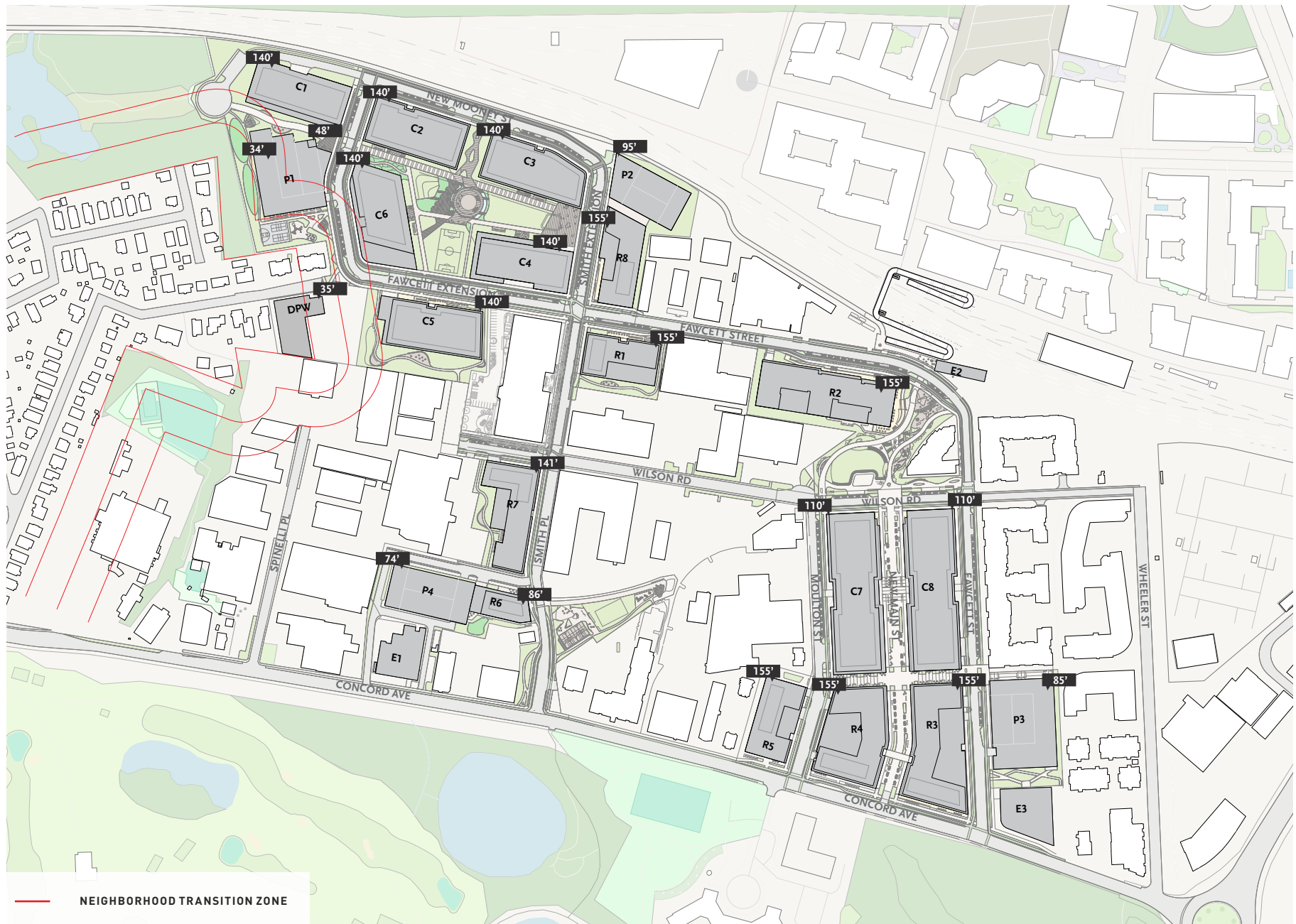


Figure 1B.3: Conceptual Project Heights Plan

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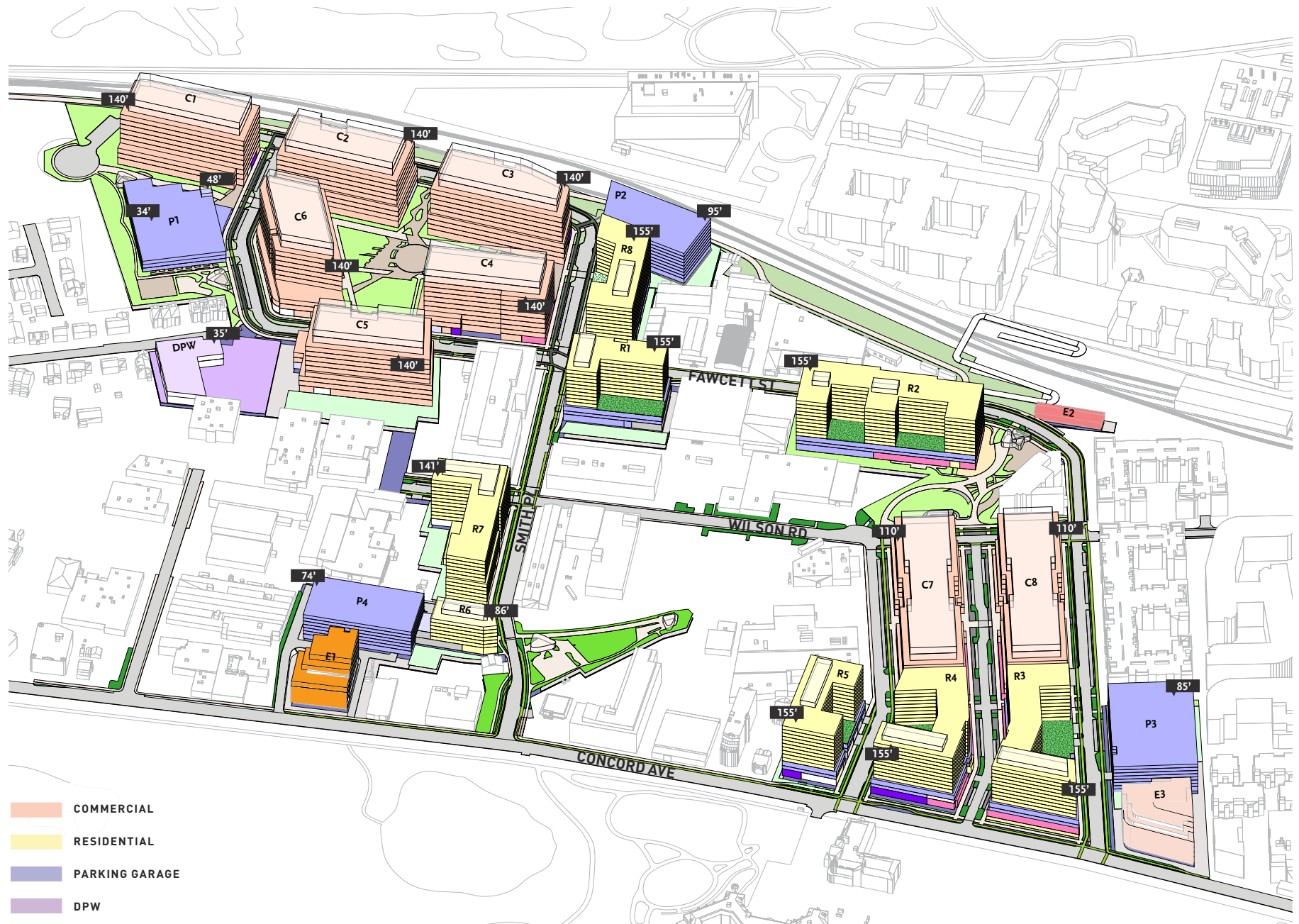
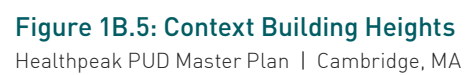


Figure 1B.4: Conceptual Project Heights

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1.5 Parking and Loading Plan

1.5.1 Roadways and Parking/Loading Access

The Development Parcel has direct access from Concord Avenue as it intersects with Wheeler Street, Fawcett Street, Moulton Street, Smith Place, and Eastern States Road (secondary access road) as shown on **Figure 1A.5**.

The site access and circulation plans for vehicles (both parking and loading) are presented in **Figures 1C.1** through **1C.13**.

1.5.2 Vehicle Parking and Loading

The Project will be supported by up to 4,477 parking spaces located within four (4) free standing parking garages (P1, P2, P3, and P4), and six (6) parking structures located within the following buildings: R1, R2, R3, R4, R5 and R8. Additionally, 14 spaces will be allocated for the DPW Facility Project¹ and 51 on-street parking spaces will be provided on New Main Street, Wilson Extension, Adley Road and adjacent to the cul-de-sac along New Mooney Street.

Separate from off-street parking facilities, on-street parking will be provided along various internal roadways within the Quad. These on-street spaces will primarily serve retail patrons and visitors to the Development Parcel, with some strategically designed for short-term loading, passenger pickup/drop-off, accessible parking spaces and/or shuttle bus stops. The specific regulations governing these spaces will be finalized in coordination with the City.

The curbside spaces are intended for temporary, short-term uses, such as rideshare, food delivery, and passenger pickup/drop-off, limited 1-hr and/or 2-hr parking spaces; select locations will also accommodate shuttle bus stops. Curbside signage, regulations, and use will be coordinated with the DOT as part of the 40-scale roadway plan set. The 40-scale roadway plan set was submitted to the City in June 2026. Locations and quantity of on-street parking are listed in **Table 1-2** and depicted on **Figure 1D.12**. On-street parking stalls that are proposed to be EV spaces and accessible to the public are also shown on **Figure 1D.12**. In addition, most buildings will contain their own loading and service areas. Loading dock and parking driveway locations for the Quad are highlighted in **Figure 1C.13**.

¹ We note that the Existing DPW Site contains 20 spaces for storage serving the existing 30,000 SF facility, which spaces will remain. The allocation of 14 spaces is based on a new, approximately 35,000 SF facility within the DPW Parcel.

Table 1-2 Parking Spaces

ROAD NAME	SHUTTLE BUS (40' LONG)	SHORT TERM LOADING (20' LONG)	ADA PARKING (20' LONG)	PERMIT PARKING (20' LONG)	ON-STREET PARKING (20' LONG)
Fawcett Street	4	7	4	6	23
New Main Street	1	8	2	0	20
Moulton Street	1	2	1	0	11
Wilson Road Extension	0	1	1	0	8
Fawcett Street Extension	1	4	2	0	17
New Mooney Street	1	6	1	0	16
Smith Place	1	0	0	0	7
Adley Road	0	0	0	0	10
Open space parking adjacent to cul-de-sac	0	0	0	0	10
Total	9	28	11	6	122

1.5.3 Bicycle Infrastructure

The Development Parcel will provide short-term and long-term bicycle parking per City bicycle parking zoning requirements.

Elevators sized to accommodate bicycles will be provided for each bicycle parking site that is not at ground level or accessible via a ramp.

Bicycle circulation, parking, and locations of Bluebikes stations are illustrated in **Figures 1C.1** and **1C.2**.

The Project will be supported by a total of approximately 3,076 long-term bicycle parking spaces and 442 short-term bicycle parking spaces.

In addition, the Project proposes to provide at least six (6) Bluebike station locations with a total of approximately 150-docks (19 docks per stations minimum) to support the Project, with preliminary station locations identified in **Figure 1C.2**; final locations will be developed with the City's Bluebike station team in coordination with adjacent building/site designs.

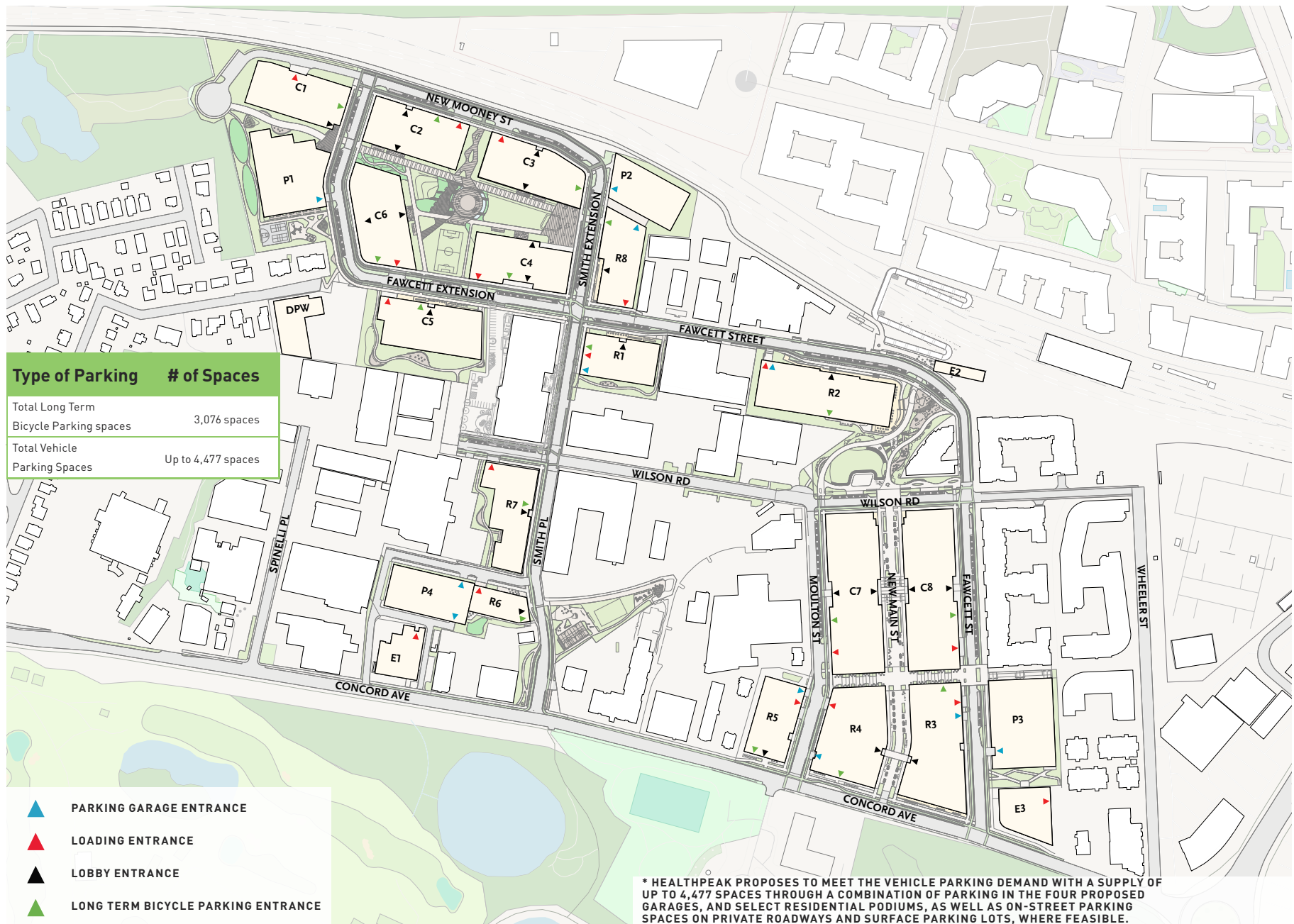


Figure 1C.1: Vehicular and Bicycle Parking Access Plan

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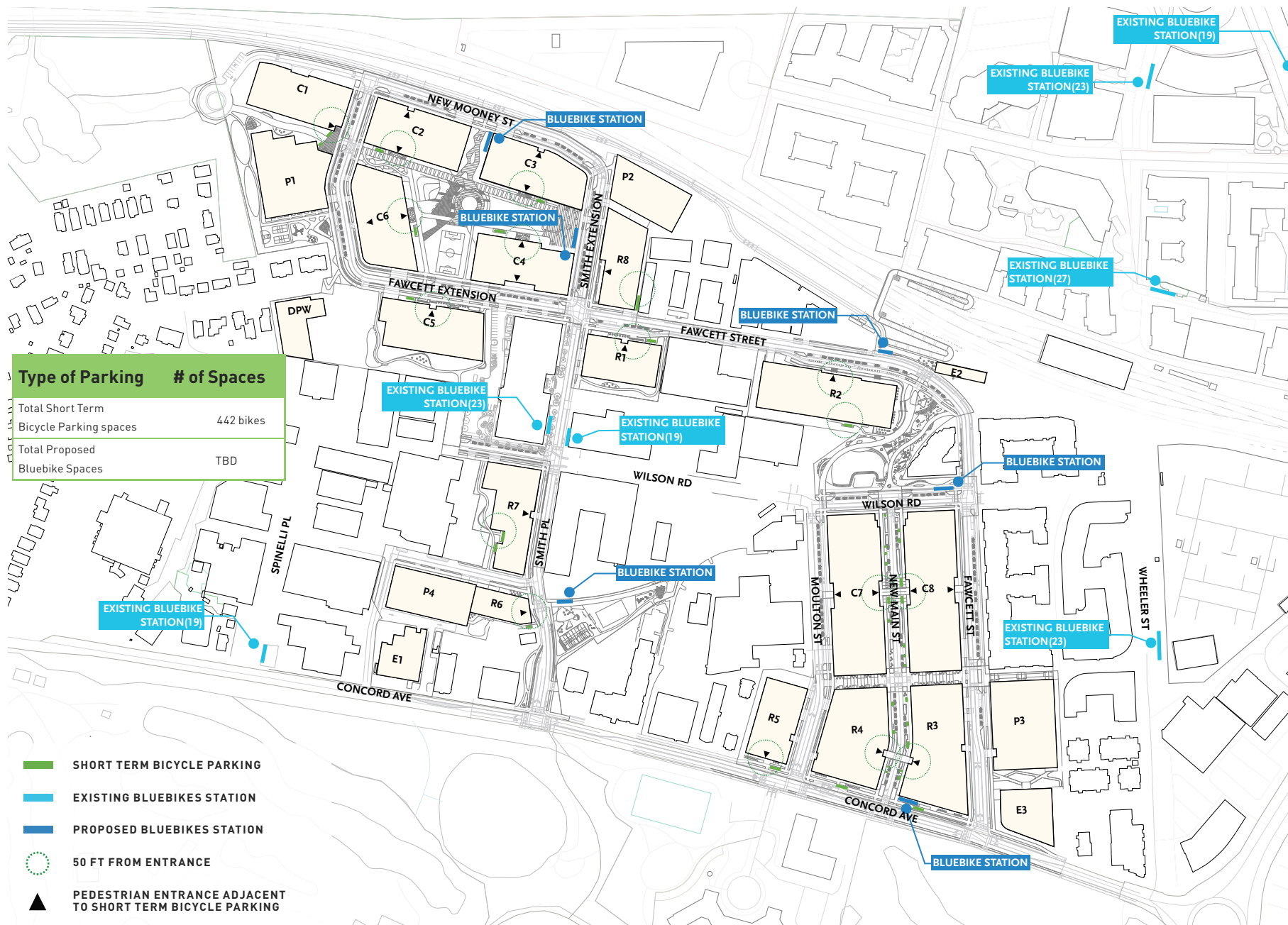


Figure 1C.2: Bluebike Stations and Short Term Bike Parking Plan

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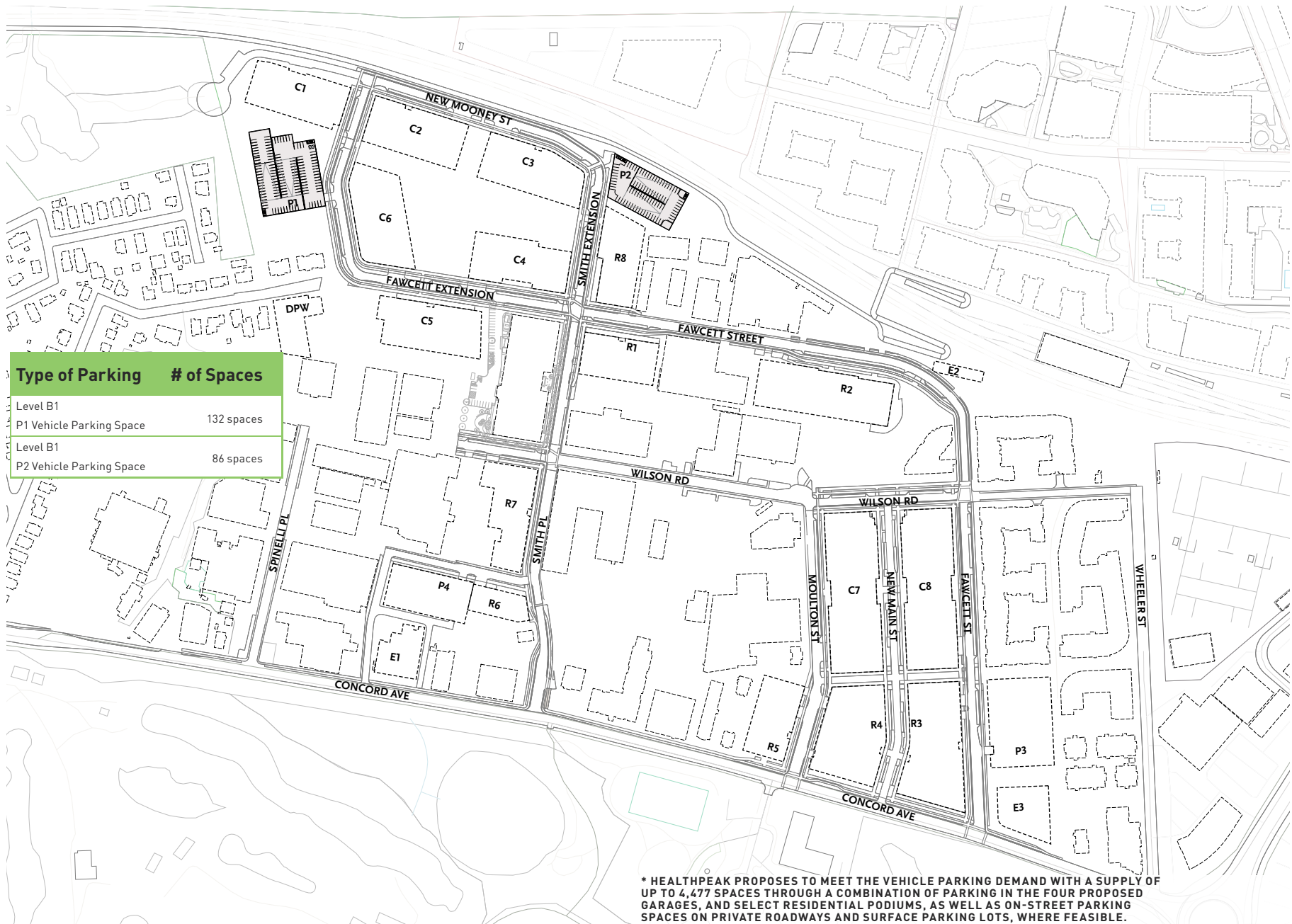


Figure 1C.3: Parking Facilities - B1 Plan

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0 200 400ft



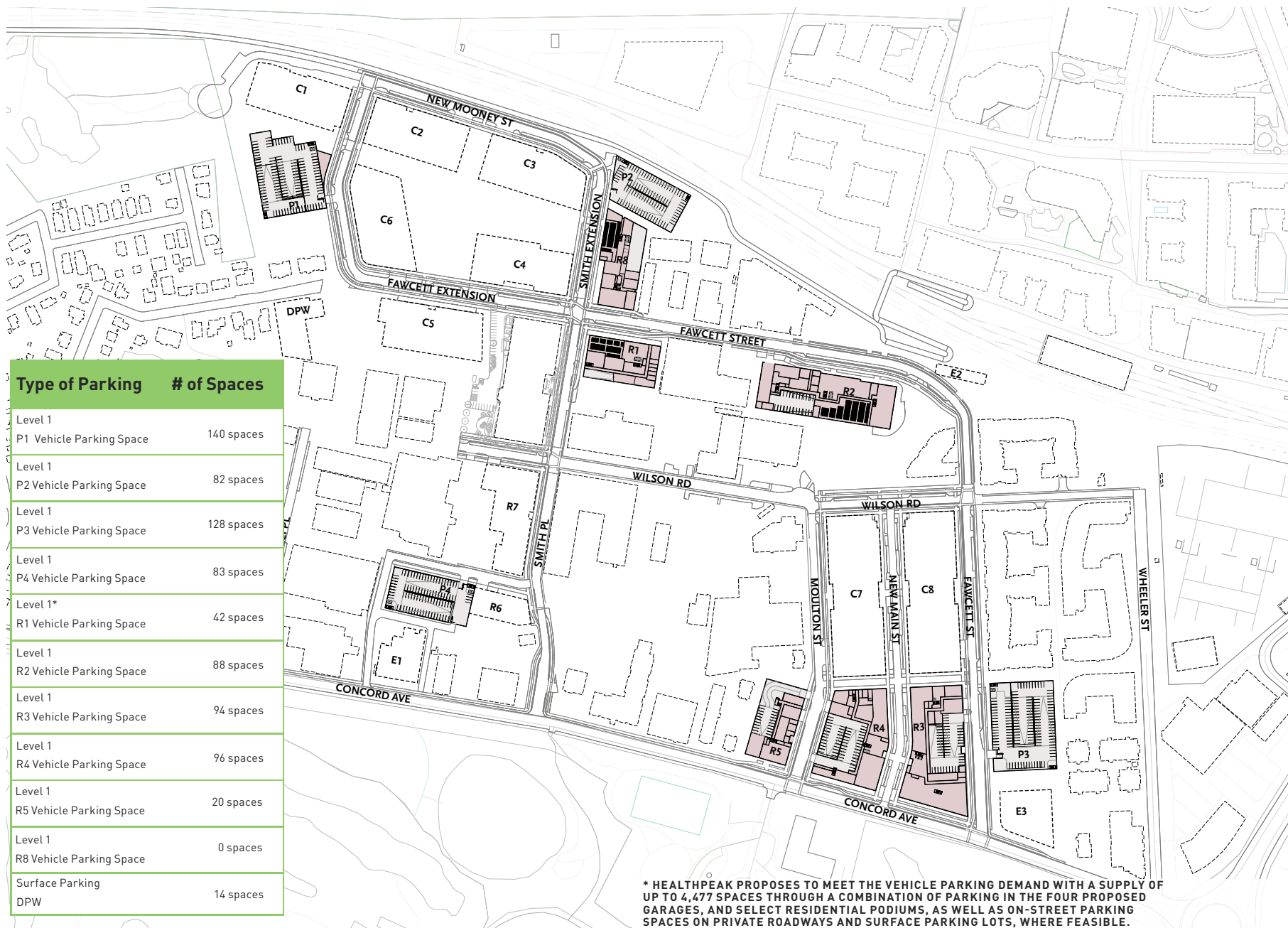


Figure 1C.4: Parking Facilities - Level 1 Plan

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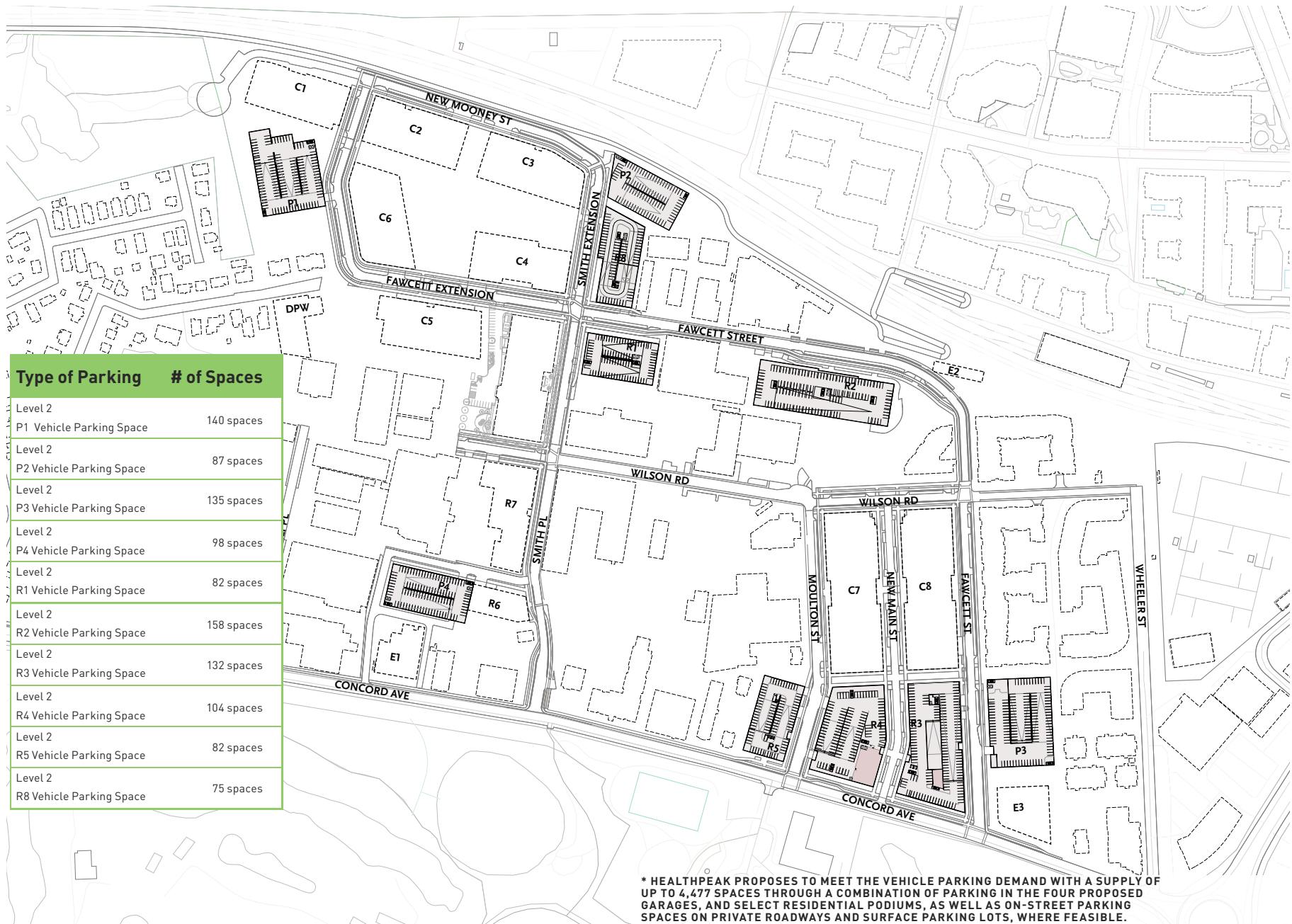


Figure 1C.5: Parking Facilities - Level 2 Plan

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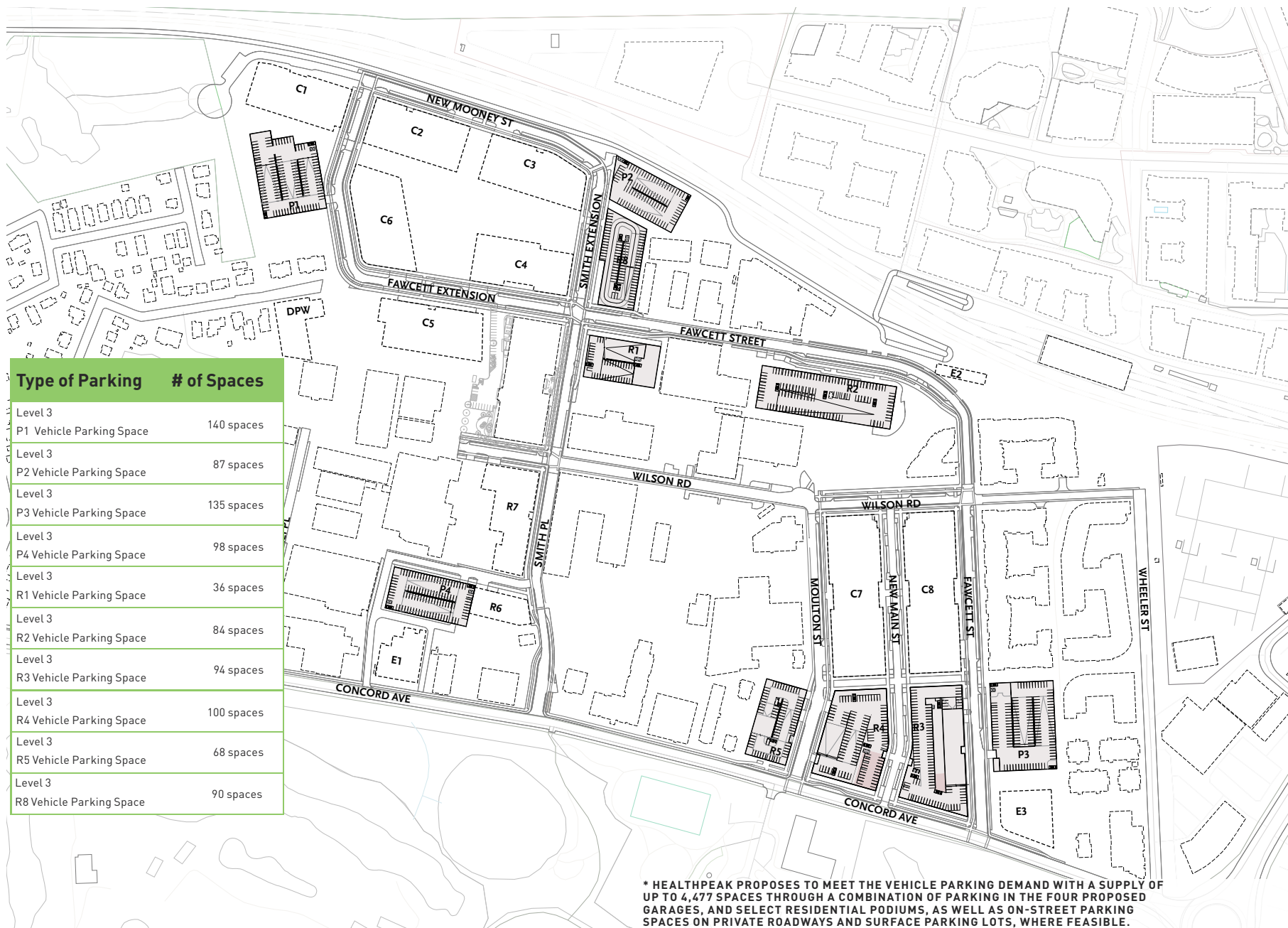


Figure 1C.6: Parking Facilities - Level 3 Plan

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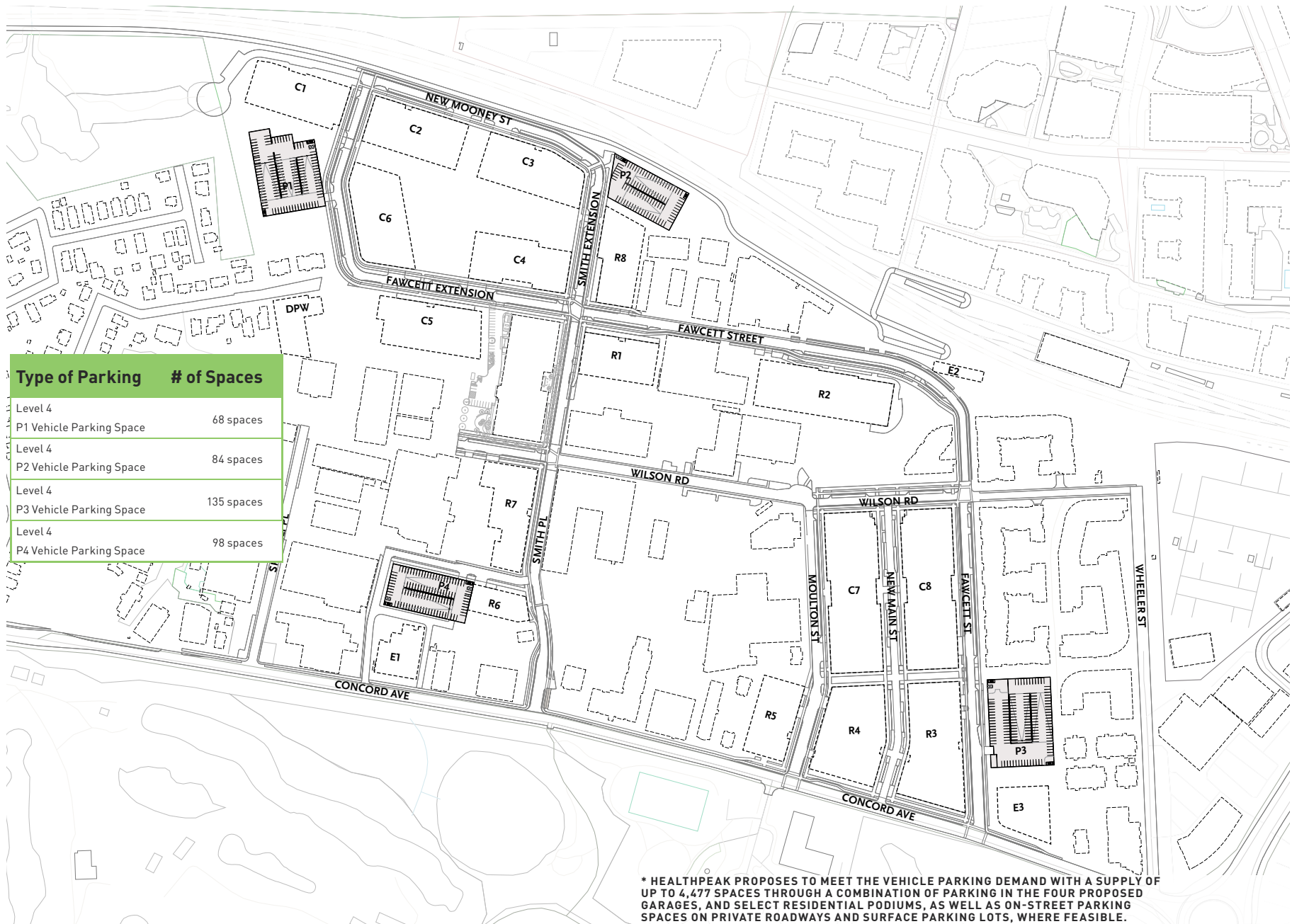


Figure 1C.7: Parking Facilities - Level 4 Plan

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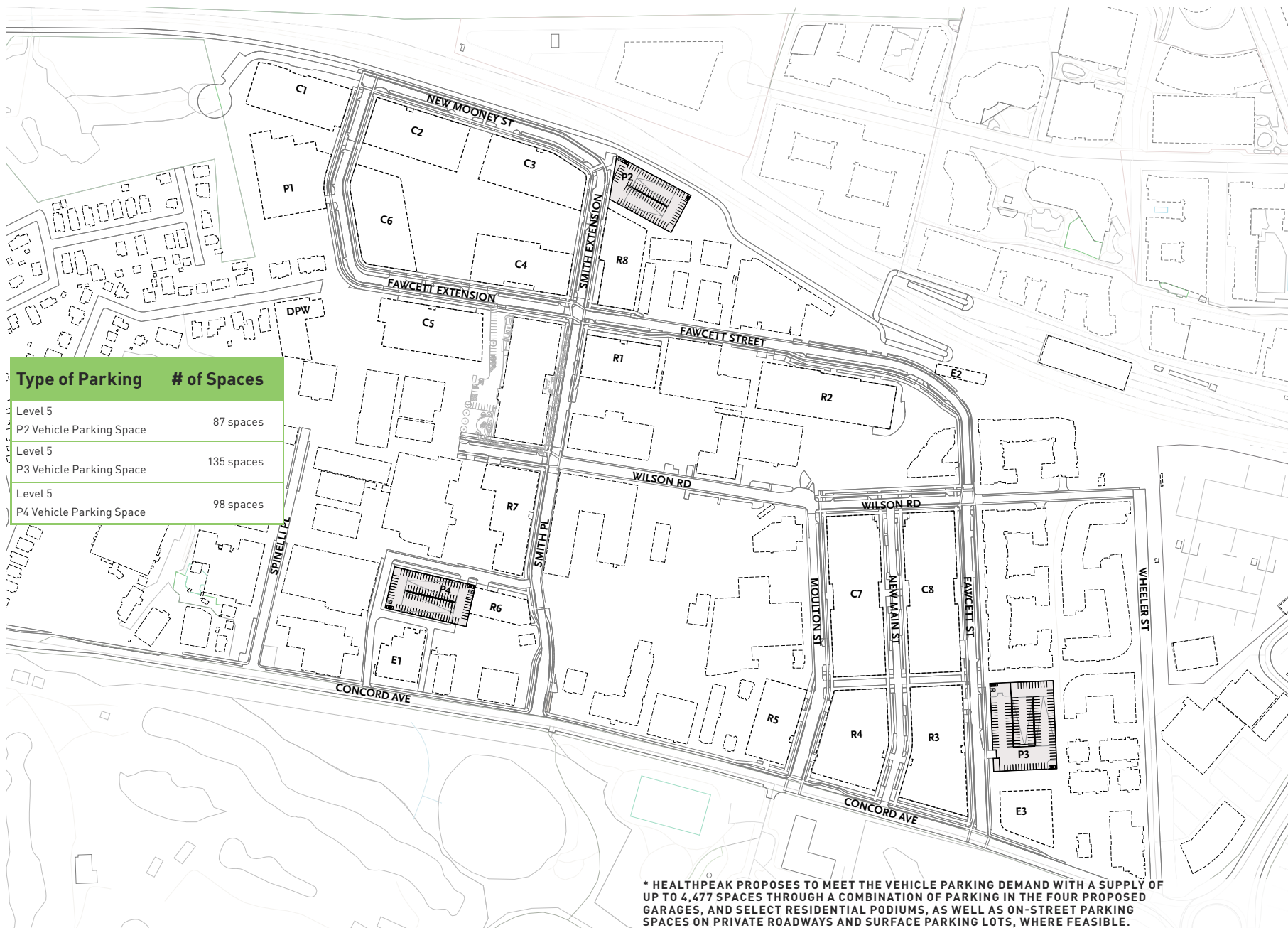


Figure 1C.8: Parking Facilities - Level 5 Plan

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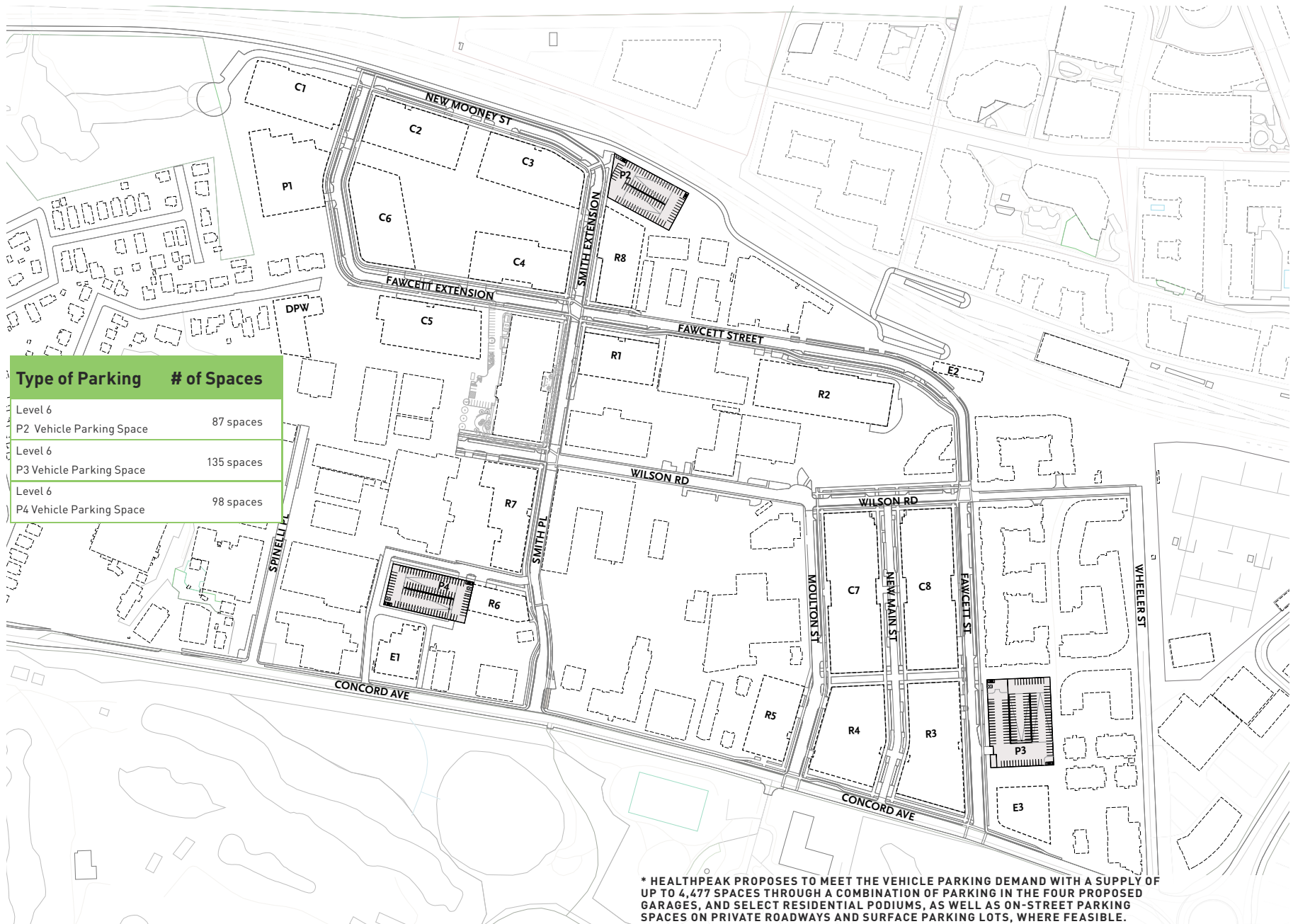


Figure 1C.9: Parking Facilities - Level 6 Plan

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0 200 400ft



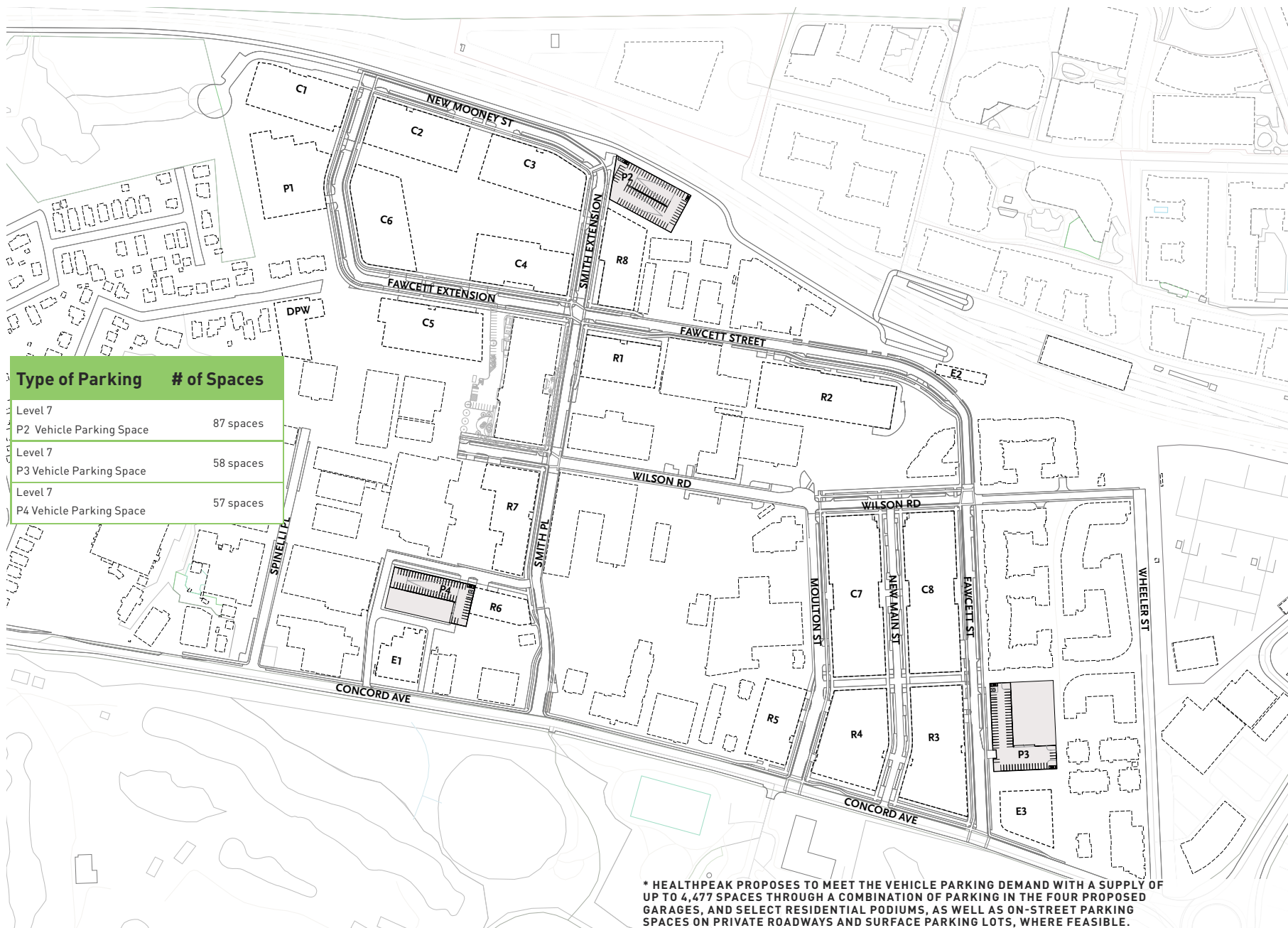


Figure 1C.10: Parking Facilities - Level 7 Plan

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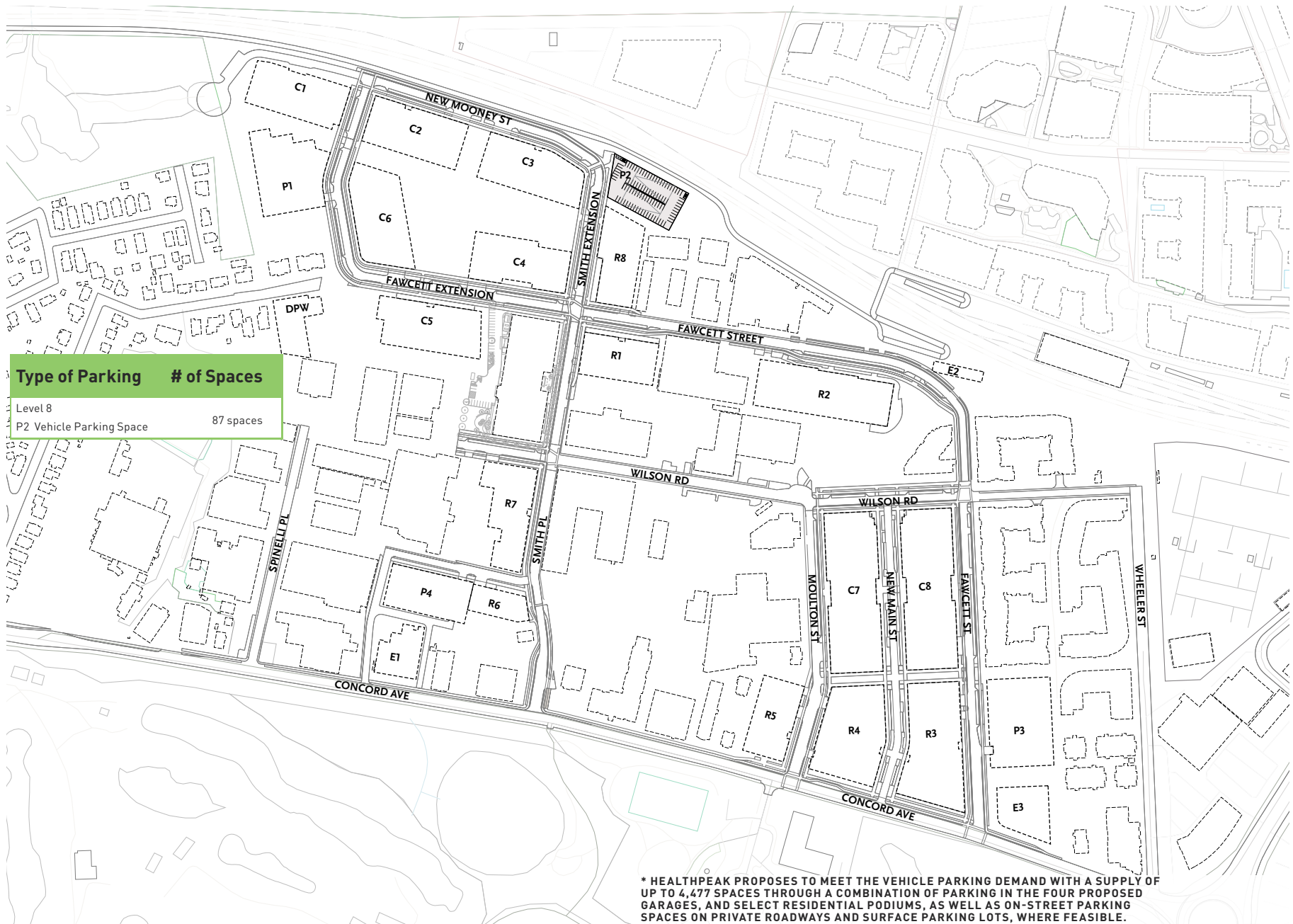


Figure 1C.11: Parking Facilities - Level 8 Plan

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Figure 1C.12: Parking Facilities - Level 9 Plan

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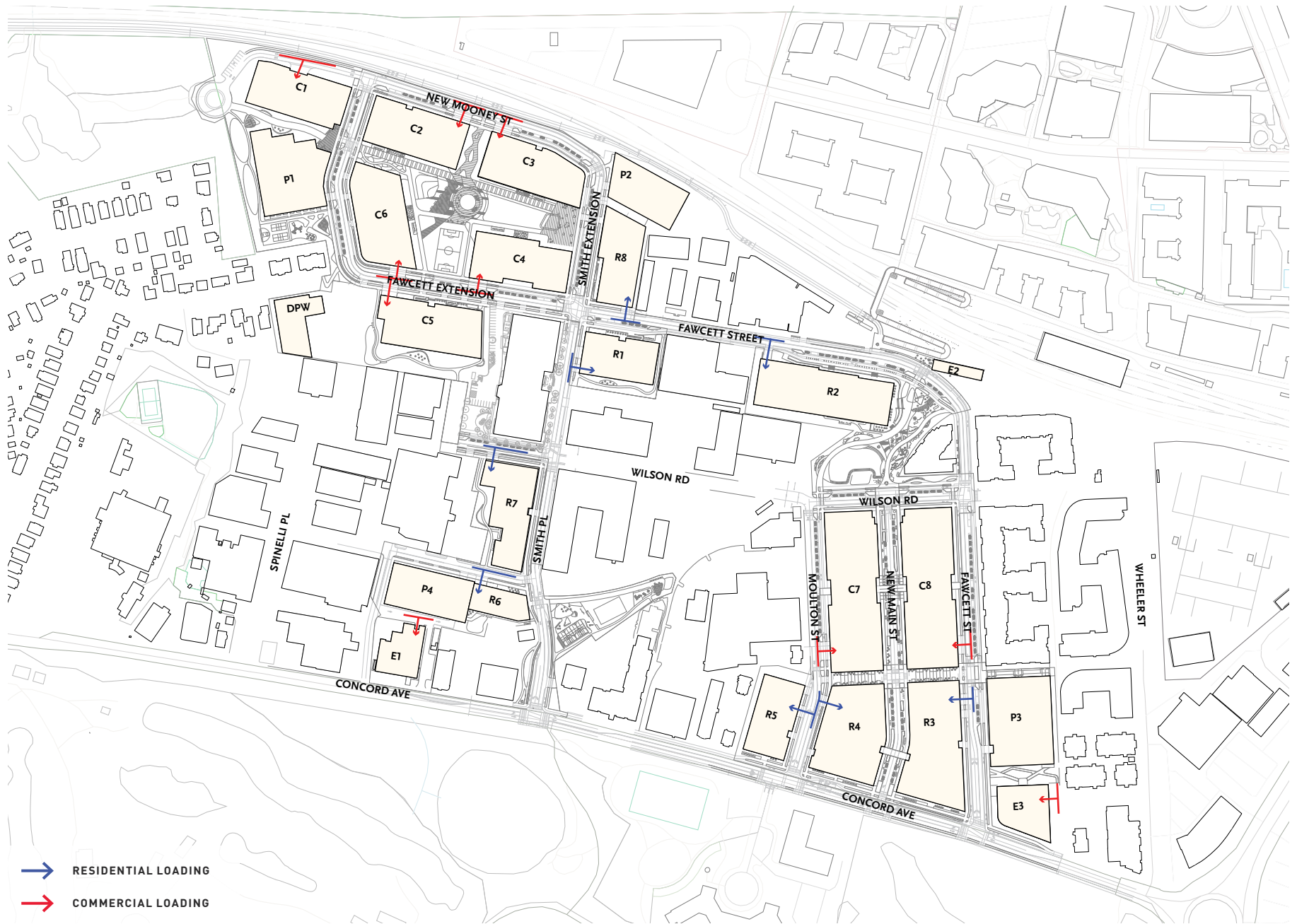


Figure 1C.13: Loading Route Plan

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1.6 Connectivity Plan

The approximate locations of access and egress points on each building and parking facility are shown in **Figure 1C.1**. An important element of the Project is enhancing the pedestrian and bicycle connections in the area as shown on **Figures 1D.1** and **1D.2**. Refer to **Figures 1D.4** and **1D.5** for existing and proposed pedestrian connectivity and **Figures 1D.7** and **1D.8** for existing and proposed bicycle connectivity.

The surrounding area has a significant network of existing and planned bicycle routes as shown on **Figures 1D.6** and **1D.7**. As shown in **Figure 1D.8**, the Project will extend that network into the Development Parcel with access on all Project streets, including separated bike lanes on Fawcett Street, Moulton Street and Smith Place. The connections to vehicular routes extending from the Development Parcel are shown on **Figure 1D.9**. **Figures 1D.10** and **1D.11** illustrate the vehicular plan for existing and proposed conditions, respectively. Curb utilization is illustrated on **Figure 1D.12**. Street sections are included as **Figures 1D.14a-y**.

1.6.1 Proposed Bridge

An essential element of the Project is the Proposed Bridge, a new pedestrian and bicycle connection over the MBTA commuter rail tracks that will provide access to the existing MBTA Alewife Red Line train station. This is a long-awaited critical connection between the Quad and the Alewife Triangle and public transit hub to the north. The Proposed Bridge currently anticipates accommodating pedestrians and bicycles.

Under the existing conditions, most of the Quad, particularly sites located west of Wheeler Street, experience a walk time from the Quad to the Alewife MBTA Station of approximately 15 to 20 minutes, or a $\frac{3}{4}$ -mile to 1-mile distance.

With the Proposed Bridge in place, most of the Quad would experience a walk time from the Quad to the Alewife MBTA train station of about 8 to 15 minutes on average, or a $\frac{1}{2}$ -mile to $\frac{3}{4}$ -mile distance. It is anticipated that the Proposed Bridge would result in savings of approximately 5 to 7 minutes, depending on where in the Quad the pedestrian originates their trip.

The Proposed Bridge is designed to meet or exceed ADA accessibility requirements. Ramps will have less than an 8.33% slope and will have flat landings every thirty feet or less. Code compliant upper and lower handrails will be provided along each side of the ramped portions of the Proposed Bridge. The cross section of the Proposed Bridge will be fourteen feet wide, providing sufficient width for shared use by pedestrians and cyclists. The Applicant introduced eight-foot radii at elbows and hair pinned turns to allow for comfortable and safe movement by cyclists with sufficient line of sight to avoid blind corners. In addition to stairs at both sides of the main crossing, the Proposed Bridge provides an area for elevators should they be needed in the future.

The final design of the Proposed Bridge is subject to approval by the MBTA and local agencies with jurisdiction. The current location of the Proposed Bridge is not intended to preclude any future MBTA right-of-way work or commuter rail expansion projects.



Figure 1D.1: Illustrative Connections Plan

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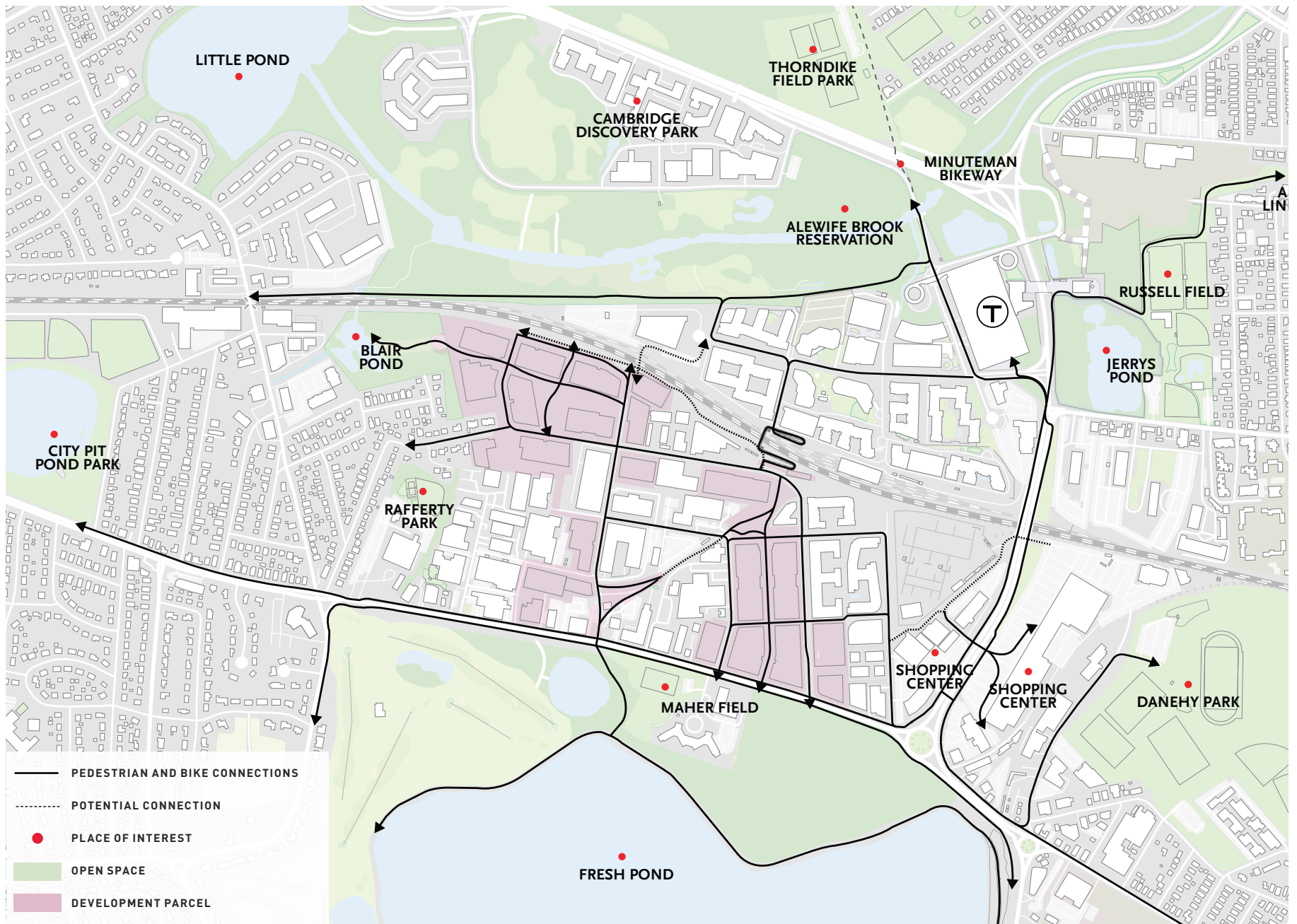


Figure 1D.2: Connections to Surrounding Context Plan

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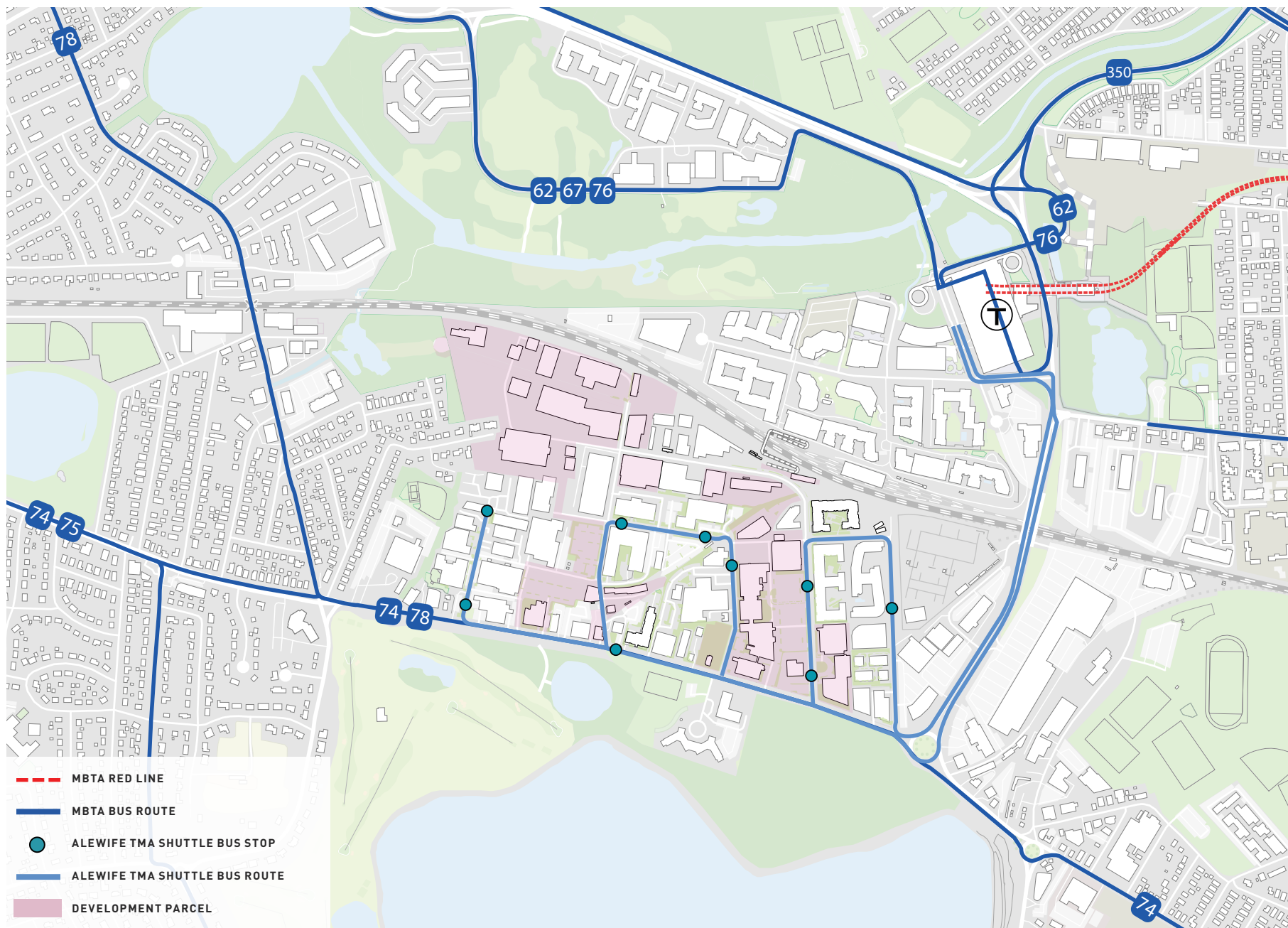


Figure 1D.3: Connections to Transit Routes

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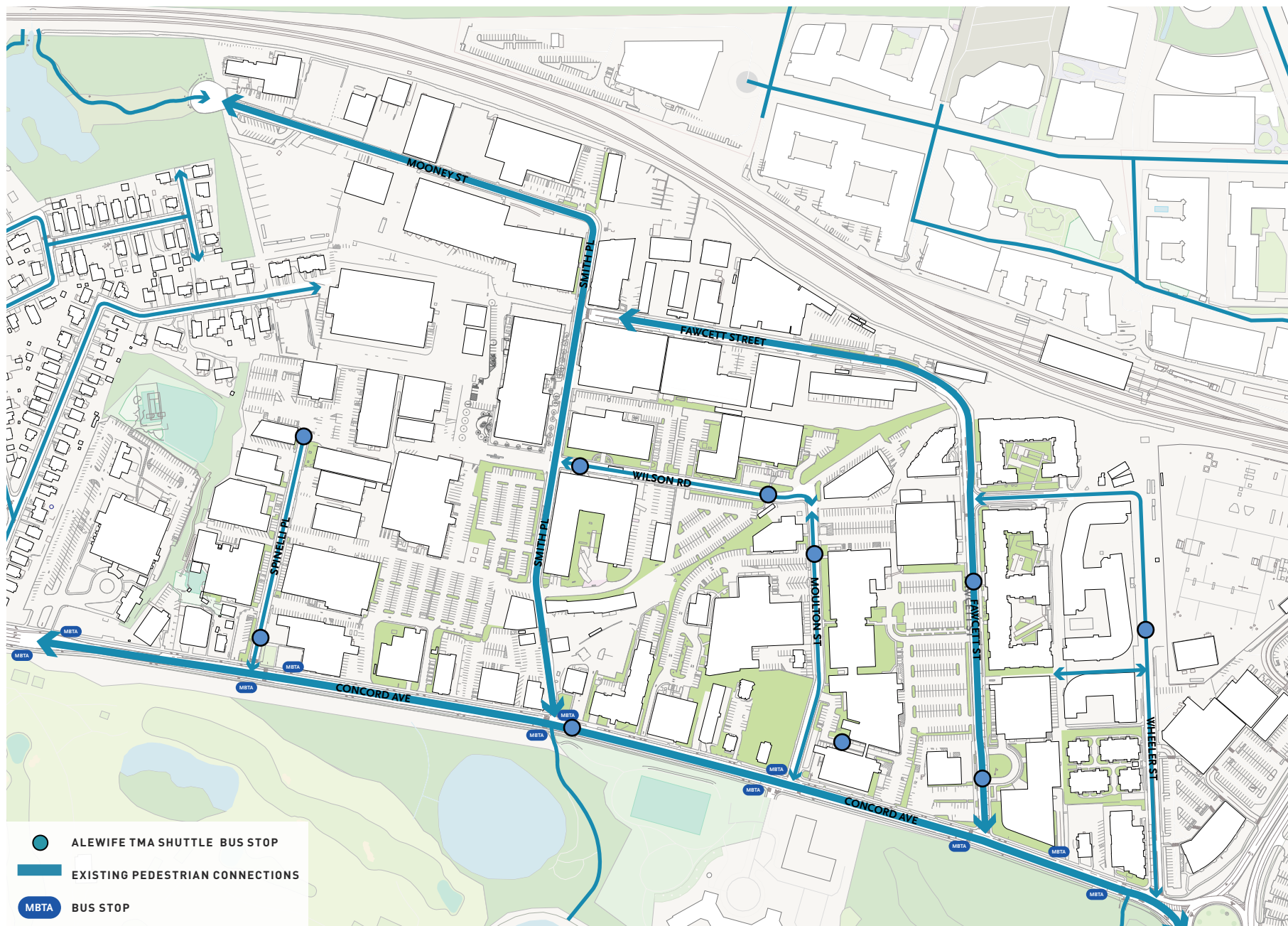


Figure 1D.4: Pedestrian Connectivity Plan - Existing Conditions

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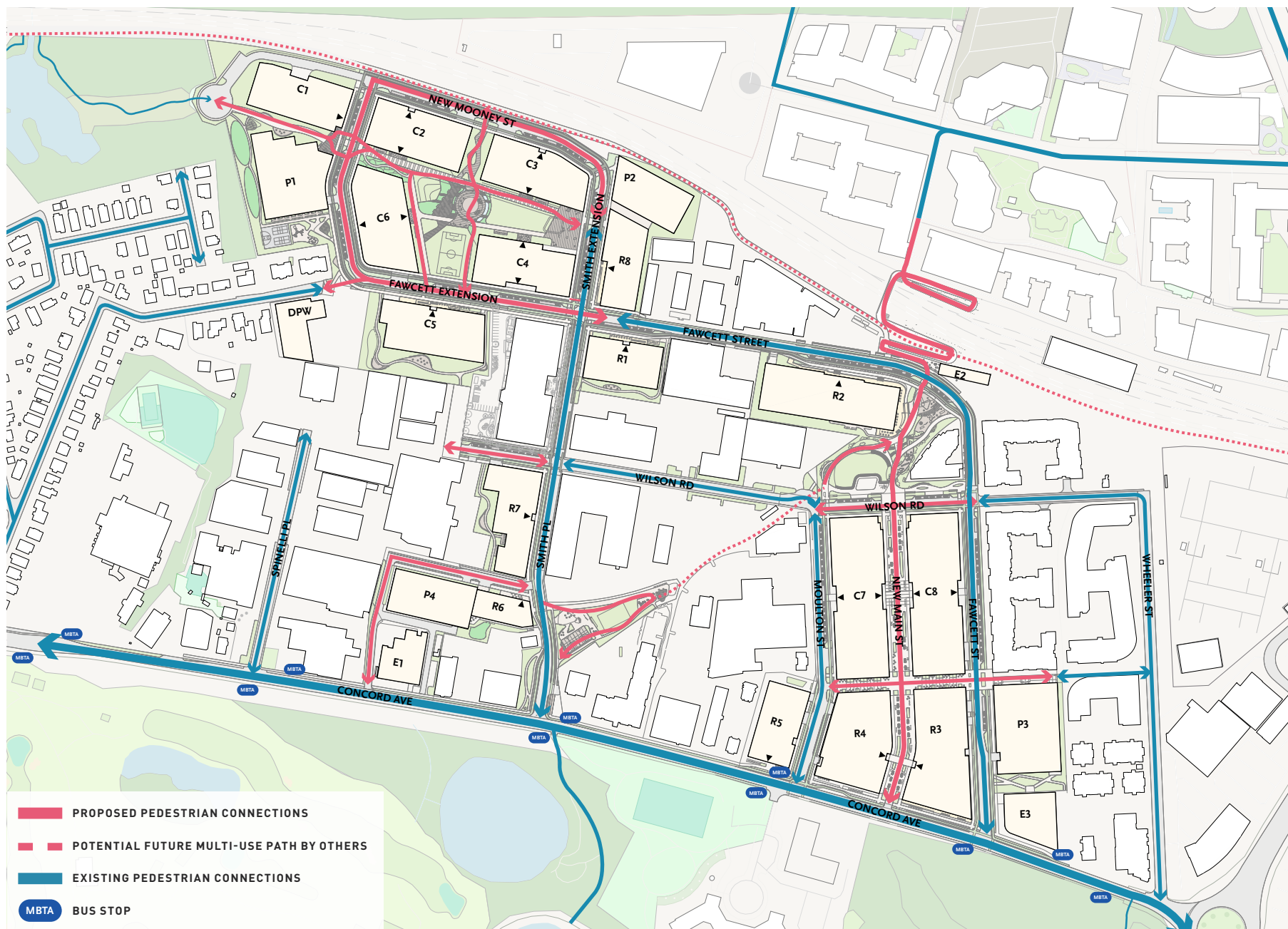


Figure 1D.5: Pedestrian Connectivity Plan - Proposed Conditions

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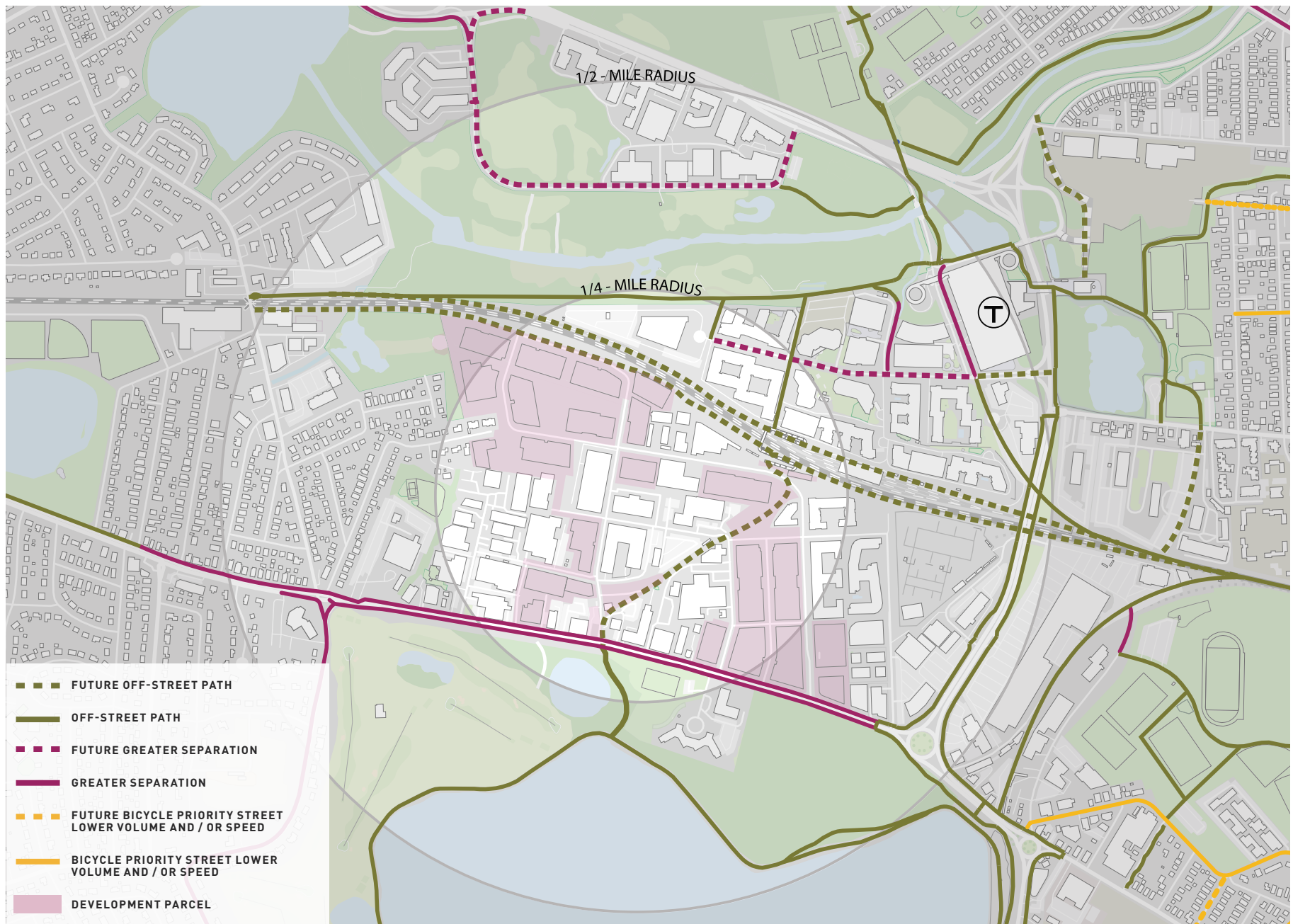


Figure 1D.6: 2020 Cambridge Bicycle Network Vision

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0 500 1000ft



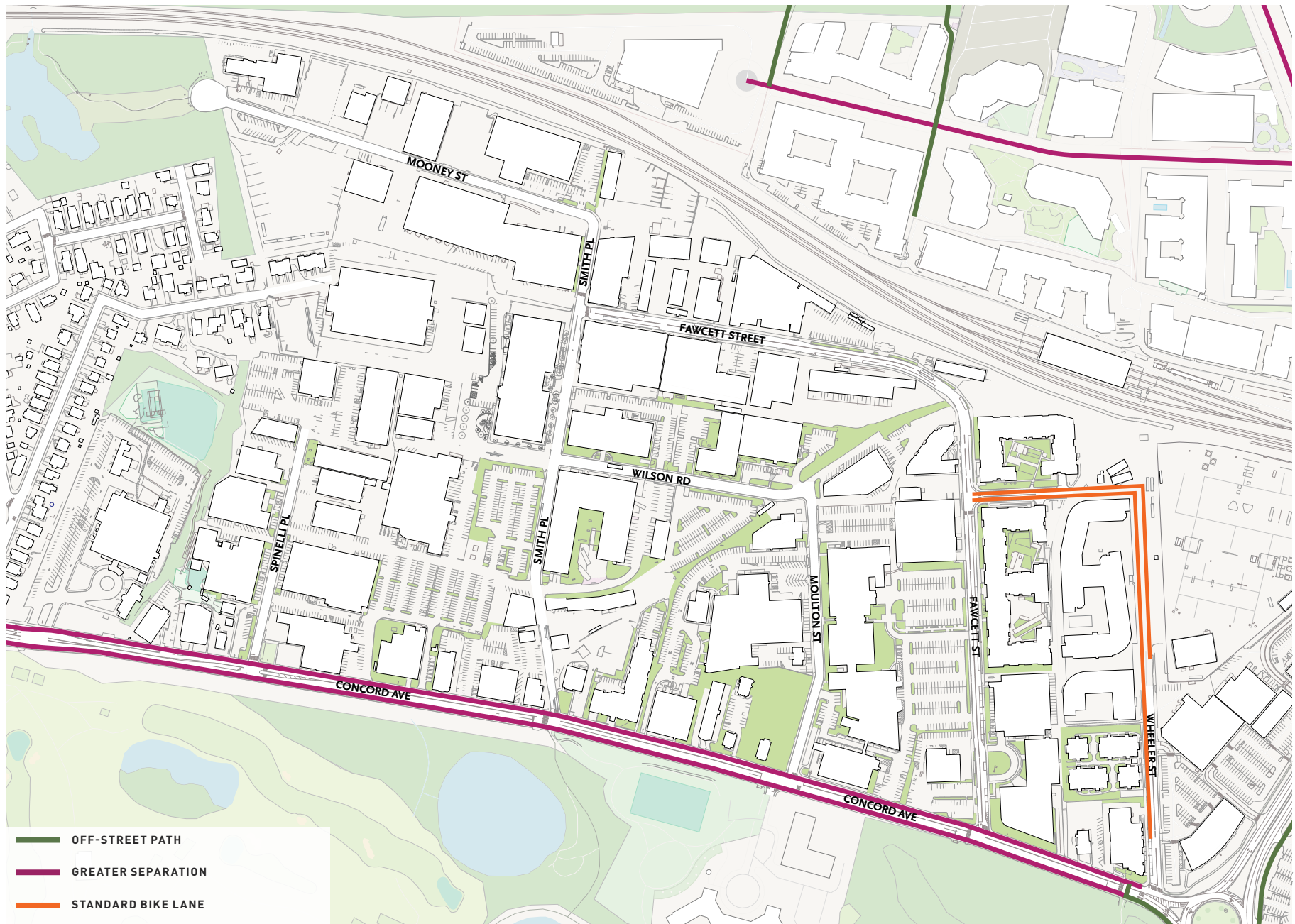


Figure 1D.7: Bicycle Connectivity Plan - Existing Conditions

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0 200 400ft



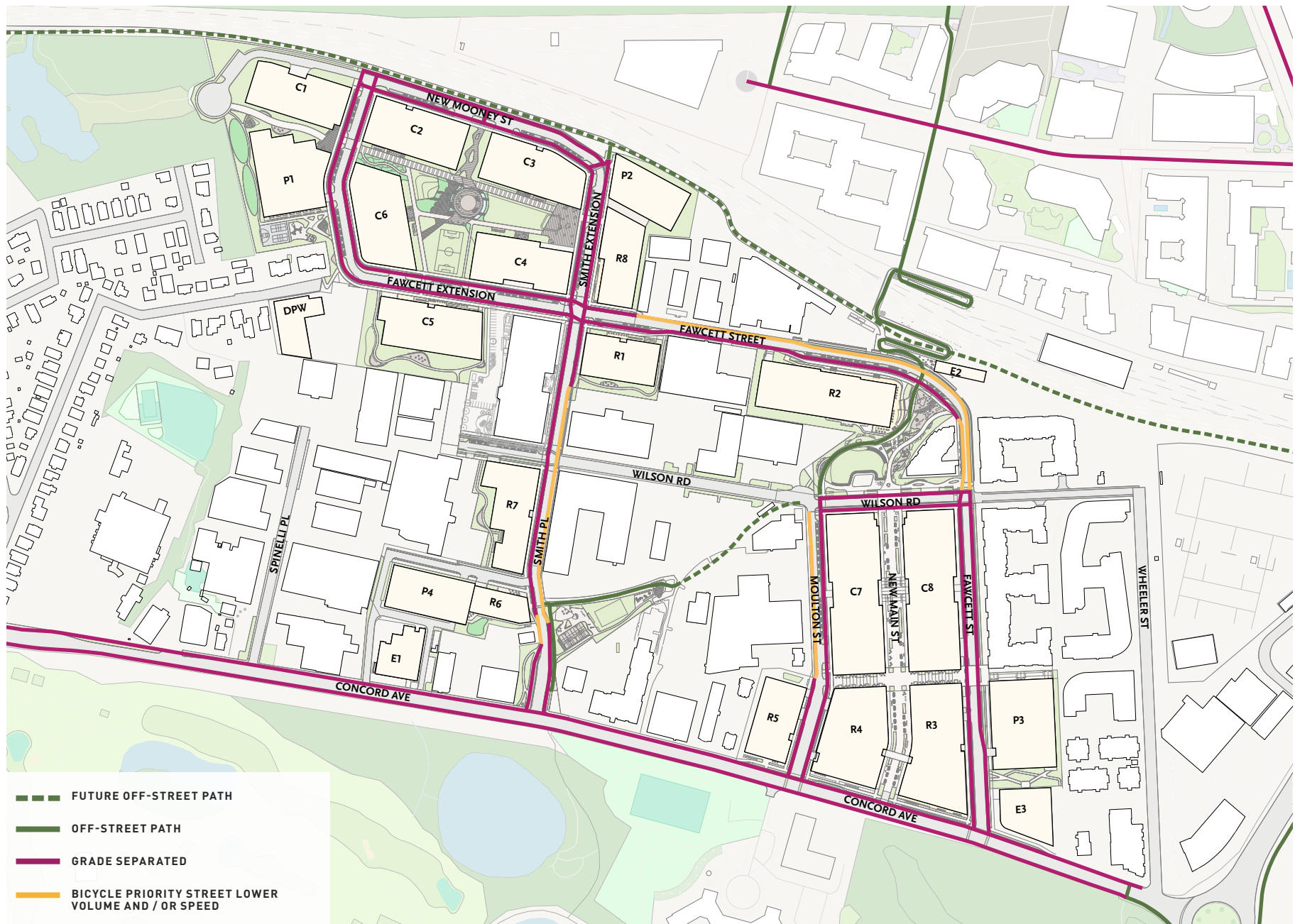


Figure 1D.8: Bicycle Connectivity Plan - Proposed Conditions

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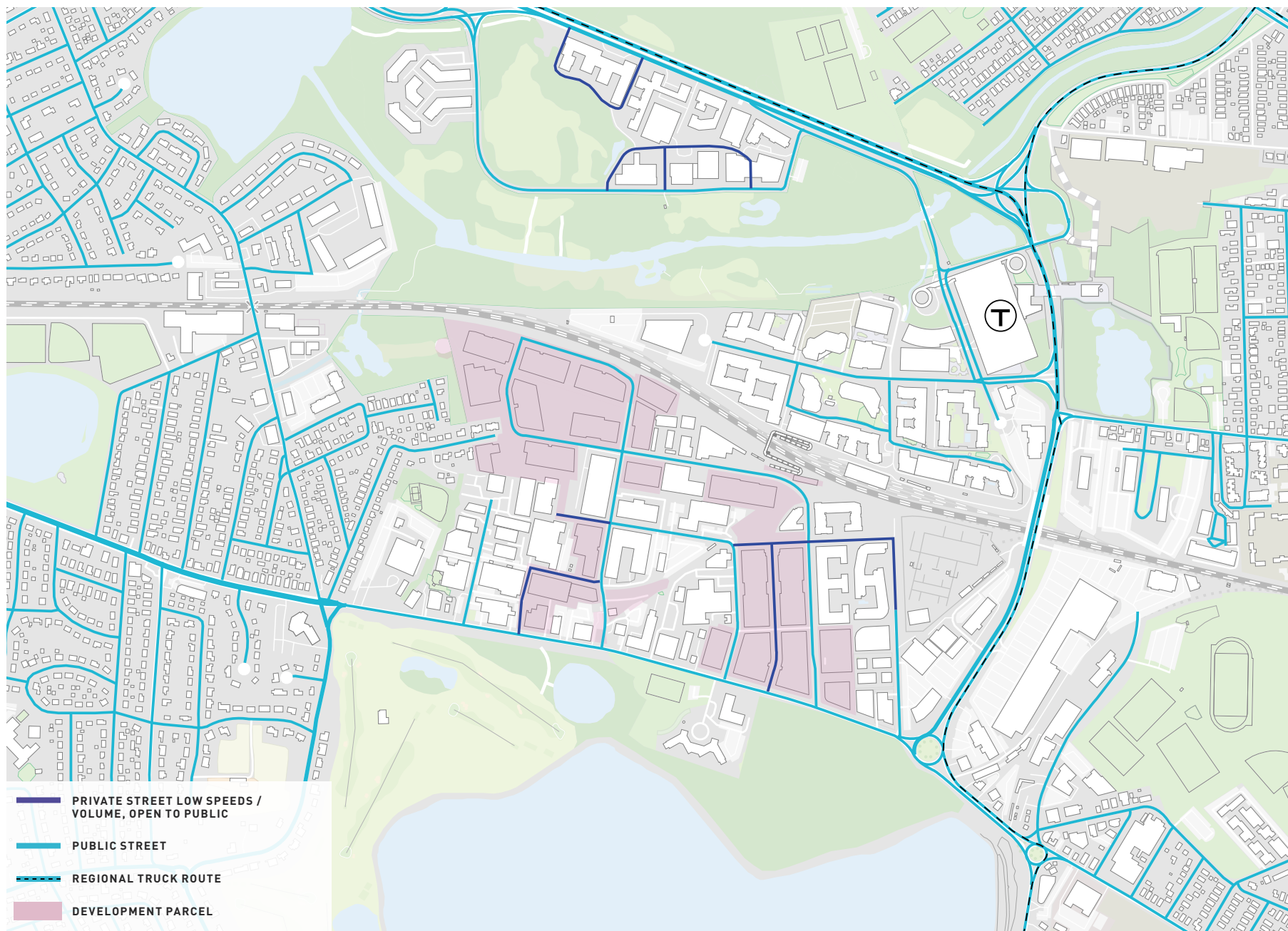


Figure 1D.9: Connections to Vehicular Routes

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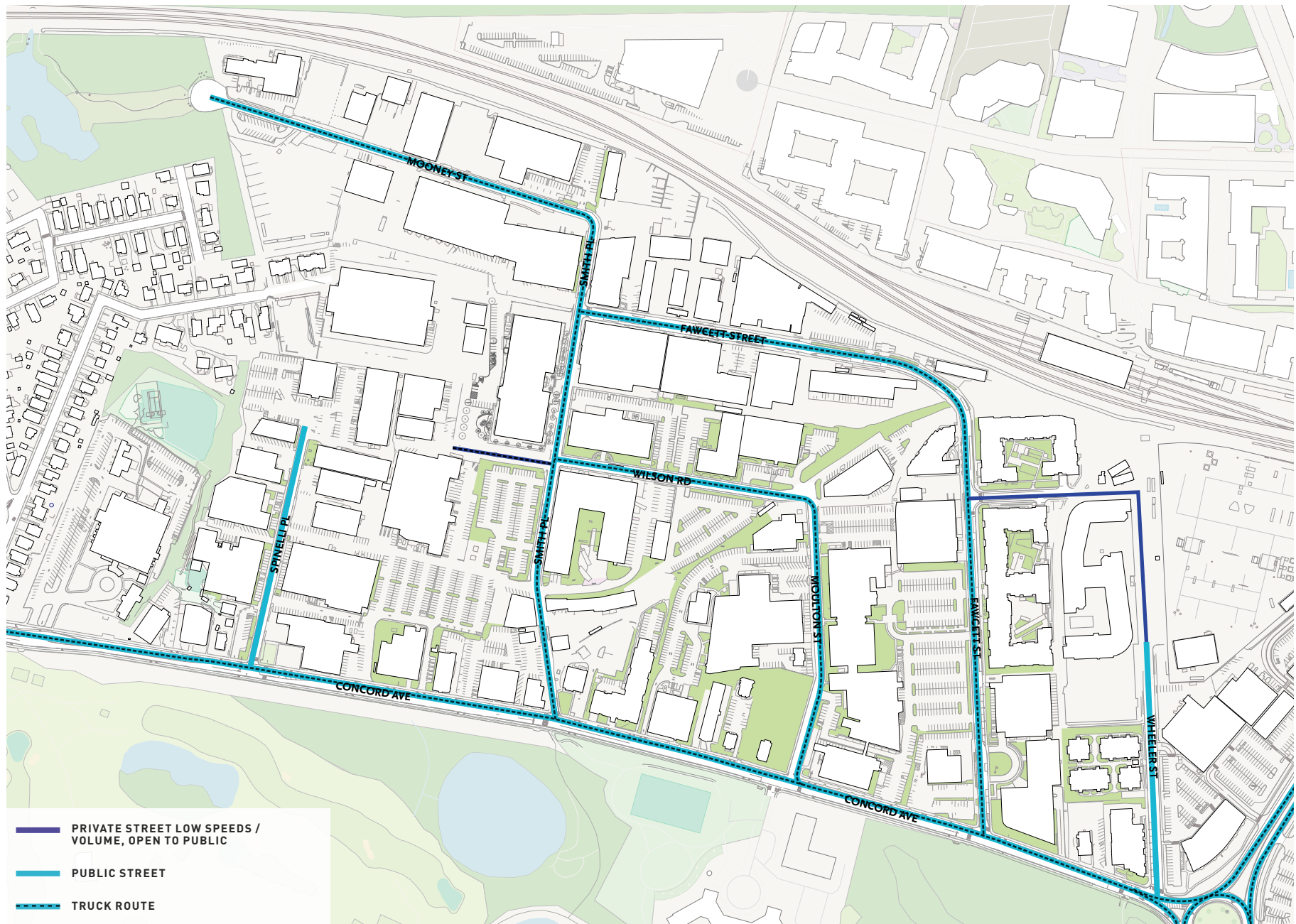


Figure 1D.10: Vehicular Plan - Existing Conditions

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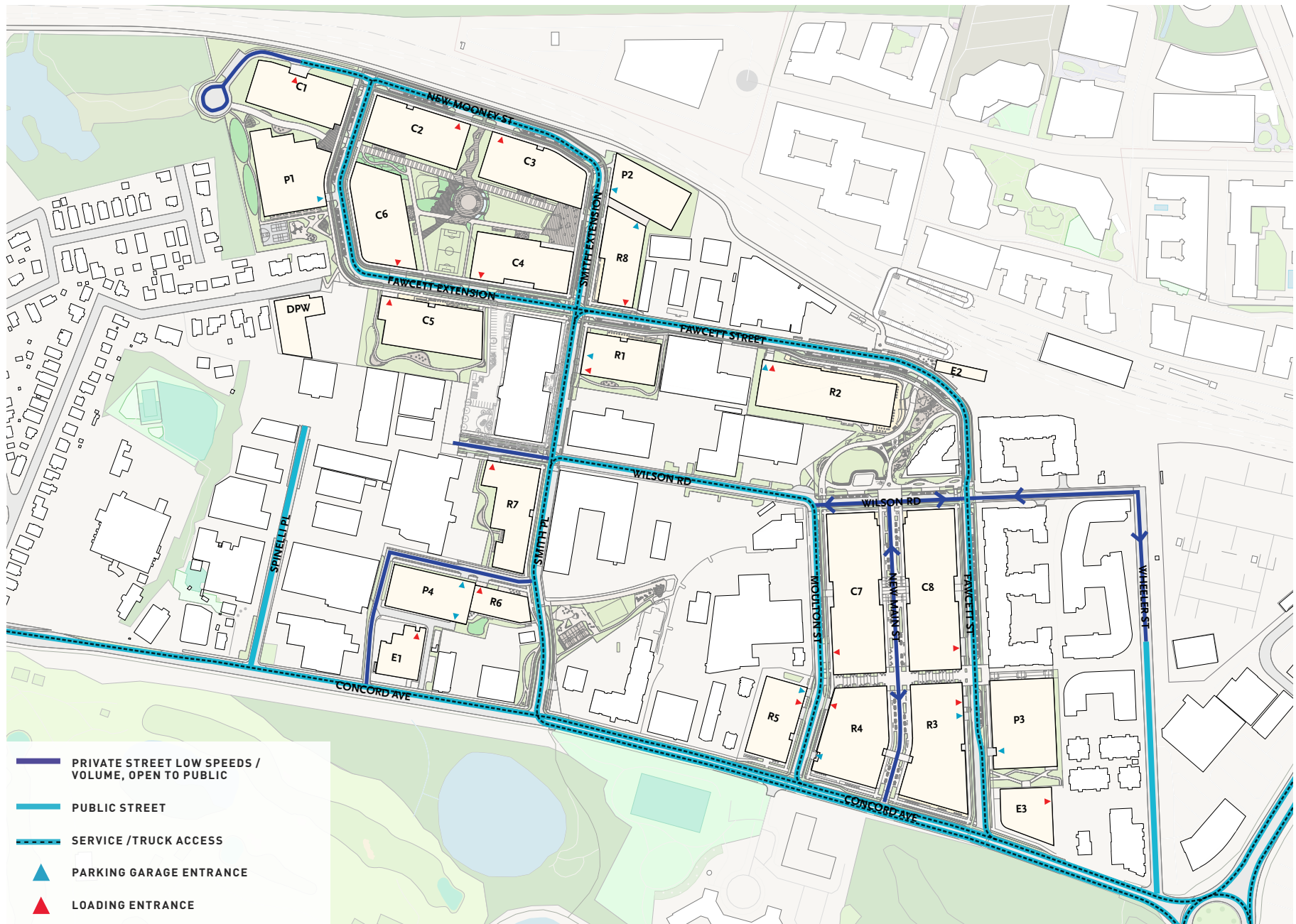


Figure 1D.11: Vehicular Plan - Proposed Conditions

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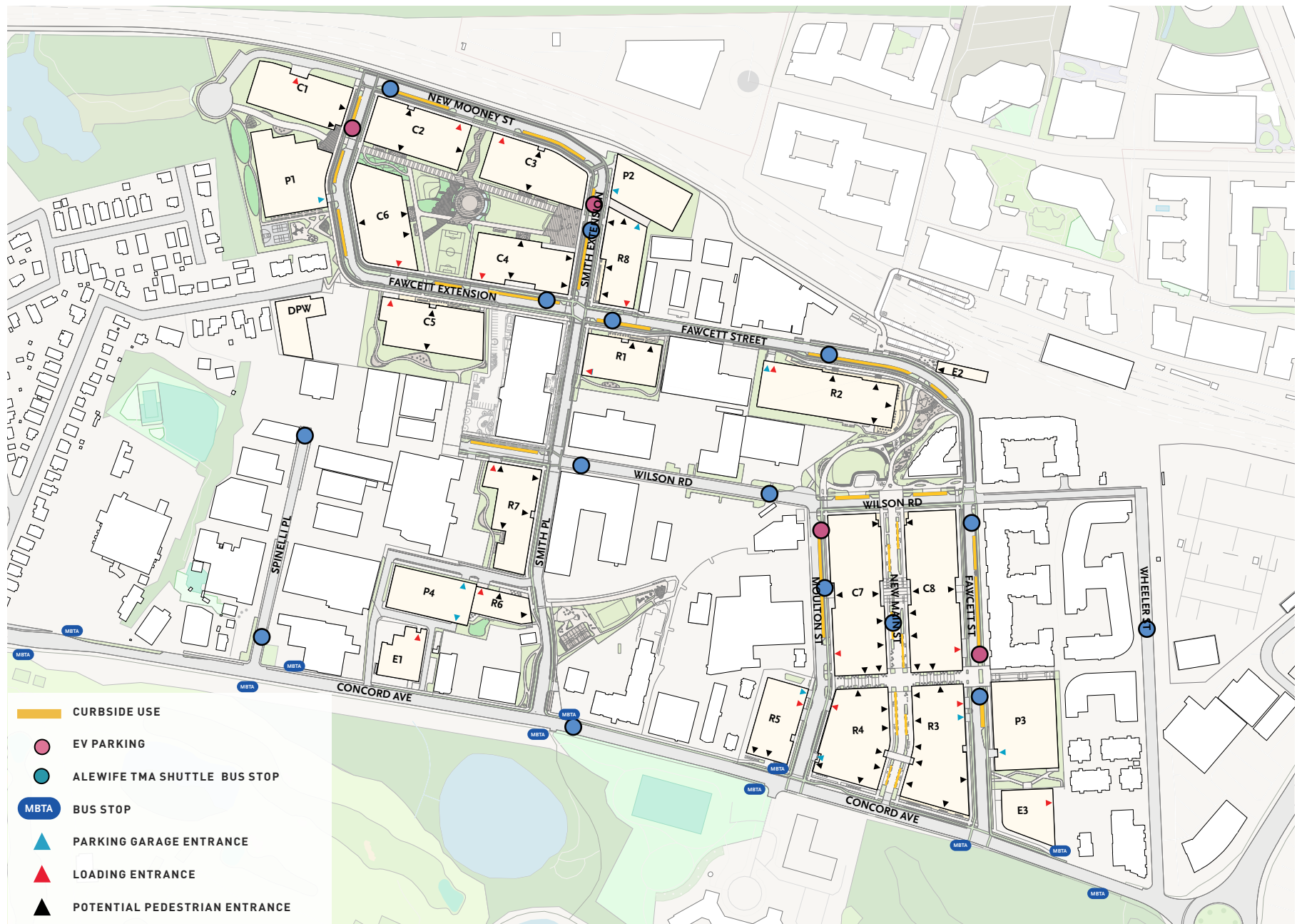


Figure 1D.12: Vehicular Plan - Curb Utilization

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