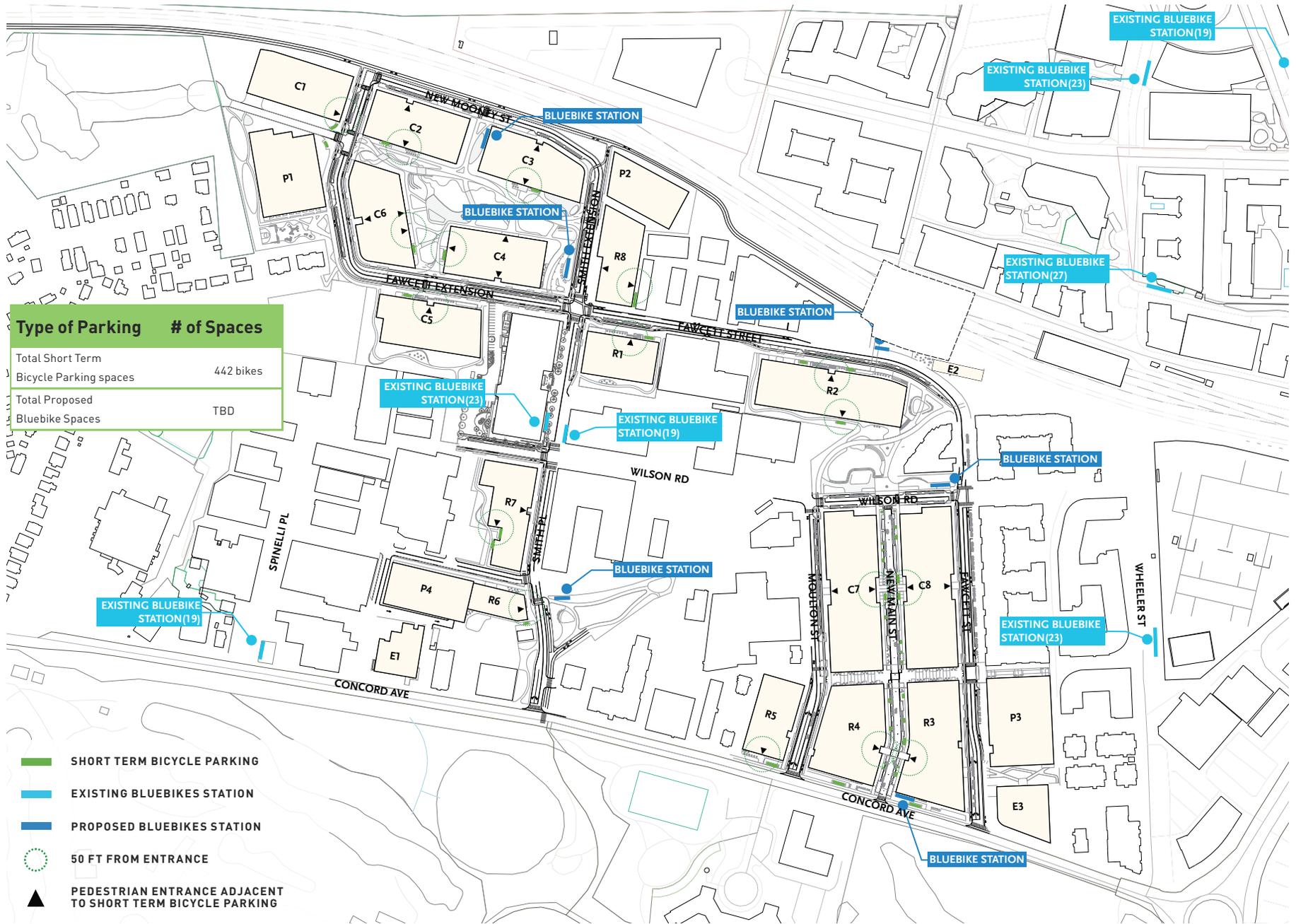


**Figure 1C.1: Vehicular and Bicycle Parking Access Plan**

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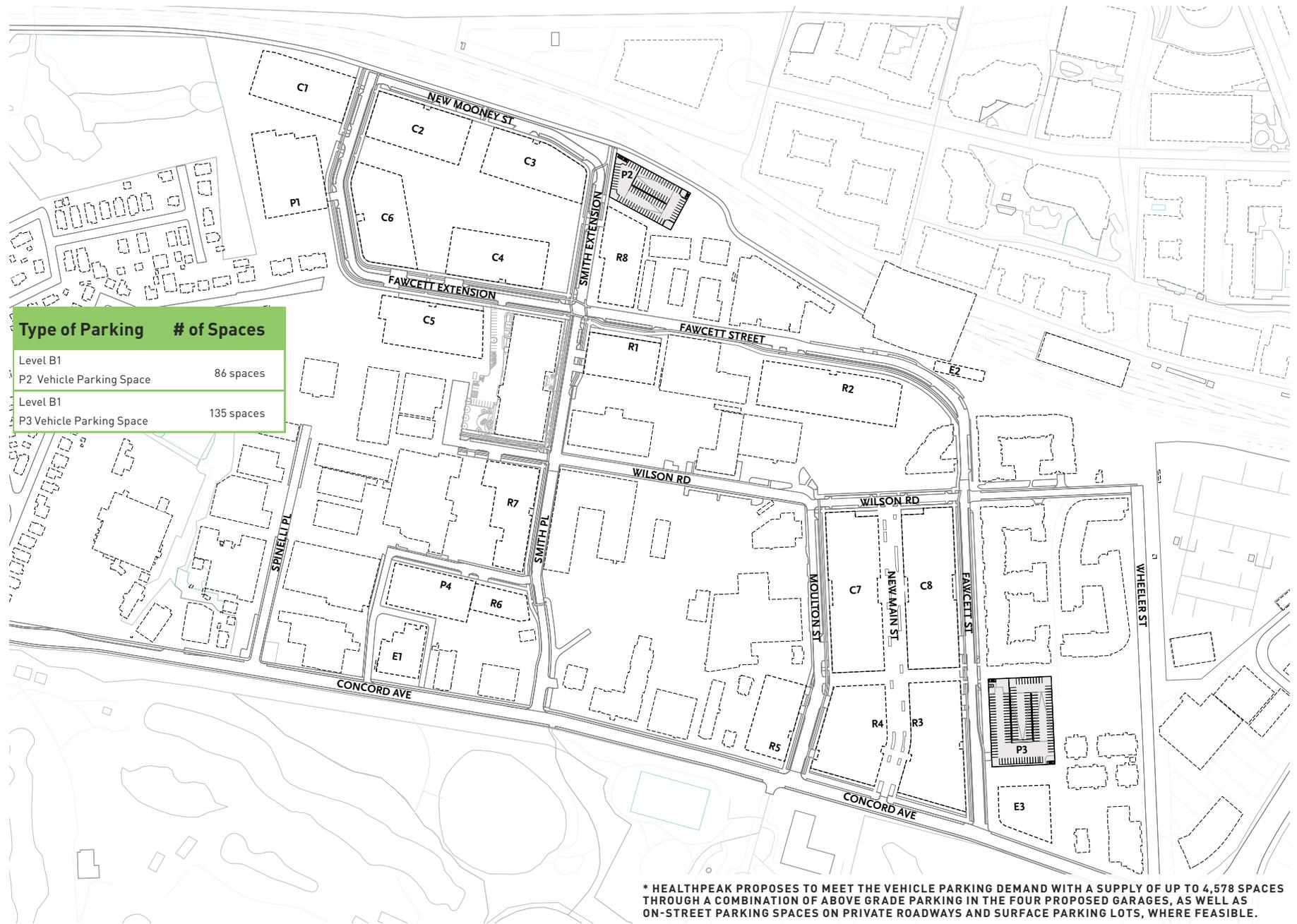




**Figure 1C.2: Bluebike Stations and Short Term Bike Parking Plan**

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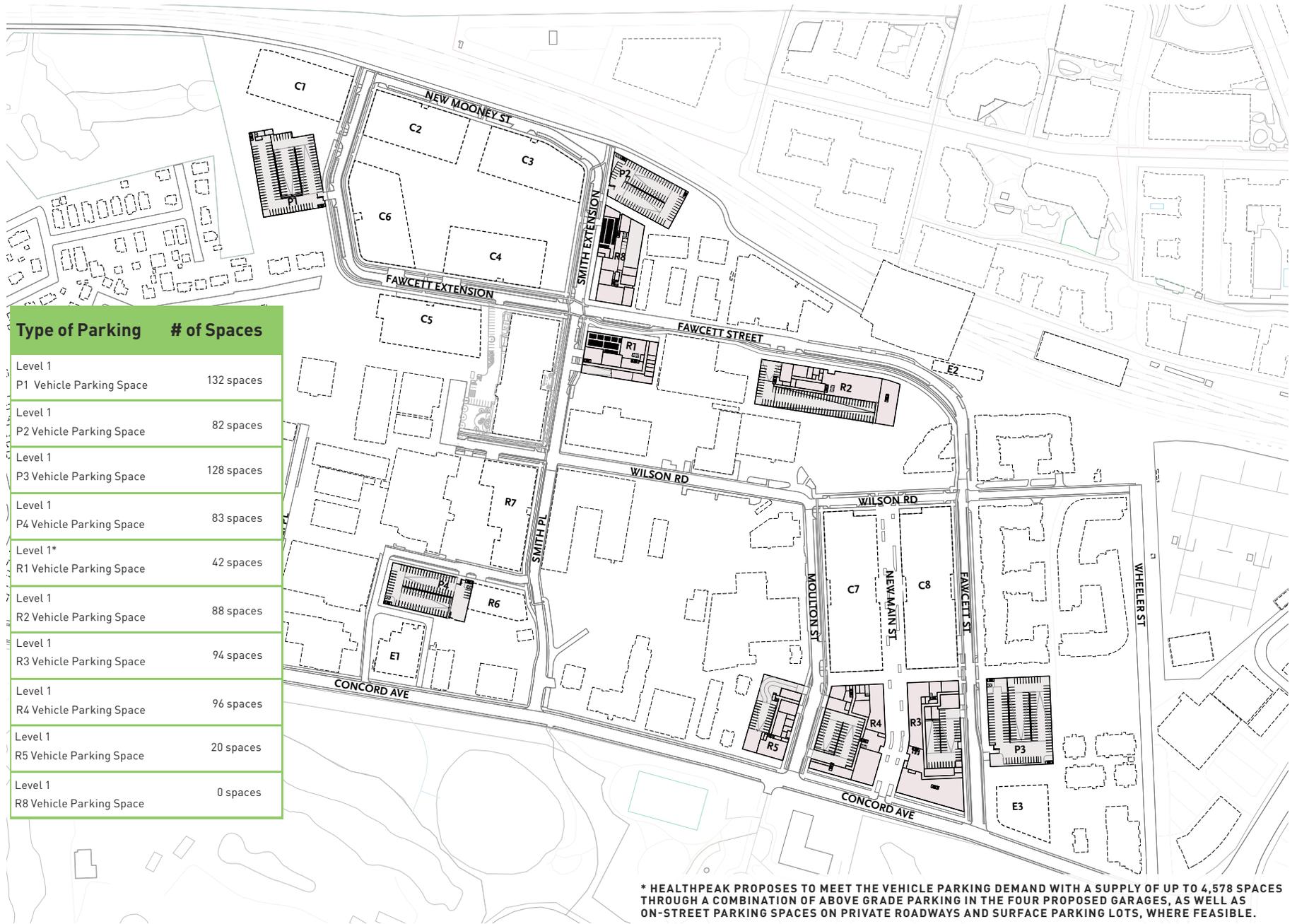




**Figure 1C.3: Parking Facilities - B1 Plan**

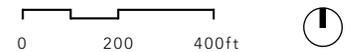
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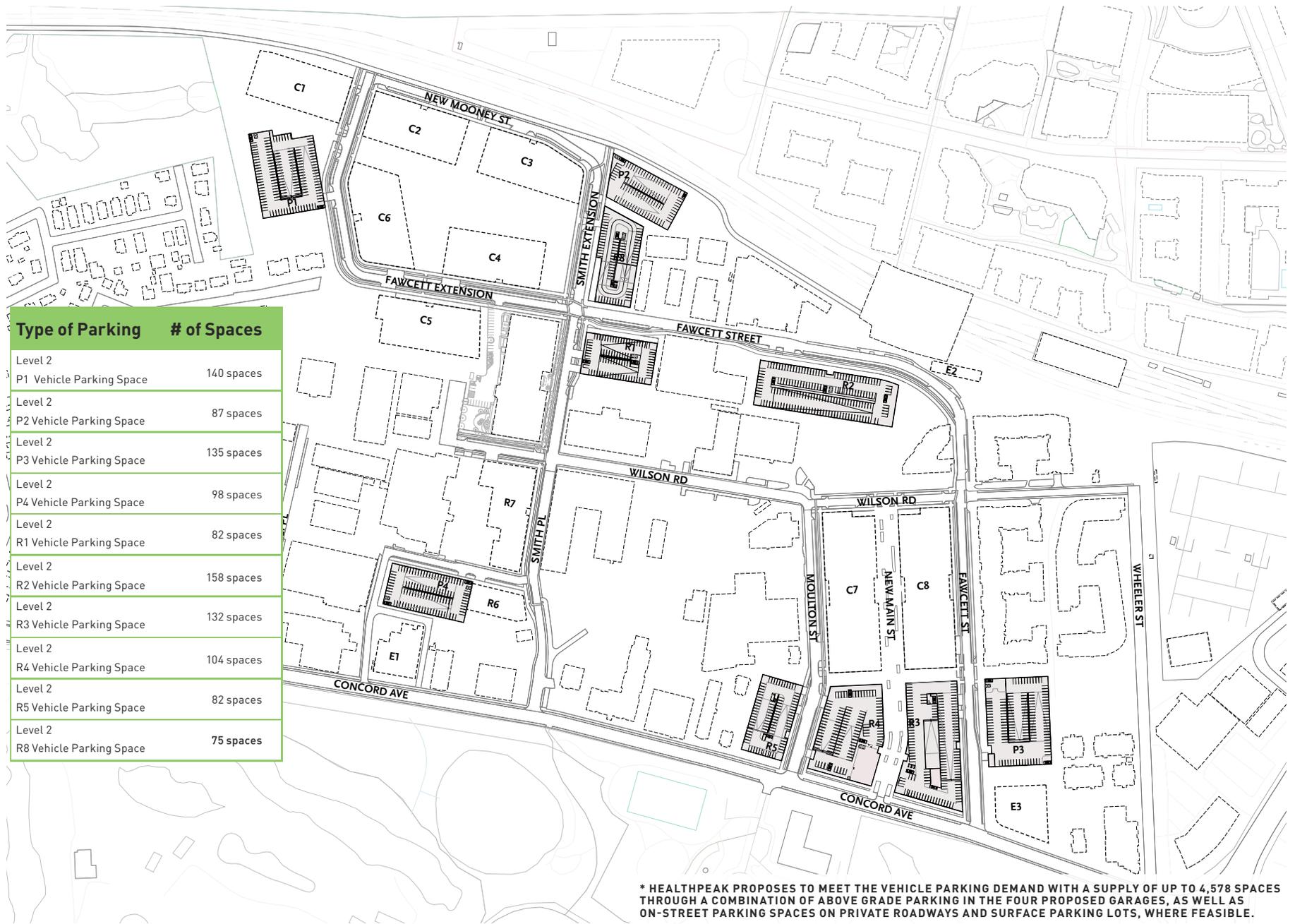




**Figure 1C.4: Parking Facilities - Level 1 Plan**

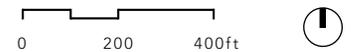
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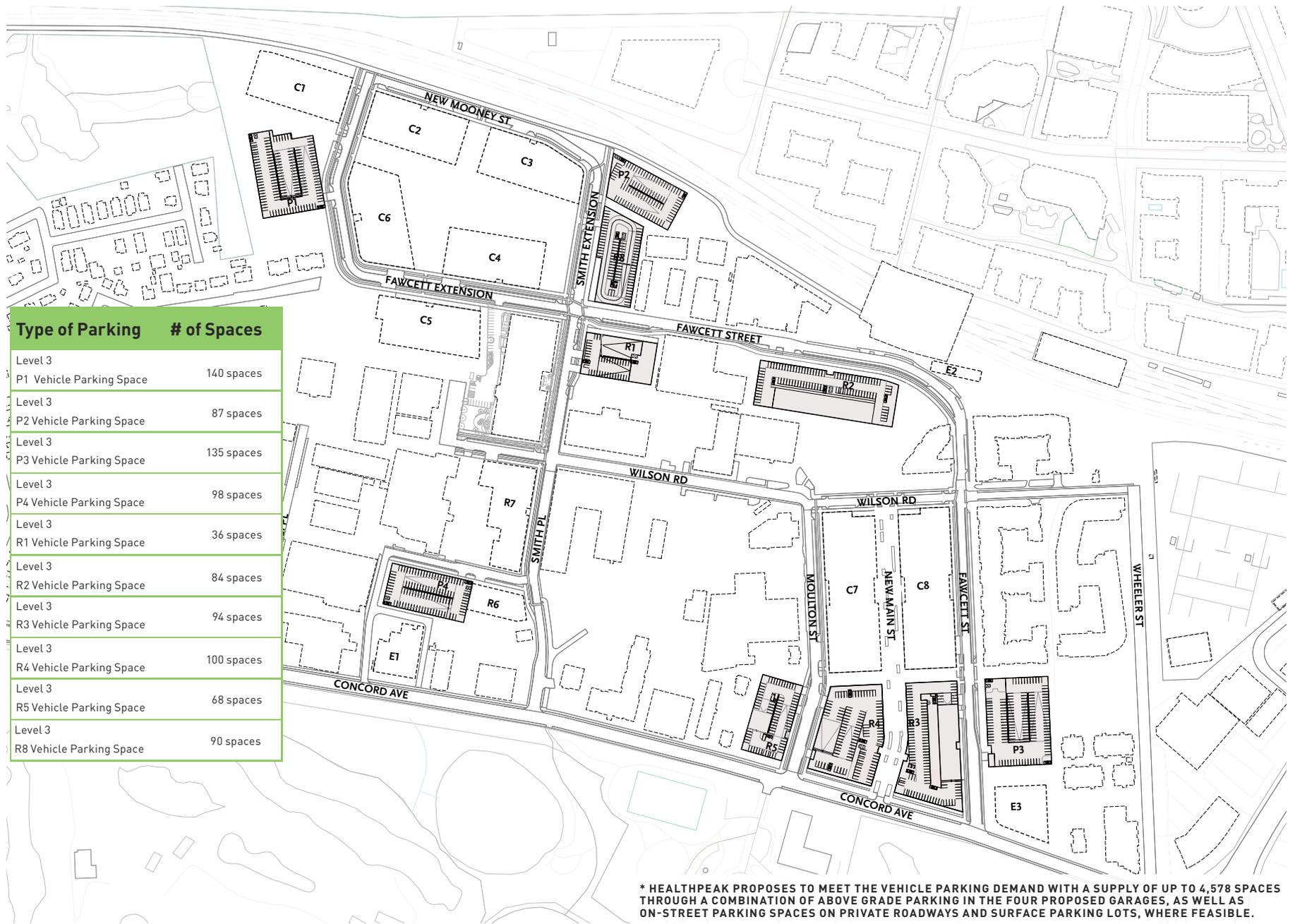




**Figure 1C.5: Parking Facilities - Level 2 Plan**

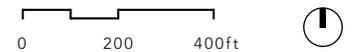
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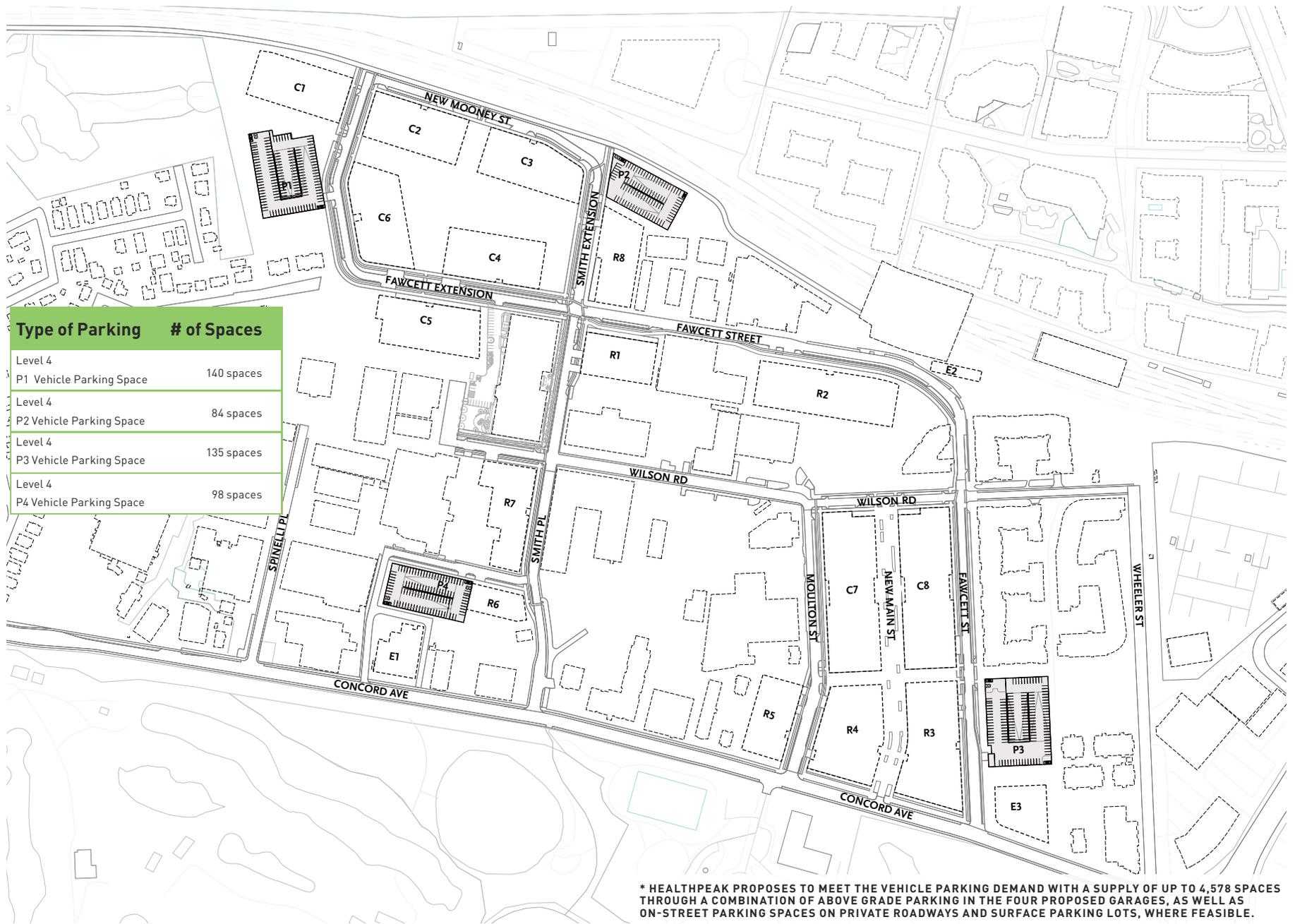




**Figure 1C.6: Parking Facilities - Level 3 Plan**

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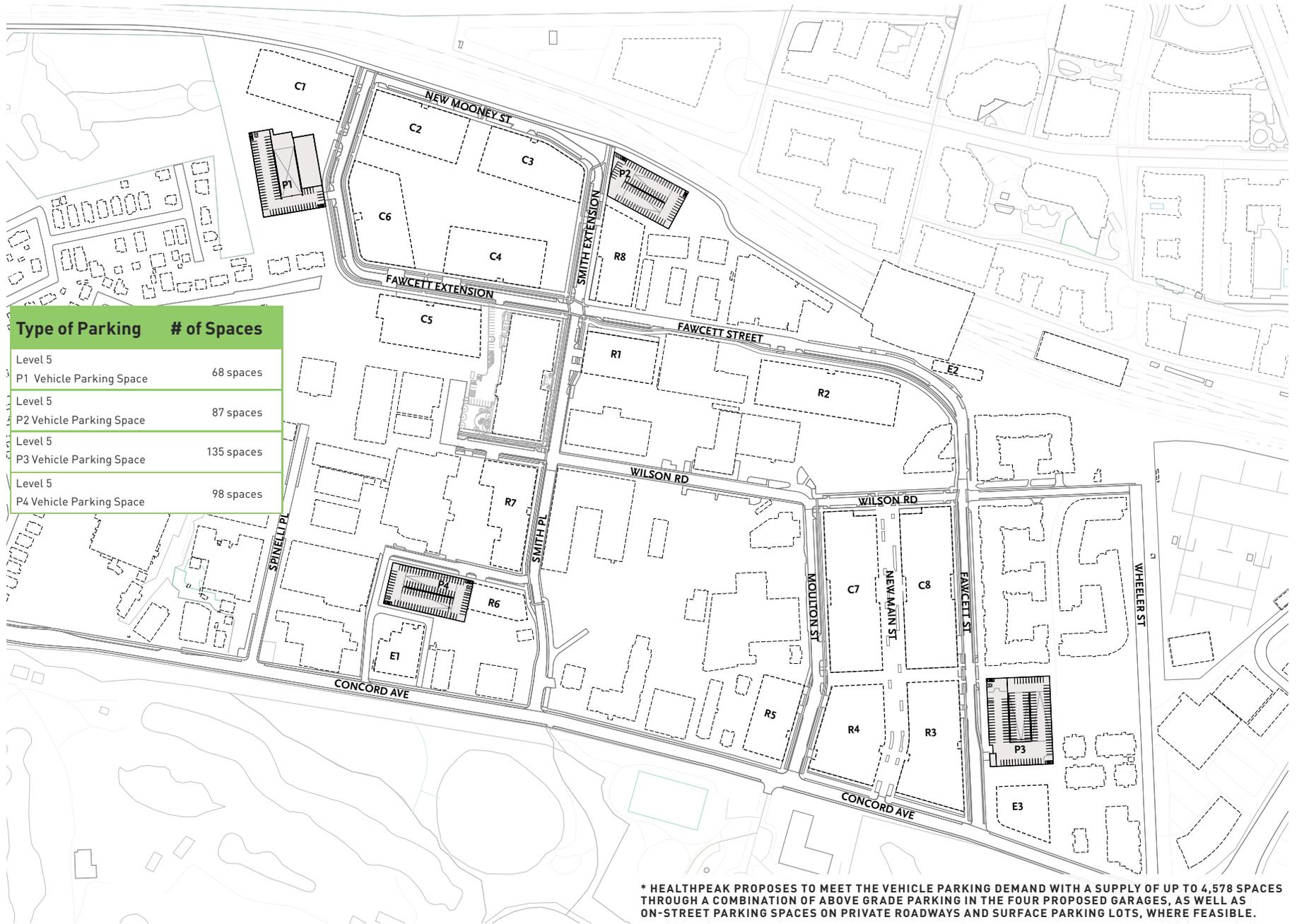




**Figure 1C.7: Parking Facilities - Level 4 Plan**

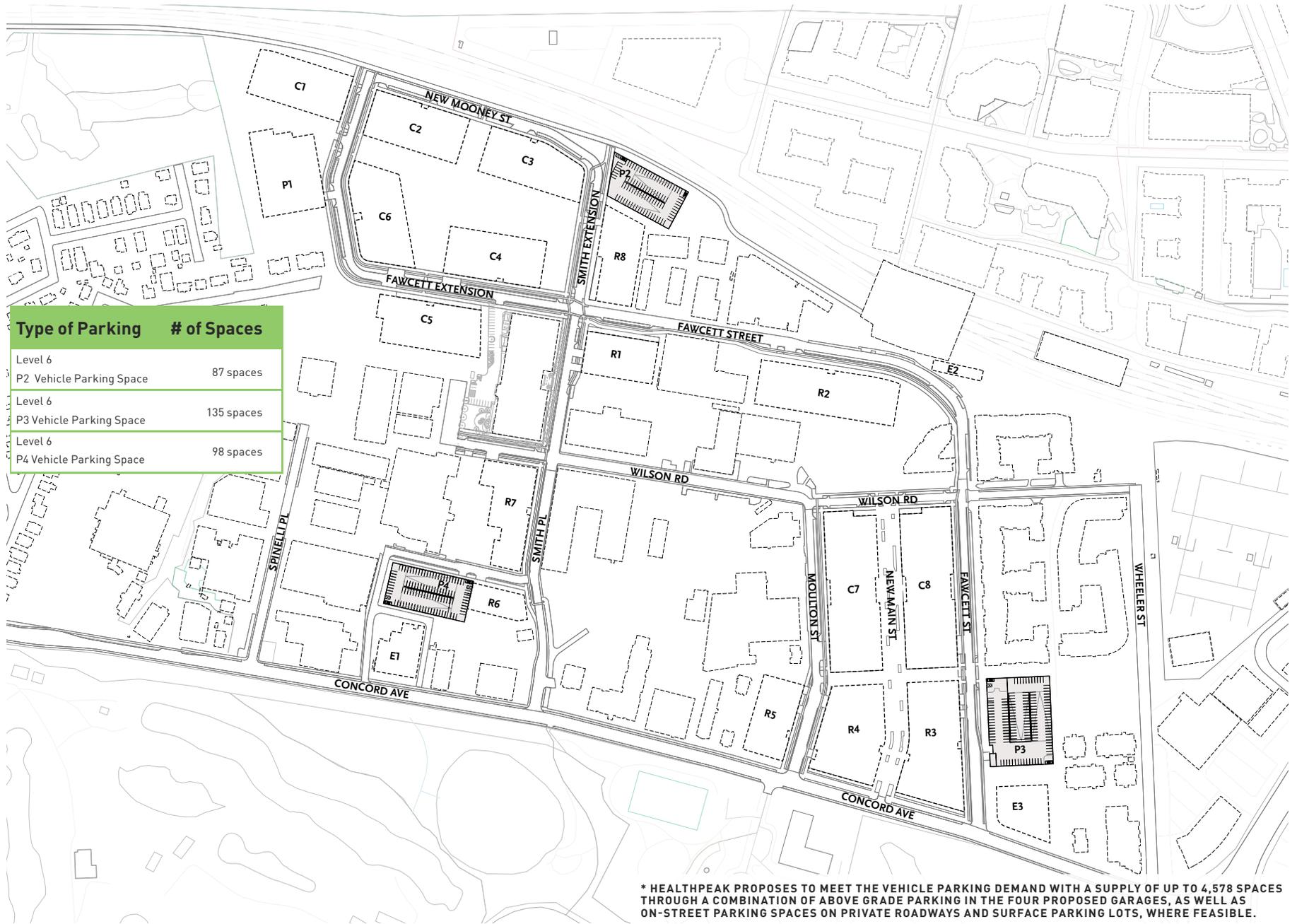
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**Figure 1C.8: Parking Facilities - Level 5 Plan**

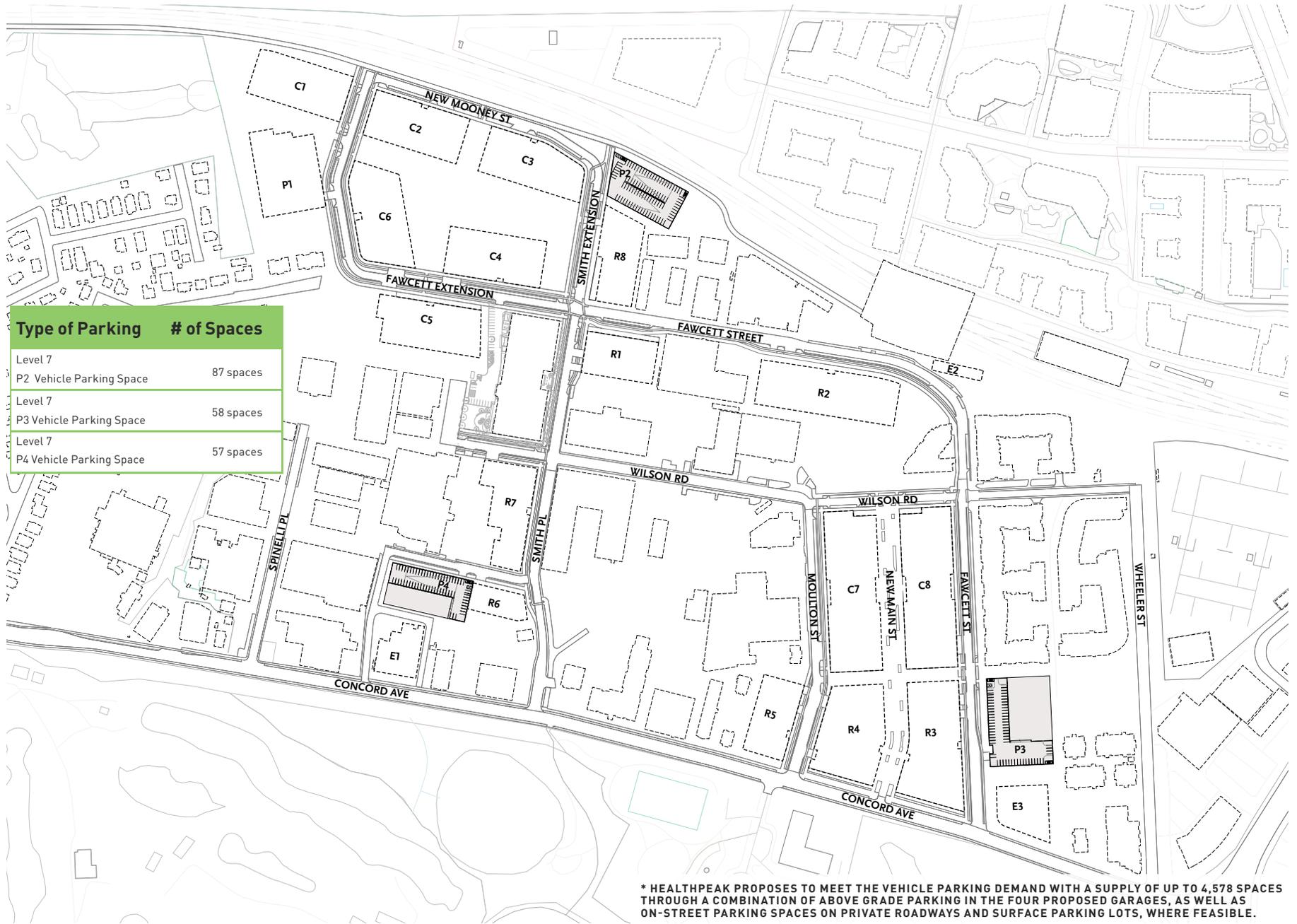
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**Figure 1C.9: Parking Facilities - Level 6 Plan**

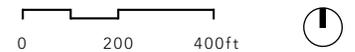
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**Figure 1C.10: Parking Facilities - Level 7 Plan**

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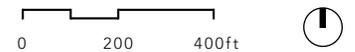
**Figure 1C.11: Parking Facilities - Level 8 Plan**

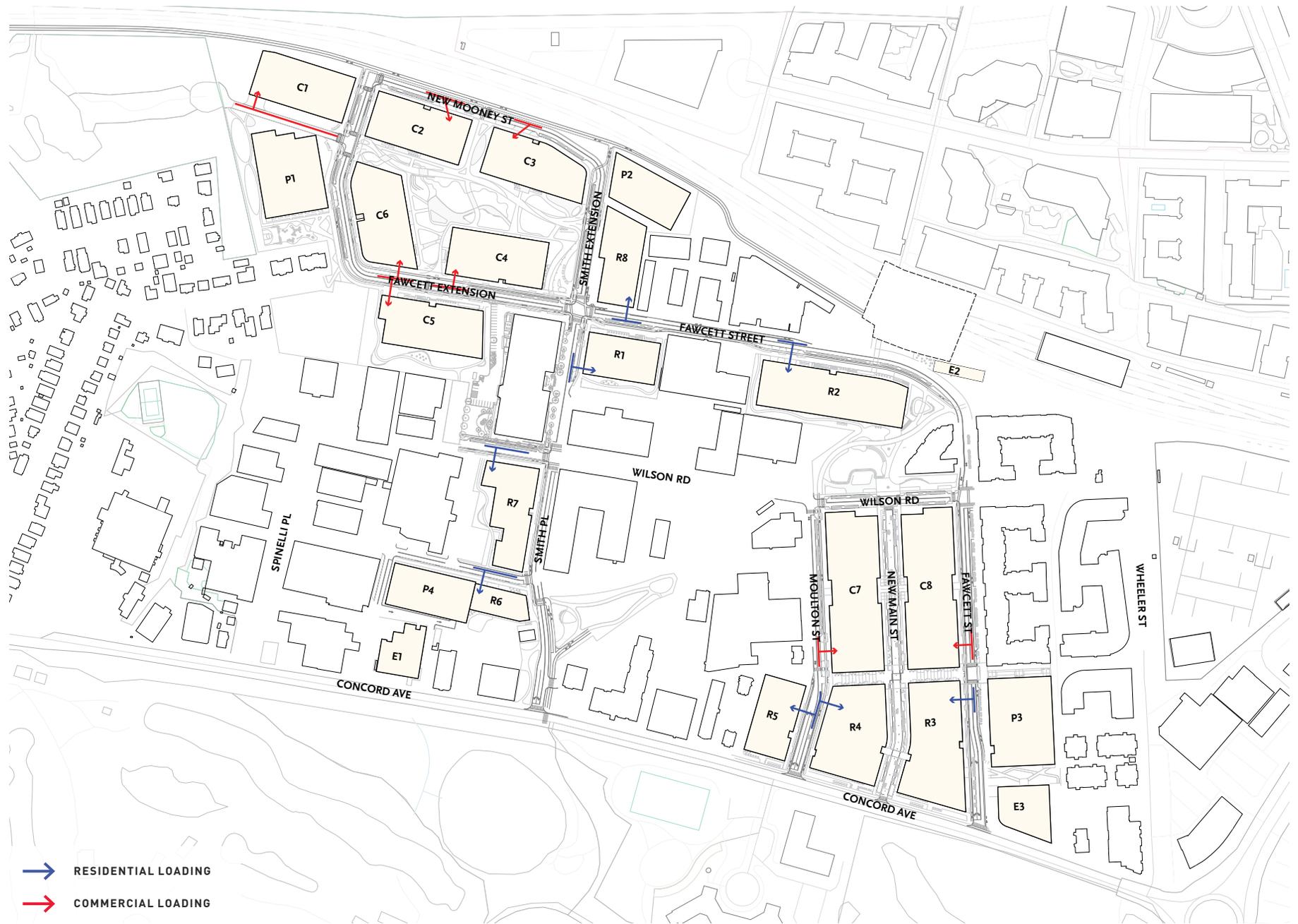
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**Figure 1C.12: Parking Facilities - Level 9 Plan**

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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**, as well as on **Figures 1.d.1 and 1.d.2** of the certified TIS (**Appendix A**). Refer to the **TIS Figure E.a** for existing and proposed pedestrian connectivity and **TIS Figure E.b** for existing and proposed bicycle connectivity.

The surrounding area has a significant network of existing and planned bicycle routes as shown on **Figure 1D.3**. As shown in the **TIS Figure E.b**, the Project will extend that network into the Development Parcel with access on all Project streets, including separated bicycle lanes on Fawcett Street, Moulton Street and Smith Place. The connections to vehicular routes extending from the Development Parcel are shown on **Figure 1D.4**. **TIS Figure E.c** illustrates the vehicular plan for existing and proposed conditions. Curb utilization is illustrated on **Figure 1D.5**. Street sections are included as **Figures 1D.6a-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. 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.

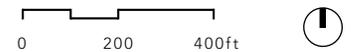
Under the existing conditions, most of the Quad, particularly sites located west of Wheeler Street, experience a walk time from the Quad to the Alewife MBTA Station of approximately 15 to 20 minutes, or a  $\frac{3}{4}$ -mile to 1-mile distance.

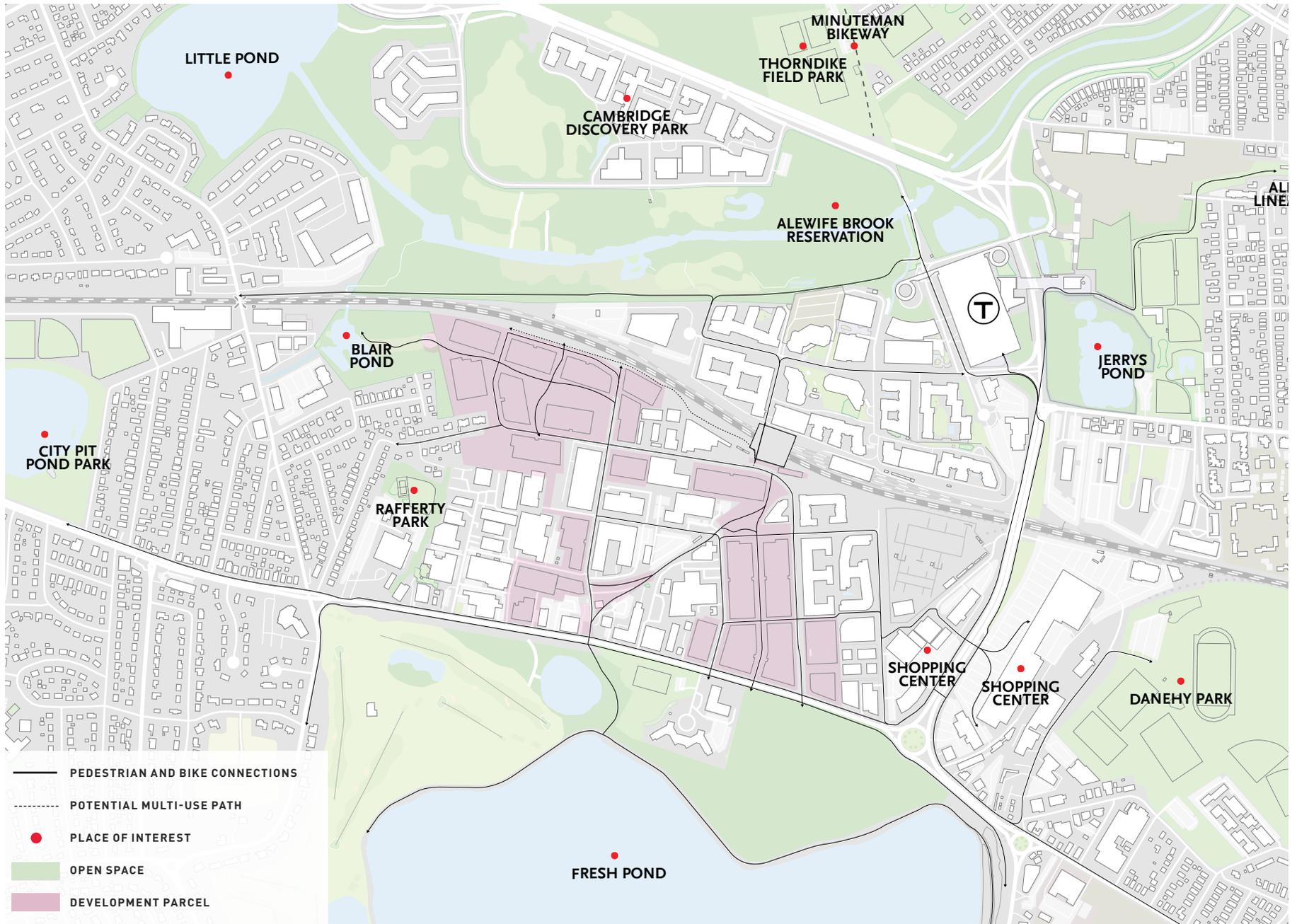
With the Proposed Bridge in place, most of the Quad would experience a walk time from the Quad to the Alewife MBTA train station of about 8 to 15 minutes on average, or a  $\frac{1}{2}$ -mile to  $\frac{3}{4}$ -mile distance. It is anticipated that the Proposed Bridge would result in a savings of approximately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



**Figure 1D.1: Illustrative Connections Plan**

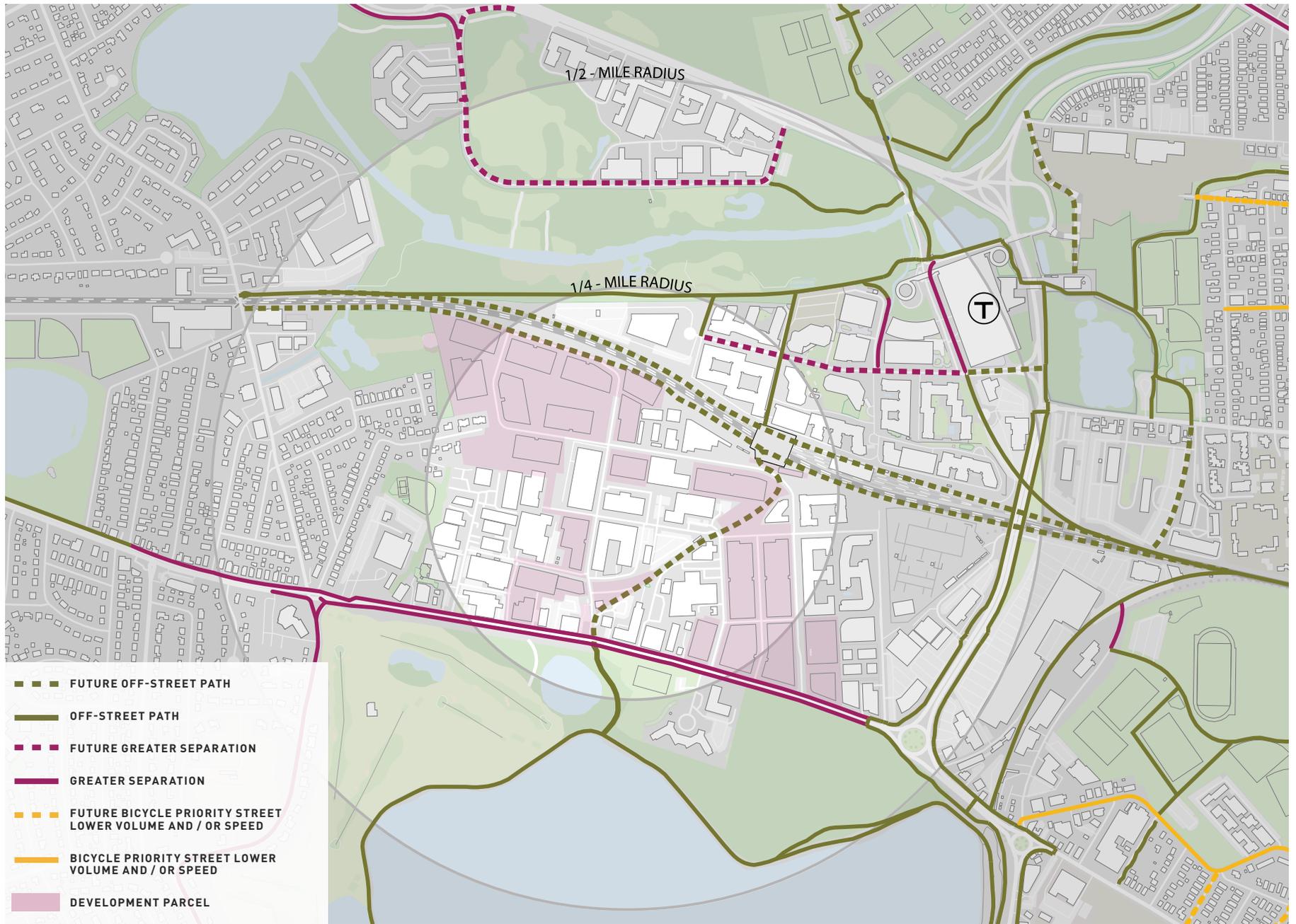
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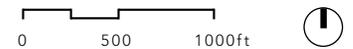
**Figure 1D.2: Connections to Surrounding Context Plan**

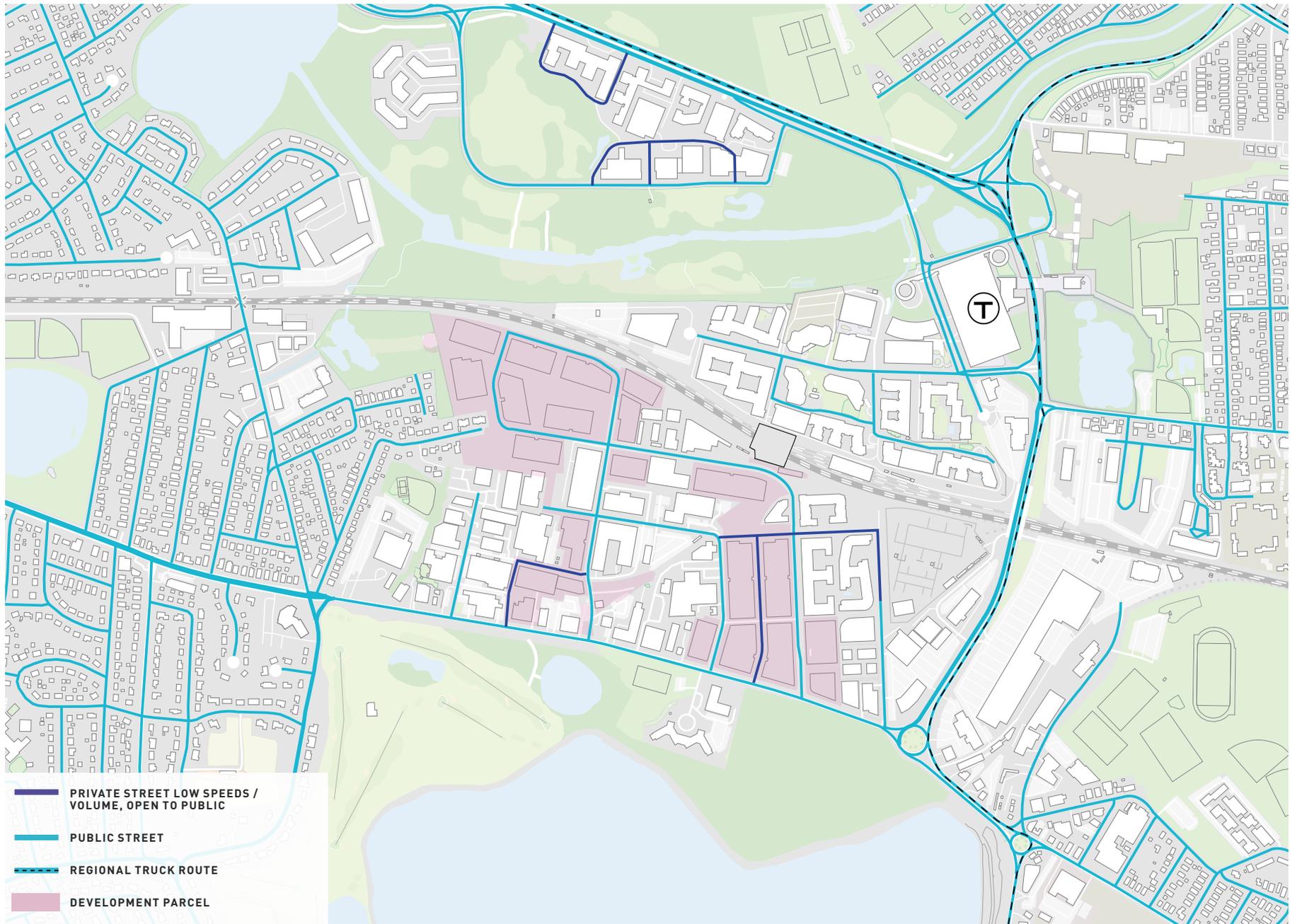
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**Figure 1D.3: 2020 Cambridge Bicycle Network Vision**

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**Figure 1D.4: Connections to Vehicular Routes**

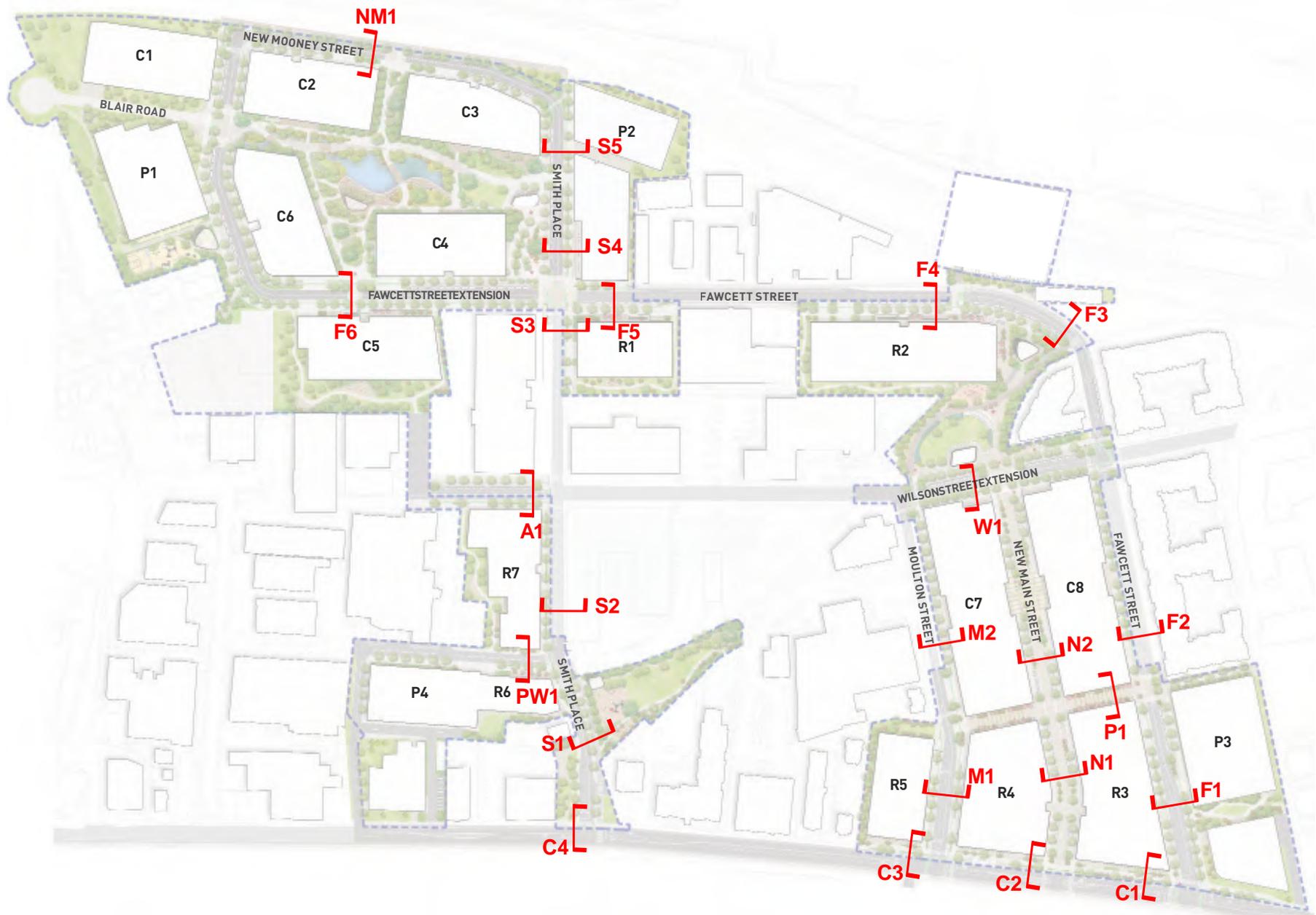
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- 8'x20' ADA PARKING
- 8'x20' SHORT TERM LOADING
- 8'x40' SHUTTLE BUS

**Figure 1D.5: Overall Roadway Plan - Curbside Uses**  
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**Figure 1D.6a: Streetscape Sections Key Plan**

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