

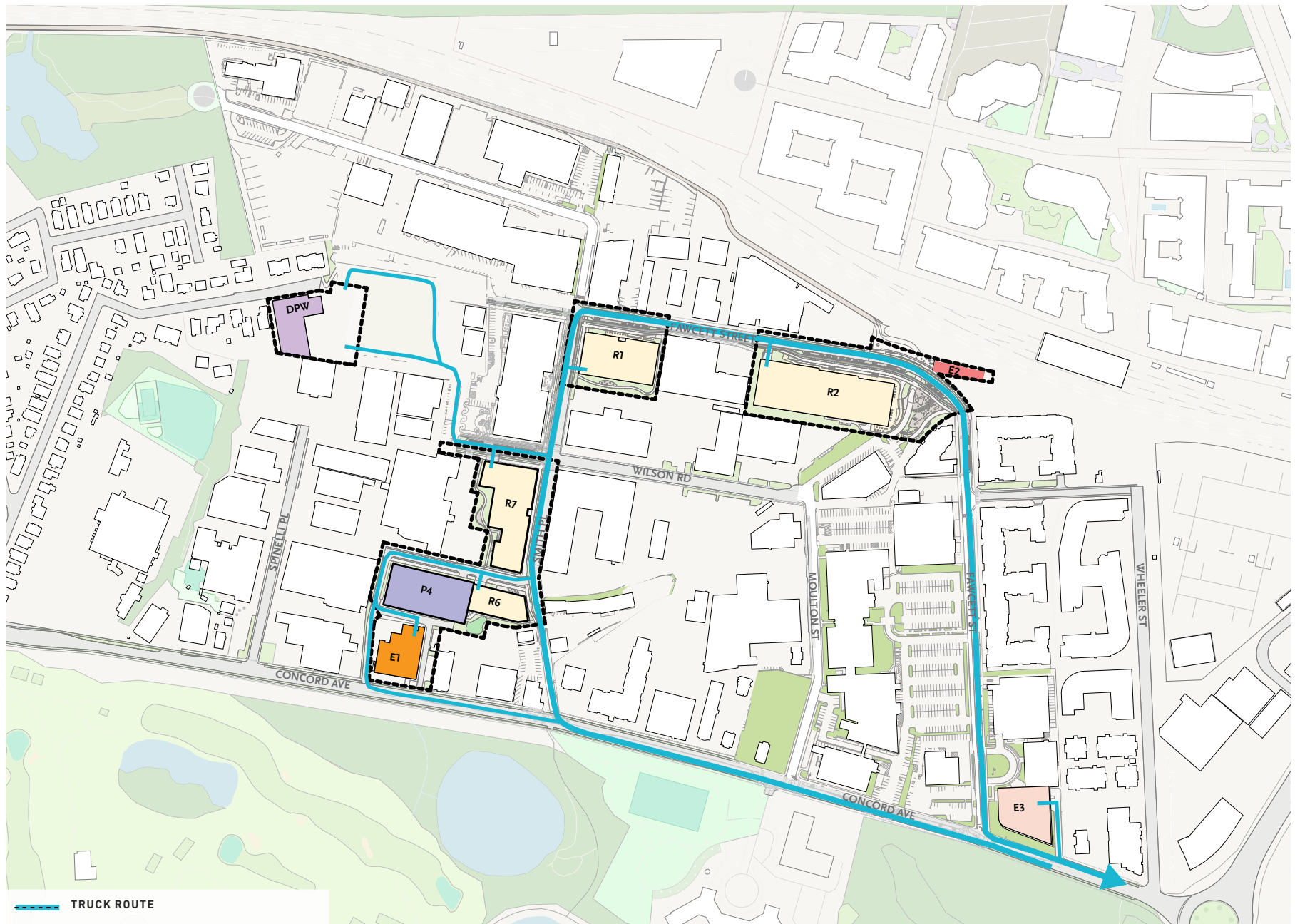


Figure 1D.13a: Truck Route - Phase 1A
Healthpeak PUD Master Plan | Cambridge, MA

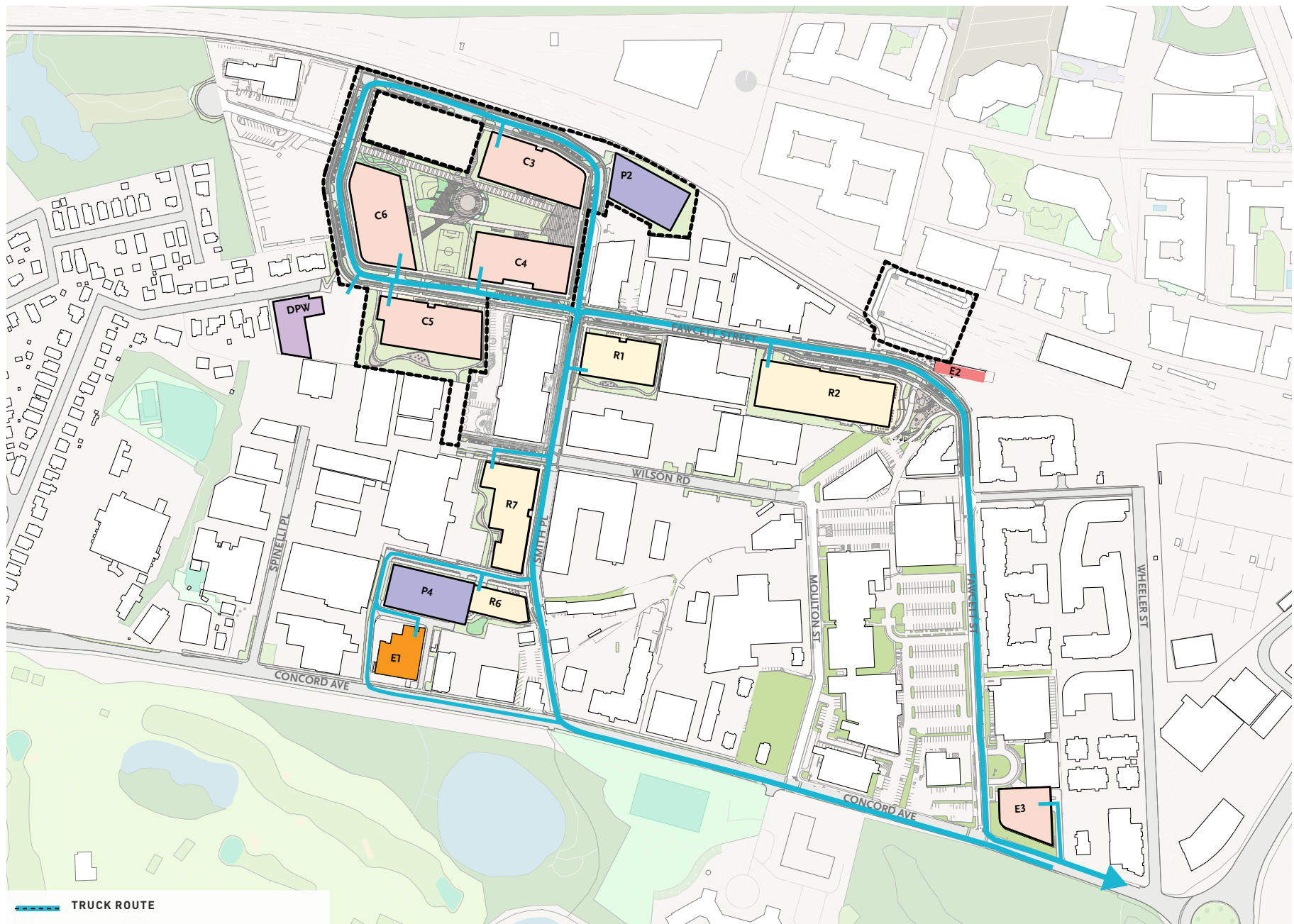


Figure 1D.13b: Truck Route - Phase 1B
 Healthpeak PUD Master Plan | Cambridge, MA

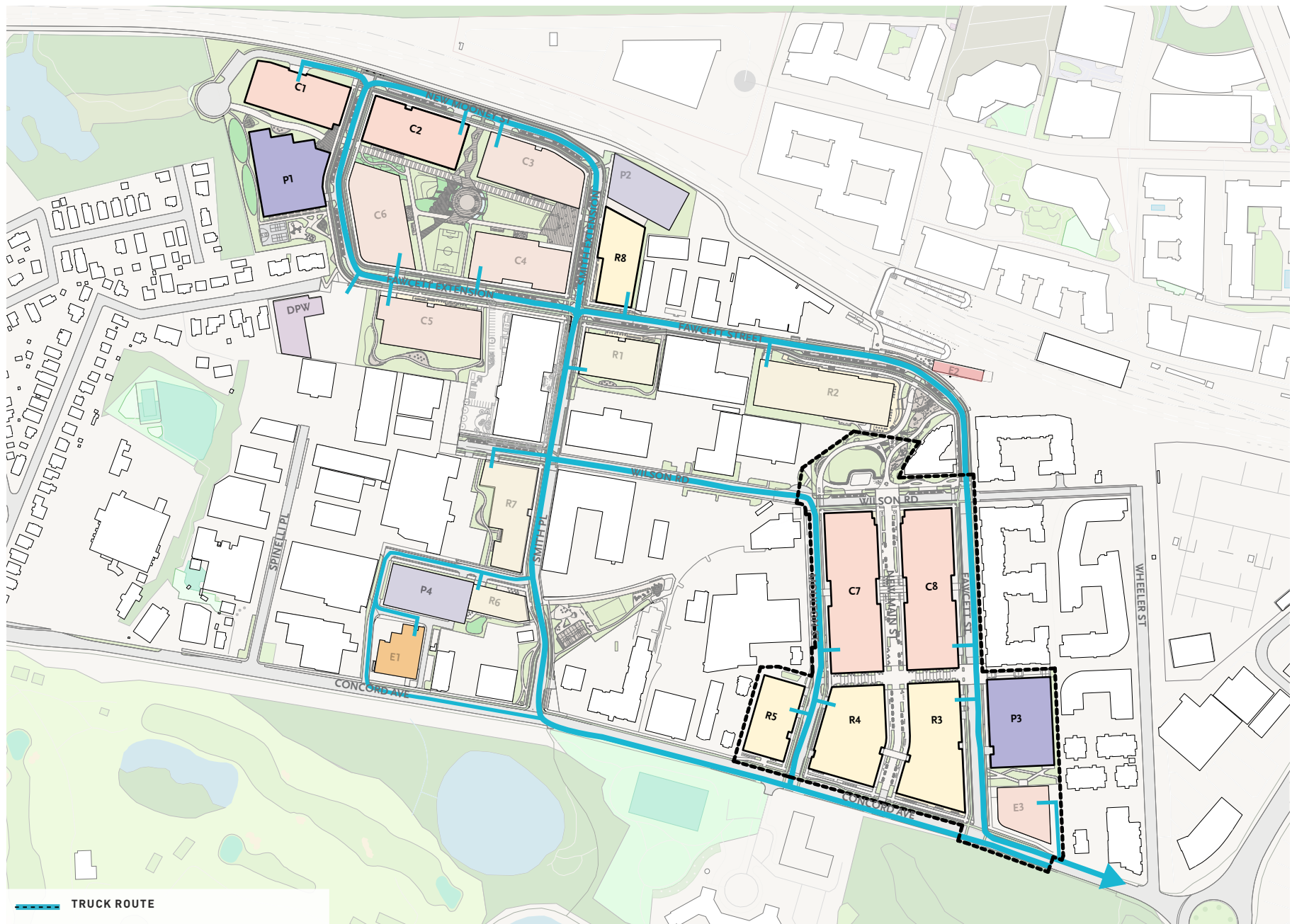


Figure 1D.13d: Truck Route - Phase 2B

Healthpeak PUD Master Plan | Cambridge, MA

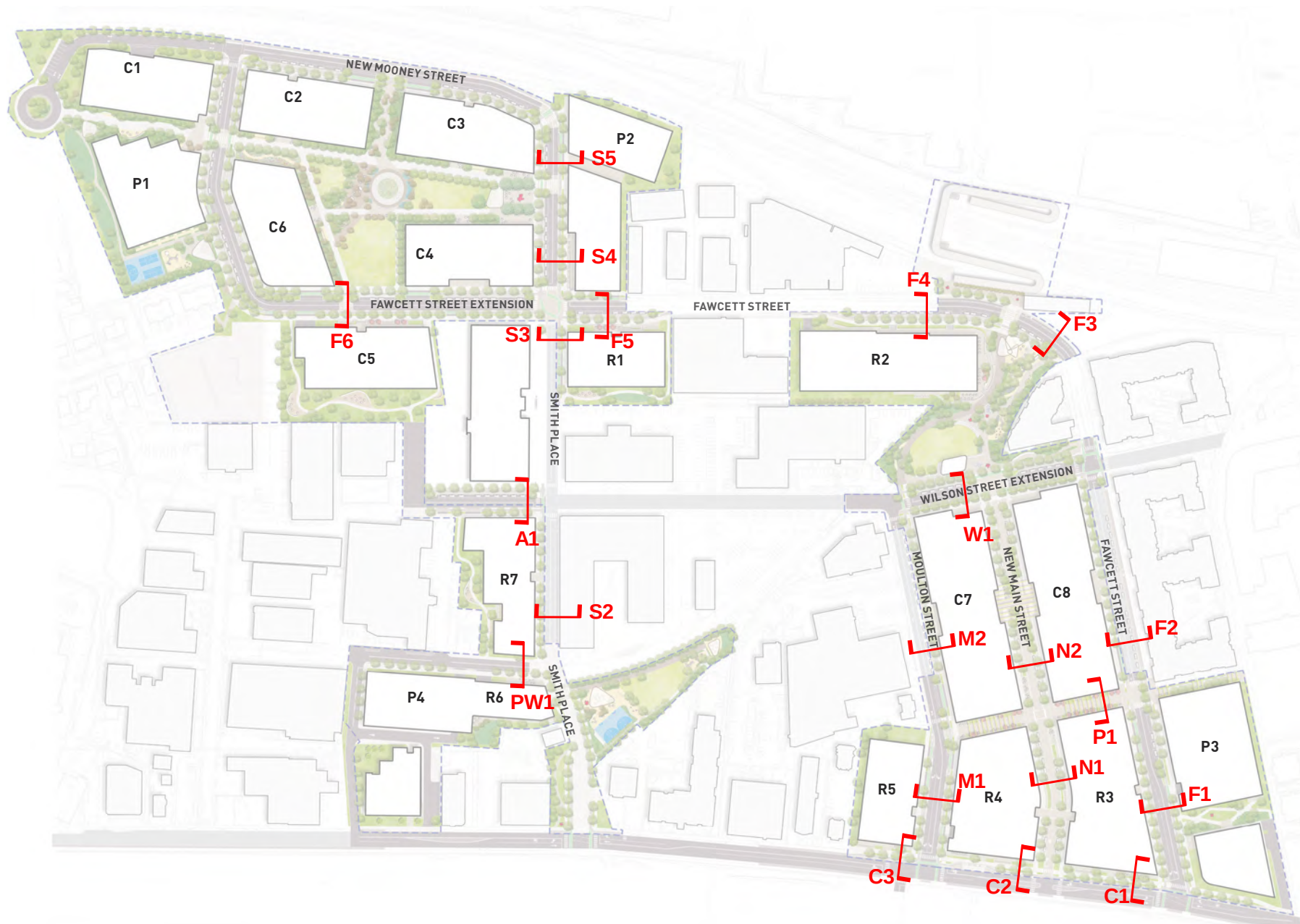


Figure 1D.14a: Streetscape Sections Key Plan
Healthpeak PUD Master Plan | Cambridge, MA



Key Plan

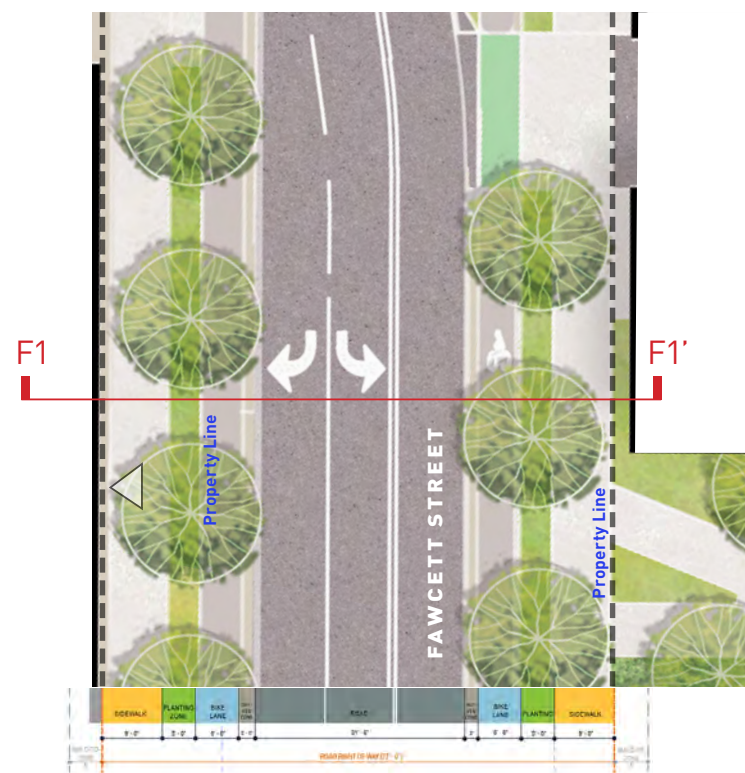


Figure 1D.14b: Street Section F1 - Fawcett Street

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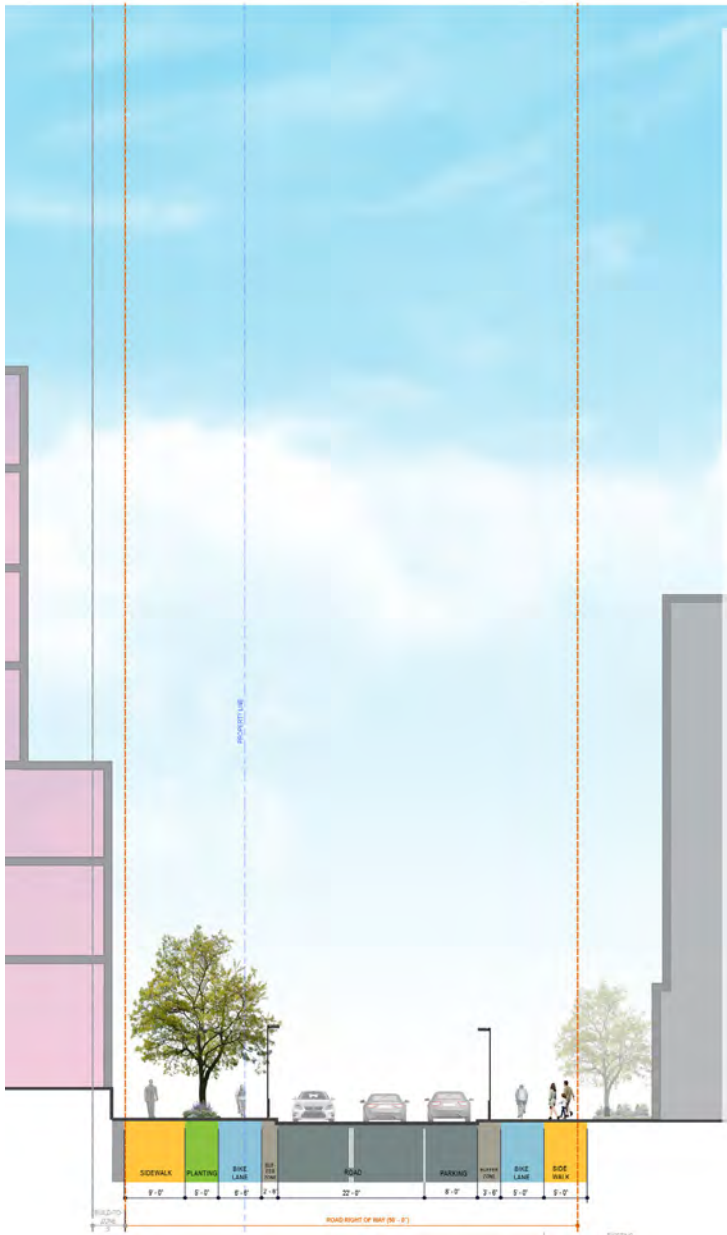
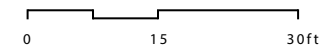
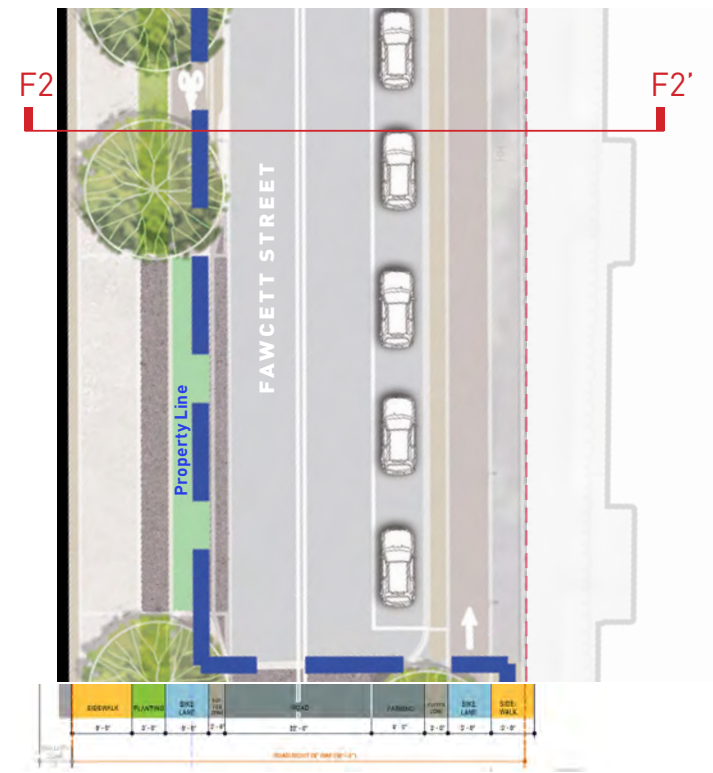


Figure 1D.14c: Street Section F2- Fawcett Street
Healthpeak PUD Master Plan | Cambridge, MA



Key Plan





Key Plan

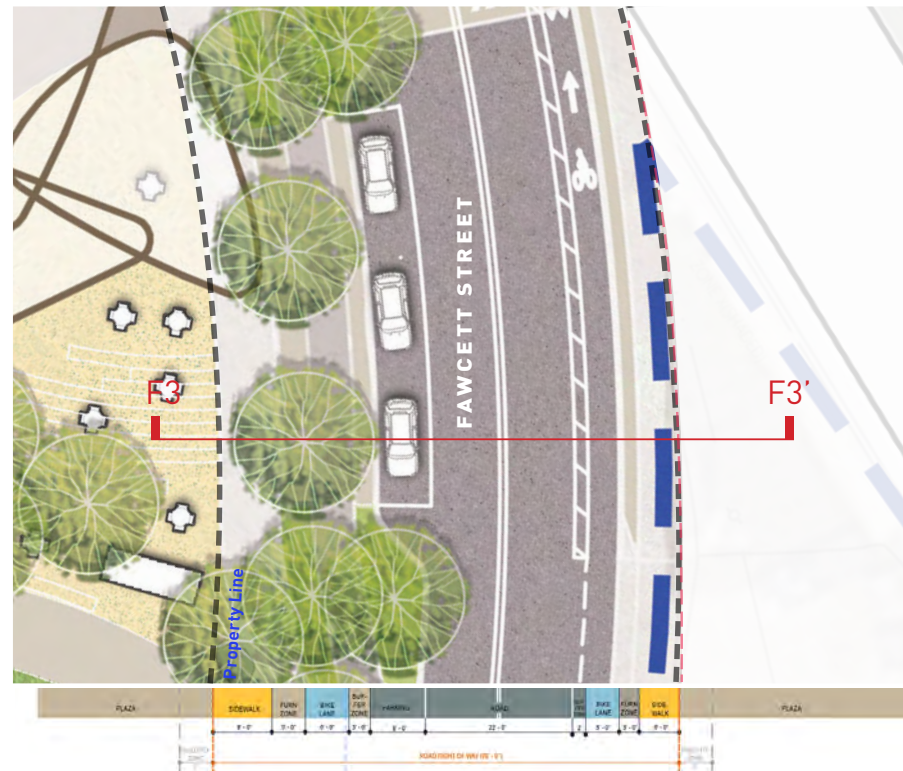
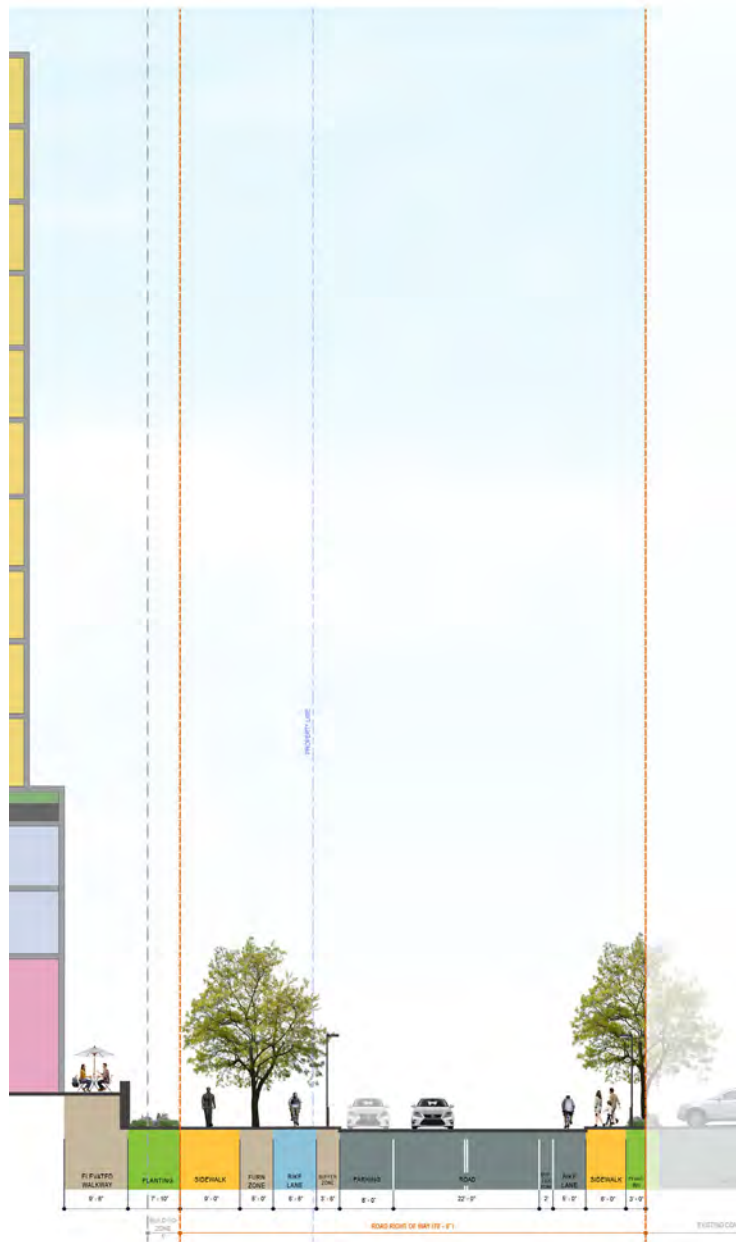


Figure 1D.14d: Street Section F3 - Fawcett Street

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Key Plan

R2

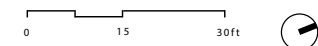
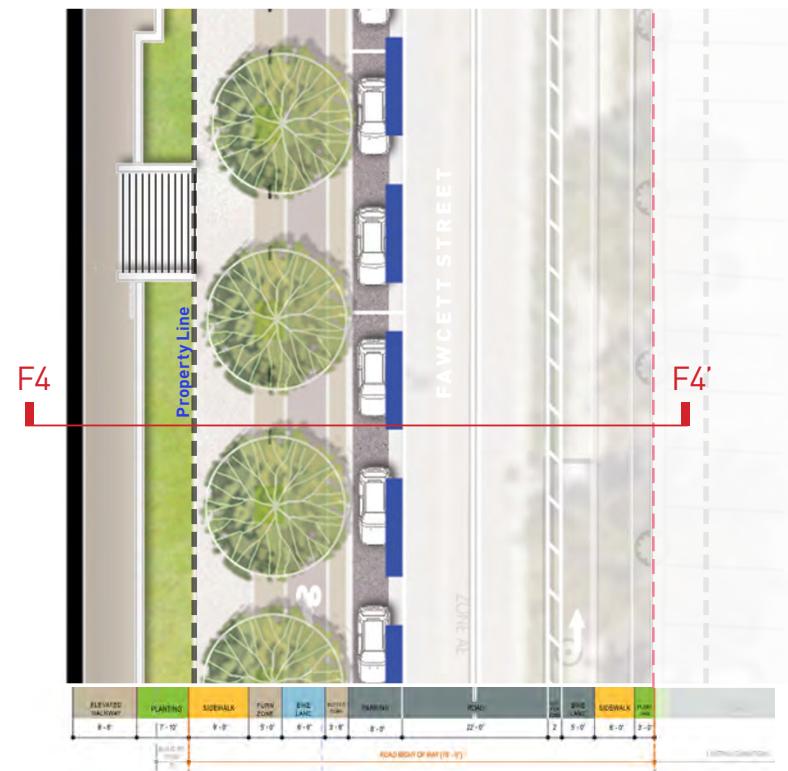
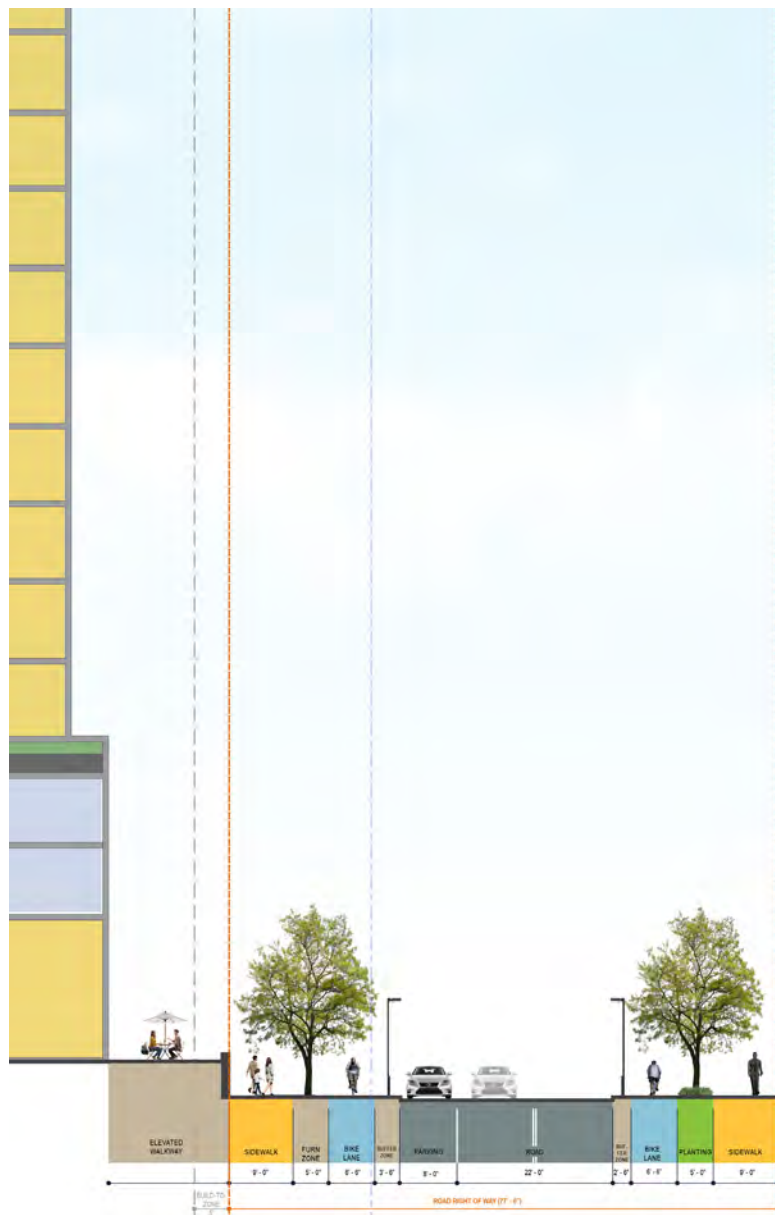


Figure 1D.14e: Street Section F4 - Fawcett Street
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Key Plan

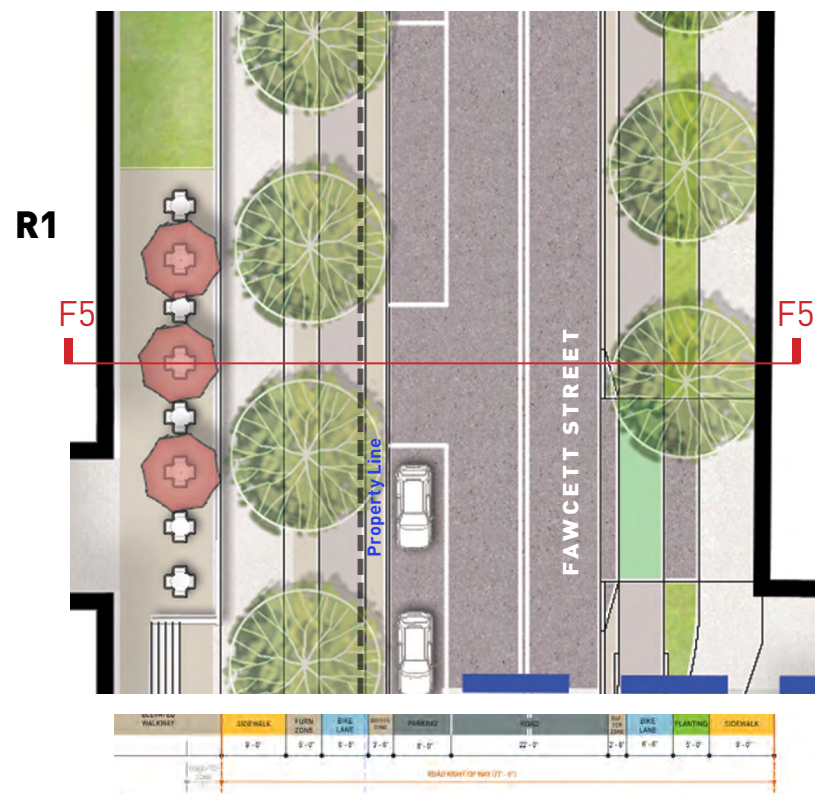


Figure 1D.14f: Street Section F5 - Fawcett Street
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Key Plan

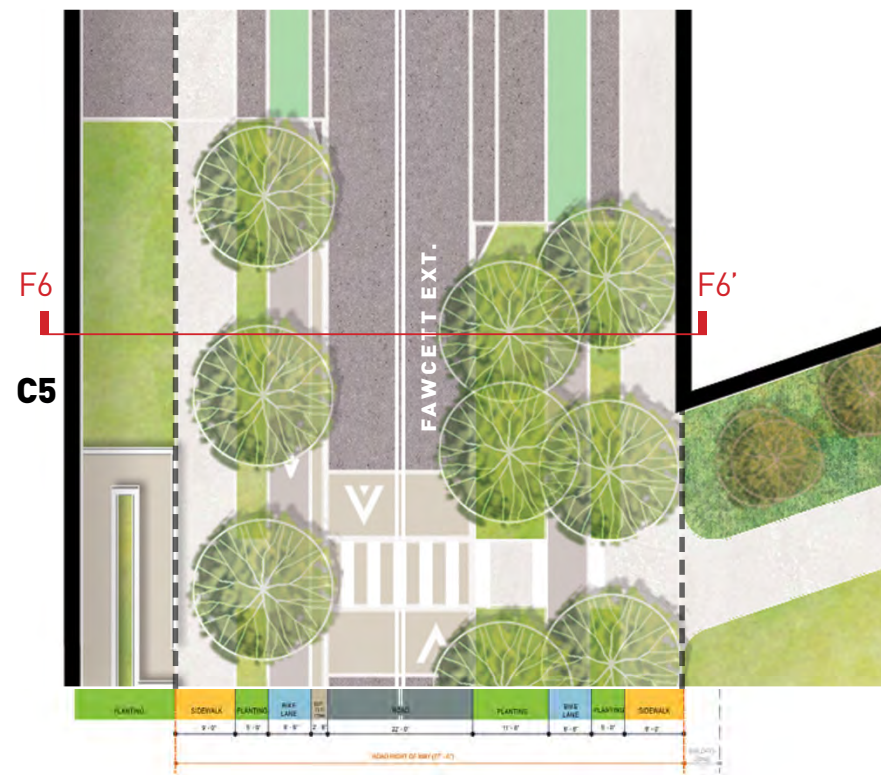


Figure 1D.14g: Street Section F6- Fawcett Street
Healthpeak PUD Master Plan | Cambridge, MA



Key Plan

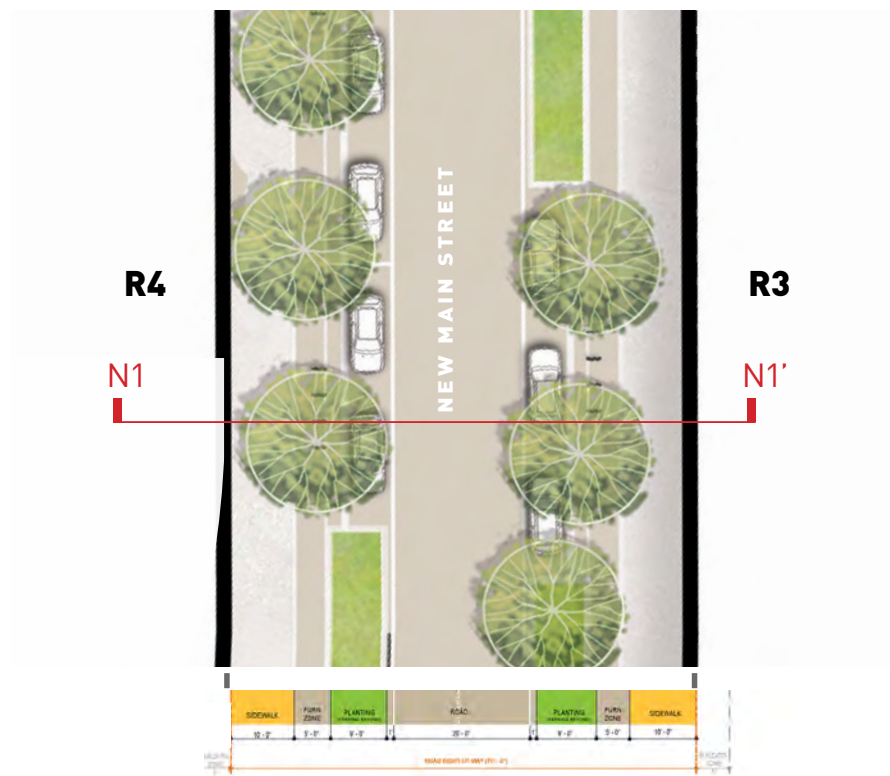


Figure 1D.14h: Street Section N1 - New Main Street
Healthpeak PUD Master Plan | Cambridge, MA



Key Plan

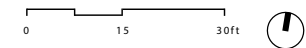
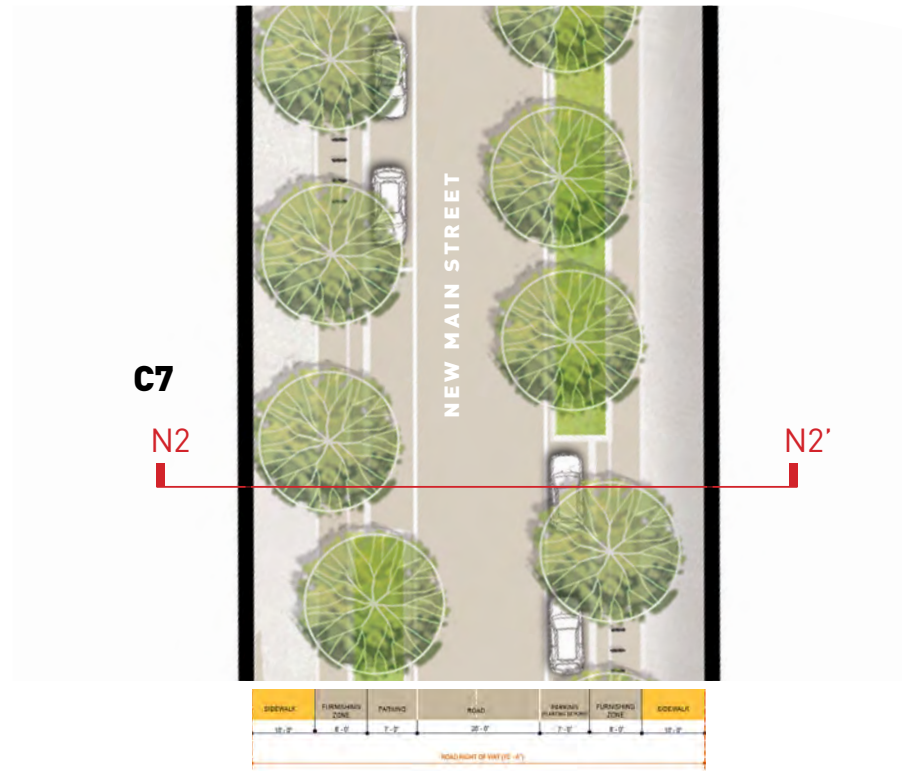
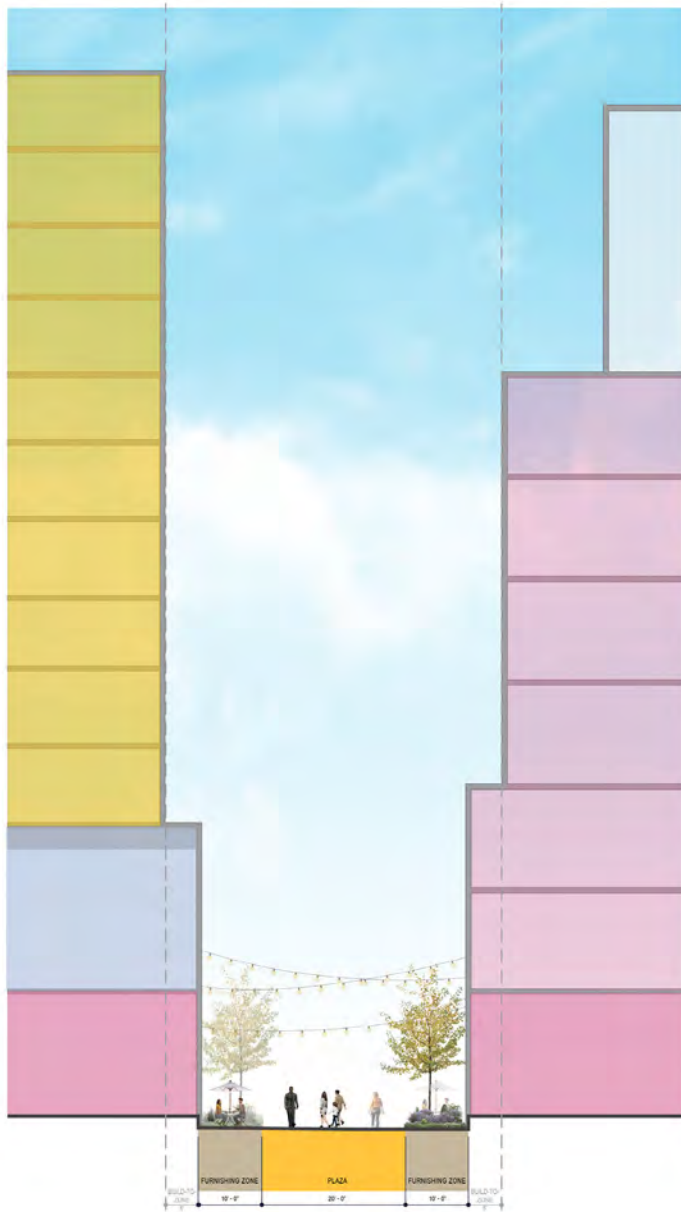


Figure 1D.14i: Street Section N2 - New Main Street
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Key Plan

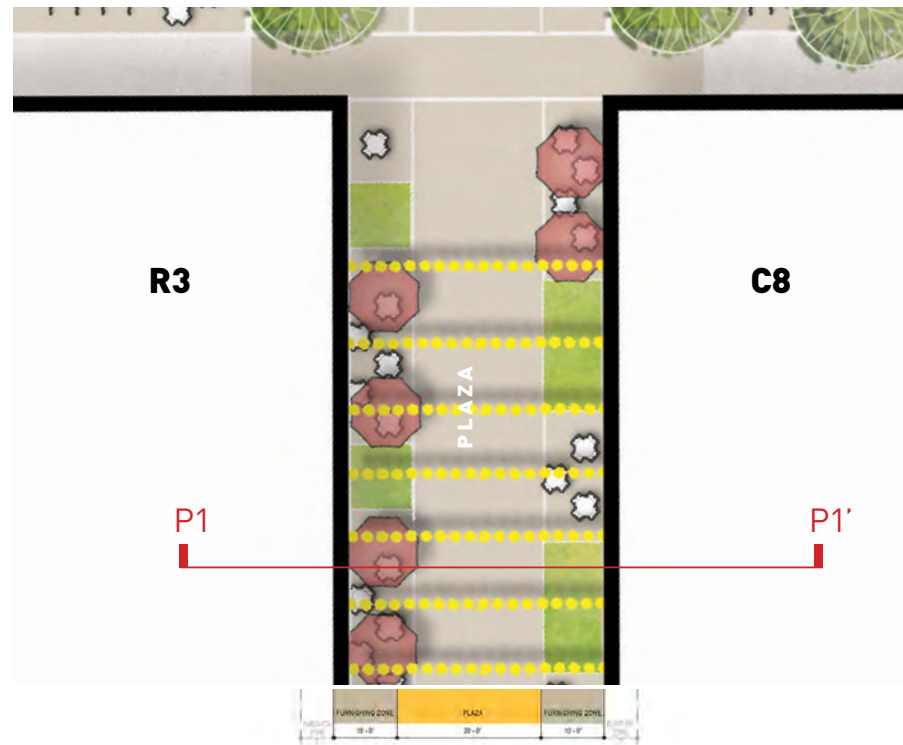


Figure 1D.14j: Street Section P1- Plaza
Healthpeak PUD Master Plan | Cambridge, MA

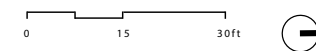
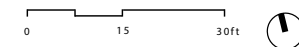
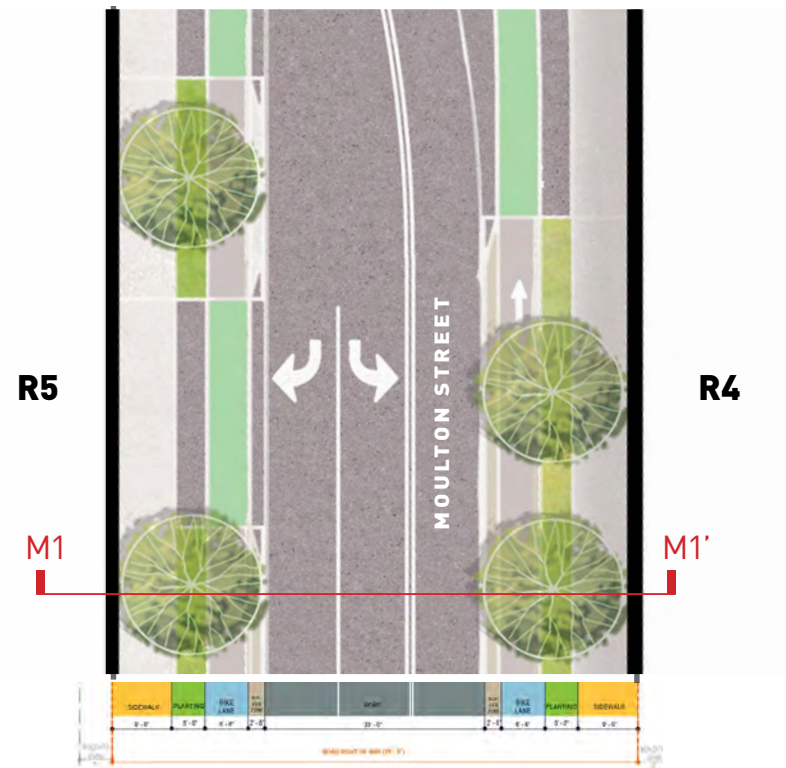




Figure 1D.14k: Street Section M1- Moulton Street
Healthpeak PUD Master Plan | Cambridge, MA



Key Plan





Key Plan

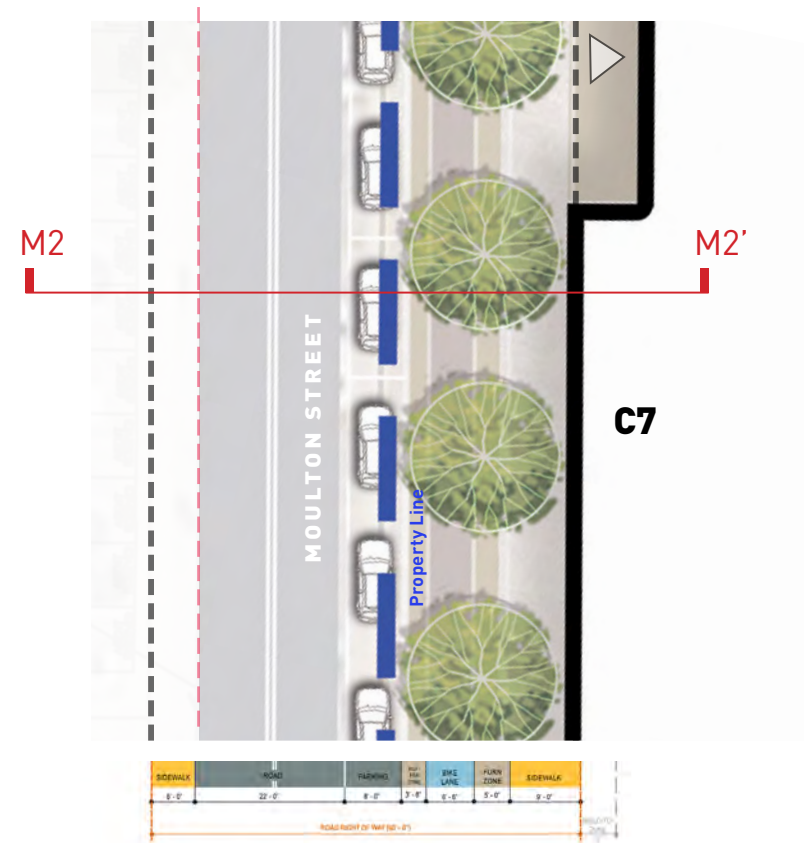


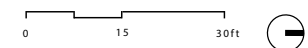
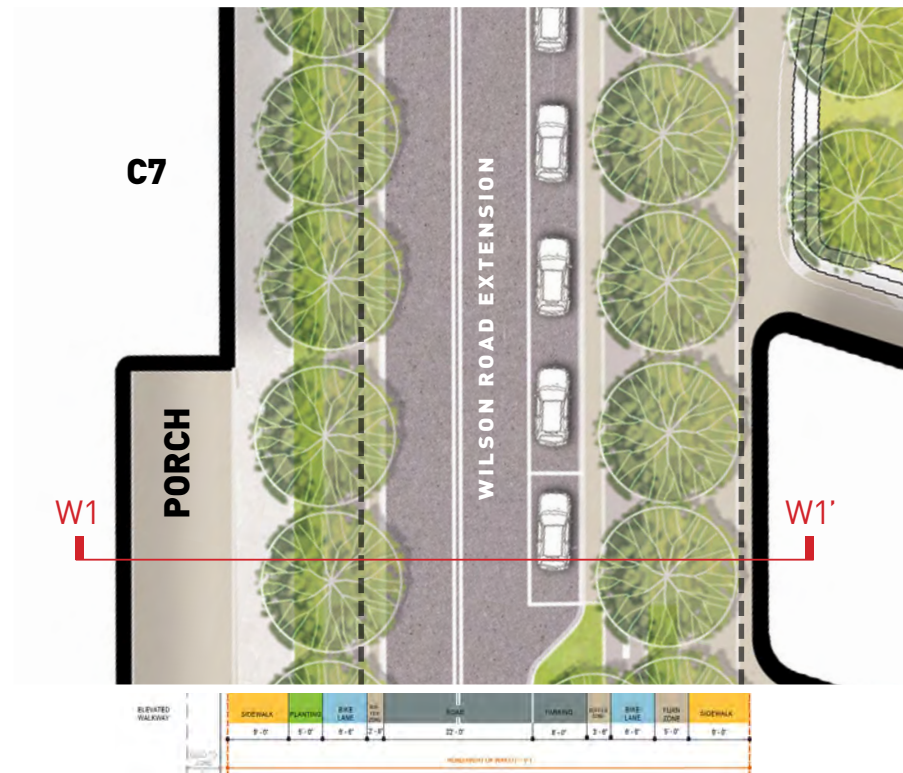
Figure 1D.14I: Street Section M2 - Moulton Street
Healthpeak PUD Master Plan | Cambridge, MA



Figure 1D.14m: Street Section W1- Wilson Road Extension
Healthpeak PUD Master Plan | Cambridge, MA



Key Plan





Key Plan

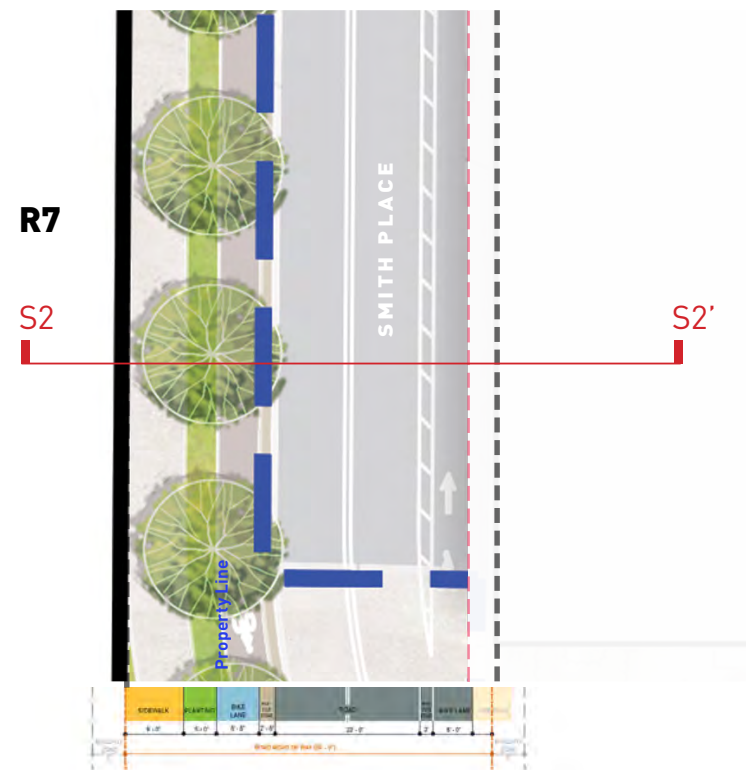


Figure 1D.14n: Street Section S2 - Smith Place

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Key Plan

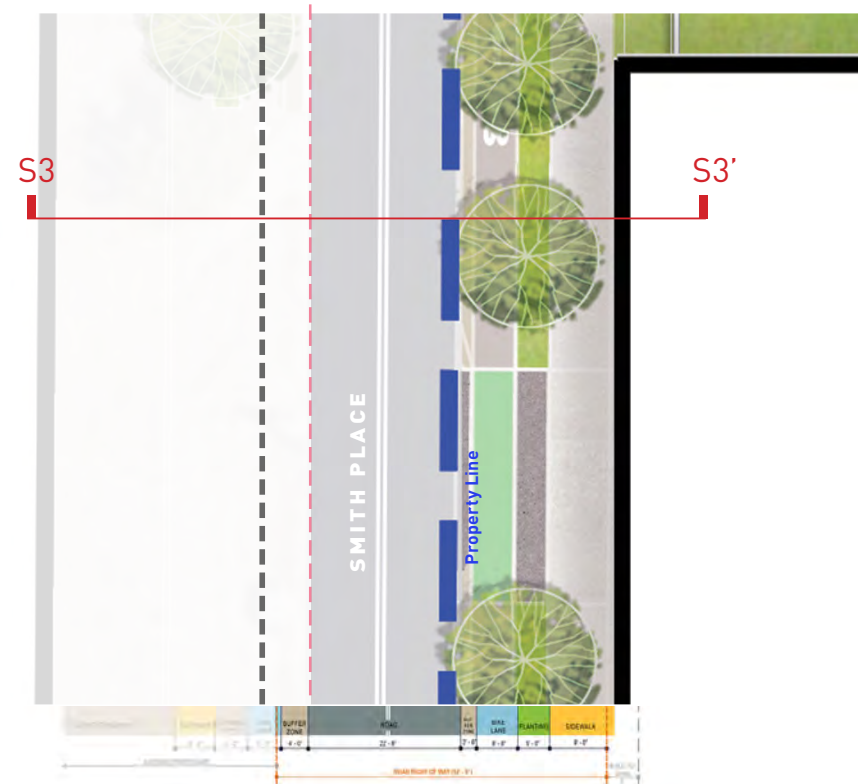
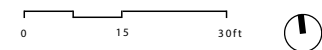


Figure 1D.14a: Street Section S3 - Smith Place

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Key Plan

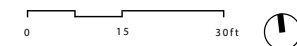
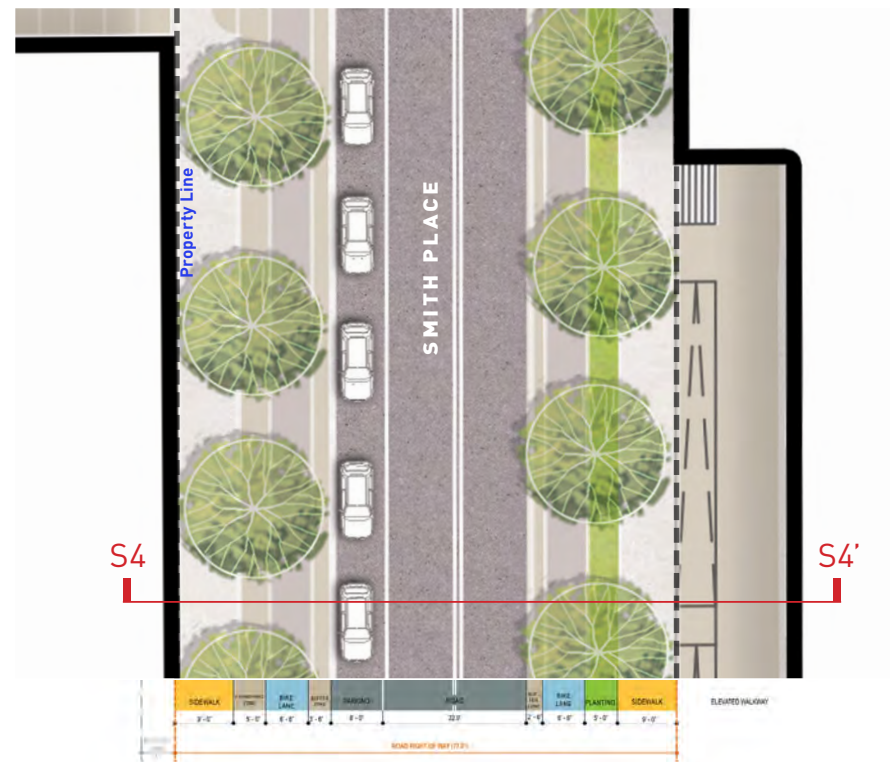
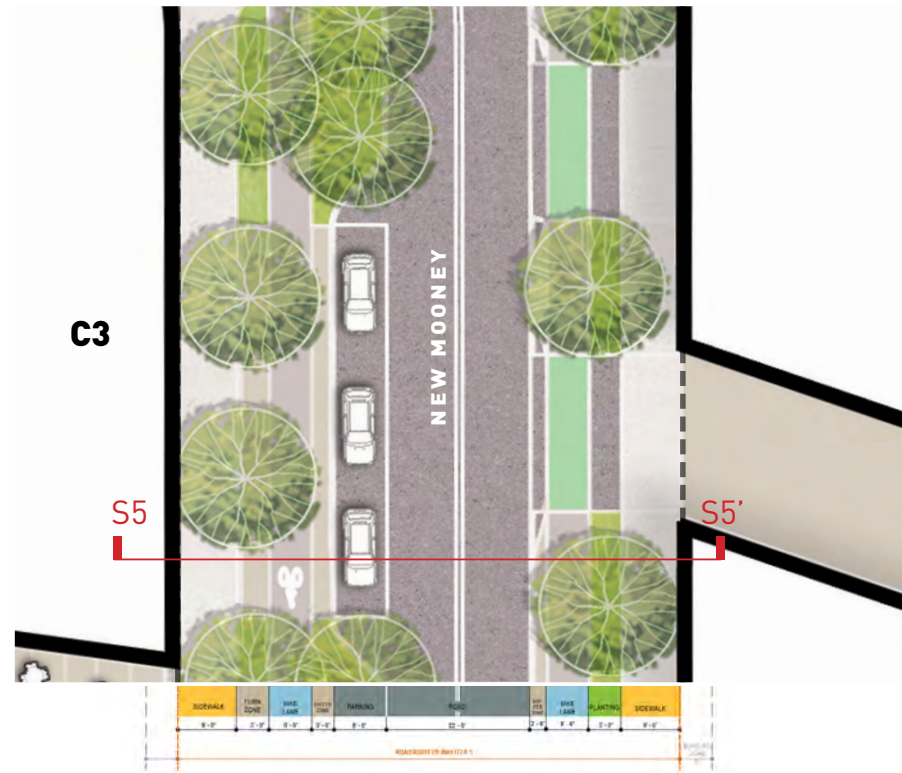


Figure 1D.14p: Street Section S4 - Smith Place
Healthpeak PUD Master Plan | Cambridge, MA



Key Plan



0 15 30ft



Figure 1D.14q: Street Section S5 - New Mooney

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Key Plan

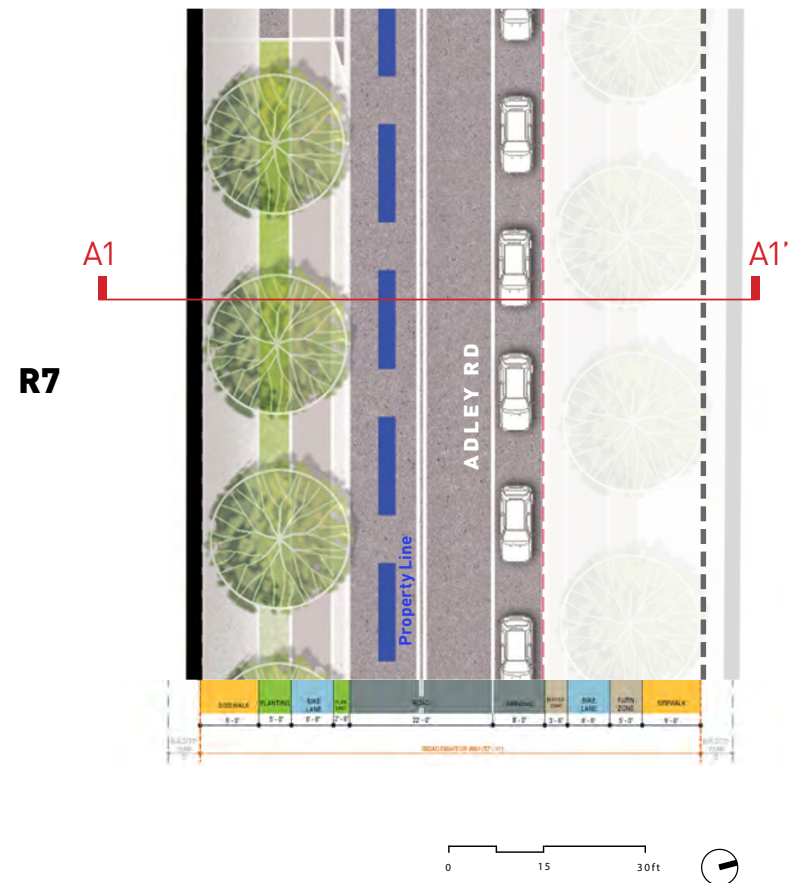


Figure 1D.14r: Street Section A1 - Adley Road
Healthpeak PUD Master Plan | Cambridge, MA

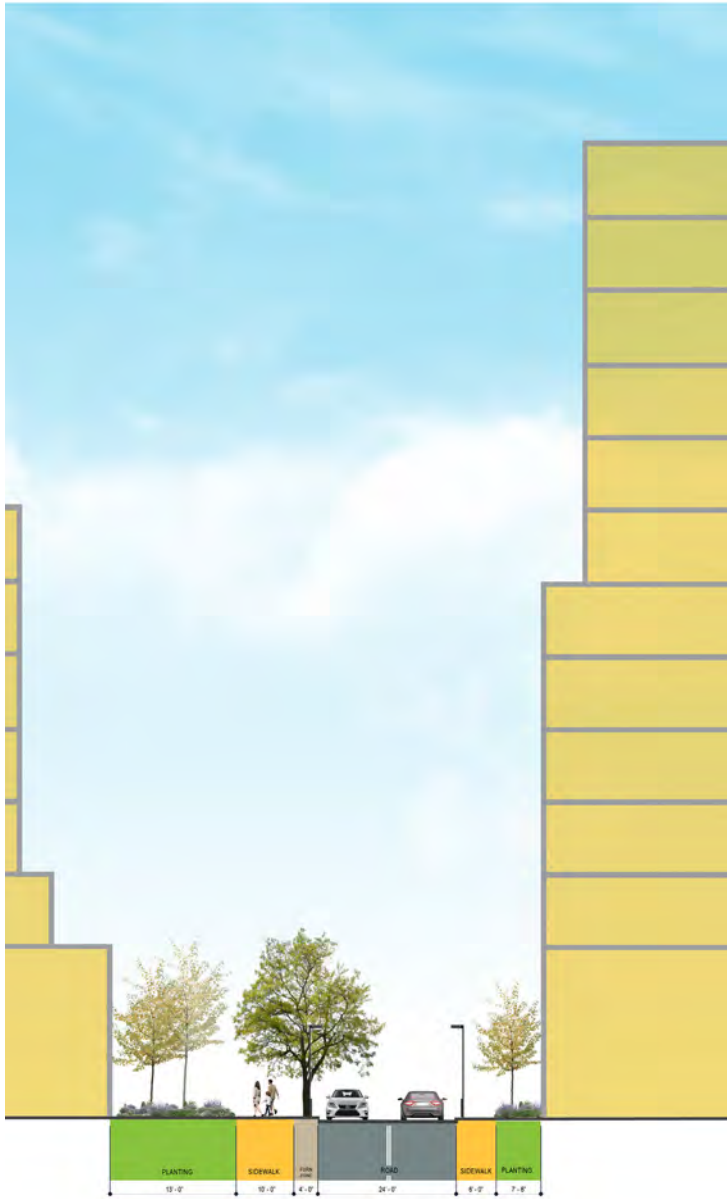
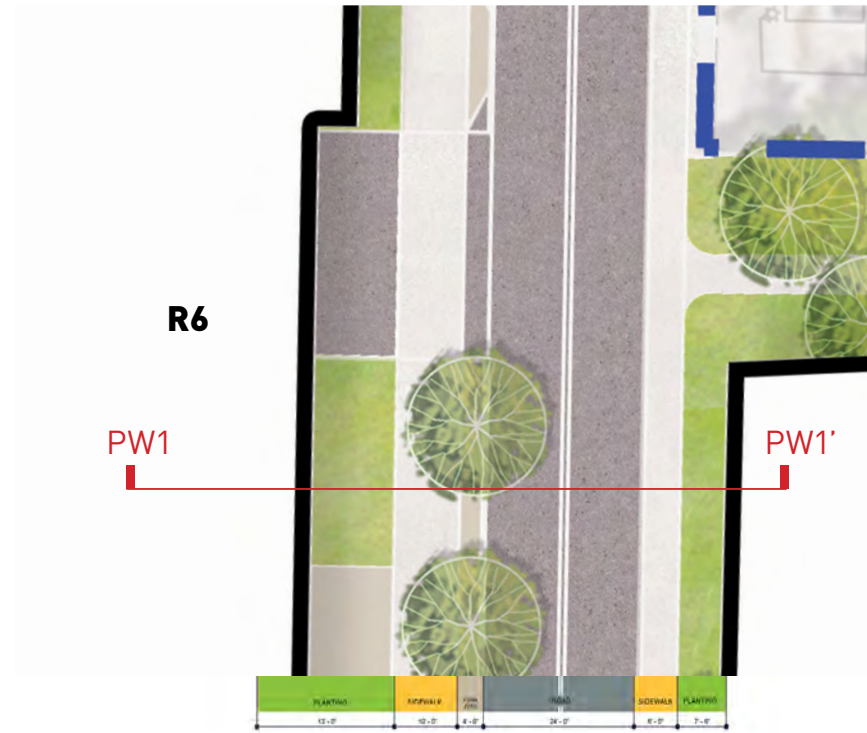


Figure 1D.14s: Street Section PW1
Healthpeak PUD Master Plan | Cambridge, MA



Key Plan





Key Plan

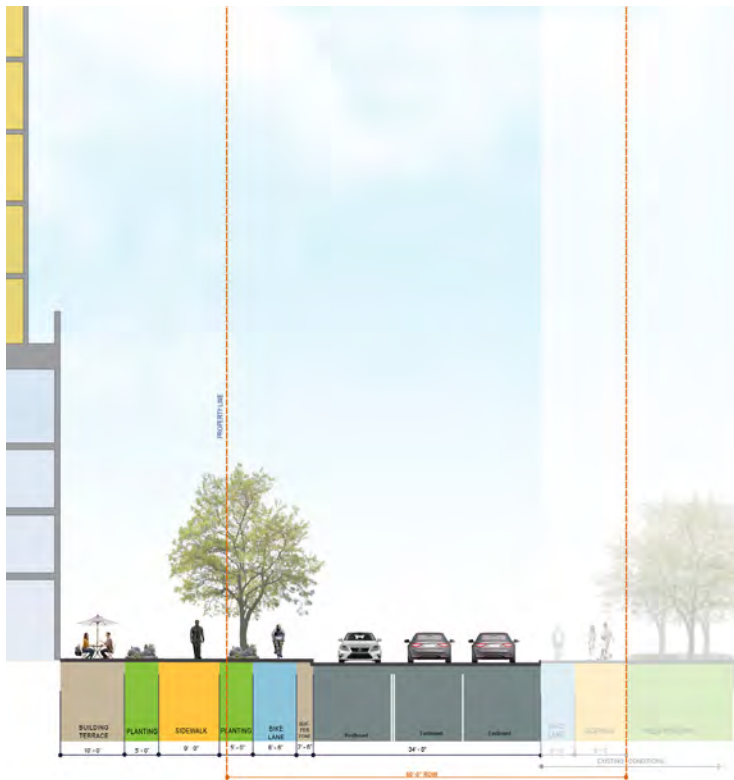
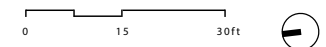
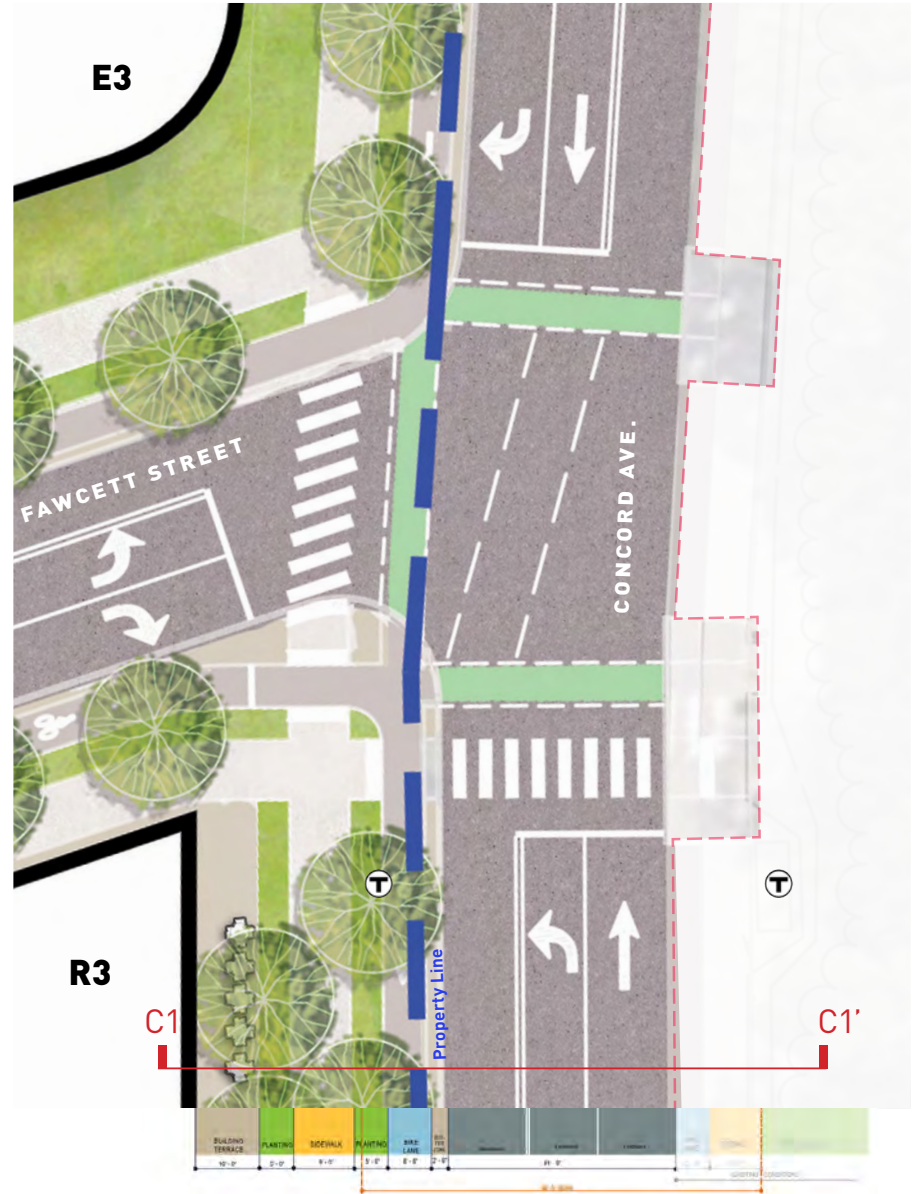
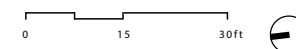


Figure 1D.14t: Street Section C1- Concord Ave
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1.7 Open Space Plan

Figure 1E.1 presents the Conceptual Open Space Plan. The Project will create three new publicly accessible parks, shared streets, streetscapes, green connectors, greens, and plazas that link the district to surrounding neighborhoods and existing open spaces.

Figure 1E.2 illustrates the Open Space Typologies and **Figure 1E.3** illustrates the proposed four (3) new parks. The City and community will be actively involved throughout the design process for each park. Both groups will participate in shaping uses and details and will review plans for all four parks as the Project advances through design.

As shown in **Figure 1E.4**, the Project will contain over 13 acres of publicly beneficial open space. Refer to **Figure 1E.5** for open space proposed per lot and **Figure 1E.6** for

permeable space proposed per lot. A range of uses and activities will be incorporated into the open spaces, tailored to each location, nearby uses, and the needs of the neighborhood. As shown in **Figure 1E.7a**, active areas may include playgrounds, sports courts, and event spaces, while quieter zones will offer seating, gardens, and walking paths. Open spaces near retail or dining will feature flexible plazas for community gatherings and outdoor dining. This approach and conceptual programming will ensure each park and open space offers something unique, supporting a vibrant and inclusive environment for all residents. Refer to **Figures 1E.8a-f** for open space conceptual programming. Ownership Certificates for all Parcels within the Development Parcel are included in **Volume I, Section 1**.



Figure 1E.1: Conceptual Open Space Plan

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Figure 1E.2: Open Space Typologies
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Figure 1E.3: Parks, Plazas and Shared Streets: Approx. Size

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Figure 1E.4: Open Space Plan - Publicly Beneficial Open Space

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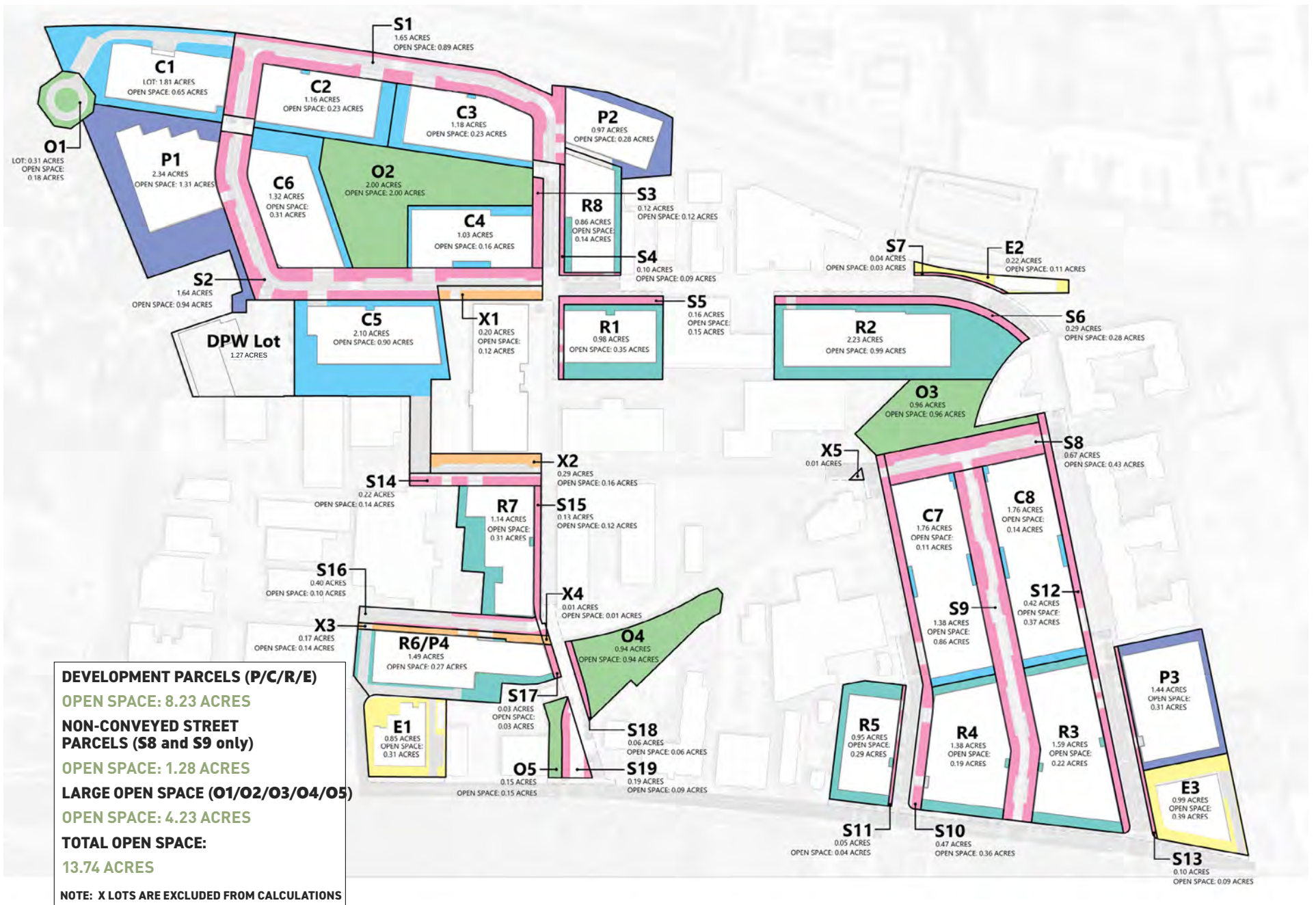


Figure 1E.5: Open Space Plan - Open Space Per Lot
 Healthpeak PUD Master Plan | Cambridge, MA

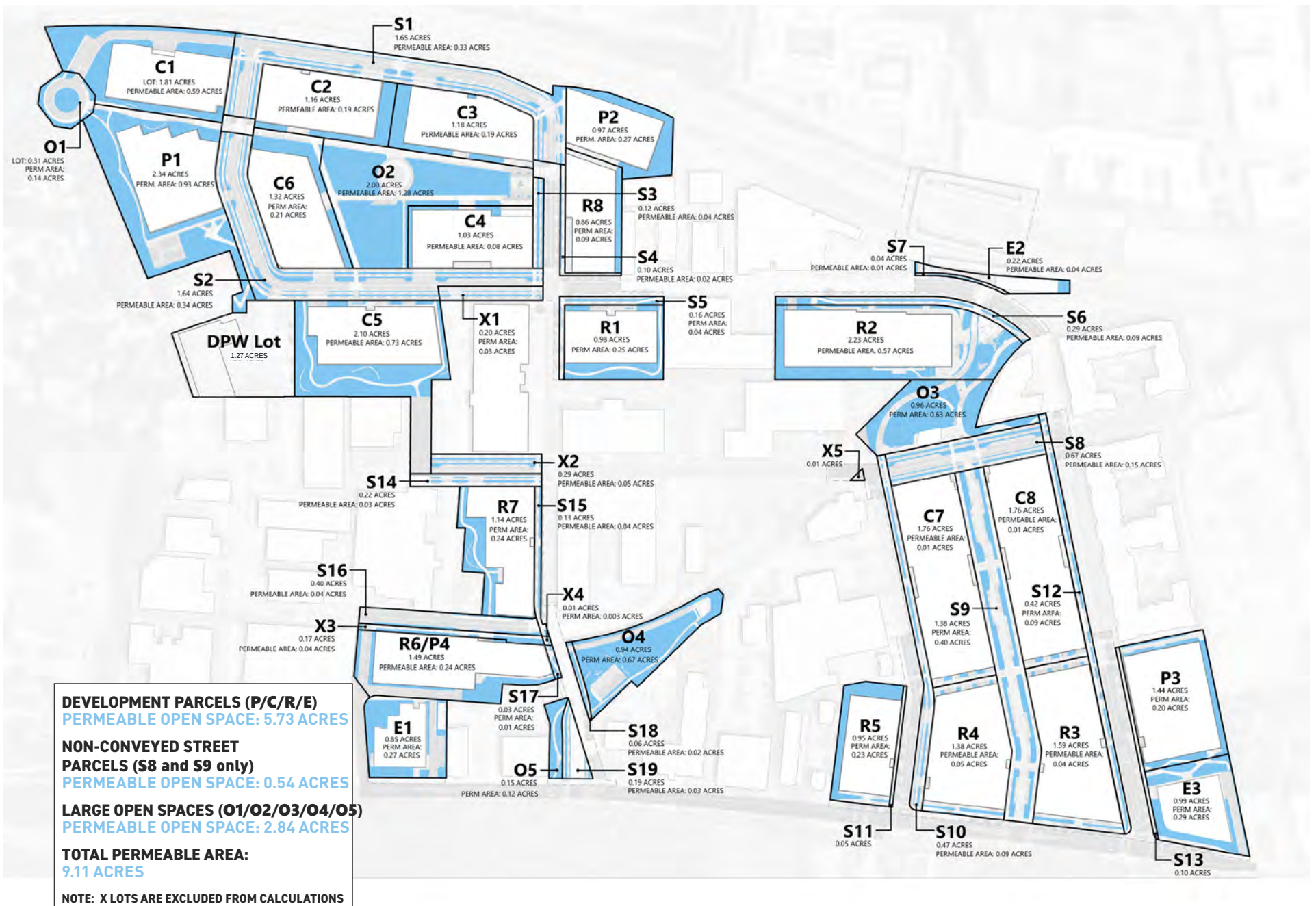


Figure 1E.6: Open Space Plan - Permeable Area Per Lot
 Healthpeak PUD Master Plan | Cambridge, MA



Figure 1E.7a: Open Space Activation
 Healthpeak PUD Master Plan | Cambridge, MA



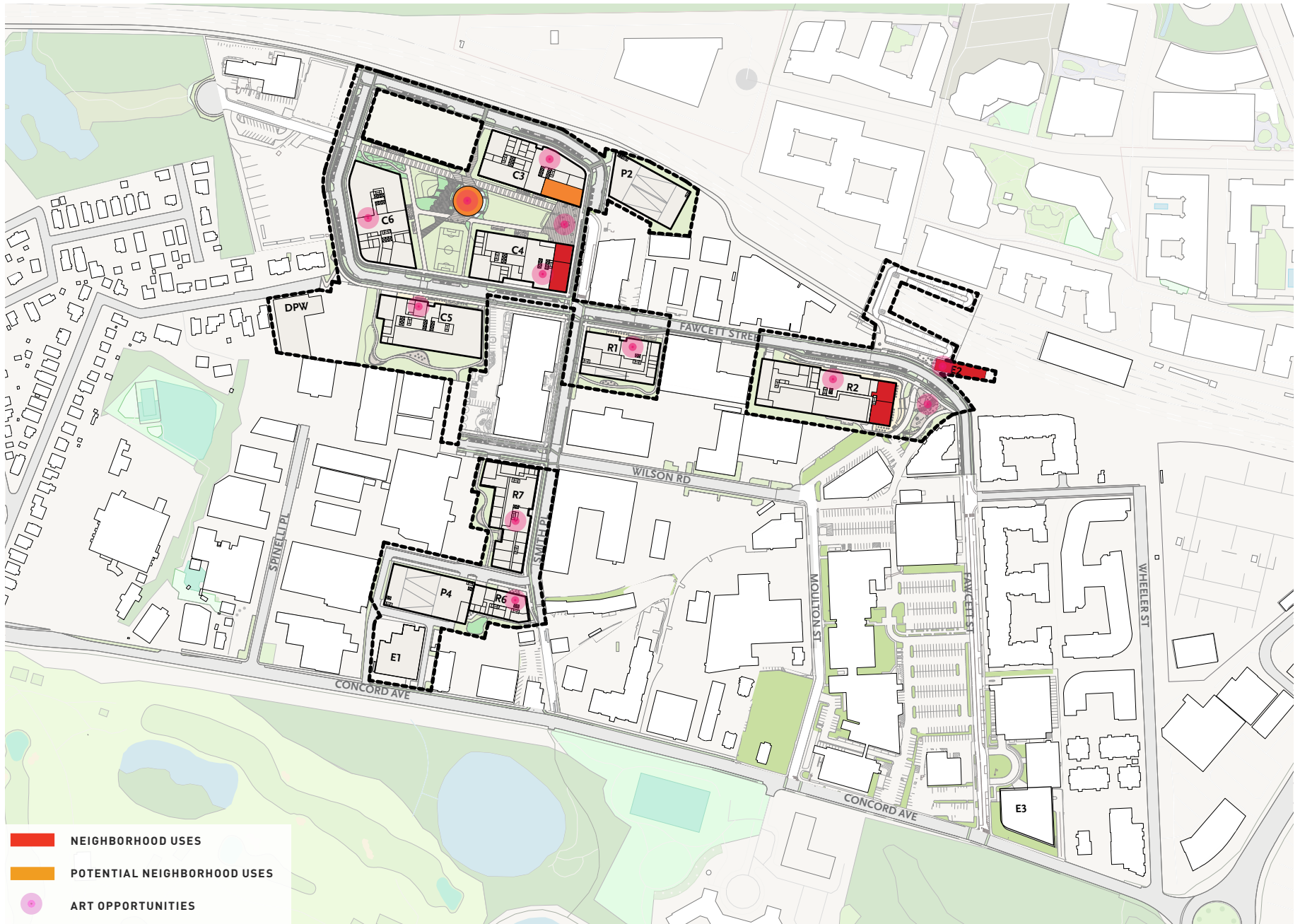


Figure 1E.7b: Art Opportunities - Phase 1

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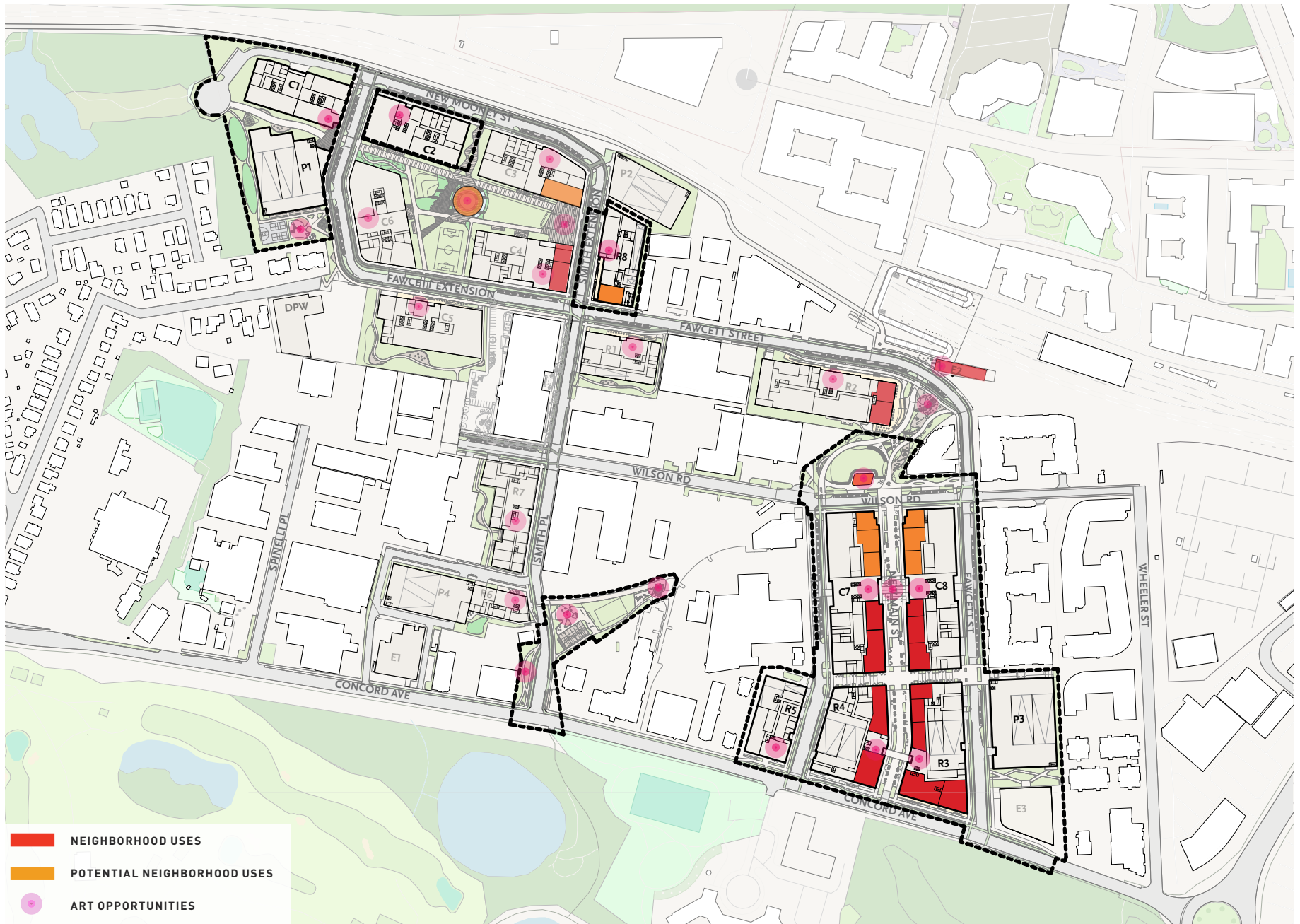


Figure 1E.7c: Art Opportunities - Phase 2

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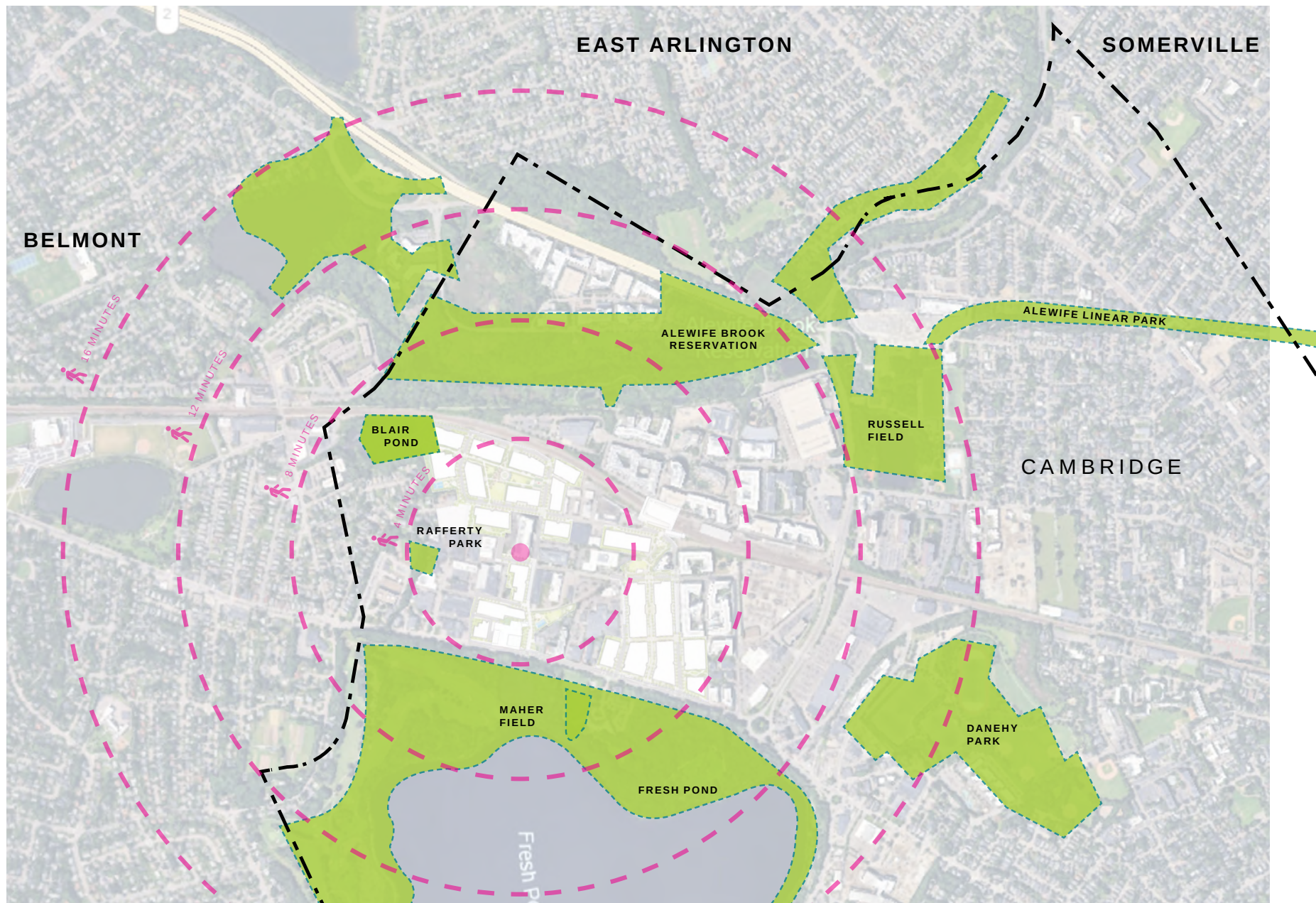


Figure 1E.8a: Open Space Context Plan
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Figure 1E.8c: Open Space Conceptual Programming - Northwest Quad
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Figure 1E.8d: Open Space Conceptual Programming - Northeast Quad

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GREEN CONNECTORS

- Passive Green Connections
- Seating
- Strolling



GATEWAY PARK PORTAL

- Gateway element
- Multi-Use Path
- Future connections



GREEN CONNECTORS

- Small Scale Open Spaces
- Active / Passive
- Dog Run



GATEWAY PARK

- Gateway to Neighborhood
- Connection to future Open Spaces
- Connector to Fresh Pond



GATEWAY PARK

- Passive and Active Uses
- Open Lawn Space
- Micro Soccer / Pickup Activities
- Neighborhood / Community Gathering



EXPLORING SPACES

- Play Structures
- Shaded Seating



GATHERING SPACE

- Community Gardens
- Pollinator Gardens
- Social Spaces



COMMUNITY SPACE

- Multi-use Sports Courts
- Informal Seating
- Shade Structures
- Play Areas

Figure 1E.8e: Open Space Conceptual Programming - Southwest Quad

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GREEN STREET CONNECTORS

- Neighborhood Connectors
- Active/Passive Uses
- Multi-modal
- Green Infrastructure
- Robust Street Tree Plantings



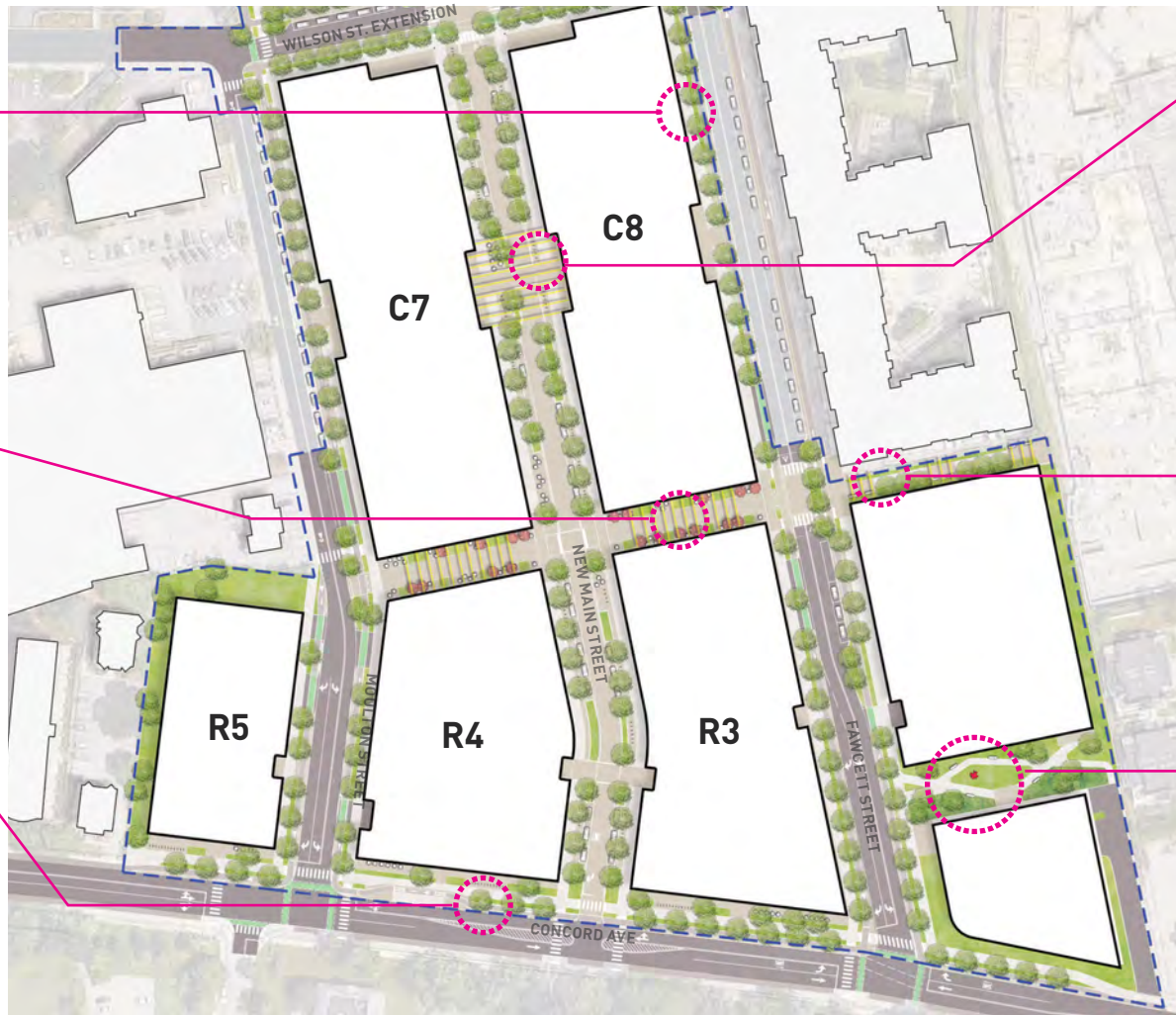
MAIN STREET PLAZA

- Intimate Scale
- Passive Use
- Retail Activated
- Open Space Connector



CONCORD STREET

- Community Connector
- Active/Passive Uses
- Multi-modal
- Green Infrastructure
- Robust Street Tree Plantings



NEW MAIN STREET

- Retail Activated
- Shared Street
- Community/Neighborhood Gathering
- Pedestrian centric open space
- Tree-lined and Furnished



NEIGHBORHOOD CONNECTOR

- Important Pedestrian Connector
- Link to Existing and Future Open Space
- Passive Pedestrian Connection



GREEN CONNECTOR

- Passive Open Space
- Pathways
- Seating
- Shade
- Intimate Lawn Space

Figure 1E.8f: Open Space Conceptual Programming - Southeast Quad

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Figure 1E.9: Open Space Plan - Publicly Accessible Areas

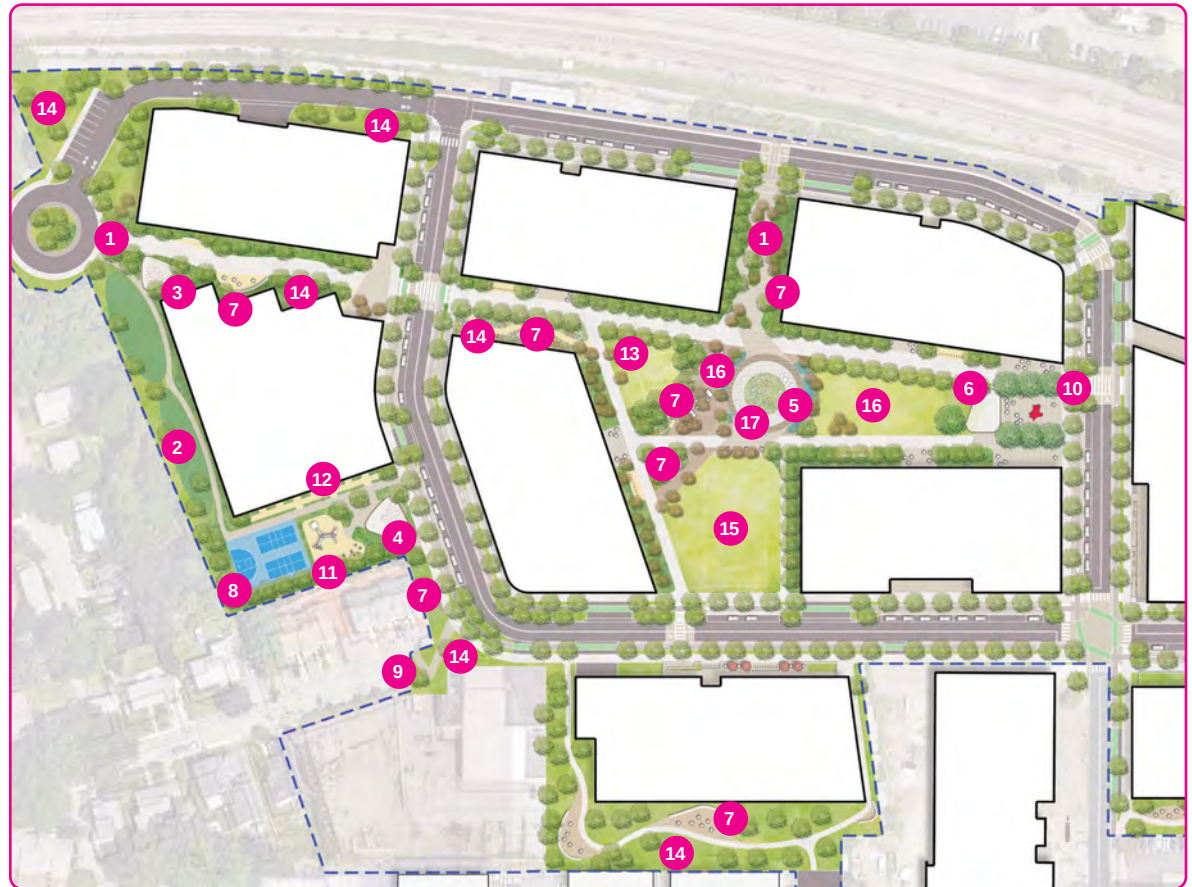
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NORTHWEST QUAD: OPEN SPACE ANALYSIS

AMENITY INVENTORY:

- Treelined Streets
- Bike Paths
- Walking/Wellness Paths
- Bench Seating Areas
- Table and Chair Seating
- Short-term Bike Parking
- Dog Run / Dog Park
- Shaded Seating / Gathering Area
- Large Shade Structure with seating
- Community Pavilion
- Plaza Shade Element
- Outdoor Seating Nook
- Multi-use Courts (Basketball, Pickleball, etc)
- Neighborhood Connector
- Urban Plaza with Seating, Art and water feature
- Play Area
- Community Gardens
- Amphiteater
- Pollinator Garden
- Micro Sports Field (approx 120' x 68')
- Community Event Lawn (approx .25 acres)
- Outdoor Games (Ping Pong, Cornhole, etc)
- Fountain Element and Seating Area



LEGEND:

- | | |
|--|---|
| 1 Walking/Wellness Paths | 10 Urban Plaza: Seating, Art / water feature
Play Area |
| 2 Dog Run / Dog Park | 11 Community Gardens |
| 3 Shaded Seating / Gathering Area | 12 Amphiteater |
| 4 Large Shade Structure with seating | 13 Pollinator Garden |
| 5 Community Pavilion | 14 Micro Sports Field |
| 6 Plaza Shade Element | 15 Community Event Lawn |
| 7 Outdoor Seating Nook | 16 Outdoor Games |
| 8 Multi-use Courts (Basketball, Pickleball, etc) | 17 Fountain Element and Seating |
| 9 Neighborhood Connector | |

Figure 1E.10a: Open Space Gap Analysis - Northwest Quad

Healthpeak PUD Master Plan | Cambridge, MA



SOUTHWEST QUAD: OPEN SPACE ANALYSIS

AMENITY INVENTORY:

- Treelined Streets
- Bike Paths
- Walking/Wellness Paths
- Bench Seating Areas
- Table and Chair Seating
- Short-term Bike Parking
- Dog Park
- Shaded Seating / Gathering Area
- Community Gathering Pavilion
- Outdoor Seating Nook
- Multi-use Courts (Basketball, Pickleball, etc)
- Neighborhood Connector
- Play Area
- Art/Sculpture
- Community Gardens
- Pollinator Garden
- Micro Sports Field (approx 85' x 50')
- Residential Multi-use Lawn
- Streetscape Terrace
- Multi-use Path
- Gateway Icon Element



LEGEND:

- | | |
|--|-------------------------|
| 1 Walking/Wellness Paths | 10 Pollinator Garden |
| 2 Dog Park | 11 Micro Sports Field |
| 3 Shaded Seating / Gathering Area | 12 Residential Lawn |
| 4 Community Pavilion | 13 Streetscape Terrace |
| 5 Outdoor Seating Nook | 14 Multi-use Path |
| 6 Multi-use Courts (Basketball, Pickleball, etc) | 15 Gateway Icon Element |
| 7 Neighborhood Connector | |
| 8 Play Area | |
| 9 Community Gardens | |

Figure 1E.10b: Open Space Gap Analysis - Southwest Quad

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SOUTHEAST QUAD: OPEN SPACE ANALYSIS

AMENITY INVENTORY:

- Treelined Streets
- Retail Activated Edges
- Urban Street with seating
- Flush Curbs
- 'Woonerf' Scale/Feel
- Outdoor Seating
- Overhead Lights
- Enhanced Paving
- Community Events
- Parklet Opportunitites
- Open Lawn
- Seating
- Art/Sculpture
- Neighborhood Gateway
- Dog Run / Dog Park
- Neighborhood Connection



LEGEND:

- | | |
|--|----------------------------|
| 1 Retail Activated Edges | 10 Neighborhood Gateway |
| 2 Urban Street / Furnishings/Flush Curbs | 11 Dog Run / Dog Park |
| 3 Outdoor Seating | 12 Neighborhood Connection |
| 4 Overhead Lights | |
| 5 Community Events | |
| 6 Parklet Opportunitites | |
| 7 Open Lawn | |
| 8 Seating | |
| 9 Art/Sculpture | |

Figure 1E.10c: Open Space Gap Analysis - Southeast Quad

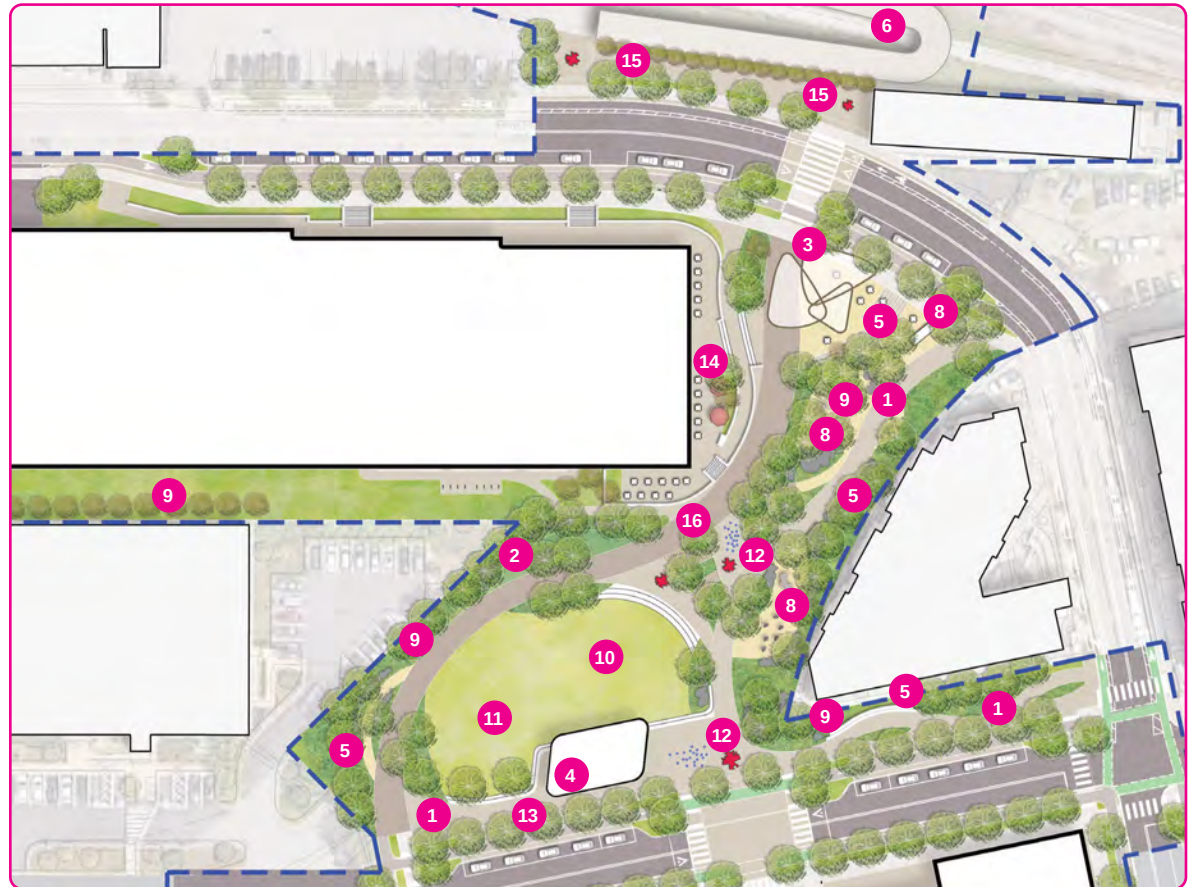
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NORTHEAST QUAD: OPEN SPACE ANALYSIS

AMENITY INVENTORY:

- Treelined Streets
- Bike Paths
- Walking/Wellness Paths
- Bench Seating Areas
- Table and Chair Seating
- Short-term Bike Parking
- Dog Run / Dog Park
- Gateway Pavilion
- Community Pavilion
- Outdoor Seating Nook
- Neighborhood Connector
- Urban Plaza with Seating, Art and water element
- Play Area
- Pollinator Garden
- Short Term Bike parking
- Micro Sports Field (approx 85' x 55')
- Community Event Lawn
- Art / Sculpture
- Water Element
- Food Truck Area
- Food Truck Area
- Amenity Terrace
- Bridge
- Bend Park Plaza
- Multi-use Path



LEGEND:

- | | |
|--|------------------------------------|
| 1 Walking/Wellness Paths | 9 Pollinator Garden |
| 2 Dog Run / Dog Park | 10 Micro Sports Field |
| 3 Gateway Pavilion | 11 Community Event Lawn |
| 4 Community Pavilion | 12 Art / Sculpture & Water Element |
| 5 Outdoor Seating Nook | 13 Food Truck Area |
| 6 Neighborhood Connector | 14 Amenity Terrace |
| 7 Urban Plaza (Seating, Art and water element) | 15 Bridge & Bend Park Plaza |
| 8 Play Area | 16 Multi-use Path |

Figure 1E.10d: Open Space Gap Analysis - Northeast Quad

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1.8 Ground Floor Activation Plan

The Project is designed to strengthen pedestrian activity and reinforce neighborhood continuity by creating an engaging, active, and welcoming ground-floor environment. As illustrated in **Figure 1F.1**, ground-floor activation within the Alewife Quadrangle is currently limited and dispersed, resulting in a streetscape that lacks visibility, energy, and vibrancy for pedestrians.

In response, the Project envisions neighborhood use spaces within the AOD-Q zoning framework to support and complement the daily needs of residents, employees, and visitors. As illustrated in **Figure 1F.2**, the future concept for ground-floor activation is organized around a network of vibrant neighborhood nodes that concentrate activity throughout the Alewife Quadrangle. This framework supports a dynamic, connected, and resilient mixed-use environment and reflects the district's evolution from an industrial area into a local hub with active amenities and retail along New Main Street and Fawcett Street at Bend Park. The nearby Alewife Brook Parkway Shopping Center District and Fresh Pond Mall will further enrich the experience of residents and visitors through a complementary mix of neighborhood-serving uses. As illustrated in **Figure 1F.3**, the Project's ground floor and public realm

present a significant opportunity to advance this broader vision. The Applicant seeks to build on this momentum by creating an inclusive and innovative ground-floor environment that supports local and independent concepts and establishes a destination for the Cambridge community.

By accommodating a diverse range of neighborhood-serving uses within designated areas, the Project will help create a more self-sufficient and walkable district, reinforcing both the residential and employment components of the Quadrangle.

Permitted neighborhood uses include:

- Educational Uses
- Community Centers
- Healthcare Facilities
- Professional Office Uses
- Private Libraries
- Museums or Noncommercial Galleries
- Local Government Uses
- Retail and Consumer Service Establishments
- Outdoor Entertainment and Recreation Facilities
- Temporary Outdoor Retail or Consumer Service Uses
- Food Commissaries

The total floor area of the Project is subject to a number of exemptions as depicted in **Figure 1F.5**. A complete retail plan is included in **Appendix F** of this Application.

1.8.1 Market-Responsive Implementation

Allocation of neighborhood uses reflects a market-supported program intended to promote long-term occupancy, activation, and economic sustainability throughout the district. The proposed percentage is considered an appropriate target based on current market conditions and anticipated demand. With a diverse mix of uses and operators over time, it has flexibility to respond to evolving market conditions and community needs while sustaining a vibrant, active district. **Figure 1F.4** illustrates a variety of retailers and active uses. See **Figures 1H.1c** and **1H.2c** with potential program allocation and merchandising concepts for each phase.

The proposed mix of uses has also been developed with consideration of anticipated customer, employee, service, and delivery activity. Traffic generation, circulation, and access have been evaluated through transportation studies prepared in support of this Final Development Plan. As individual uses are implemented over time, the Project team will continue to assess operational

needs and traffic considerations in good faith to support the district's long-term functionality.

The plan is also designed with flexibility to accommodate additional neighborhood-serving uses over time if market demand supports more space. As individual phases are implemented, the Applicant will periodically evaluate the amounts, types, and locations of neighborhood-serving and street-activating uses to ensure that the district remains vibrant, occupied, and responsive to evolving community needs. If future demand demonstrates support for additional neighborhood-serving space, the Project team may increase the amount of such uses in a manner consistent with the approved zoning framework and the Project's long-term activation goals. These opportunities are represented in **Figures 1F.2** and **1F.3** as "Potential Neighborhood Uses," located near New Main Street and Wilson Road and near Mooney Street and Smith Place.

The Applicant will make good faith efforts to maintain active and successful uses throughout the Project and will consider market demand, leasing activity, community feedback, and operational performance when evaluating potential adjustments to the program. This may include modifications to the mix and distribution of permitted uses, including the allocation of neighborhood-serving, commercial, and residential space, where appropriate and consistent with applicable

approvals. The overarching goal is to foster a dynamic, well-occupied district that serves both residents and visitors while reflecting the priorities of the surrounding community.

1.8.2 New Main Street

Situated along a walkable, pedestrian-scaled street, this corridor functions as the central spine of retail activity for the Quadrangle. It benefits from its strategic location near Fresh Pond Mall and its strong connections to Concord Avenue and the Fresh Pond Reservation. Building frontages along this corridor will feature a mix of retail, commercial, residential, cultural, and community-serving uses that respond to the demands of a transit-oriented context. Main Street Plaza intersects the corridor, creating a protected pedestrian link to adjacent parking and offering a flexible space for public gatherings and neighborhood events.

1.8.3 Fawcett Street (at Bend Park)

Positioned at the intersection of the bend at Fawcett Street, and in close proximity to Iggy's, a bakery that is a longstanding community anchor, this node acts as a key convergence point for pedestrians, cyclists, and multimodal connections via the Proposed Bridge. Ground-floor spaces here are envisioned for active, neighborhood-serving uses, including fitness centers, commuter-oriented retail, maker spaces, and other experiential tenants. The adaptive reuse of

structures such as 110 Fawcett Street further reinforces this area's character and supports sustainable development practices.

1.8.4 Mooney Plaza

As a more intimate, yet integral, activation point within the network (near Smith Place and Fawcett Street), this hub is designed as a neighborhood gathering space that supports smaller-scale commercial activity and offers opportunities for community interaction. Located at a natural juncture within the Development Parcel, it strengthens the sense of place for neighbors and workers alike.

Together, the three distinct, but interconnected, nodes of the New Main Street retail corridor, Fawcett Street crossroads at Bend Park, and Mooney Plaza create a rhythm of activity that stitches together the broader urban fabric from Cambridge Highlands to the west, Alewife Triangle to the north, Concord Avenue and Fresh Pond to the south, and the Fresh Pond Mall to the east. The nearby MBTA Alewife Red Line train station and Alewife Brook Parkway provide critical multimodal connections, ensuring that the Quad is seamlessly integrated into the greater Cambridge community.



Figure 1F.1: Ground Floor Activation - Existing Context

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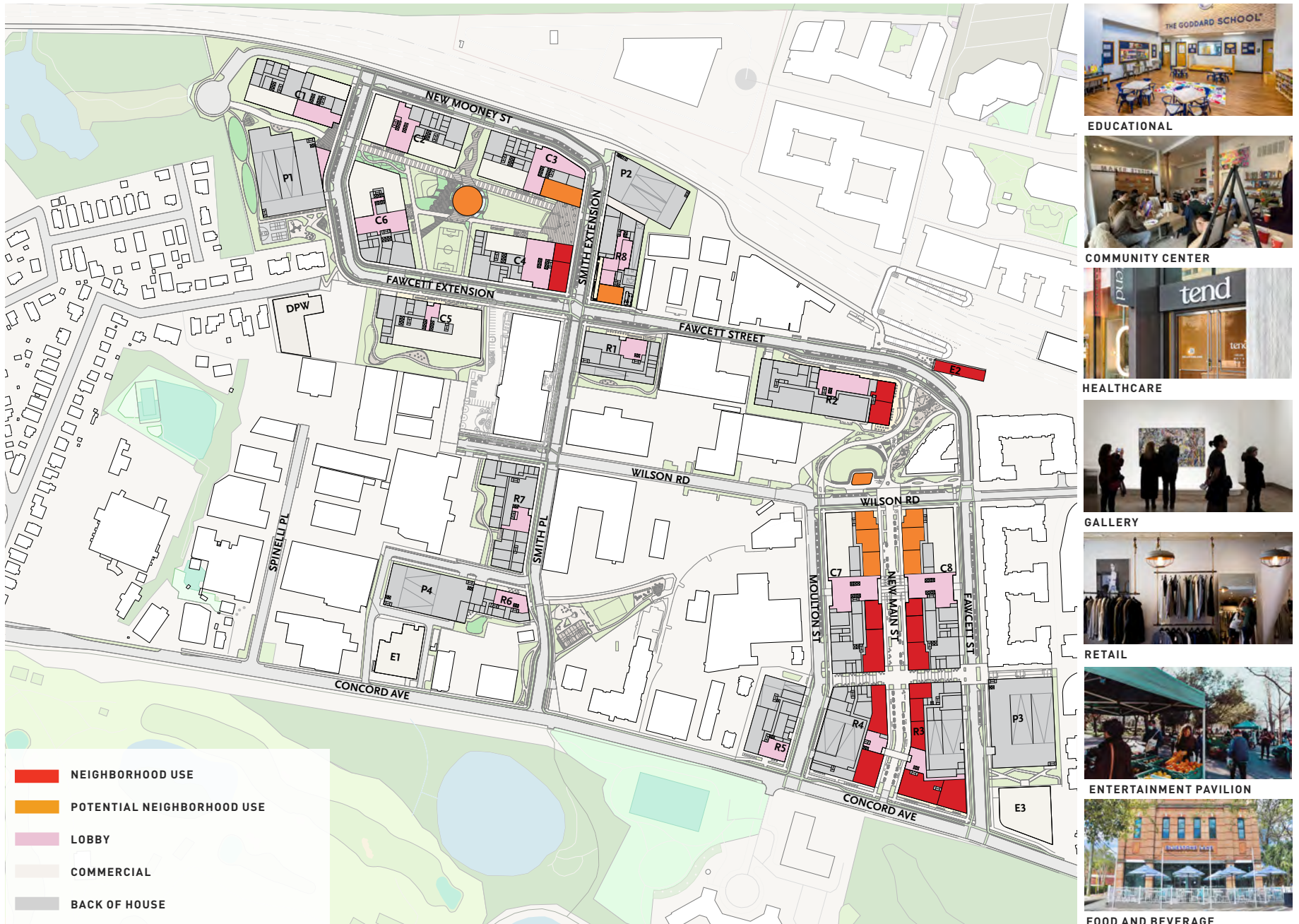


Figure 1F.2: Ground Floor Activation - Proposed Conditions

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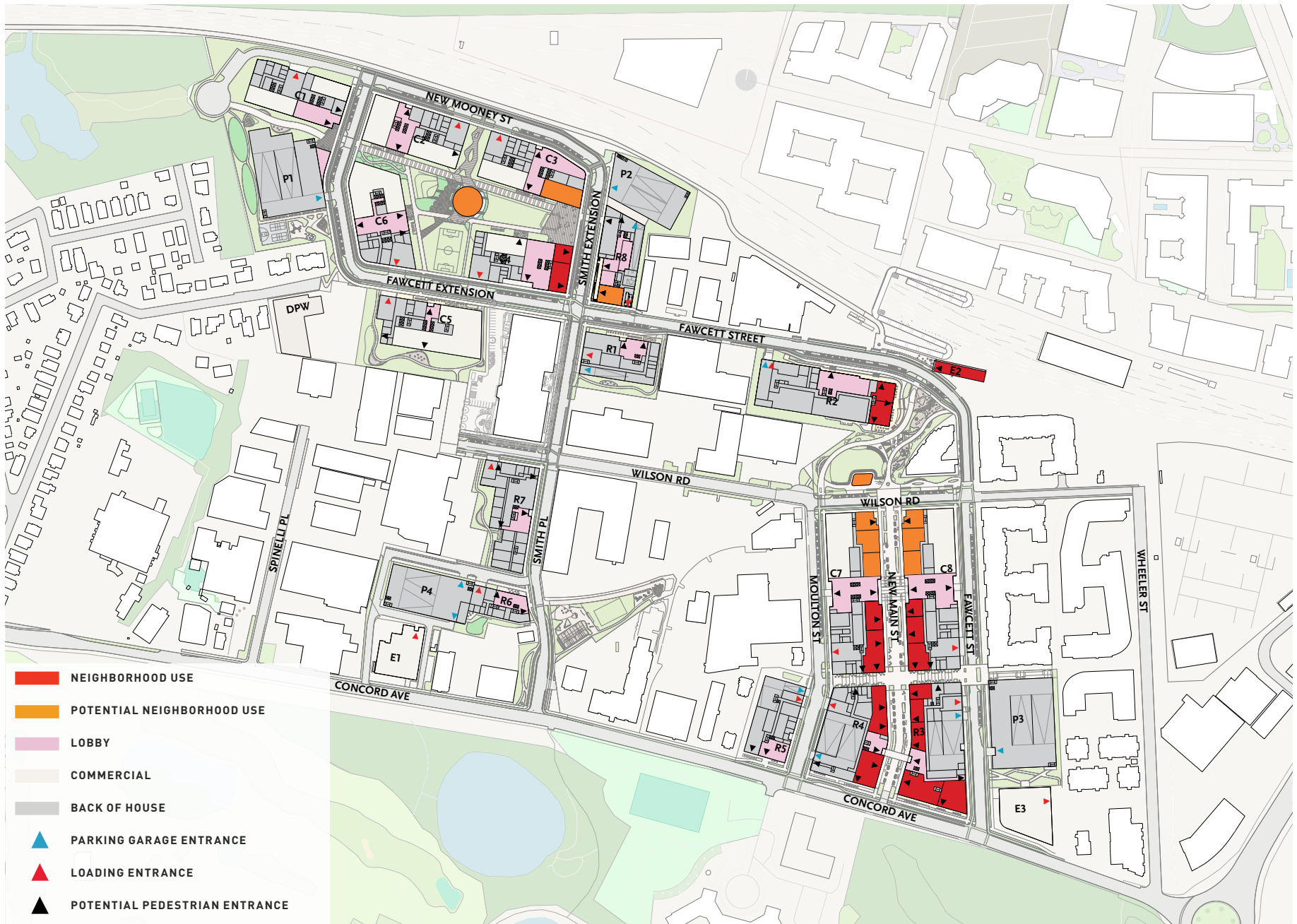


Figure 1F.3: Conceptual Activation Plan

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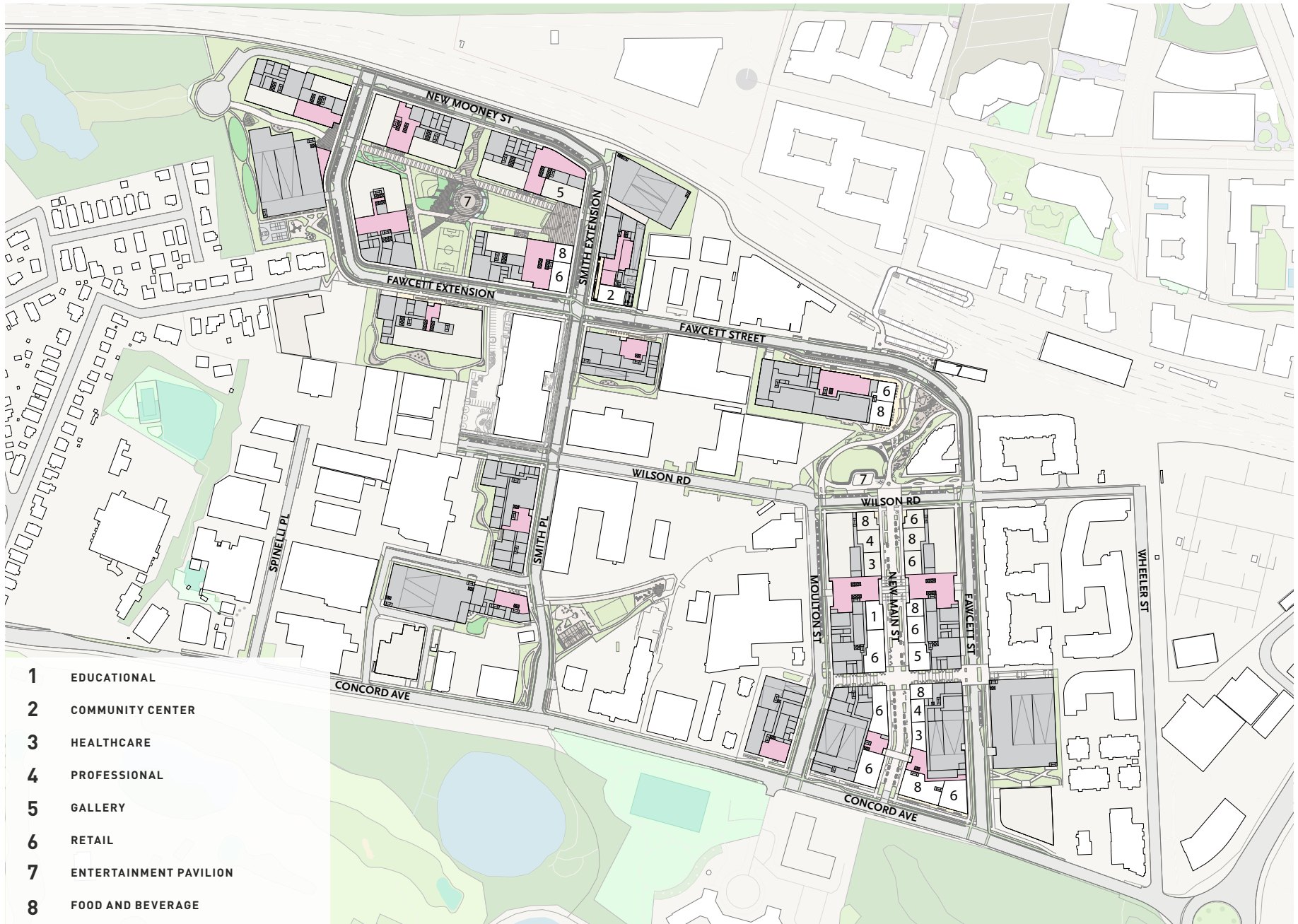


Figure 1F.4: Variety of Retailers / Active Use

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0 200 400ft



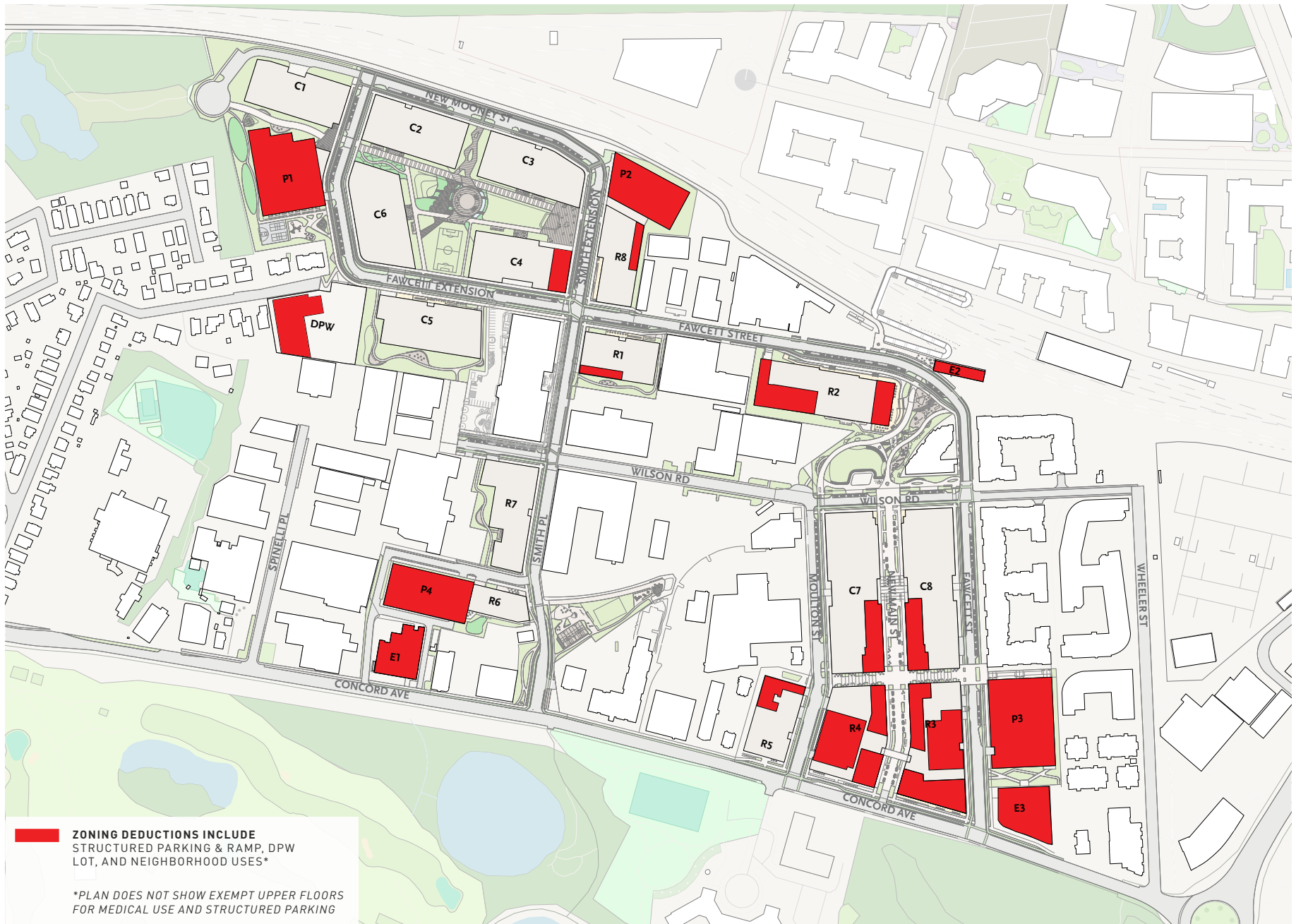


Figure 1F.5: Conceptual Exempt Use Plan - Ground Floor

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1.9 Neighborhood Uses and Open Space Advisory Committee Plan

The Project is seeking an Infrastructure PUD Special Permit and, therefore, per Section 20.1100.8.5.5.3(h) of the CZO, the Applicant must form an advisory committee consisting of neighborhood residents and stakeholders to provide input and guidance in the planned programming of the required public open space and neighborhood uses. Approximately six (6) months prior to the occupancy of the first constructed building within the Development Parcel, the Applicant will work with CDD, the AZWG, and local neighborhood associations to identify, organize, and appoint a six (6) to eight (8)-member committee to advise on neighborhood uses, open space, and arts programs and cultural initiatives. The committee members could represent a diverse range of expertise or interests, such as public sector leadership, architecture and urban design, visual and performing arts, placemaking, and community engagement. The Applicant will study committee suggestions, assess feasibility, and refine such programming as Project development progresses.

1.9.1 Arts and Cultural Program

Arts and cultural facilities are envisioned as key placemaking elements that contribute to the identity, character, and long-term vitality of the Quadrangle. The inclusion

of public art, cultural programming, and creative spaces within the public realm helps establish a holistic sense of place that is not solely defined by new development, but by the experiences, interactions, and community connections that occur within it. Together, these elements support the creation of a vibrant, memorable, and authentic district that reflects the unique character of the Quadrangle.

The Project's arts and cultural program will be informed through ongoing collaboration with community stakeholders, building upon engagement efforts already undertaken as part of the planning process. During the PUD Special Permit Pre-Application Community Meeting held in Fall 2025, residents demonstrated a strong sense of ownership, passion, and vision for the future of the Quadrangle. The feedback received highlighted the community's desire to create a distinctive and vibrant place that reflects local character and values.

As the Project advances, opportunities for arts and cultural expression will continue to be explored through both programming and the physical design of the district. This may include the integration of public art within buildings, streetscapes, plazas, parks, and other public spaces to create memorable experiences, reinforce neighborhood identity, and contribute to a cohesive sense of place throughout the Quadrangle. See **Figures 1E.7b**

and **1E.7c** for potential art opportunities in Phase 1 and Phase 2, respectively.

The committee could provide strategic guidance on the selection, placement, and integration of public art, cultural programming, and creative spaces throughout the Project. As each phase of development advances, the Neighborhood Uses and Open Space Advisory Committee would review opportunities for artistic and cultural expression within both buildings and public spaces to ensure that investments contribute to a cohesive identity and reflect the evolving character of the Quadrangle. By bringing together perspectives from multiple disciplines, the committee would help foster a thoughtful, community-oriented approach to arts and culture while maintaining flexibility to respond to the needs of future residents, businesses, and visitors.

1.10 Housing Plan

Housing will be a key component of this Project and will include a mix of market rate and inclusionary units. At least 40% of the total non-exempt GFA contained in the Development Parcel will be dedicated to residential use, in accordance with Section 20.1100.5.1.3 of the CZO, totaling approximately 2,300 new housing units distributed across eight (8) residential buildings. As illustrated in **Figure 1G.1**, these eight residential buildings will be

strategically located within the Development Parcel. Three residential buildings will be situated along Concord Avenue, three near Fawcett Street close to the new Proposed Bridge, and the remaining two adjacent to the Gateway Park. Housing will be provided in accordance with the CZO requirements, with a diverse range of unit types designed to accommodate various family sizes and needs, including studios, one-bedrooms, two-bedroom, and three-bedrooms.

The Applicant will collaborate closely with the City's Housing Department to finalize the distribution of inclusionary housing units, unit types, and mix. Preliminary plans allocate units proportionally by square footage, with approximate number and mix of units listed in **Table 1-3** below. However, this distribution may be refined as building concepts and designs evolve. The total residential GFA was increased from the Preliminary Development Plan to allow for future flexibility to incorporate more variety in unit type and mix. During the Design Review process for each building, detailed information will be presented regarding unit types, sizes, distribution, floor plans, and building services. The precise identification of individual inclusionary units will occur following Final Development Plan approval and prior to Building Permit issuance.

The Applicant is committed to fostering a residential community reflective of the City's diverse population, inclusive of various ages, races, genders, and family structures. The Project will feature a variety of community recreation spaces and active areas, including potential dog parks, playgrounds, exercise zones, outdoor dining, and farmers markets. Mooney Green will serve as an inclusive, welcoming space for all residents and employees of the Project and surrounding community. Designed to encourage interaction, play, exercise, learning, and gathering, it will foster spontaneous connections and collaboration across diverse community members. Importantly, all publicly beneficial open space amenities will be designed to accommodate children of all abilities, including those with limited mobility.

Beyond these public amenities, the Applicant plans to develop a comprehensive program of indoor building amenities and additional rooftop terrace open spaces designed for family friendly activities. These features will support the Applicant's commitment to diversity, equity, and inclusion, and they will nurture a strong sense of community among residents. As building designs advance, the Applicant will continue to refine unit mix, sizes, target demographics, programming, and phasing across the eight residential buildings. Early strategies to meet Diversity, Equity, and Inclusion goals in housing

have been shaped collaboratively with the community through workshops, including sessions focused specifically on housing equity.

Each of the eight residential buildings will possess a distinct design, character, material palette, and identity. Rather than a single project aesthetic, these buildings will form a cohesive neighborhood, with each structure designed by different architects working within established Design Guidelines to bring unique perspectives and approaches to the overall development.

Table 1-3 Housing Unit Mix by Building

BLDG #	# OF UNITS	UNIT MIX		
		STUDIO	1-BEDROOM	2-BEDROOM
R1	201	40	91	60 (2 bed) 10 (3 bed)
R2	446	89	201	134 (2 bed) 22 (3 bed)
R3	399	80	180	120 (2 bed) 20 (3 bed)
R4	366	73	165	110 (2 bed) 18 (3 bed)
R5	248	50	112	74 (2 bed) 12 (3 bed)
R6	61	12	30	19 (2 bed) zero (3 bed)
R7	355	71	160	106 (2 bed) 18 (3 bed)
R8	220	44	99	66 (2 bed) 11 (3 bed)
Total	2296	459	1038	689 (2 bed) 111 (3 bed)



Figure 1G.1: Site Development Plan - Residential

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1.11 Phasing Plan

The Applicant expects construction of the Project to span over 20 to 30 years, depending on many factors, including market conditions, zoning requirements, and the requirements of the overall development. The phasing is primarily driven by the commencement of the Proposed Bridge connecting the Triangle and the Quad. The Applicant may choose to pursue more than one building simultaneously or in sequential fashion. As currently contemplated and as shown in **Figures 1H.1a, 1H.1b, 1H.2a, and 1H.2b**, the Project will be divided into two (2) phases:

- **Phase 1:** Includes Buildings E2, C3, C4, C5, C6, R1, R2, R6, R7, P2, P4, the intended conveyance of the DPW Parcel for the City's construction of the DPW Facility Project, and the commencement of construction of the Proposed Bridge.
- **Phase 2:** Includes Buildings C1, C2, C7, C8, R3, R4, R5, R8, P1, and P3.

Each Phase shall consist of the buildings and those public realm improvements located on or immediately adjacent to, and serving the portion of the Development Parcel under construction within a Phase, such improvements including, without limitation,

publicly beneficial open space, streets, utilities, and other physical improvements, as set forth in this Final Development Plan (as the same may be amended from time to time or affected by Design Review approvals). Phase 1 is expected to be built over the next 10 to 15 years, with commercial and residential buildings moving on independent timelines given market dynamics and constraints. Phase 2 will begin subsequently after Phase 1, the timing for which will be dependent on market conditions. A majority of the Phase 2 development sites (Buildings R3, R4, C7, and C8) are currently encumbered by existing leases that prevent construction until 2040.

Figures 1H.1a, 1H.1b, 1H.2a, and 1H.2b indicate subphases within Phases 1 and 2, which subphases are provided for illustrative purposes. Phase 1A and Phase 1B represent tentative sequencing of development within Phase 1. Phase 2A and Phase 2B represent tentative sequencing of development within Phase 2. The delivery sequence of each subphase is subject to change owing to market conditions, zoning requirements, and the requirements of the overall development, and buildings and other improvements may be constructed at any time during their respective Phase.

1.11.1 Proposed Bridge

Since the Applicant is pursuing an Infrastructure PUD, the phasing plan includes the timeline for completion of the infrastructure component, the Proposed Bridge. In accordance with Section 20.1100.7.3.2 of the CZO, construction of the infrastructure will commence before the issuance of a Certificate of Occupancy for over fifty percent (50%) of the non-residential GFA and will be substantially completed before the issuance of a Certificate of Occupancy for over seventy-five percent (75%) of the non-residential GFA of an approved Final Development Plan. It is currently anticipated that the requirement for construction commencement of the Proposed Bridge (after accounting for existing and new non-residential GFA) would be triggered prior to the issuance of the Certificate of Occupancy for the last commercial building within Phase 1B. It is also currently anticipated that the Proposed Bridge will be substantially completed prior to the issuance of a Certificate of Occupancy for the first commercial building within Phase 2B.

1.11.2 Residential

The required residential GFA may be provided on any portion of the Development Parcel and may be provided during both Phases. In accordance with Section 20.1100.5.1.3.1 of the CZO, construction of the required residential GFA will commence prior to or simultaneous with the issuance of final Certificate of Occupancy for more than sixty percent (60%) of non-residential GFA on the Development Parcel. No building permits for commercial buildings in Phase 2 will be issued until the above residential requirement for Phase 1 is met.

1.11.3 Land Conveyance

With respect to the DPW Parcel, the City and the Applicant are actively discussing the terms for the conveyance of such parcel, which terms will be memorialized in a property acquisition or similar agreement. As shown in **Figure 1H.1a**, it is intended that the Applicant will convey the DPW Parcel to the City in Phase 1A. Similarly, it is intended that roadways that have been identified as public in this Final Development Plan would be conveyed to the City pursuant to an infrastructure memorandum of agreement, or similar agreement, between the City and the Applicant, outlining the terms for substantial completion, inspection, and acceptance by the City Council. Such conveyance is intended to occur at the completion of Project build-out.

1.11.4 Interim Conditions

In a phased project, interim conditions must be evaluated to understand the site and building conditions that will exist between major stages of work or during construction. Over the course of the Project, the Development Parcel may operate in multiple configurations, with some areas completed, others under construction, and others remaining occupied or operational. Reviewing these interim conditions with the City will demonstrate that the Project will maintain life safety and code compliance, support efficient mobilization and utility sequencing, preserve connectivity and accessible routes, and sustain overall functionality.

Prior to building permit issuance, the phasing strategy for each building will be studied during design in accordance with the City's conditions of approval under the PUD Special Permit. The Project team will study in further detail improvements required for the building both on private property or public rights-of-way with consideration to a holistic strategy for a particular Project subphase (Phase 1A, Phase 1B, Phase 2A, Phase 2B) and its subsequent phases. The Applicant will develop a phasing strategy that segments the Development Proposal's subphases into smaller, distinct scopes that can function independently, while responding appropriately to existing conditions to operate

as a coherent whole. The interim stages of work should protect and incrementally provide benefits to the public realm through activation, beautification, and placemaking.

Each major stage of work will be reviewed with the City through the Design Review process and coordinated during planning discussions with staff. The resulting scope will be documented in building, site, or off-site permit packages, as appropriate, to provide the level of detail necessary for interdisciplinary coordination and City review during permitting. This process will include City review of temporary conditions during construction including access, signage, and barriers for safety, and aesthetics.

See **Section 2.3.4** for information regarding the anticipated process for coordinating public and private utilities during the phased build-out of the Project. Some initial considerations to parking and truck routes are discussed below.

Existing Parking

As shown in **Figures 1H.1a, 1H.1b, 1H.2a, and 1H.2b**, the proposed phasing for the Development Parcel dictates the removal and replacement of existing surface parking. Generally, surface lots will be demolished as new construction begins, with displaced spaces replaced within the new structures.

See the following illustrative phasing examples:

- **Phase 1A (Building R2):** Existing surface parking at this site will be demolished and replaced by new internal parking within Building R2 upon completion.
- **Buildings P4, R6, and R7:** Surface parking will be demolished in stages, starting with the Buildings P4 and R6 sites. Once the P4 parking structure is finished, it will serve as the replacement hub for the spaces lost at the P4, R6, and (eventually) R7 sites.
- **Commercial GFA (Buildings C2 and C3):** Upon reaching 500,000 SF of commercial GFA construction, the Applicant will demolish existing structures and surface lots at the C2 and C3 sites to create temporary surface parking for Buildings C4 and C6.

By the end of Phase 2, the Applicant intends to have removed and replaced all existing surface parking within new permanent structures. Please note that these examples are for illustrative purposes only. The Applicant may utilize temporary surface lots at various locations within the Development Parcel, subject to City approval, based on the ultimate timing of the construction of specific improvements.

Truck Access

Truck access by phasing is illustrated in **Figures 1D.13a-d**. The intent is to incorporate signage on Concord Avenue to

direct trucks to use Smith Place as their main point of entry. Truck access for multiple buildings will utilize a shared truck route in the Quadrangle to the extent possible and exit the Quadrangle on Fawcett Street. City trucks will be an exception to this and will access streets as needed to complete City operations. At the end of Phase 1B, the existing Mooney Street route will be replaced with the New Mooney Street and Fawcett Street Extension loop road.

As shown in **Figures 1D.13a** and **1D.13b**, during Phase 1A, truck access to the DPW Parcel will be provided from Smith Place to Adley Road, and through the future site of Building C5. Prior to the conveyance of the DPW Parcel to the City, the existing industrial building on the future site of Building C5 will be demolished, which will accommodate the City's truck movements through the future site of Building C5. An alternative temporary access point will be available from the southeast side of the DPW Parcel from Adley Road.

Once the Fawcett Street Extension has been constructed, during Phase 1B, truck access will change to allow for access to the DPW Parcel directly through from Smith Place and to the Fawcett Street Extension. While the existing industrial building on the future site of Building C5 will be demolished during Phase 1A, the two (2) temporary structures on this site currently owned and operated by the City's Police Department will remain until they are demolished during Phase 1B.

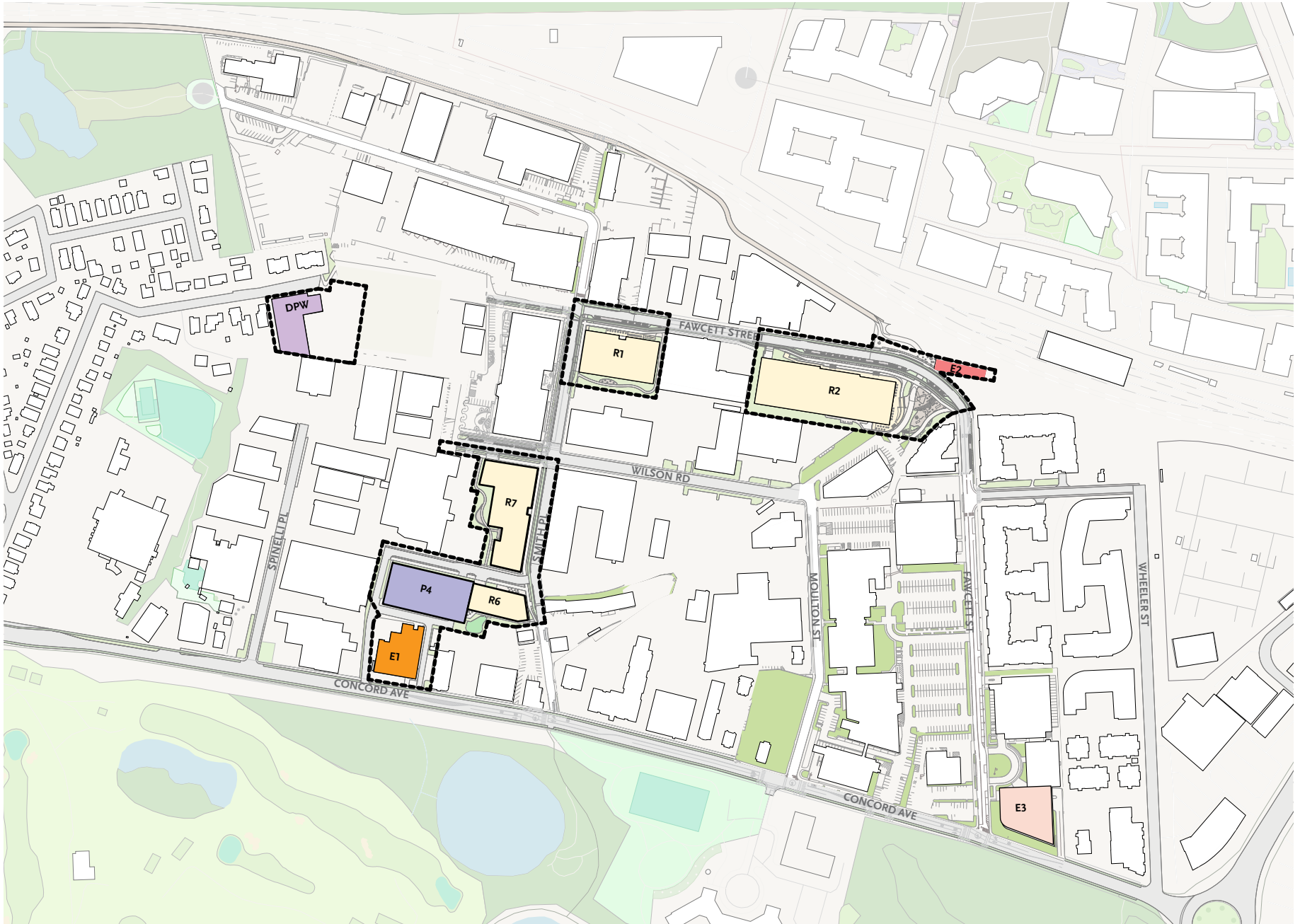
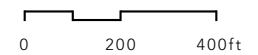


Figure 1H.1A: Preliminary Phasing Plan - Phase 1A

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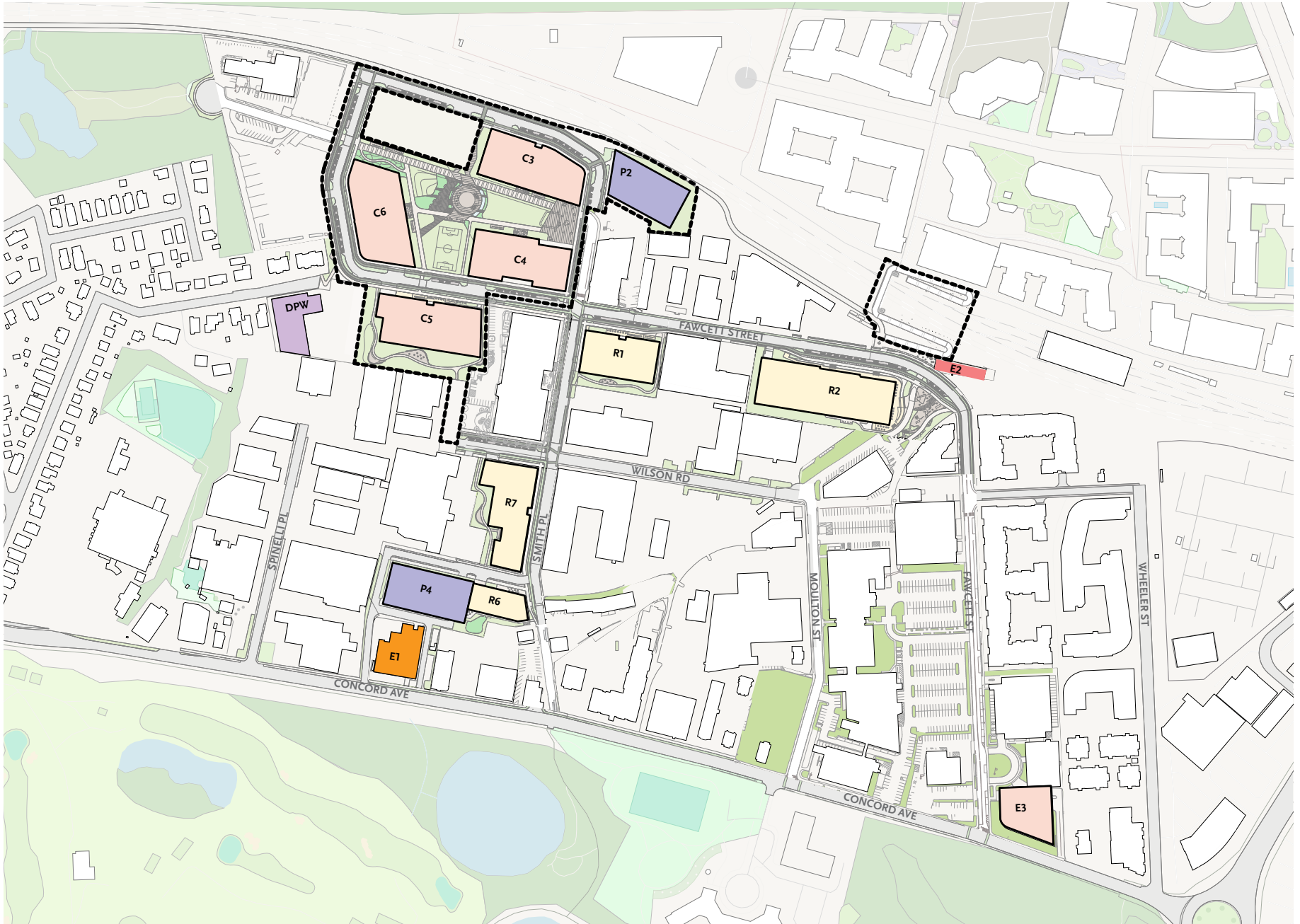


Figure 1H.1B: Preliminary Phasing Plan - Phase 1B
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