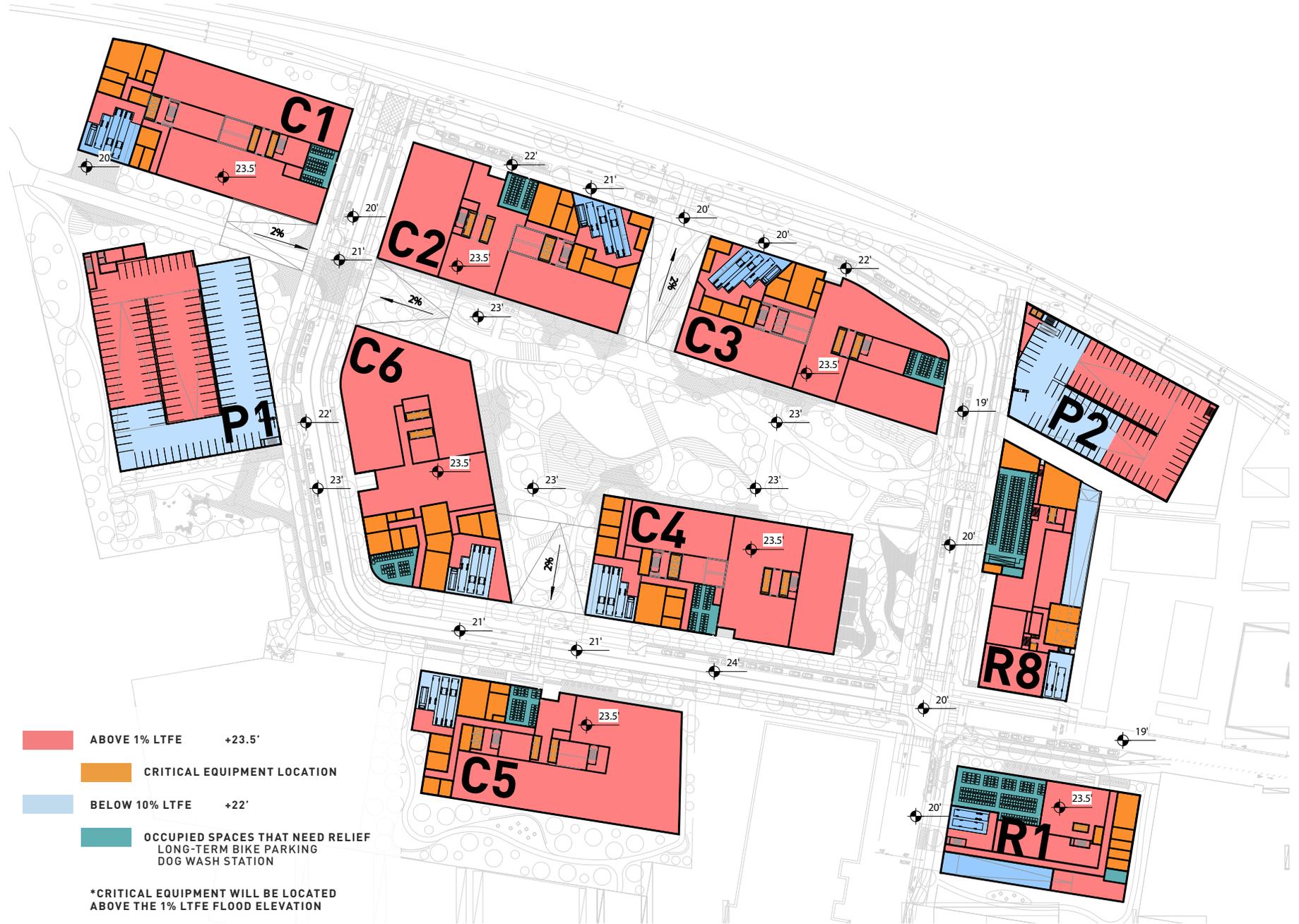


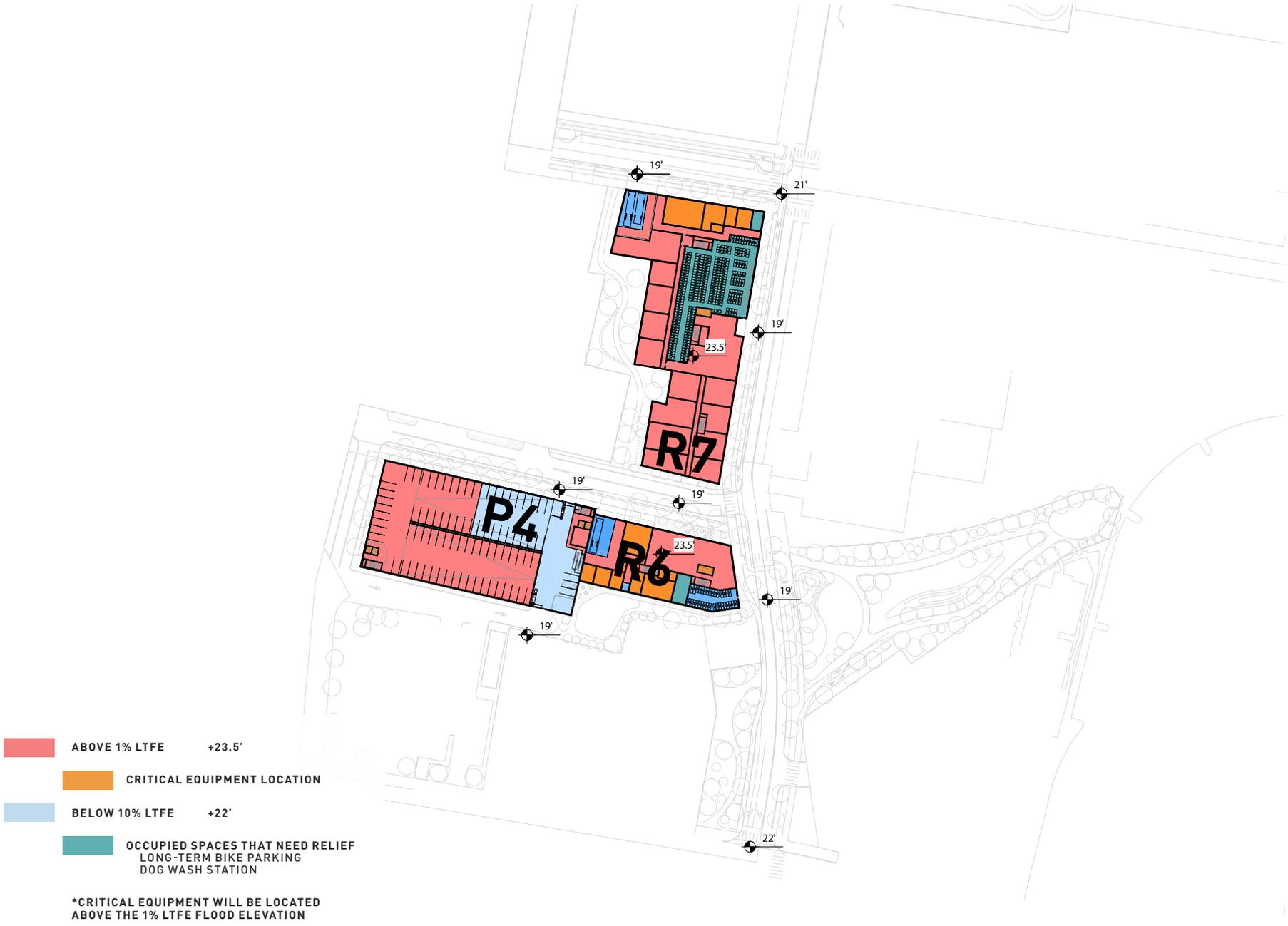


**Figure 11.1: LTFE Cross - Section**  
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**Figure 11.2: LTFE Cross - Mooney Quad**  
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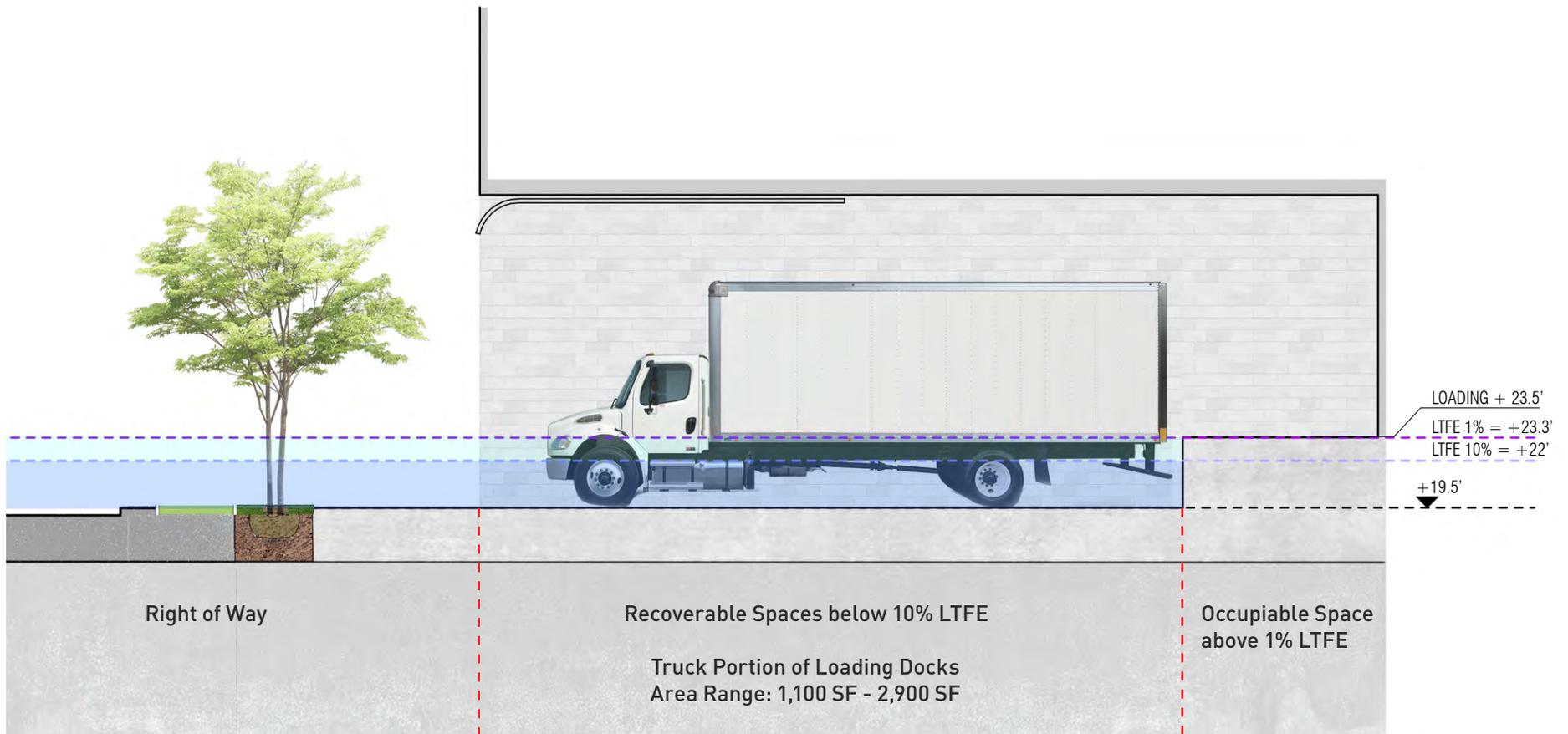
**Figure 11.3: LTFE Cross - Smith Pl**  
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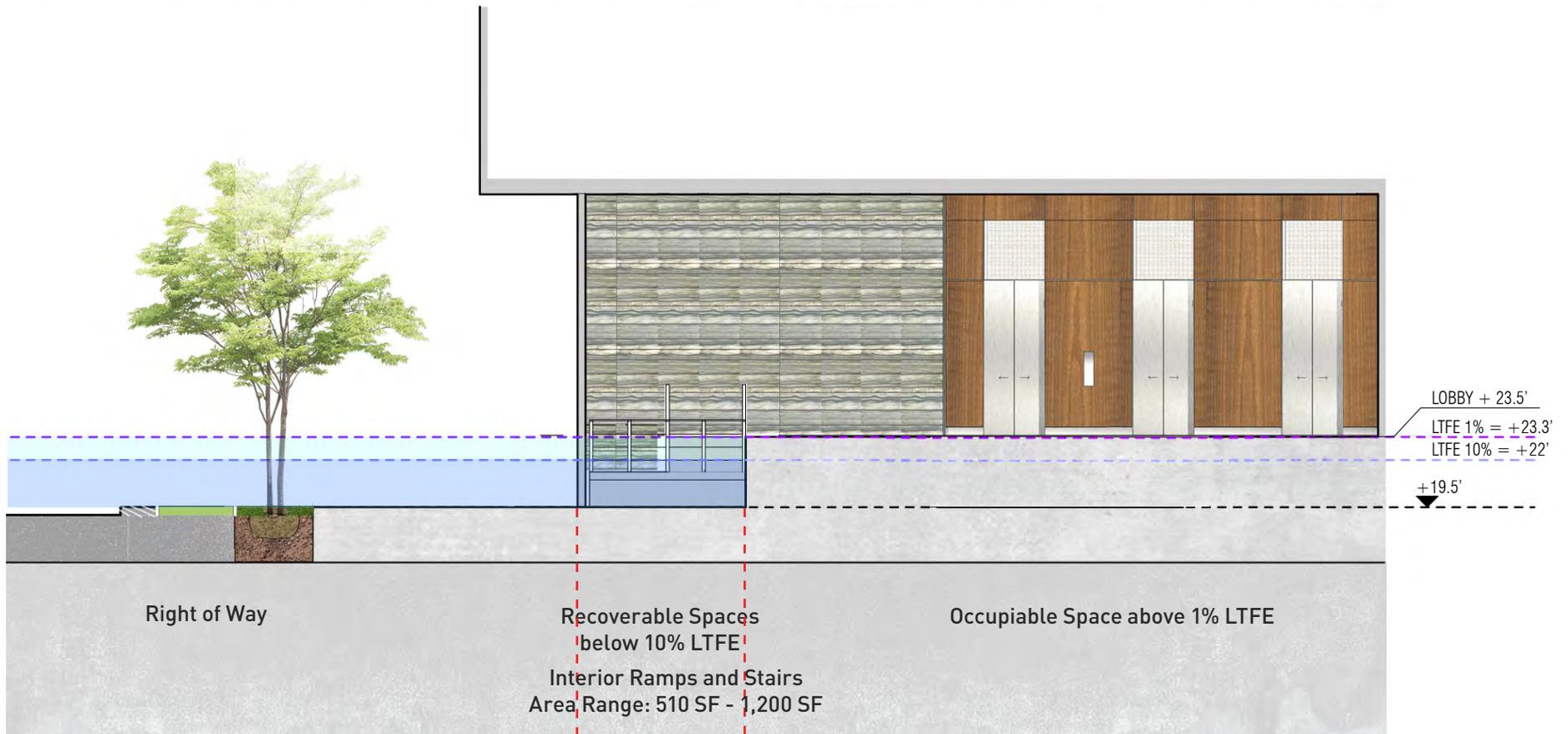
**Figure 11.4: LTFE Cross - Raytheon**  
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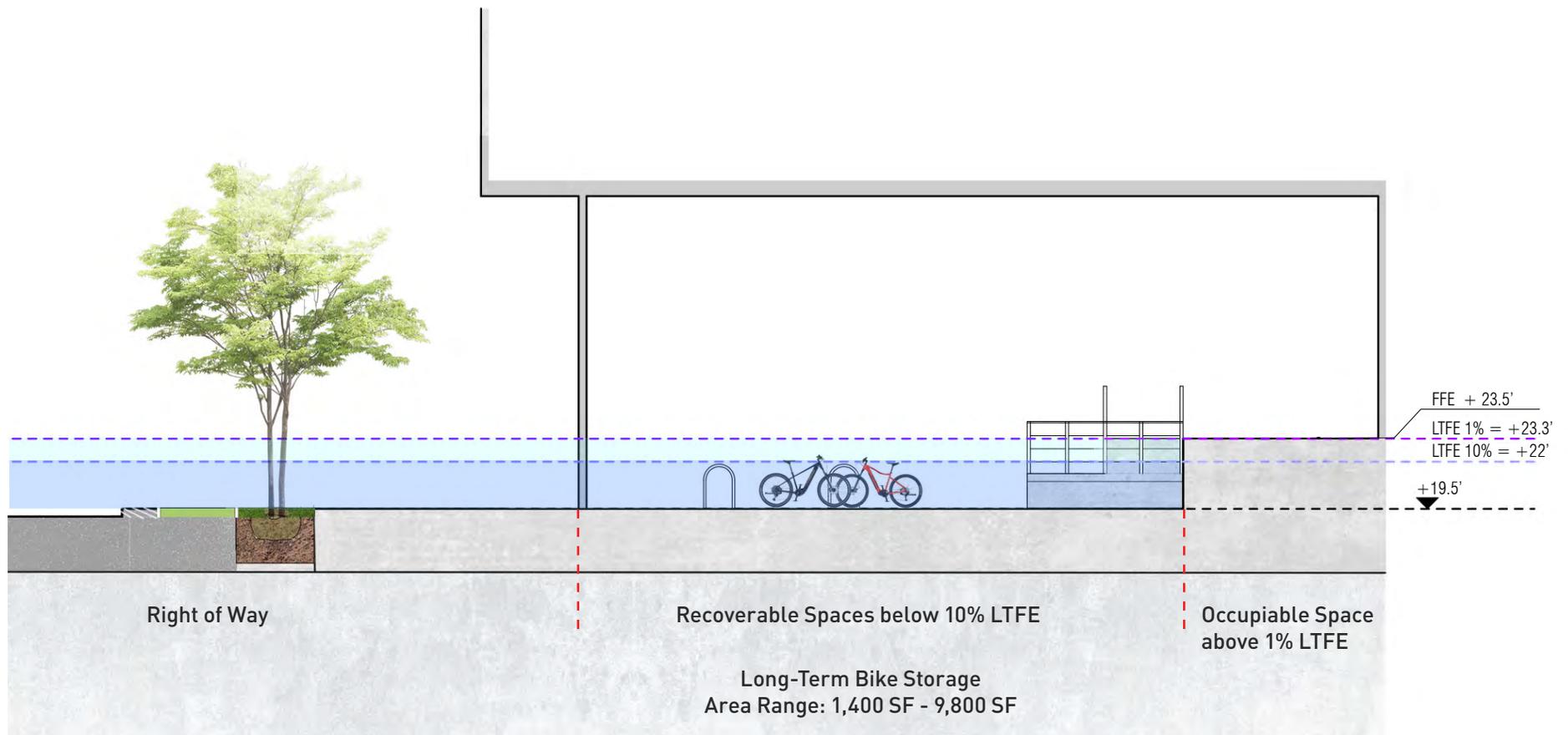
**Figure 11.5: LTFE Cross - Typical Building Sections - Loading Dock**

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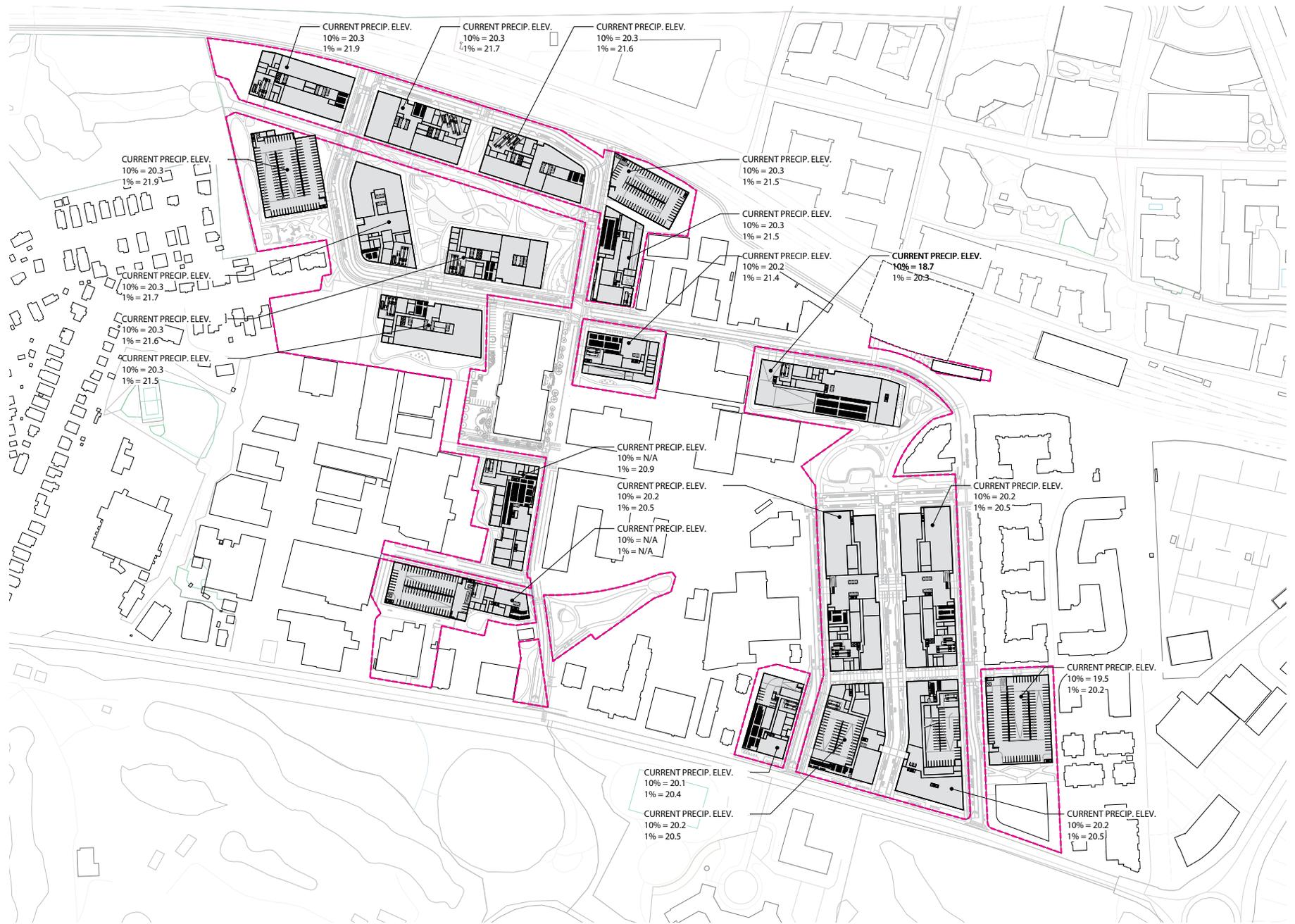
**Figure 11.6: LTFE Cross - Typical Building Sections - Main Lobby**

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**Figure 11.7: LTFE Cross - Typical Building Sections - Bike Storage**

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**Figure 11.8: FloodViewer 2025 Precipitation Elevations**  
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## **1.13 Resilience Plan**

### **1.13.1 Flood Resilience Standards (Section 22.80) and Green Factor Standard (Section 22.90) Compliance**

As described above in Section 1.12.2, the Project incorporates comprehensive climate resilience and sustainability strategies to address future flood, heat, and energy risks while exceeding the City's Green Factor requirements. Critical equipment and residential units will be elevated above projected flood elevations, stormwater mitigation measures and standby power will be provided, and resilience strategies will continue to be refined as design advances. Flood risk analysis using the Cambridge Flood Viewer Tool (2022) confirms that the 10%-LTFE does not reach the Development Parcel, meeting City flood resilience standards. In alignment with Green Factor requirements, the Project achieves a Cool Score above the minimum threshold through high-SRI roofing, the planting of approximately 1,000 new trees (a 400% increase in tree cover), and the creation of about 800,000 SF of new community green space—representing a fourteenfold increase over existing conditions. The Development Parcel's overall Cool Score will be recalculated for each Parcel during future Phases.

### **1.13.2 Resilience Objectives (Section 19.38) Compliance**

As noted above in **Section 1.12.1**, portions of the buildings containing occupiable spaces (as defined in the State Building Code) will be protected from the 1% LTFE (elevation +23.3 feet) by being located at elevation +23.5 feet or higher, except as permitted under the State Building Code and except as provided in **Volume I, Section 3.8**. Other spaces, such as vestibules, lobbies and entryways, will be designed to be recoverable from flood events per compliance with Section 22.84.2. The top of elevator pits will be located at elevation +23.5 feet or higher. Critical infrastructure and occupiable portions of each building will be elevated above the LTFE, except as provided in **Volume I, Section 3.8**. Refer to **Volume I, Section 3.8** and **Section 1.12.2** above for additional information regarding flood resiliency.

### **1.13.3 Strategies to Promote Resilience**

The Project will embrace climate resilient strategies including elevating critical equipment and residential units above flood elevation, incorporating stormwater mitigation strategies, and providing standby power for critical equipment. The Applicant will continue to evaluate feasibility of strategies for enhanced resilience.

The Development Parcel is vulnerable to increasing flood elevations, increasing heat for the overall site and buildings, and potential for grid disruptions. To evaluate the potential for future flood risk, the team studied the projected extent of future flooding in the region utilizing the Cambridge Flood Viewer Tool (2022, Figure 21). The tool assesses 10% and 1% Probability LTFE (10%-LTFE and 1%-LTFE) based on 2070 projections of annual flood risk. The analysis shows that 10%-LTFE does not reach the Development Parcel, which makes the Project naturally meet the minimum City requirement.

The Applicant is designing all buildings within the Development Parcel to be elevated above the 1%-LTFE to achieve an even higher level of resiliency. In that way, all buildings will be protected such that flood waters generally cannot penetrate occupied and critical areas. **Figure 11.1** shows a typical approach to raising buildings above the anticipated flood plain. **Figures 11.2–11.4** illustrate LTFE cross-sections for Mooney Quad, Smith Place and the Raytheon site (the location of future Buildings R3, R4, R5, C7 and C8), and **Figures 11.5–11.7** illustrate LTFE cross-sections for typical building sections (loading dock, main lobby and bike storage).

In addition to the human-made stormwater management systems (gray infrastructure), green infrastructure such as bioswales and green roofs, will be used where possible to manage stormwater on-site. The design team will evaluate surface flows through the open space to maximize the runoff capture potential for peak rain events seen recently with short, high volume rain events. The primary design goal is to capture stormwater and rainwater on-site and avoid shedding water on the neighboring streets.

#### **1.13.3.1 Heat Risk Resilience**

Residential buildings will be designed to adapt to the warming climate and potential disruptions in standard operations. Operable windows combined with improved insulation in building envelopes enhance occupant comfort in the event of power outages. By designing resilient envelopes to minimize the impact of temperature swings on residences, these buildings will be occupiable and resilient. The passive resilience strategies will produce co-benefits with other environmental benefits, such as reducing energy demand and greenhouse gas emissions.

### 1.13.3.2 Operational Resilience Strategies

The Project will meet City requirements for climate risk resiliency by integrating the following strategies:

- Providing information to building occupants about flood risk at initial occupancy;
- Creating protocols for alerting occupants when an extreme flood or heat event is likely;
- Crafting response plans for maintaining occupant safety if occupants need to shelter in place temporarily, which may include measures to maintain emergency access/ egress and to help occupants maintain access to water, food, medications, and means of communication;
- Recovery plans for restoring habitability of spaces that may be damaged during an extreme weather event; and
- Participation in coordinated areawide programs and resources to promote social resilience.

The Development Parcel is not located in the Flood Plain Overlay District based on the current FEMA mapping, dated July 6, 2025. FloodViewer 2025 precipitation elevations are depicted in **Figure 11.8**.

The Project is designed in full alignment with the City's comprehensive climate resilience goals, including the flood resilience requirements outlined in Section 22.80 of the

CZO, except as noted in **Volume I, Section 3.8**, and **Section 1.12.2** above. In accordance with these standards, where finished floors are below the LTFE, the Project incorporates permanent or passively deployable flood barriers designed to prevent water intrusion, thereby ensuring the critical equipment and occupiable spaces (except as provided in **Volume I, Section 3.8**) remain fully protected. Portions of buildings containing occupiable space (as defined in the State Building Code) will be elevated above the projected 100-year flood level, except as permitted under the State Building Code and except as provided in **Volume I, Section 3.8**. To achieve this, the Project employs a multifaceted approach, including strategic site elevation, passive flood protection measures, raised walkways, and seamless internal transitions that support both access and adaptability.

The Project will utilize sustainable landscape design throughout the open spaces and open space network by integrating ecological principles to create environments that are both environmentally responsible and resilient. This approach emphasizes the use of native and adaptive plants, water conservation strategies such as rain gardens and permeable surfaces, and the reduction of chemical inputs. When possible, the open spaces will utilize elements, site furnishings and plant materials which have low embodied carbon metrics. In urban

settings such as this, sustainable design also enhances biodiversity, improves stormwater management, and creates healthier, more resilient public areas for communities. By prioritizing long-term environmental health and climate adaptation, the proposed sustainable open space design approach will support local ecosystems while providing attractive, functional spaces for recreation and social interaction.

In addition to meeting flood resilience standards, except as noted in **Volume I, Section 3.8, Section 1.12.2** above and this Section, the Project will comply with the City's Green Factor requirements and the Green Building standards set forth in Section 22.20. The Project is targeting a minimum of LEED Gold certification for all new buildings, as well as LEED Master Site certification, underscoring its commitment to sustainable design and long-term environmental stewardship.

## **1.14 Transportation Plan**

### **1.14.1 Transportation Impact Study (TIS) (Section 19.20)**

In compliance with Section 19.24(2) of the CZO, the Applicant submitted the TIS on January 6, 2026, which received certification by the City's DOT on January 20, 2026. Refer to **Appendix A** for the certified TIS. The TIS includes evaluation of shared parking, impacts on roadway network as well as public transportation and relationships to

future regional bike and transit networks. The TIS includes trip generation projections for vehicles, walk/bike trips, and transit (Red Line and buses), as summarized in **Exhibit 1**.

### **1.14.2 Shared Parking Study**

The concept of shared parking recognizes that peak activity for different land uses occurs at various times of the day. Instead of building parking to support each individual land use's peak demand, enough parking would be supplied to support the entire Development Parcel's peak parking demand, assuming that each land use will draw from a common parking supply. Shared parking leverages the peaking characteristics of its land uses, taking advantage of parking demand synergies. Due to parking demand issues, the shared parking concept is often viewed as most applicable to large mixed-use developments that have a large physically sharable parking supply, which can serve multiple users rather than one individual building with a limited parking supply.

The Applicant is committed in supporting the City's goal of lowering single occupant vehicle ("SOV") trips to/from the Cambridge area, by promoting alternative transportation mobility options in the neighborhood (Red Line train, MBTA buses, TMA shuttle bus, cycling and walking) and implementing shared parking.

### Exhibit 1: Trip Generation and Mode Share Assumptions (Certified TIS)

TRIP GENERATION	Morning Peak Hour		Evening Peak Hour
Vehicle (Net-New)	1,538		1,583
Transit	883		945
Walk	299		347
Bicycle	224		226
Micromobility	17		18
Telecommuting	953		926
MODE SPLIT (Share of Person Trips)	Residential Use	Technical Office/ General Office Use	Retail/Neighborhood Use
SOV	31.8%	40.0%	30.0%
HOV	4.7%	4.4%	7.2%
Transit	29.2%	17.8%	28.9%
Walk	8.5%	6.3%	25.1%
Bike	3.8%	6.3%	6.4%
Micromobility	0.5%	0.4%	0.5%
Telecommuting	21.5%	24.8%	1.8%

A shared parking analysis was completed as part of the certified TIS, to understand the Project’s ability to share new parking spaces and possibly reduce the overall number of physical spaces built.

The Project proposes a parking supply of 4,578 spaces. The proposed supply is intended to satisfy the peak (noon time) shared parking demand for the Project. Of this total number, 3,288 spaces are net new, 651 spaces reflect existing spaces that would be preserved and relocated from surface lots into structured parking, and

639 spaces would replace spaces that have been removed from the Development Parcel through demolition of existing buildings/uses as part of the Project.

The proposed supply was determined by reviewing parking demand models (density, observation/PTDM utilization and zoning maximum calculations) and aligning a shared parking methodology to limit the number of physical parking spaces to be built. The shared parking calculation is lower than the zoning calculation total of 4,897 spaces, the density calculation total of 5,218 spaces and the observation/PTDM calculation total of 4,974 spaces.

Exhibit 2 below illustrates the evaluated parking models – and highlights the proposed parking supply of 4,578 spaces in relationship to other models. The relationship of unshared and shared demand supply – where the curve represents the shared (proposed supply). Detailed information is included in the certified TIS (**Appendix A**).

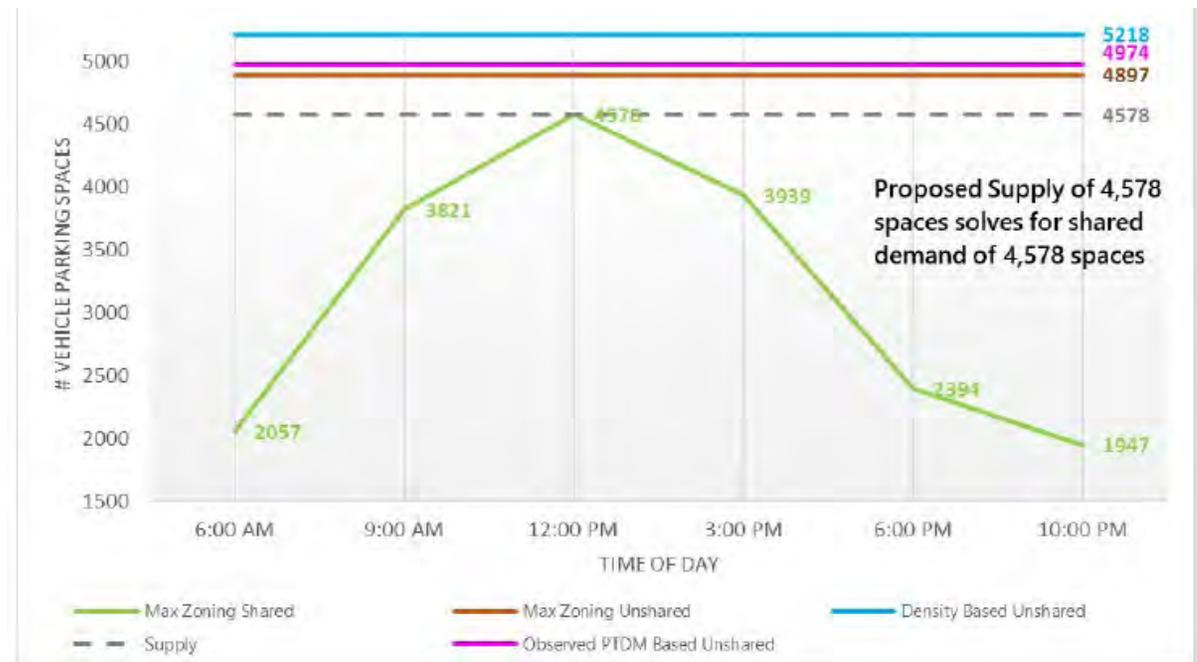
**Public Transit Impacts**

The transit analysis includes a review of existing Red Line and bus services and an

assessment of the passenger crowding impacts of introducing Project-generated transit trips (riders) and future transit activity. The analysis considers typical weekday conditions and use.

The Project’s transit riders could be expected to use the MBTA bus routes 74 and 78 (which operate along Concord Avenue), the MBTA Red Line at Alewife Station, and to a lesser extent, bus routes 62, 67, and 76 (the existing Route 350 will not serve the Alewife area under Bus Network Redesign implementation).

**Exhibit 2: Parking Supply vs Demand (Shared/Unshared)**



Ridership data (typical weekday passenger activity) was obtained from the MBTA's Open Data Portal and through MassDOT's Office of Performance Management and Innovation (OPMI).

### ***Bus Services Capacity Analysis***

Under current service levels, Route 74 inbound, which serves the Project via Concord Avenue, could experience passenger crowding with the addition of Project-generated transit riders. However, with Bus Network Redesign Project, by 2029 the MBTA is anticipated to add peak period service to this route, which should alleviate the crowding condition. All other routes serving the Project area are expected to remain below the MBTA's passenger crowding threshold with the addition of Project-generated transit riders and with potential increases to ridership from other projects. **Section 11 of the certified TIS (Appendix A of this Application)** contains the complete results of this analysis.

### ***Red Line Capacity Analysis***

The average peak passenger demand on the Red Line is expected to remain below the maximum policy capacity with the addition of Project-generated riders, even under current service operating levels. These results are presented next and depicted in **Figure 10.d.1 of the certified TIS (Appendix A of this Application)**. Complete results are included

in Transit Analysis, **Tables A.8 and A.9 of the certified TIS (included in Appendix A of this Application)**.

A commuter rail ridership assessment was not required, and therefore, was not included in the **certified TIS (Appendix A)**. However, the Applicant, in coordination with the MBTA, may undertake additional study scope to include in forthcoming MEPA and/or other state filings.

### **1.14.3 Relationship to Future Alternative Transportation Modes**

An essential component of the Project is the Proposed Bridge—a new pedestrian and bicycle crossing over the MBTA commuter rail tracks designed to enhance access to the existing MBTA Alewife Red Line train station, as described in **Volume I, Section 2.2.1**. This long-anticipated connection will link the Quad and the Alewife Triangle, significantly improving access to the major public transit hub to the north. The Proposed Bridge is currently planned to accommodate both pedestrians and cyclists.

The final design and placement of the Proposed Bridge are subject to approval by the MBTA and other relevant local agencies. Notably, the proposed location is not intended to preclude any future MBTA right-of-way work or commuter rail expansion projects.

#### **1.14.4 Transportation Demand Management Plan**

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

The following are examples of TDM programs that the Applicant anticipates will be part of their PTDM Plan, which will be submitted to the PTDM officer for approval:

- On-Site Transportation Coordinator
- Alewife Transportation Management Association
  - » Alewife TMA Shuttle Service
  - » Market Alewife TMA shuttle bus schedule and services
  - » Emergency Ride Home Programs
  - » TMA promotional events and support service
- Carsharing (example ZipCar)
  - » Reduced membership fees
  - » Parking space allocation
- Parking
  - » Carsharing parking spaces
  - » Preferential carpool/vanpool spaces
  - » Market rate parking
  - » Parking supply management
  - » Electric vehicle charging infrastructure
- Transit
  - » MBTA pass subsidies
  - » Employer pre-tax benefit programs
  - » On-site marketing of MBTA services
- Bicycle
  - » Bicycle parking facilities, short and long-term
  - » Lockers and showers
  - » "Fix-it" station
  - » BlueBikes membership program
  - » BlueBikes station sponsorship
  - » Annual "Bike to Work" event
- Pedestrian
  - » Pedestrian pathways and streetscape
  - » Lighting for pedestrian pathways
  - » Enhanced pedestrian connections

- Encouragement for Tenant Commuter Programs
  - » Alternative Work Hours
  - » Staggered Work Hours
  - » Telecommuting
- Marketing and Promotion
  - » New/relocating employee information packets
  - » Website
  - » Transportation Fairs/Events
- Tenant participation in PTDM monitoring surveys
- TDM employee programs through tenants
- Tenant job notices provided to the Cambridge Office of Workforce Development

Several of these TDM programs will also be relevant to the residential land uses; details will be defined with City staff.

## **1.15 Environmental Comfort Plan**

The Project has been thoughtfully designed to minimize adverse impacts on environmental comfort, particularly related to wind and shadow, ensuring that public spaces remain welcoming and usable throughout the year. Building massing and orientation, including step-backs on upper floors, reduce the extent and duration of shadows on key open spaces, such as Mooney Park and South Smith Park, preserving daylight access and creating a balance of sun and shade across seasons. At the same time, strategic placement of trees, plantings, and building setbacks helps mitigate wind conditions, softening gusts and reducing cold drafts at the pedestrian level. Collectively, the integration of landscaping, step-backs, and human-scaled design ensures that plazas, streets, and green spaces, including signature destinations like Bend Plaza and Mooney Park, are protected from excessive shadowing and wind, supporting vibrant, safe, and enjoyable environments for community life.

### 1.15.1 Noise

The Project will fully comply with DEP's noise policy (310 CMR 7.10), the City's Noise Control Ordinance (Chapter 8.16), and Section 19.24(7) of the CZO. Baseline ambient noise levels will be measured during Design Review to establish site-specific limits, ensuring that operational noise from buildings remains within regulatory thresholds. Qualified acoustic consultants will guide noise mitigation strategies, including careful mechanical equipment selection, acoustic enclosures, sound barriers, and attenuation devices to minimize potential impacts. Mechanical systems will be located within enclosed rooftop penthouses or dedicated service rooms to further reduce external noise. Service and loading operations will occur entirely within enclosed, off-street docks accessed through designated truck routes, minimizing disturbance to nearby streets and publicly accessible spaces. Construction-related noise will be temporary and managed in accordance with City regulations, with the loudest activities restricted to daytime hours and supplemented by additional mitigation measures developed in coordination with the City. Collectively, these strategies ensure that both construction and long-term operational noise impacts are effectively controlled, protecting the surrounding community from undue disturbance. A more detailed narrative on noise mitigation is included in **Volume II, Section 2.4** (Article 19 Requirements).

### 1.15.2 Lighting

The Project will provide street and sidewalk lighting in compliance with the City requirements. All public street lighting will be reviewed and approved by the City's Pole and Conduit Commission, DPW and CDD.

A thoughtful lighting design approach is proposed for this mixed-use Project, which contains a variety of publicly beneficial open spaces, such as parks, pedestrian streetscapes, and plazas, balances functionality, safety, and visual aesthetics. Layered lighting will create distinct atmospheres for different spaces—soft, ambient lighting in some spaces, while brighter, uniform lighting improves safety along pedestrian pathways/streetscapes. In plazas, dynamic and programmable lighting can highlight key features, support community events, and foster a vibrant nighttime identity. Energy-efficient LED fixtures and smart controls reduce energy consumption and light pollution (dark sky), aligning with sustainability goals. The design also considers accessibility, ensuring adequate illumination for people of all ages and abilities. By integrating technology and aesthetics, the lighting design will support all activities and create inviting public spaces day and night.

### 1.15.3 Pedestrian Wind

The firm RWDI conducted a pedestrian wind comfort assessment for the Project. The study evaluated existing and future wind conditions using wind tunnel testing, regional climate data, and the RWDI Pedestrian Wind Criteria for comfort and safety. Recommendations were developed to address areas of predicted discomfort. Refer to **Appendix E** for the full wind study methodology and results.

#### 1.15.3.1 Methodology

RWDI performed scale-model wind tunnel testing of the Development Parcel and its surroundings, using a 1:400 model. The model incorporated existing and proposed building configurations and was tested under seasonal wind conditions (summer and winter). Wind speeds were compared against the RWDI Pedestrian Wind Criteria:

- Sitting: <6 mph  
(calm/light breezes, outdoor seating)
- Standing: <8 mph  
(entrances, bus stops, waiting areas)
- Strolling: <10 mph  
(window shopping, plazas)
- Walking: <12 mph  
(sidewalks, active pedestrian use)

- Uncomfortable: >12 mph  
(mitigation typically required)
- Safety Criterion: Gust speeds >56 mph  
(rare, may affect balance)

These benchmarks were applied to both existing and proposed scenarios to evaluate pedestrian comfort.

#### 1.15.3.2 Existing Wind Conditions

Under existing site conditions, wind speeds are predicted to be comfortable for sitting, standing, or strolling in summer, and generally comfortable for standing, strolling, or walking in winter. All tested locations were found to meet the wind safety criterion, with no excessive gusts recorded. Overall, the Development Parcel currently experiences benign conditions suitable for its intended pedestrian uses. Refer to **Appendix E** for an illustration of the existing pedestrian wind conditions in summer and winter.

#### 1.15.3.3 Future Wind Conditions

With the introduction of taller, closely spaced buildings, wind activity is expected to increase due to downwashing, corner acceleration, and channeling effects. Most areas will remain comfortable for strolling in summer and walking in winter, meeting safety standards. Refer to **Appendix E** for an illustration of the proposed pedestrian wind conditions in summer and winter.

Localized uncomfortable conditions are predicted at the following locations (building references below correspond to labeling in **Appendix E**):

- Around Building P1 in summer; and
- Between Buildings P1 and P2, along Fawcett Street near Buildings P5, P6, P16, and P20, and between Buildings P9 and P21 in winter, where channeling intensifies winds.

All grade-level areas are expected to meet wind safety criteria, but targeted mitigation is recommended to improve pedestrian comfort.

#### **1.15.3.4 Proposed Wind Mitigation**

To improve pedestrian comfort, the Project can incorporate both large-scale and localized wind control measures. At the building scale, articulated corners, step-backs on westerly façades, podiums, and tower setbacks will be considered to disrupt downwashing flows and reduce ground-level impacts. In certain areas, arcades or colonnades may also provide sheltered alternatives for pedestrians near building edges.

At the pedestrian scale, canopies, trellises, wind screens, and strategic landscaping can be applied near entrances, corners, and along sidewalks to diffuse or deflect accelerated winds. Wind screens of at least six feet in height with partial porosity, combined with

street trees and wind-tolerant plantings, can enhance comfort across seasons, particularly in winter months when shelter is most needed. Together, these measures will ensure safe, comfortable, and resilient conditions for walking, standing, and sitting throughout the Development Parcel.

#### **1.15.4 Shadow**

The shadow study results for existing and proposed conditions are presented in **Figures 1K.1–1K.18**. 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.

##### **1.15.4.1 Spring/Fall Equinox (March 21 and September 21)**

As shown on **Figures 1K.4–1K.6**, at 9AM on March 21, the proposed buildings would create shadow over the adjacent streets and sidewalks. By 12PM, the shadow would move north over the Development Parcel and adjacent areas, including rooftops and portions of nearby streets. At 3PM, the net new shadow would continue moving east over adjacent parcels and some of the surface parking.

#### **1.15.4.2 Summer Solstice (June 21)**

Shadows are generally shorter during the summer months. As shown on **Figures 1K.10–1K.12**, at 9AM, only a small portion of the net new shadows of the Project would cast over part of the surrounding streets and public sidewalks. By 12PM, the net new shadows remain mostly on-site, with minimal impact on adjacent areas. By 3PM, the net new shadow extends onto nearby surface parking and rooftops.

#### **1.15.4.3 Winter Solstice (December 21)**

Shadows are generally longest during the winter months. As shown on **Figures 1K.16–1K.18**, at 9AM significant shadows extend from the tall structures towards the north and northwest. These shadows fall across multiple adjacent blocks, potentially impacting residential areas and open spaces by reducing direct sunlight exposure in the early morning. At 12PM, the shadows recede slightly and shift towards the northeast. The shadows cover portions of the surrounding urban fabric, including potential building facades and public pathways. By 3PM, the shadows once again lengthen considerably and extend predominantly towards the east and southeast. They cast over residential buildings and potentially commercial areas, particularly impacting lower floors and street-level spaces as the afternoon progresses.

#### **1.15.5 Urban Heat Island Effect**

Urban heat island effects will be mitigated through an integrated landscape and architectural approach. The Project will feature lush, shaded, and publicly accessible landscapes that are designed to improve outdoor thermal comfort, support biodiversity, and bring nature into the urban daily experience to reflect heat and mitigate urban heat island effects in accordance with the Alewife Design Guidelines requirements. In alignment with urban heat island mitigation objectives, the Project will utilize a combination of tree canopy coverage, vegetated ground surfaces, and high-albedo materials across the Development Parcel.

The existing conditions characterized by extensive asphalt paving and minimal vegetation due to its industrial and light manufacturing history present an opportunity for transformation. The Project will significantly increase vegetation coverage and employ light-colored paving materials with high Solar Reflectance Index values to reduce surface and ambient temperatures.

To further mitigate the urban heat island effect, all rooftops will be evaluated for their capacity to support high reflectance materials, green roofs, or PV systems, in accordance with applicable Section 22.30 (Green Roofs) of the CZO requirements, including Section 22.35.2, and sustainability

requirements. A study will be conducted during the building design phase to determine the optimal allocation of green roofs for stormwater and thermal regulation and mechanical systems, prioritizing cooling performance and overall sustainability outcomes.

Vegetated outdoor spaces, including canopy trees, will be integrated to reduce urban heat gain and improve pedestrian thermal comfort. Heightened tree canopy, vegetation coverage, shading devices and strategic building placement will reduce direct solar exposure at the ground level, enhancing comfort and meeting climate resiliency goals.

By increasing planted areas, adding trees, vegetation, and light colored surfaces across the Quad, the Project takes a proactive

approach to improving urban heat island effects. A comparison of the urban heat island effect between the existing and future condition shows a meaningful reduction in average air temperature across the Development Parcel at a peak summer condition. Utilizing microclimate simulation software, an average temperature reduction on the Development Parcel of 2.2 degrees Fahrenheit is realized as a result of the introduction of additional green space and the redevelopment of paved hardscape and low-rise industrial buildings with the Project. In areas that have been modified from paved hardscape to greenspace, the reductions are approximately 4 to 5 degrees Fahrenheit.

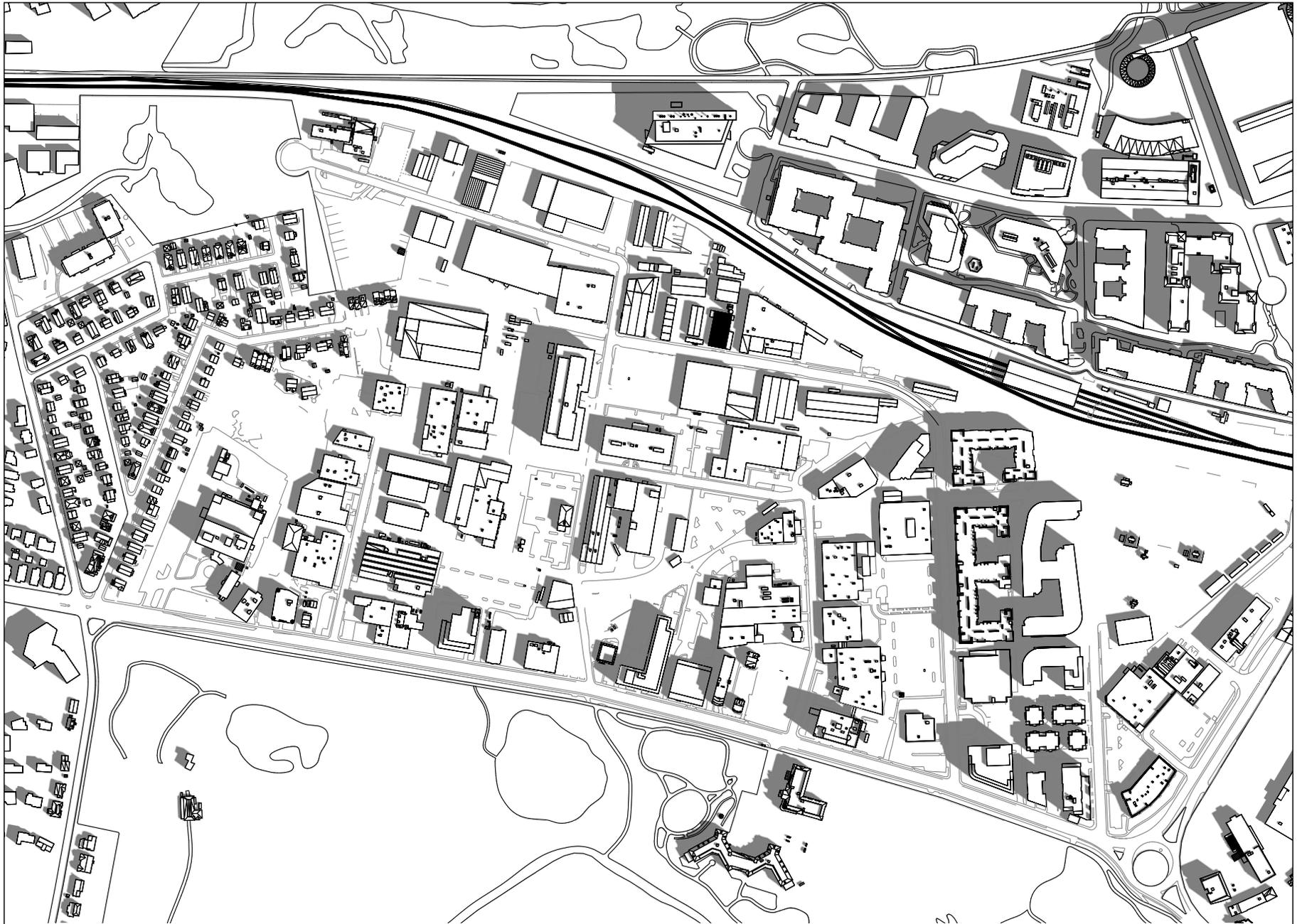


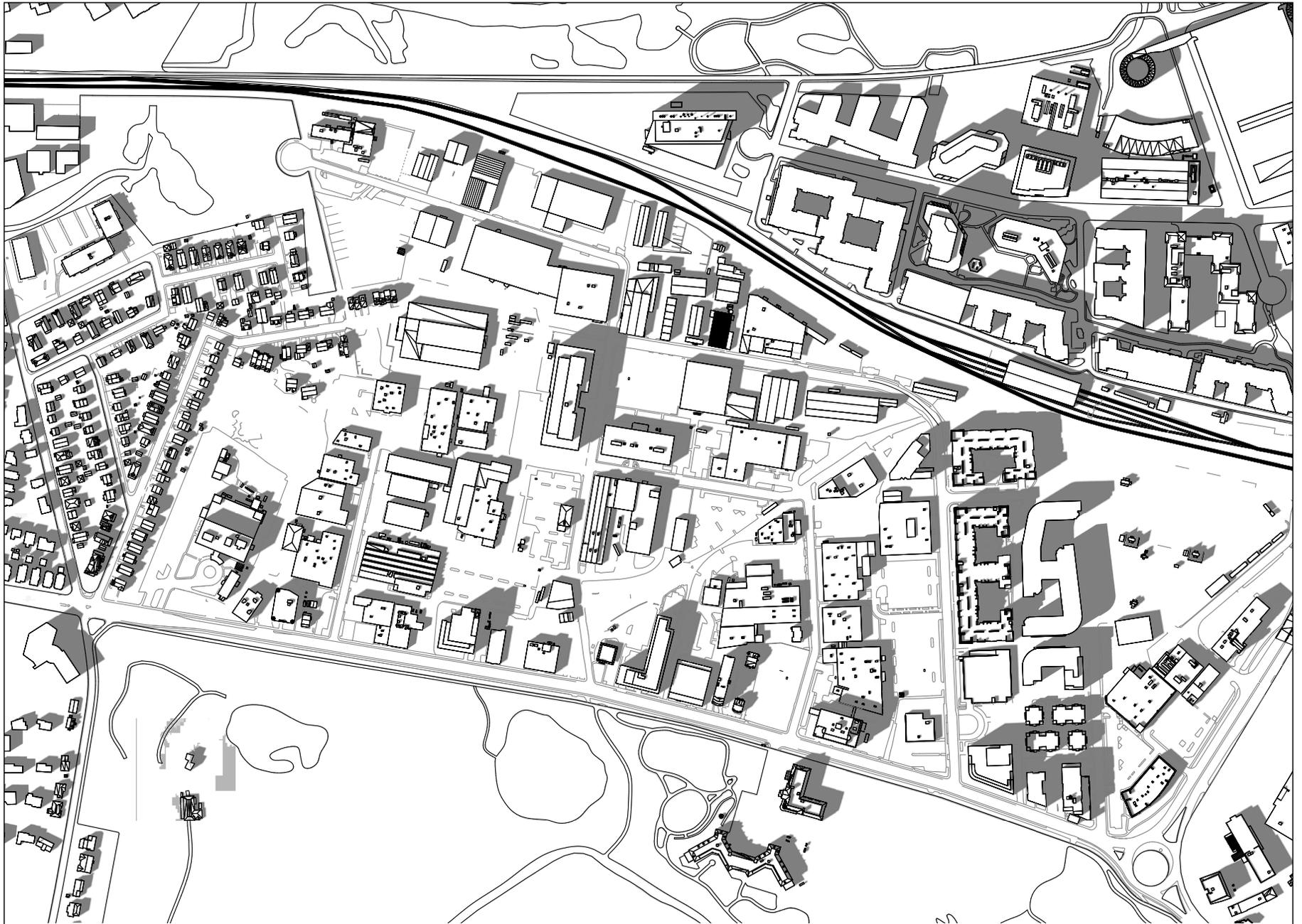
Figure 1K.1: Shadow on Spring / Fall Equinox - Existing 9am

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**Figure 1K.2: Shadow on Spring / Fall Equinox - Existing 12pm**

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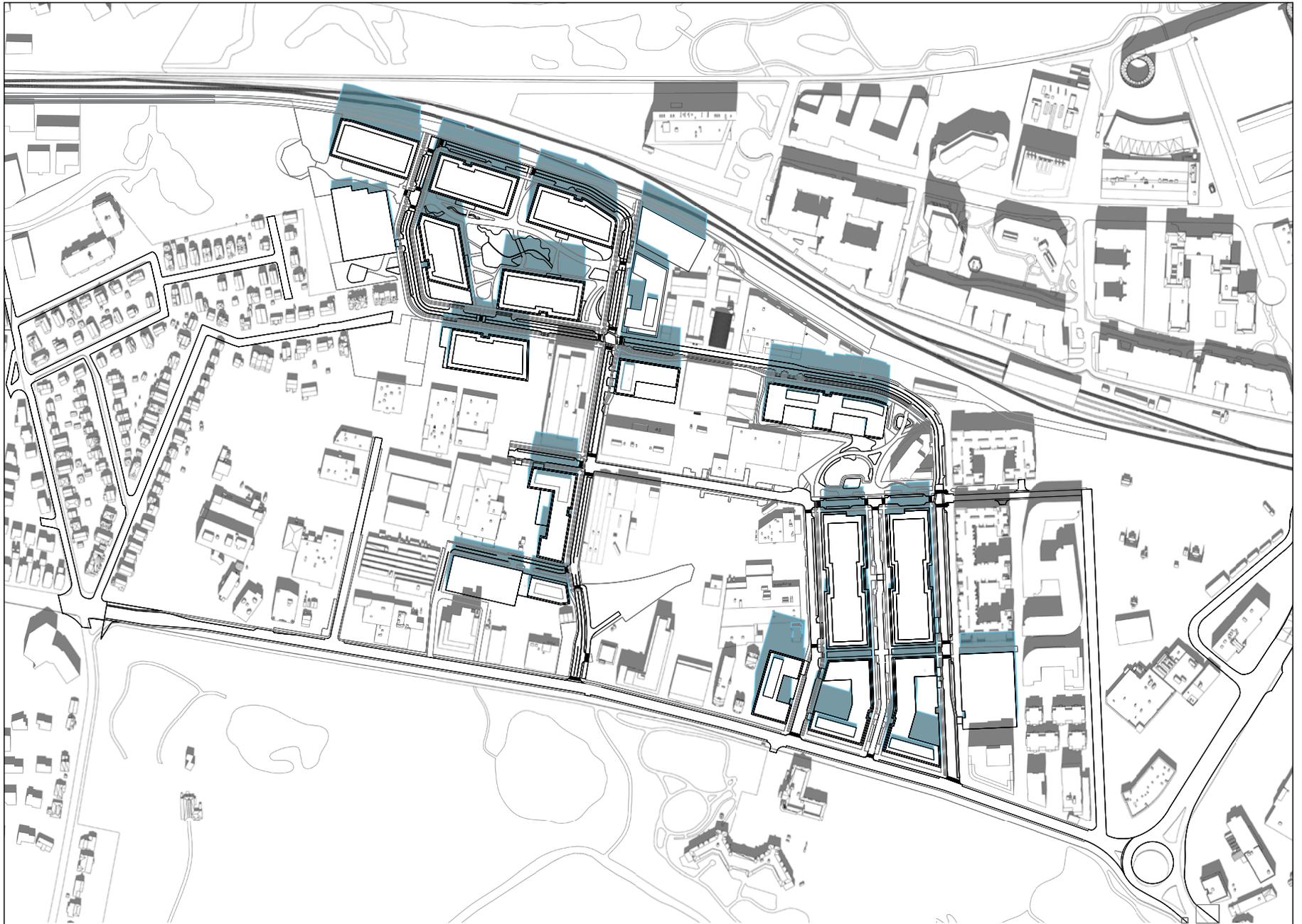
**Figure 1K.3: Shadow on Spring / Fall Equinox - Existing 3pm**

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**Figure 1K.4: Shadow on Spring / Fall Equinox - Proposed 9am**

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**Figure 1K.5: Shadow on Spring / Fall Equinox - Proposed 12pm**

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**Figure 1K.6: Shadow on Spring / Fall Equinox - Proposed 3pm**

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