Appendix D

Tree Study

This page is intentionally left blank

Figure 1.0: Site Existing Tree Plan

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025

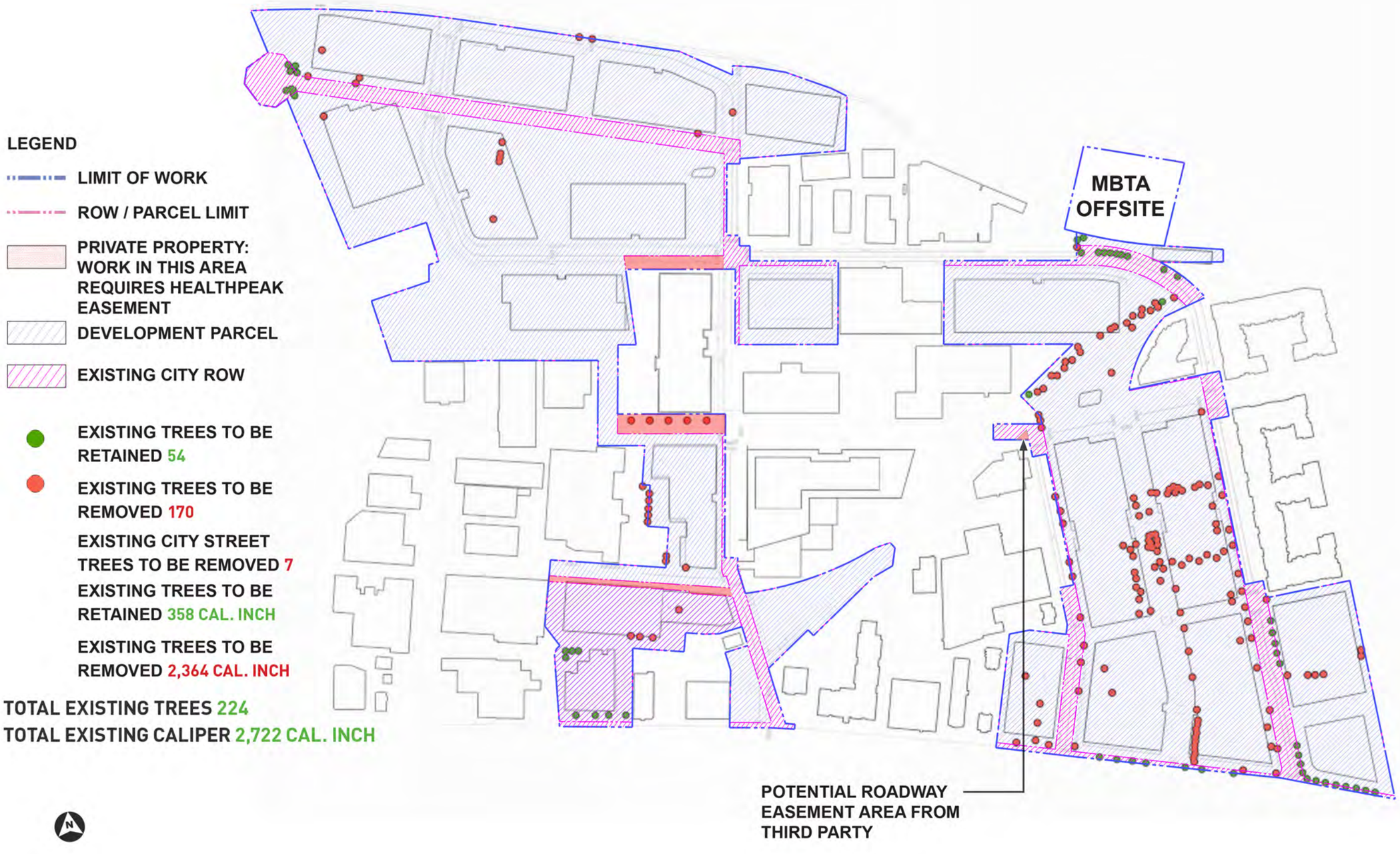


Figure 1.1: Site Proposed Tree Plan

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025

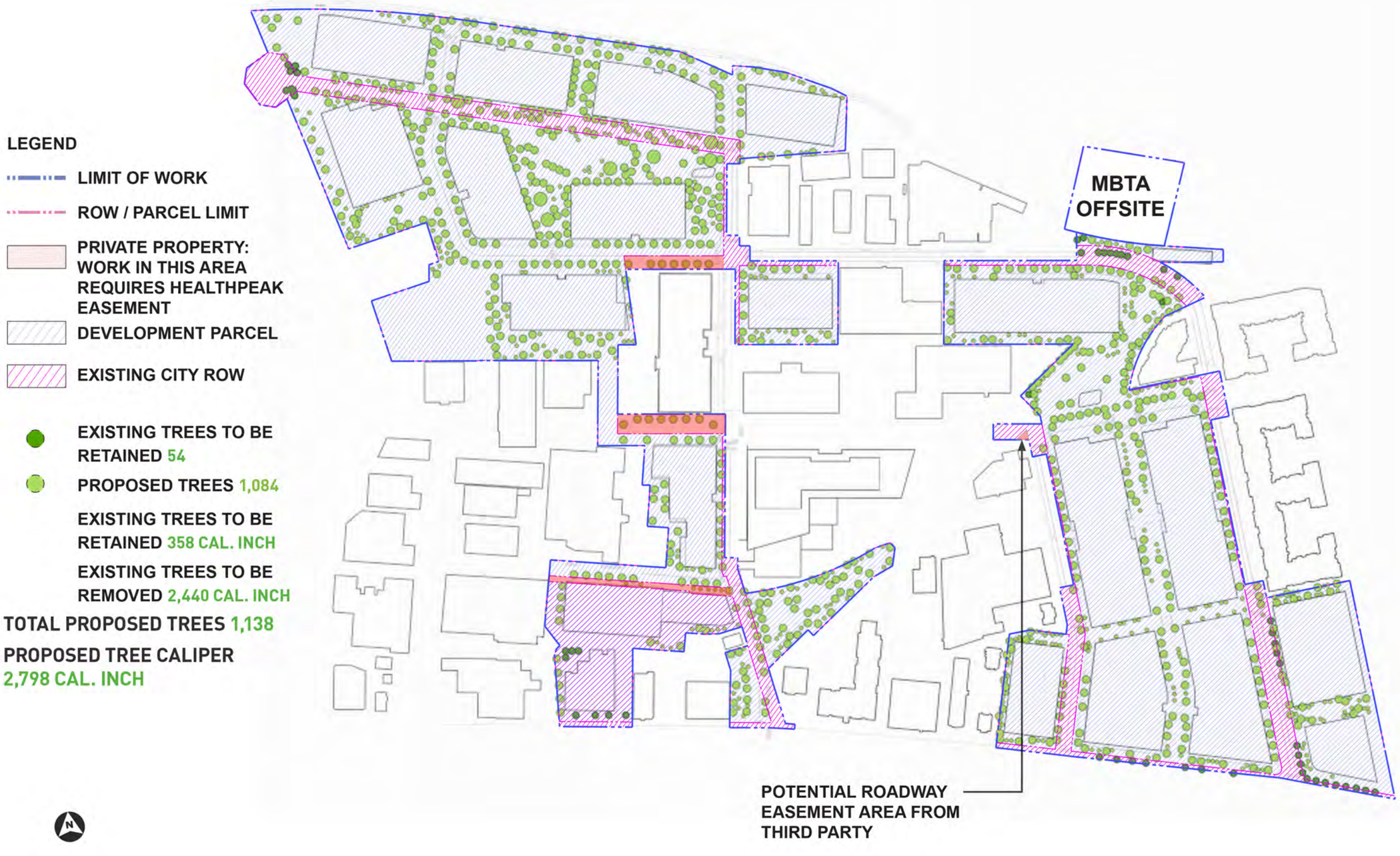
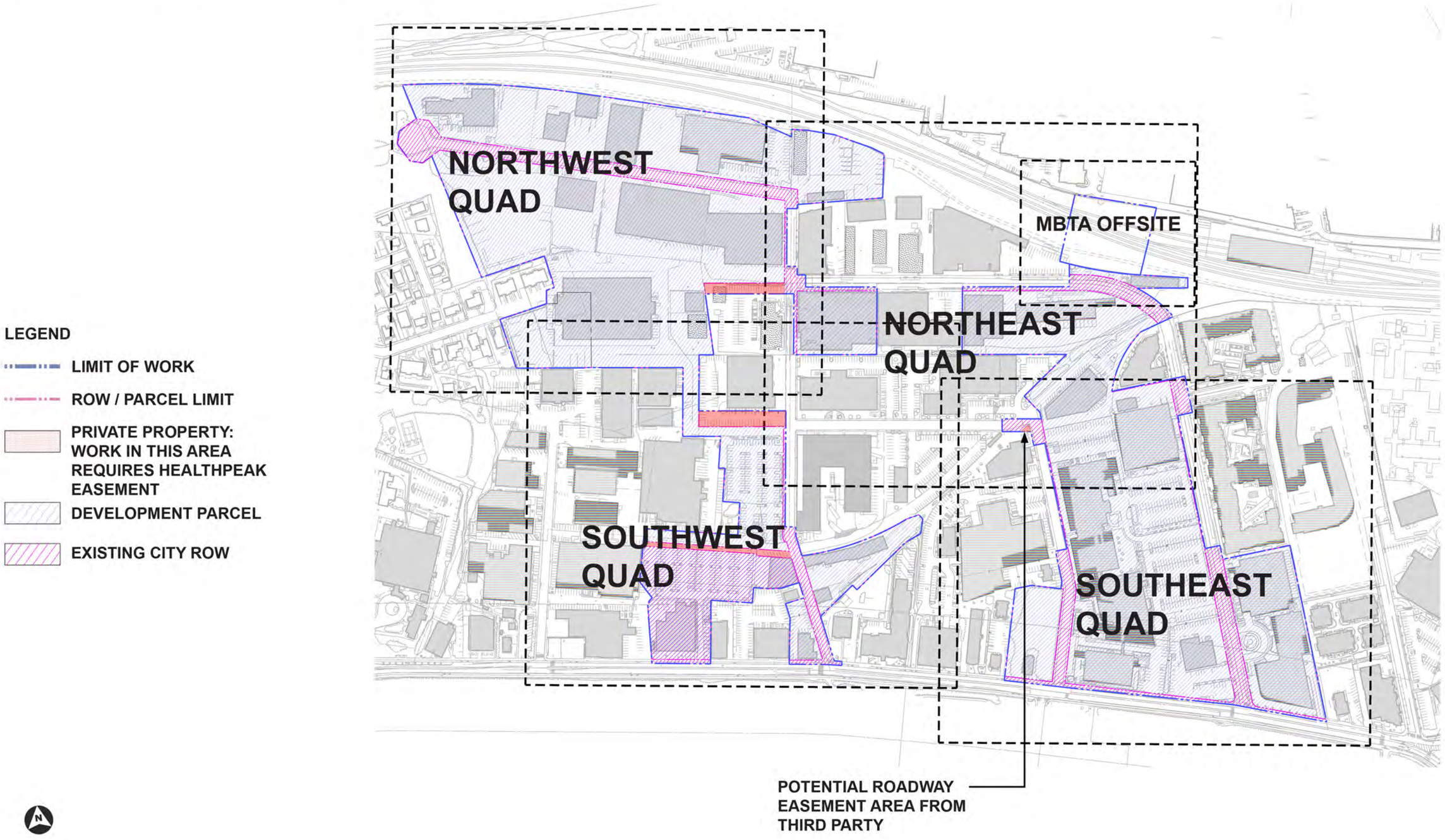


Figure 2.0: Key Plan

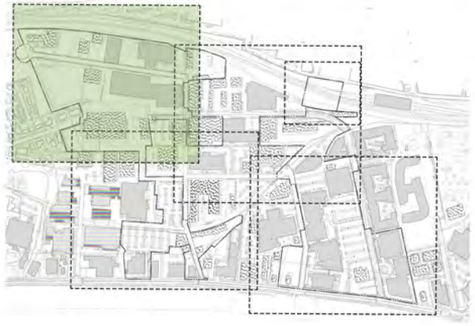
Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025



J:\Boston\9999\proposal\2023\Placemaking\35 Alewife\Presentations\2025-07-23_HealthPeak_Tree Study\2025-07-23_HealthPeak_Tree Plan.indd p3 08/08/25

Figure 3.1: Existing Tree Assessment; Species and Health Assessment Northwest Quad

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025



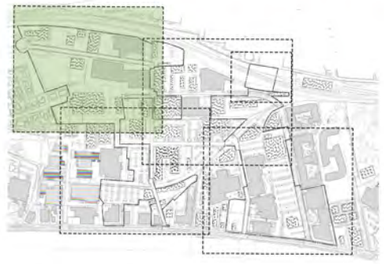
LEGEND

- EVERGREEN TREE
- DECIDUOUS TREE
- MULTISTEM TREE
- DYING TREE
- DEAD TREE
- LIMIT OF WORK
- ROW / PARCEL LIMIT
- PRIVATE PROPERTY: WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT
- DEVELOPMENT PARCEL
- EXISTING CITY ROW

City of Cambridge Tree Protection Ordinance (TPO), Title 8, Chapter 8.66, of the City's Municipal Code.

Figure 3.2: Tree Protection + Removal

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025



LEGEND

- SIGNIFICANT TREE TO PROTECT: 6” OR GREATER
- SIGNIFICANT TREE FOR REMOVAL: 6” OR GREATER
- NON-SIGNIFICANT TREE FOR REMOVAL
- NON-SIGNIFICANT TREE TO PROTECT
- EXCEPTIONAL TREE TO PROTECT: 30” OR GREATER
- EXCEPTIONAL TREE FOR REMOVAL: 30” OR GREATER
- LIMIT OF WORK
- ROW / PARCEL LIMIT
- PRIVATE PROPERTY: WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT
- DEVELOPMENT PARCEL
- EXISTING CITY ROW

City of Cambridge Tree Protection Ordinance (TPO), Title 8, Chapter 8.66, of the City’s Municipal Code.

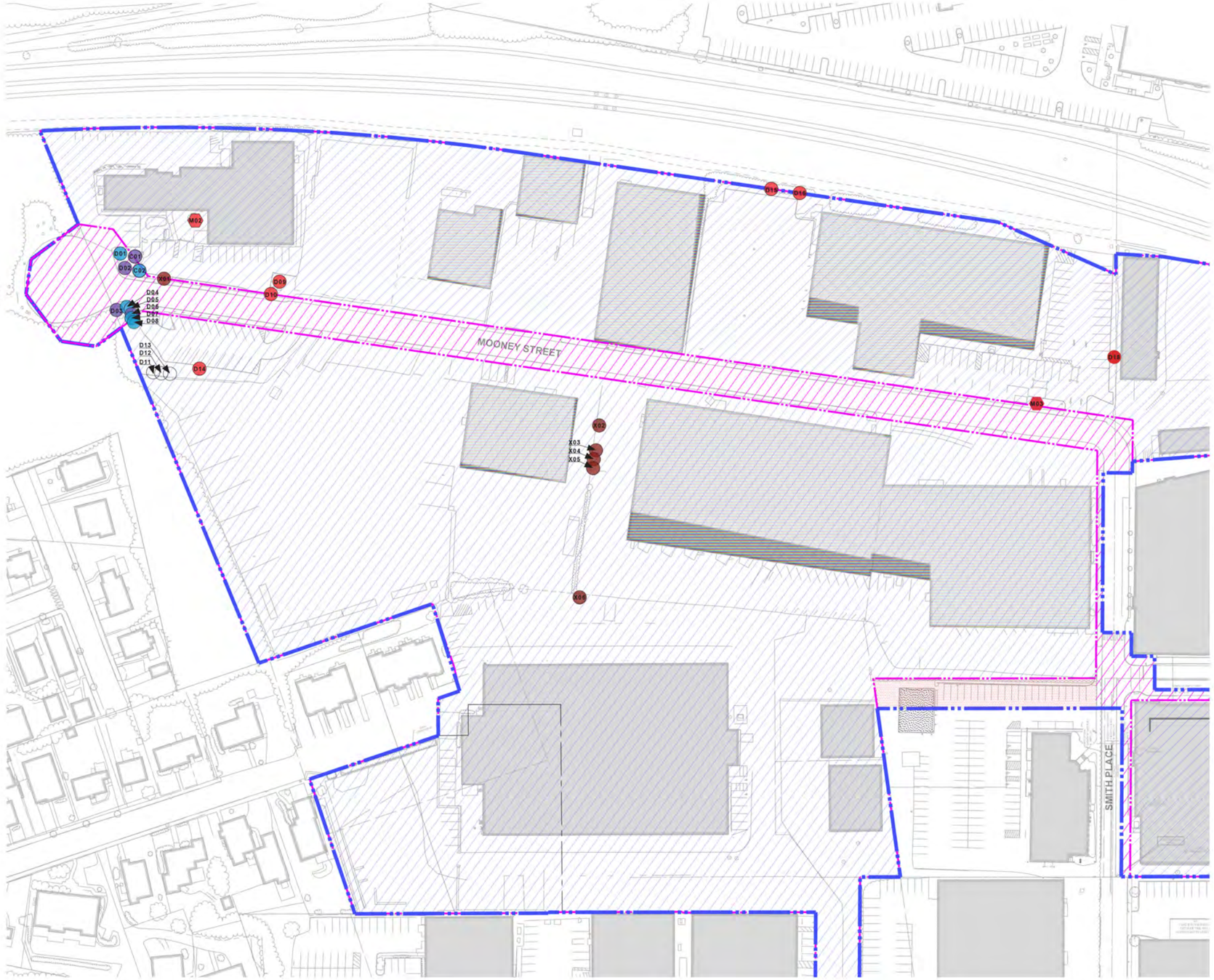
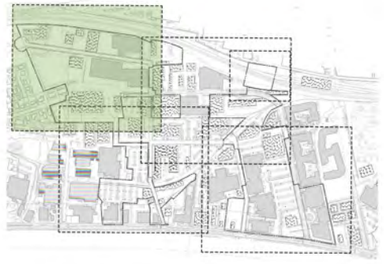


Figure 3.3: Proposed Trees

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025

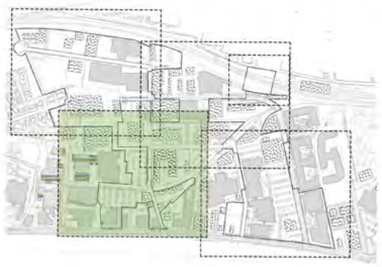


LEGEND

- PROPOSED STREET TREE
- PROPOSED OPEN SPACE TREE
- LIMIT OF WORK
- ROW / PARCEL LIMIT
- PRIVATE PROPERTY: WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT
- DEVELOPMENT PARCEL
- EXISTING CITY ROW

Figure 4.1: Existing Tree Assessment; Species and Health Assessment Southwest Quad

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025



LEGEND

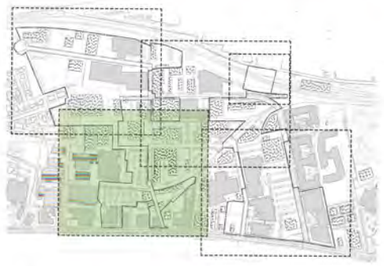
- EVERGREEN TREE
- DECIDUOUS TREE
- MULTISTEM TREE
- DYING TREE
- DEAD TREE

- LIMIT OF WORK
- ROW / PARCEL LIMIT
- PRIVATE PROPERTY: WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT
- DEVELOPMENT PARCEL
- EXISTING CITY ROW

City of Cambridge Tree Protection Ordinance (TPO), Title 8, Chapter 8.66, of the City's Municipal Code.

Figure 4.2: Tree Protection + Removal

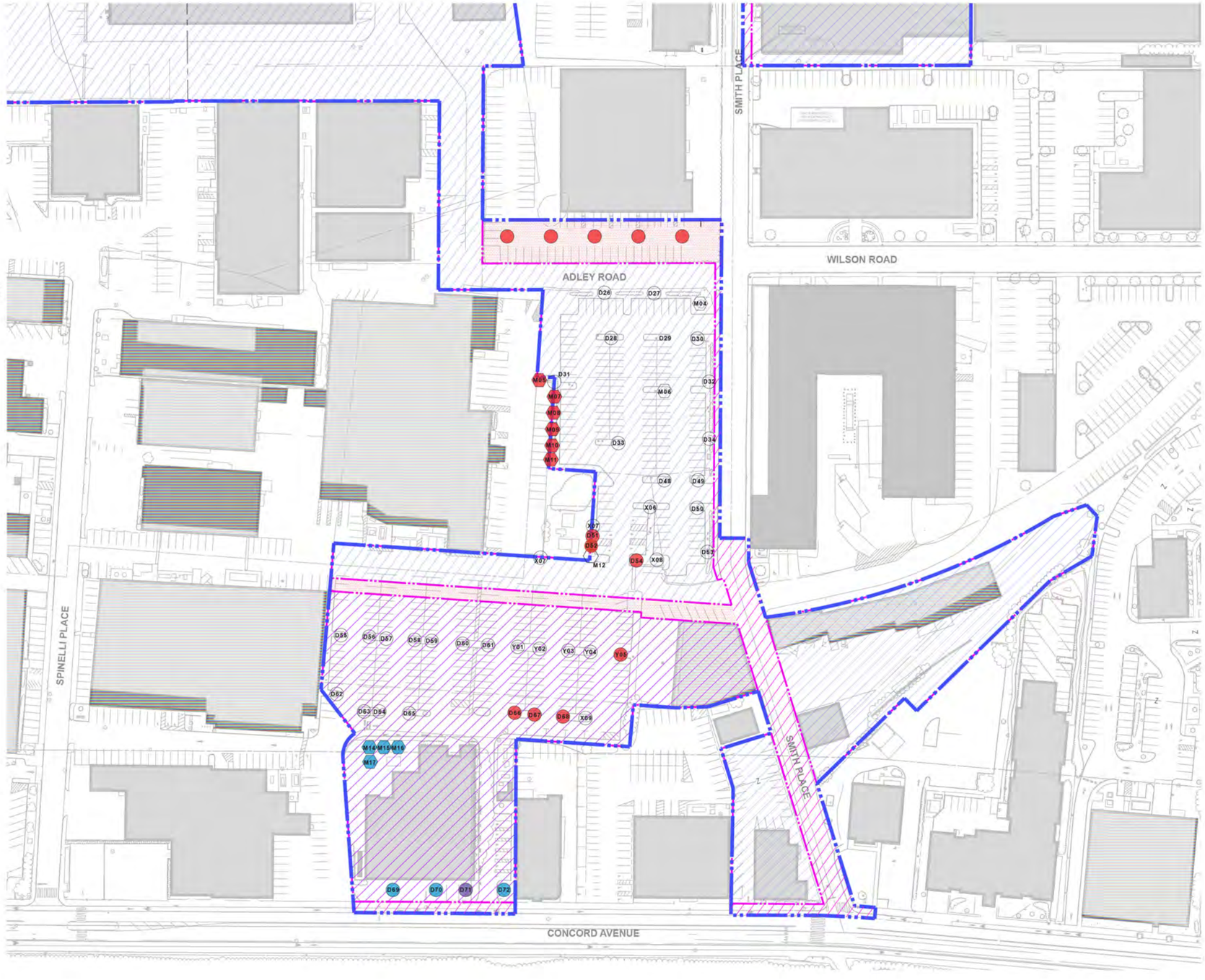
Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025



LEGEND

- SIGNIFICANT TREE TO PROTECT: 6” OR GREATER
- SIGNIFICANT TREE FOR REMOVAL: 6” OR GREATER
- NON-SIGNIFICANT TREE FOR REMOVAL
- NON-SIGNIFICANT TREE TO PROTECT
- EXCEPTIONAL TREE TO PROTECT: 30” OR GREATER
- EXCEPTIONAL TREE FOR REMOVAL: 30” OR GREATER
- LIMIT OF WORK
- ROW / PARCEL LIMIT
- PRIVATE PROPERTY: WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT
- DEVELOPMENT PARCEL
- EXISTING CITY ROW

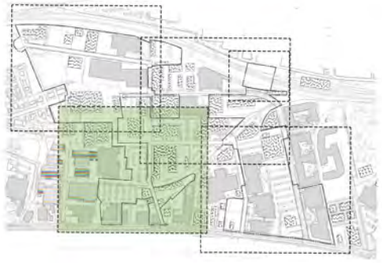
City of Cambridge Tree Protection Ordinance (TPO), Title 8, Chapter 8.66, of the City’s Municipal Code.

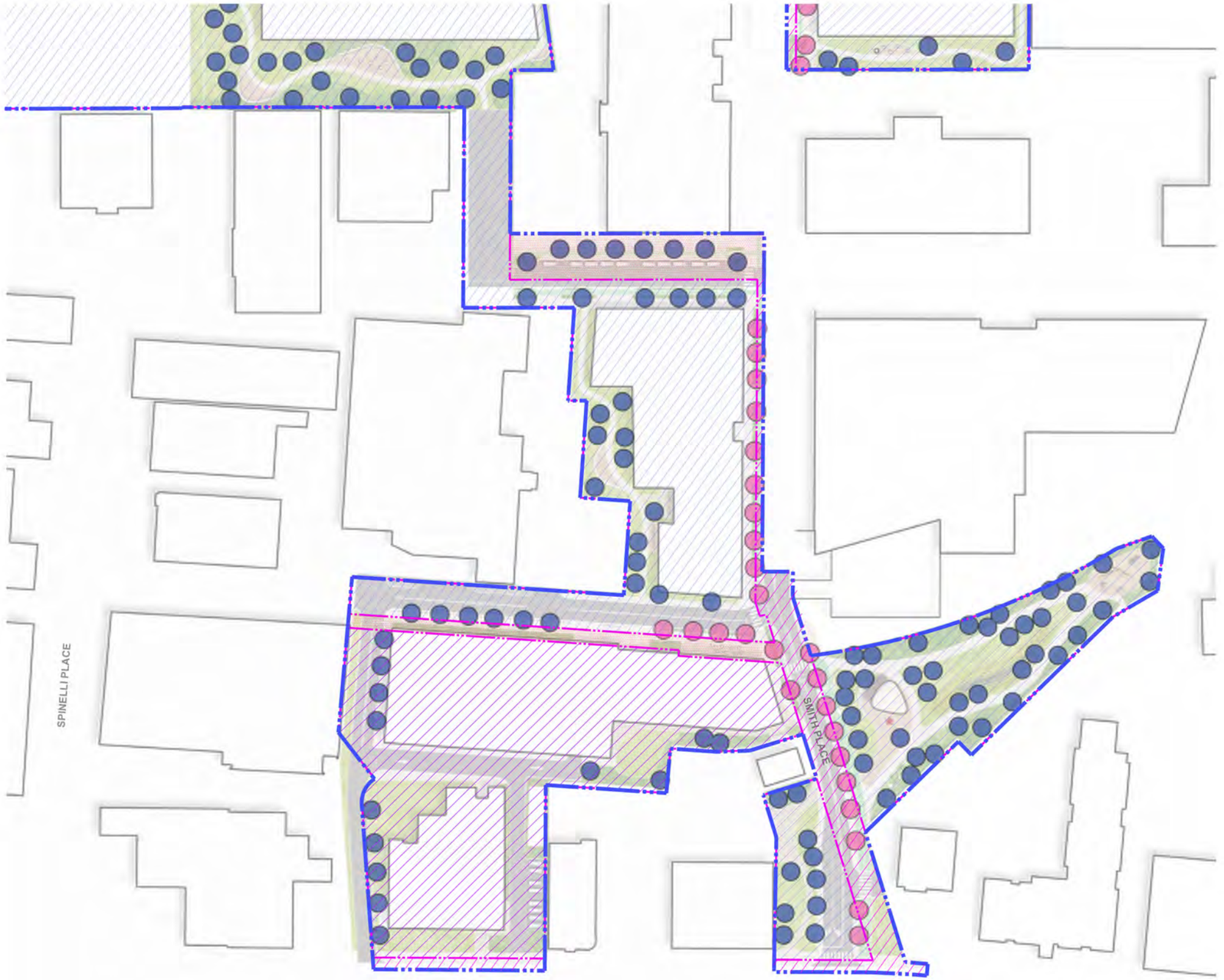


J:\Boston\9999\proposal\2023\Placemaking\35 Alewife\Presentations\2025-07-23_HealthPeak_Tree Study\2025-07-23_Healthpeak_Tree Plan.indd p8 08/08/25

Figure 4.3: Proposed Trees

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025



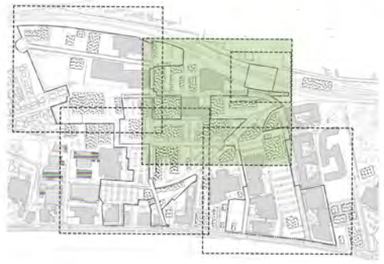


LEGEND

- PROPOSED STREET TREE
- PROPOSED OPEN SPACE TREE
- LIMIT OF WORK
- ROW / PARCEL LIMIT
- PRIVATE PROPERTY: WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT
- DEVELOPMENT PARCEL
- EXISTING CITY ROW

Figure 5.1: Existing Tree Assessment; Species and Health Assessment Northeast Quad

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025



LEGEND

- EVERGREEN TREE
- DECIDUOUS TREE
- MULTISTEM TREE
- DYING TREE
- DEAD TREE
- LIMIT OF WORK
- ROW / PARCEL LIMIT
- PRIVATE PROPERTY: WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT
- DEVELOPMENT PARCEL
- EXISTING CITY ROW

City of Cambridge Tree Protection Ordinance (TPO), Title 8, Chapter 8.66, of the City's Municipal Code.

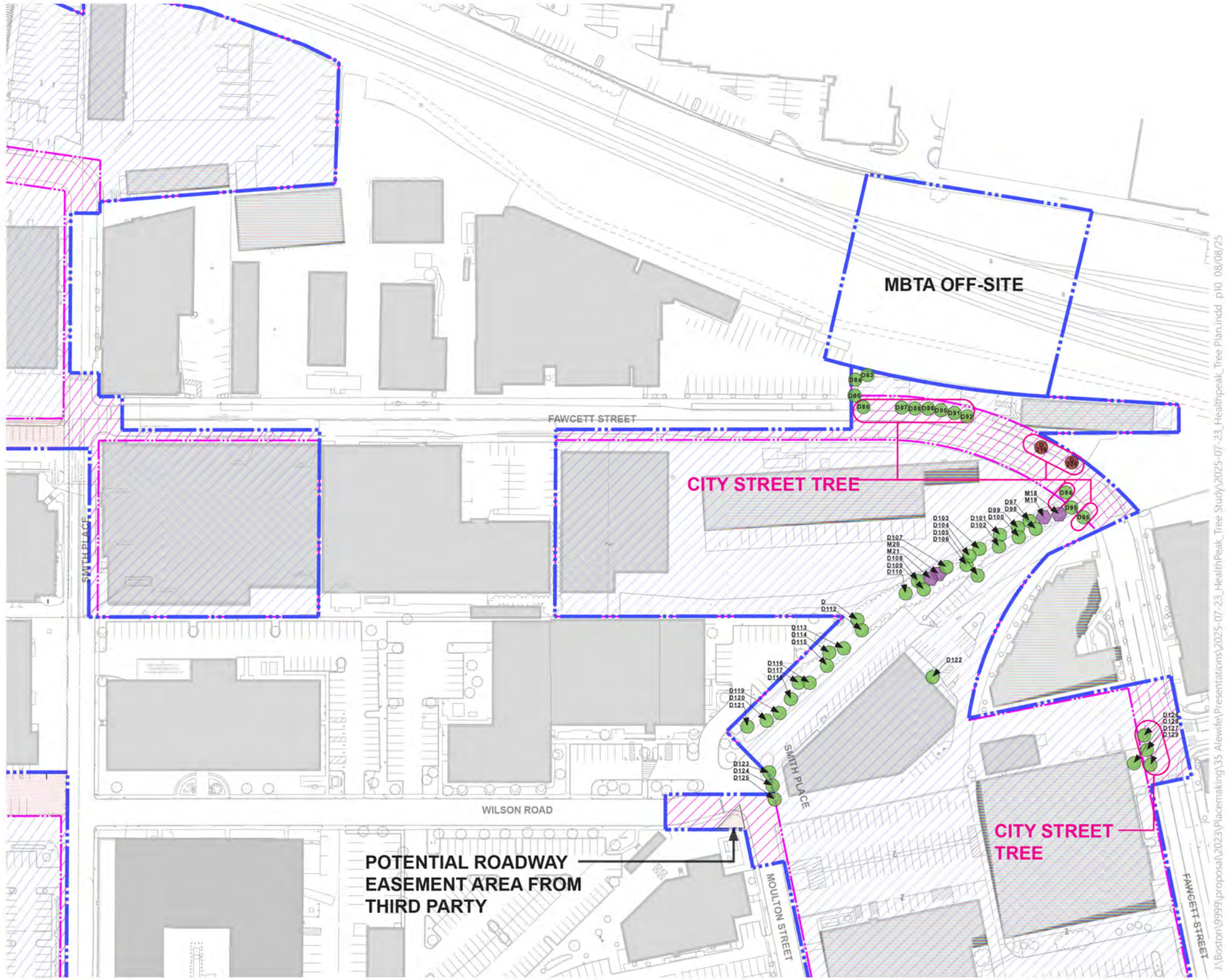


Figure 5.2: Tree Protection + Removal

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025

LEGEND

- SIGNIFICANT TREE TO PROTECT: 6” OR GREATER
- SIGNIFICANT TREE FOR REMOVAL: 6” OR GREATER
- NON-SIGNIFICANT TREE FOR REMOVAL
- NON-SIGNIFICANT TREE TO PROTECT
- EXCEPTIONAL TREE TO PROTECT: 30” OR GREATER
- EXCEPTIONAL TREE FOR REMOVAL: 30” OR GREATER
- LIMIT OF WORK
- ROW / PARCEL LIMIT
- PRIVATE PROPERTY: WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT
- DEVELOPMENT PARCEL
- EXISTING CITY ROW

City of Cambridge Tree Protection Ordinance (TPO), Title 8, Chapter 8.66, of the City’s Municipal Code.

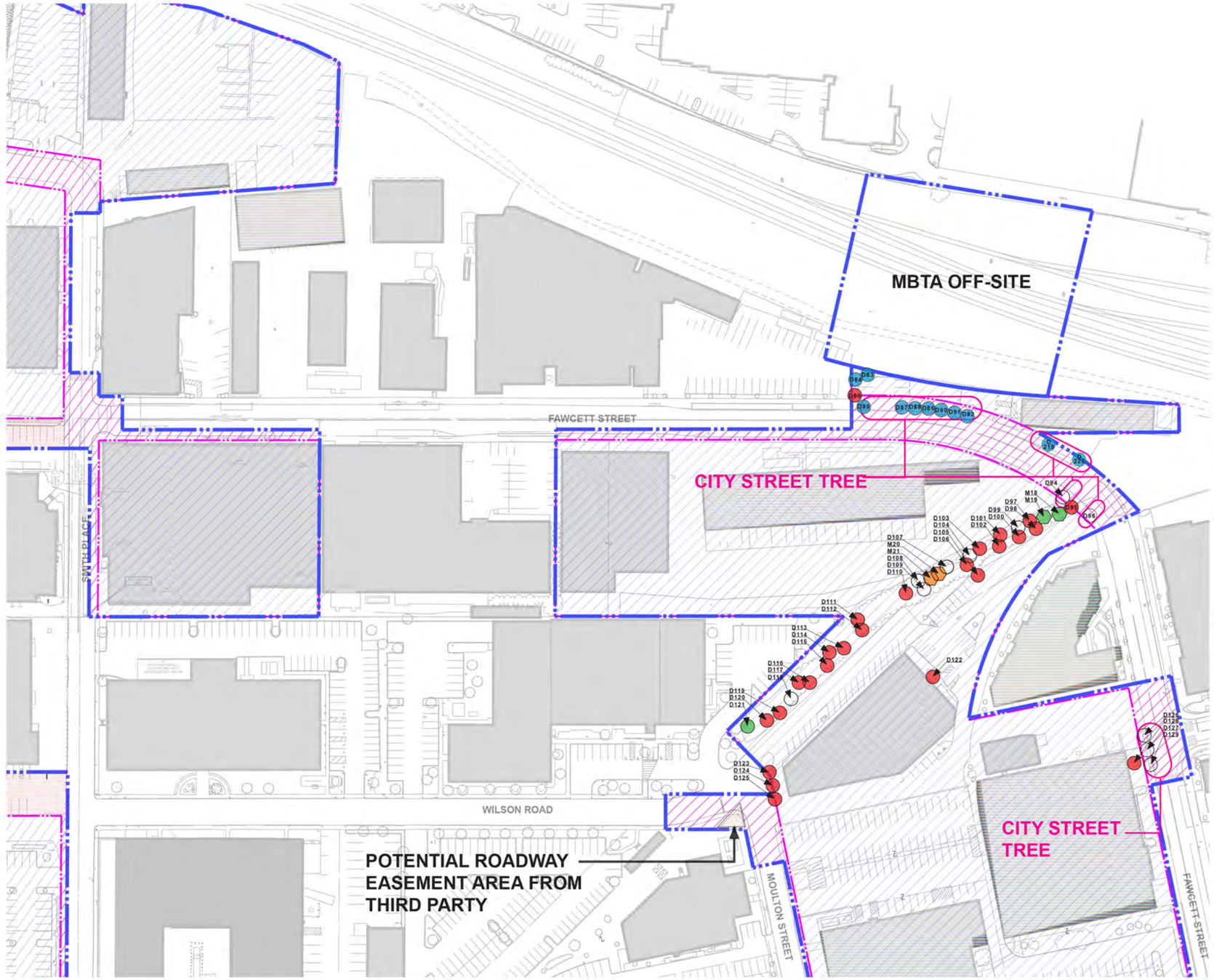
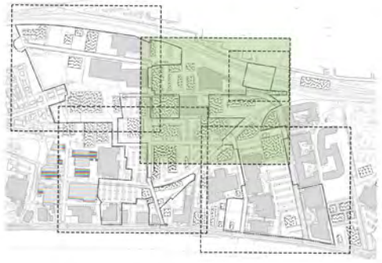
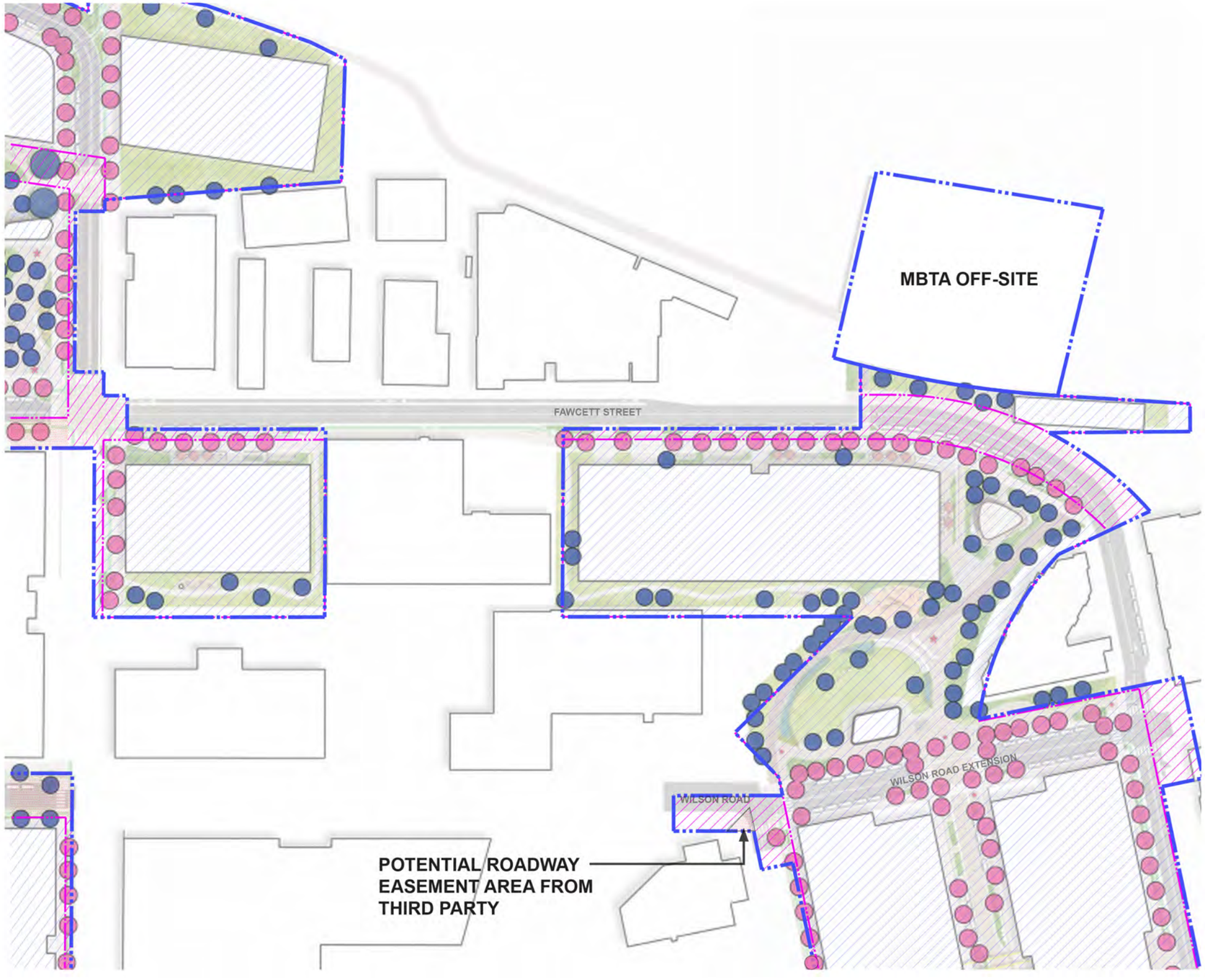


Figure 5.3: Proposed Trees

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025



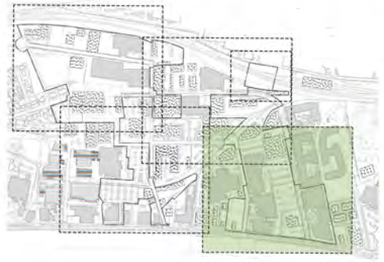


LEGEND

- PROPOSED STREET TREE
- PROPOSED OPEN SPACE TREE
- LIMIT OF WORK
- ROW / PARCEL LIMIT
- PRIVATE PROPERTY: WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT
- DEVELOPMENT PARCEL
- EXISTING CITY ROW

Figure 6.1: Existing Tree Assessment; Species and Health Assessment Southeast Quad

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025



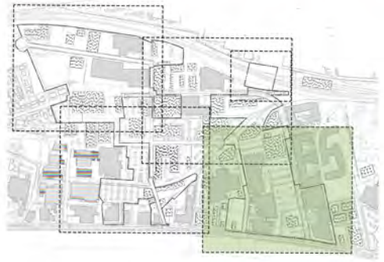
LEGEND

- EVERGREEN TREE
- DECIDUOUS TREE
- MULTISTEM TREE
- DYING TREE
- DEAD TREE
- LIMIT OF WORK
- ROW / PARCEL LIMIT
- PRIVATE PROPERTY: WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT
- DEVELOPMENT PARCEL
- EXISTING CITY ROW

City of Cambridge Tree Protection Ordinance (TPO), Title 8, Chapter 8.66, of the City's Municipal Code.

Figure 6.2: Tree Protection + Removal

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025



LEGEND

- SIGNIFICANT TREE TO PROTECT: 6” OR GREATER
- SIGNIFICANT TREE FOR REMOVAL: 6” OR GREATER
- NON-SIGNIFICANT TREE FOR REMOVAL
- NON-SIGNIFICANT TREE TO PROTECT
- EXCEPTIONAL TREE TO PROTECT: 30” OR GREATER
- EXCEPTIONAL TREE FOR REMOVAL: 30” OR GREATER
- LIMIT OF WORK
- ROW / PARCEL LIMIT
- PRIVATE PROPERTY: WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT
- DEVELOPMENT PARCEL
- EXISTING CITY ROW

City of Cambridge Tree Protection Ordinance (TPO), Title 8, Chapter 8.66, of the City’s Municipal Code.

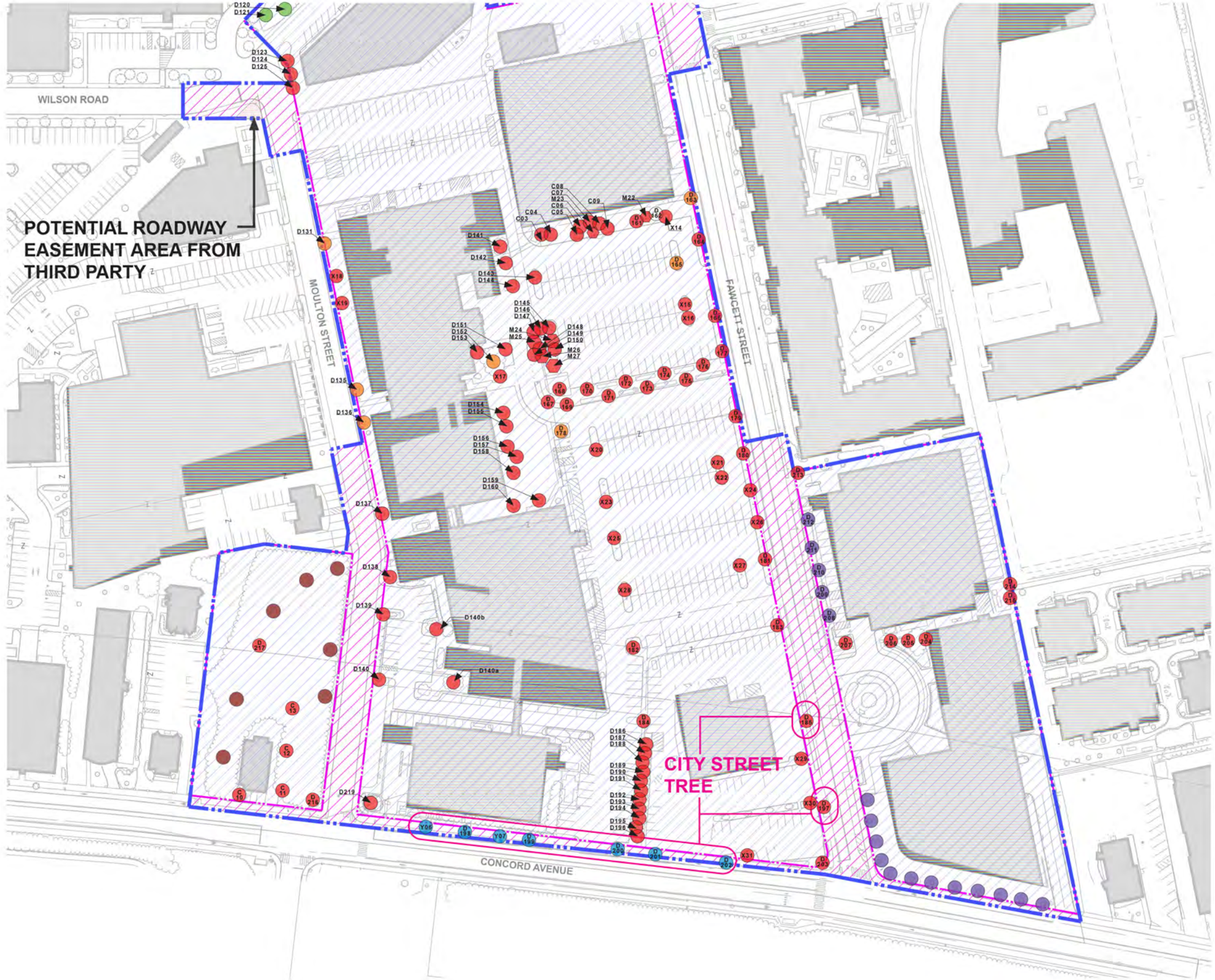
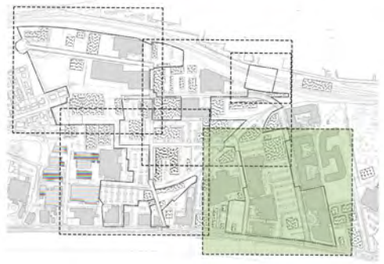
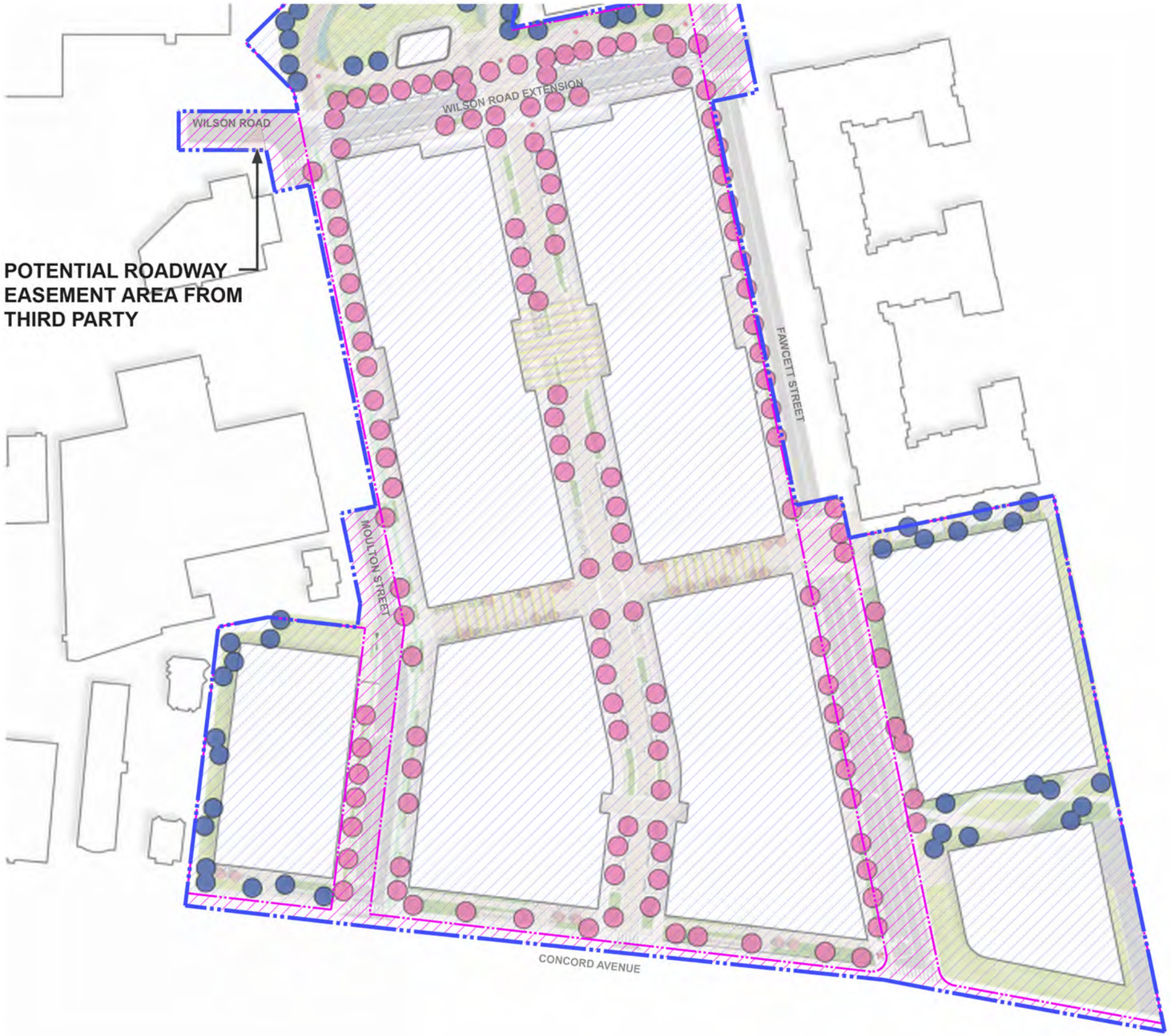


Figure 6.3: Proposed Trees

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025



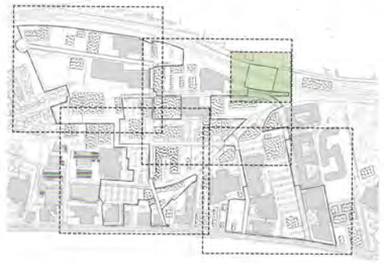


LEGEND

- PROPOSED STREET TREE
- PROPOSED OPEN SPACE TREE
- LIMIT OF WORK
- ROW / PARCEL LIMIT
- PRIVATE PROPERTY: WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT
- DEVELOPMENT PARCEL
- EXISTING CITY ROW

Figure 7.1: Existing Tree Assessment; Species and Health Assessment Offsite MBTA Area

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025



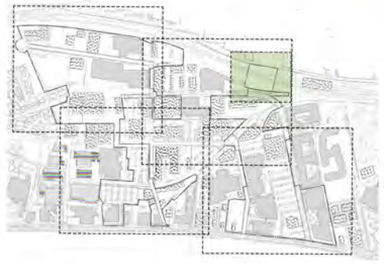
LEGEND

- **LIMIT OF WORK**
- **ROW / PARCEL LIMIT**
- **WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT**
- **DEVELOPMENT PARCEL**
- **DEVELOPMENT PARCEL - POTENTIALLY TO BE CONVEYED TO CITY**

City of Cambridge Tree Protection Ordinance (TPO), Title 8, Chapter 8.66, of the City's Municipal Code.

Figure 7.2: Tree Protection + Removal

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025



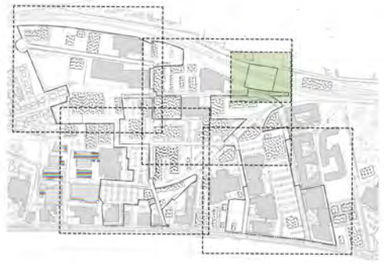
LEGEND

- **LIMIT OF WORK**
- **ROW / PARCEL LIMIT**
- **WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT**
- **DEVELOPMENT PARCEL**
- **DEVELOPMENT PARCEL - POTENTIALLY TO BE CONVEYED TO CITY**

City of Cambridge Tree Protection Ordinance (TPO), Title 8, Chapter 8.66, of the City's Municipal Code.

Figure 7.3: Proposed Trees

Healthpeak PUD Special Permit | Cambridge, MA | August 14, 2025



LEGEND

- LIMIT OF WORK
- ROW / PARCEL LIMIT
- PRIVATE PROPERTY: WORK IN THIS AREA REQUIRES HEALTHPEAK EASEMENT
- DEVELOPMENT PARCEL
- EXISTING CITY ROW

J:\Boston\9999\proposal\2023\Placemaking\35 Alewife\Presentations\2025-07-23_HealthPeak_Tree Study\2025-07-23_Healthpeak_Tree Plan.indd p18 08/08/25

Appendix E

Pedestrian Wind Study

This page is intentionally left blank

REPORT

ALEWIFE MASTERPLAN

CAMBRIDGE, MA

PEDESTRIAN WIND STUDY
RWDI # 2506863
July 25, 2025

SUBMITTED BY

ELKUS MANFREDI ARCHITECTS
25 Drydock Avenue
Boston, MA 02210

SUBMITTED BY

Saeed Rezaei, B.Sc.
Technical Coordinator
Saeed.Rezaei@rwdi.com

Hanqing Wu, Ph.D., P.Eng.,
Senior Technical Director / Principal
Hanqing.wu@rwdi.com

Derek Kelly, M.Eng., P.Eng.
Project Manager / Principal
Derek.Kelly@rwdi.com

RWDI
600 Southgate Drive
Guelph, ON N1G 4P6

EXECUTIVE SUMMARY

RWDI was retained to conduct a pedestrian wind comfort assessment for the proposed masterplan project in the Alewife area of Cambridge, MA. The assessment was based on the wind-tunnel testing conducted for the proposed development under the Existing and Proposed configurations of the site and surroundings. The results were analysed using the regional wind climate records and evaluated against the RWDI Pedestrian Wind Criteria for pedestrian comfort (pertaining to common wind speeds conducive to different levels of human activity) and pedestrian safety (pertaining to infrequent but strong gusts that could affect a person's footing). The predicted wind conditions are presented in Figures 1A through 2B and Table 1, and are summarized as follows:

- Existing conditions are predicted to be generally comfortable for passive activities in the summer and suitable for pedestrian use in the winter, despite increased seasonal wind activity.
- Wind speeds are expected to increase in the Proposed configuration due to the introduction of taller buildings and the spacing between them; however, resulting conditions would remain appropriate for pedestrian use in most areas.
- Uncomfortable wind conditions are predicted locally around Building P1 during the summer, and in additional areas during the winter, particularly between tall buildings and at corners exposed to the critical wind directions.
- The wind safety criterion is predicted to be met at all grade-level locations.
- Recommendations for mitigation measures are provided to address uncomfortable conditions and strong wind gusts.

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

1 INTRODUCTION

RWDI was retained to conduct a pedestrian wind comfort assessment for the proposed masterplan project in the Alewife area of Cambridge, MA. This report presents the project objectives, approach and the main results from RWDI's assessment and provides conceptual wind control measures, where necessary. Our Statement of Limitations as it pertains to this study can be found in Section 4 of this report.

1.1 Project Description

The proposed development site covers several blocks located west of Alewife Brook Parkway between Concord Avenue and the Fitchburg heavy rail line (Image 1). The project is a large, multi-building masterplan. Entrance placement, footprint and massing are subject to change throughout the early stages of the project.

1.2 Objectives

The objective of the study was to assess the effect of the proposed development on local conditions in pedestrian areas around the study site and provide recommendations for minimizing adverse effects, if needed. This quantitative assessment was based on wind speed measurements on a scale model of the project and its surroundings in one of RWDI's boundary-layer wind tunnels. These measurements were combined with the local wind records and compared to appropriate criteria for gauging wind comfort and safety in pedestrian areas. The focus of this assessment is to attain a preliminary understanding of the wind conditions around the buildings in the project site.

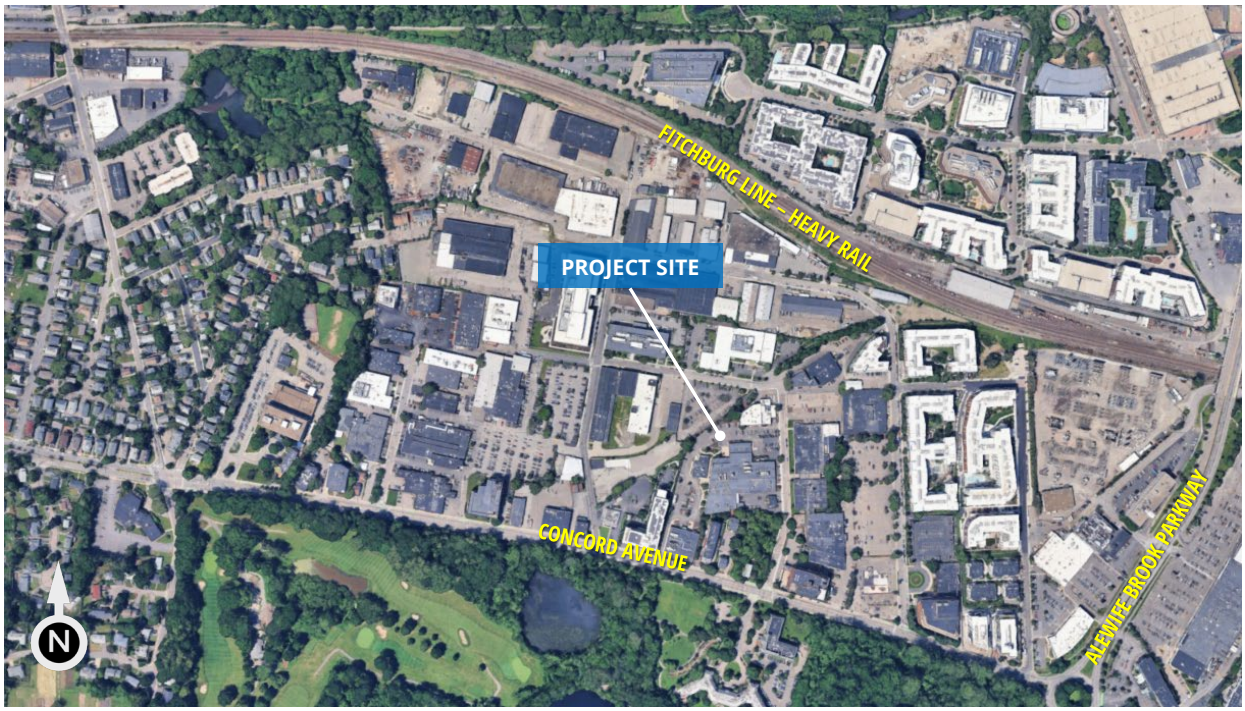


Image 1: Aerial View of Site and Surroundings (Photo Credit: Google™ Earth)

2 BACKGROUND AND APPROACH

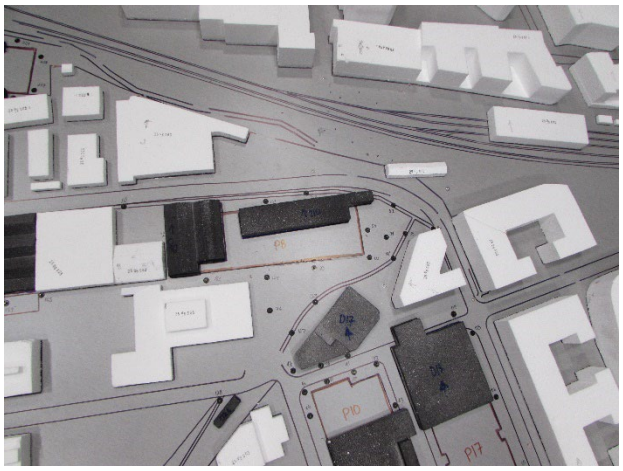
2.1 Wind Tunnel Study Model

To assess the wind environment around the proposed project, a 1:400 scale model of the project site and surroundings was constructed for the wind tunnel tests of the following configurations:

A - Existing: Existing site with existing surroundings (Image 2A), and

B - Proposed: Proposed project with existing surroundings (Image 2B).

The wind tunnel model included all relevant surrounding buildings and topography within an approximate 2200 ft radius around the study site. The wind and turbulence profiles in the atmospheric boundary layer beyond the modeled area were also simulated in RWDI's wind tunnel. The wind tunnel model was instrumented with 250 specially designed wind speed sensors to measure mean and gust speeds at a full-scale height of approximately 5 ft above local grade in pedestrian areas throughout the study site. The placement of wind measurement locations was based on our experience and understanding of the pedestrian usage for this site. Wind speeds were measured for 36 directions in 10-degree increments. The measurements at each sensor location were recorded in the form of ratios of local mean and gust speeds to the mean wind speed at a reference height above the model.



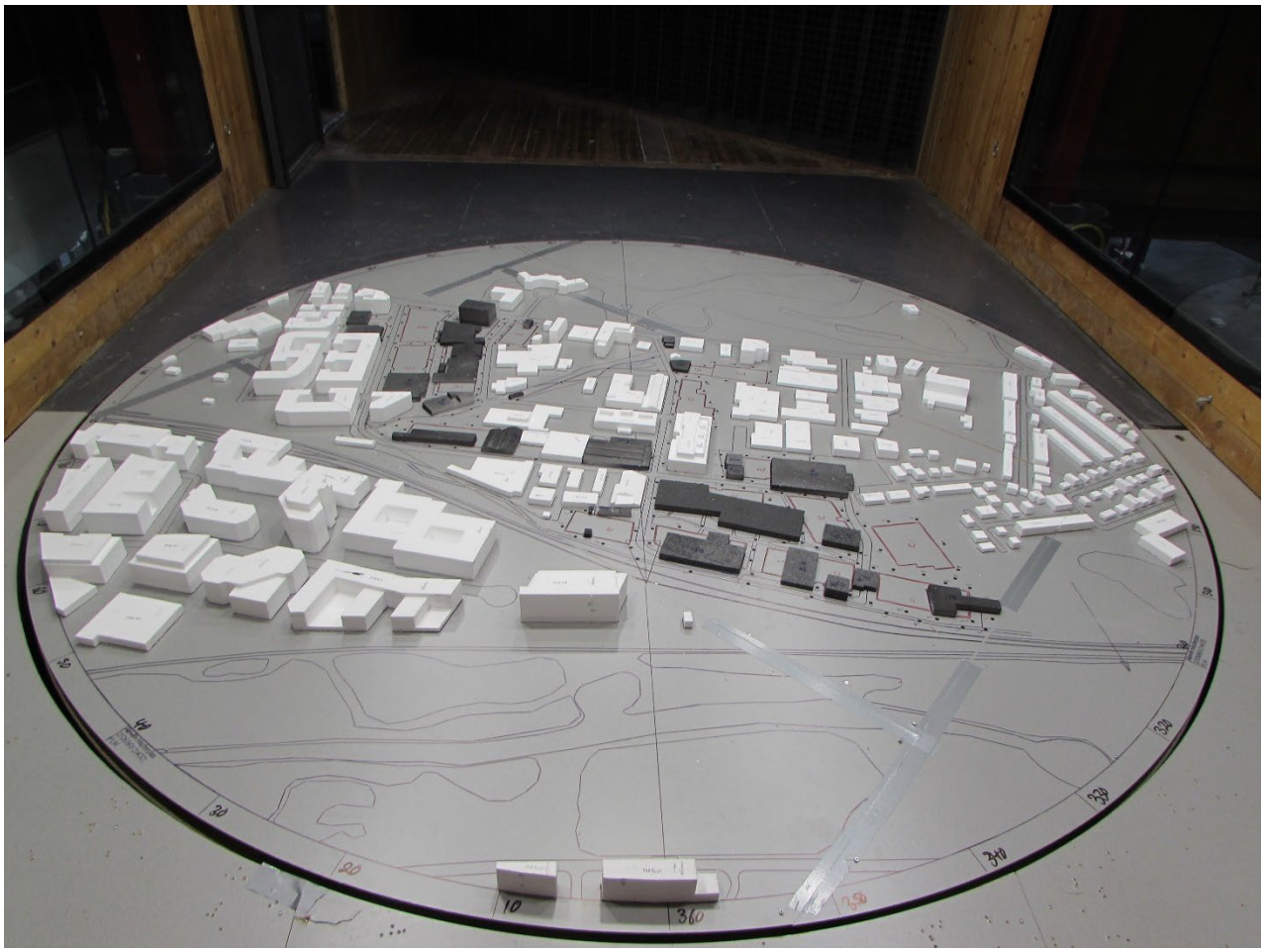
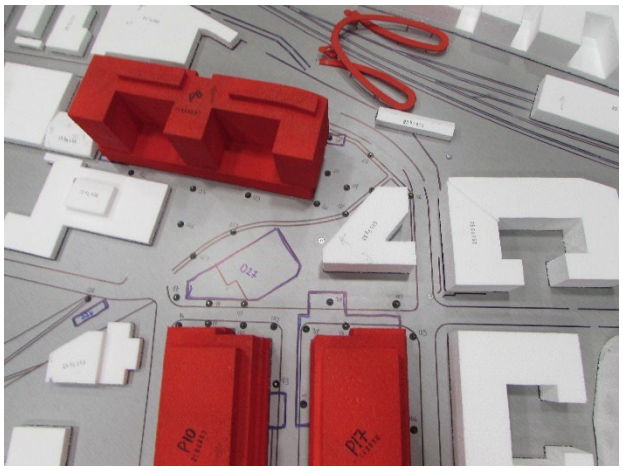


Image 2A: Wind Tunnel Study Model – Existing Configuration



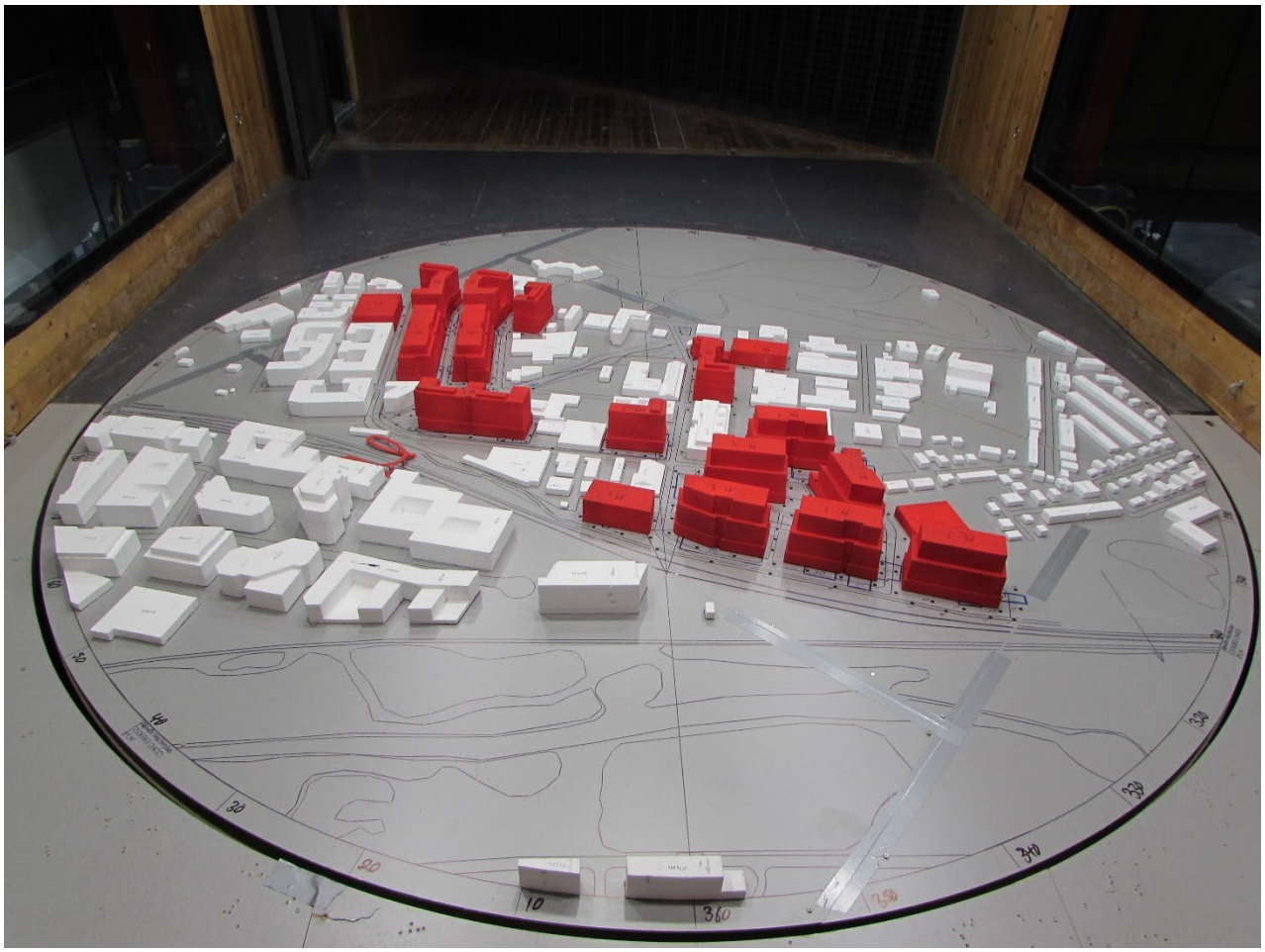
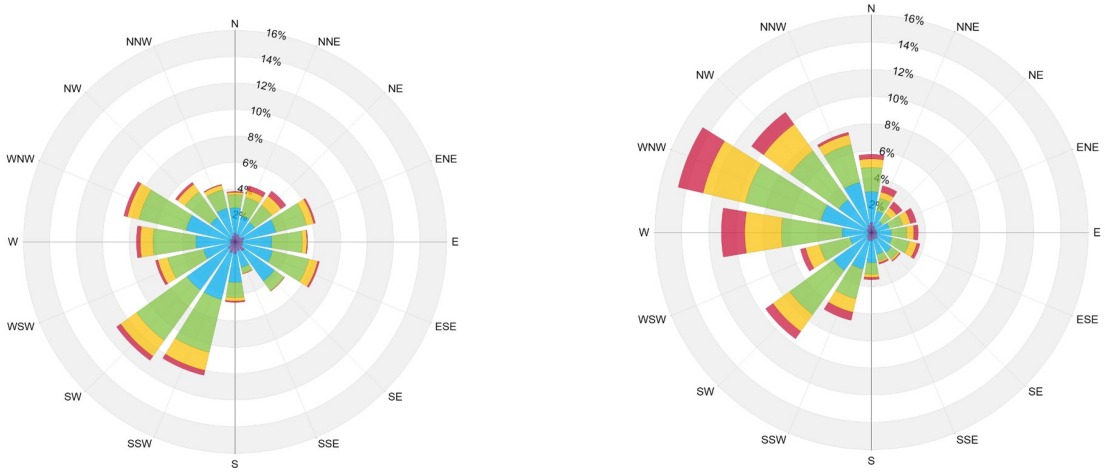


Image 2B: Wind Tunnel Study Model – Proposed Configuration

2.2 Wind Climate Data

Wind statistics recorded at Boston Logan International Airport between 2000 and 2024, inclusive, were analyzed for the Summer (May through October) and Winter (November through April) seasons. Image 3 graphically depicts the directional distributions of wind frequencies and speeds for these two seasons. The most common wind directions are those between north-northwest and south-southwest. Winds from the east-northeast to the east-southeast are also relatively common in the summer. Strong winds of a mean speed greater than 20 mph measured at the airport (at an anemometer height of 30 ft) occur for 3.1% and 9.2% of the time during the summer and winter seasons, respectively, and they are primarily from west-northwest, northwest, west and northeast directions.

Wind statistics were combined with the wind tunnel data to predict the frequency of occurrence of full-scale wind speeds. The full-scale wind predictions were then compared with the wind criteria for pedestrian comfort and safety.



Summer (May – October) **Winter (November – April)**

Wind Speed (mph)	Probability (%) Summer	Winter
Calm	3.4	3.0
1-5	9.5	7.3
6-10	37.6	29.0
11-15	36.3	35.1
16-20	10.1	16.4
>20	3.1	9.2

Image 3: Directional Distribution of Winds Approaching Boston Logan International Airport between 2000 and 2024.

2.3 RWDI Pedestrian Wind Criteria

The RWDI pedestrian wind criteria, which have been developed by RWDI through research and consulting practice since 1974, are used in the current study. These criteria have been widely accepted by municipal authorities as well as by the building design and city planning community. Regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. can affect a person's perception of the wind climate. Therefore, comparisons of wind speeds for the existing and proposed building configurations are the most objective way in assessing local pedestrian wind conditions. In general, the combined effect of mean and gust speeds on pedestrian comfort can be quantified by a Gust Equivalent Mean (GEM).

Comfort Category	GEM Speed (mph)	Description
Sitting	≤ 6	Calm or light breezes desired for outdoor restaurants and seating areas where one can read a paper without having it blown away
Standing	≤ 8	Gentle breezes suitable for main building entrances, bus stops, and other places where pedestrians may linger
Strolling	≤ 10	Moderate winds that would be appropriate for window shopping and strolling along a downtown street, plaza or park
Walking	≤ 12	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering
Uncomfortable	> 12	Strong winds of this magnitude are considered a nuisance for all pedestrian activities, and wind mitigation is typically recommended

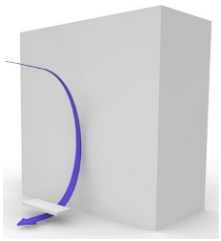
Notes:
(1) GEM Speed = max (Mean Speed, Gust Speed/1.85) and *Gust Speed = Mean Speed + 3*RMS Speed*.
(2) A wind comfort category is applicable if the predicted GEM speeds are within the respective threshold for at least 80% of the time in the season assessed.
(3) The comfort assessment was conducted for two seasonal periods, summer (May to October) and winter (November to April), because in a cold climate such as that found in Cambridge, there are distinct differences in pedestrian outdoor behaviors between these two-time periods.
(4) The assessment considers winds occurring between 6 AM and midnight. Limited usage of outdoor spaces is anticipated in the excluded period.

Safety Criterion	Gust Speed (mph)	Description
Exceeded	> 56	Excessive gust speeds that can adversely affect a pedestrian's balance and footing. Wind mitigation is typically required.

Notes:
(1) Based on an annual exceedance of 9 hours or 0.1% of the time for 24 hours a day; and,
(2) Only gust speeds need to be considered in the wind safety criterion. These are usually rare events but deserve special attention in city planning and building design due to their potential safety impact on pedestrians.

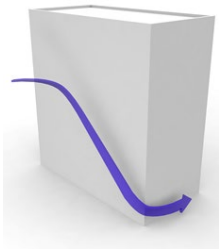
2.4 General Wind Flow Mechanisms

In the discussion of wind conditions, reference is made to the following wind flow mechanisms (Image 4):



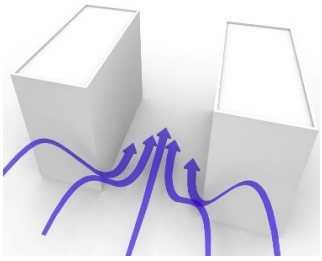
DOWNWASHING

Tall buildings tend to intercept the stronger winds at higher elevations and redirect them to the ground level. This is often the main cause for wind accelerations around large buildings at the pedestrian level.



CORNER ACCELERATION

When wind moves around the buildings a localized increase in the wind activity or corner acceleration can be expected around the exposed building corners at pedestrian level. The effect is intensified when the wind approaches at an oblique angle to a tall façade and are deflected down and around the exposed corners.



CHANNELING EFFECT

Wind flow tends to accelerate through the space between buildings, under bridges or in passages through buildings due to channeling effect caused by the narrow gap. The effect is intensified if the channel is aligned with the predominant wind direction.

Image 4: General Wind Flow Mechanisms

If these building/wind combinations occur for prevailing winds, there is a greater potential for increased wind activity. Design details such as setting back a tall tower from the edges of a podium, deep canopies close to ground level, wind screens, tall trees with dense landscaping, etc. (Image 5) can help reduce wind speeds. The choice and effectiveness of these measures would depend on the exposure and orientation of the site with respect to the prevailing wind directions and the size and massing of the proposed buildings.

Podium/tower setback, canopy, landscaping and wind screens (left to right)

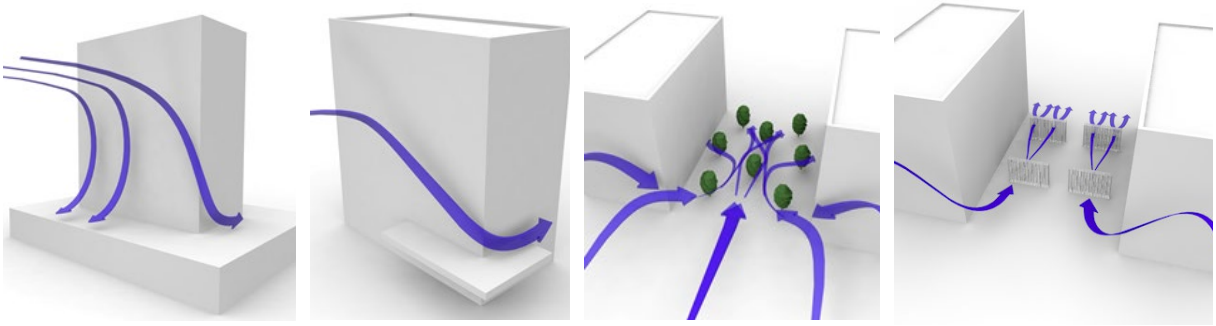


Image 5: Common Wind Control Measures

3 RESULTS AND DISCUSSION

The predicted wind conditions are shown on site plans in Figures 1A through 3B located in the "Figures" section of this report and the associated wind speeds are presented in Table 1, located in the "Tables" section of this report.

Wind conditions comfortable for walking or strolling are appropriate for sidewalks and walkways as pedestrians will be active and less likely to remain in one area for prolonged periods of time. Lower wind speeds conducive to standing are preferred at main entrances where pedestrians are apt to linger. The following is a detailed discussion of the suitability of the predicted wind conditions for the anticipated pedestrian use of each area of interest.

3.1 Existing Configuration

Wind speeds on and around the existing site are comfortable for sitting, standing, or strolling during the summer (Figure 1A) and for standing, strolling or walking during the winter (Figure 2A). The wind safety criterion is met in all areas assessed on and around the existing site. These wind conditions are appropriate for the intended use of pedestrian areas.

3.2 Proposed Configuration

The introduction of relatively tall buildings in a low-rise context will result in an increase in wind speeds around them as wind is redirected around the new structures, creating notable downwashing and corner accelerating flows. With proposed buildings being situated close to each other, the resulting channeling effects may potentially elevate local wind activity in the narrow passages as well.

The wind speeds at most areas in the proposed masterplan are expected to be comfortable for standing or strolling in the summer, and for strolling or walking in the winter (Images 1B and 2B). These conditions are appropriate for sidewalk use.

Uncomfortable wind conditions are predicted around building P1 during the summer season (Figure 1B). During the winter months, prevailing winds from the southwest through northwest are seasonally stronger. As these winds interact with the proposed massing, they are redirected and intensified due to corner acceleration and channeling between closely spaced buildings, leading to higher-than-desired wind speeds that may result in uncomfortable wind conditions at more locations (Image 2B). Winds conditions are predicted to meet the safety criterion.

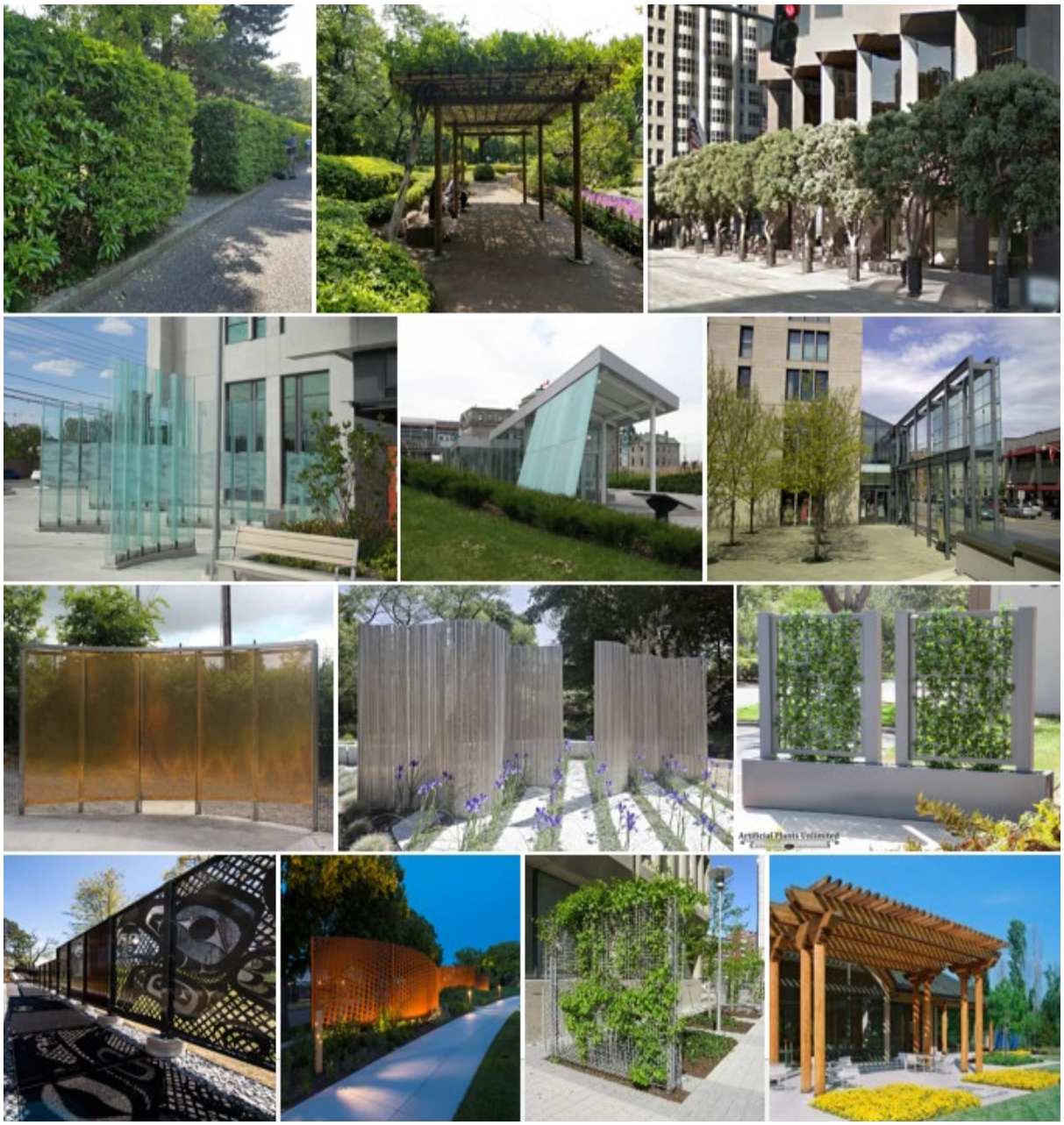
It is to be noted that areas where uncomfortable conditions are predicted are also associated with gusts that are at the higher end of the acceptable range (see annual wind safety speeds in Table 1 and the safety criterion in Section 2.3). Wind gusts are predicted to be strong in the high-speed areas to the northwest of building P1 and between the proposed buildings such as the street between buildings P1 and P2, Fawcett Street between P5, P6, P16 and P20, and between buildings P9 and P21. These areas require particular attention with regard to wind control strategies in order to achieve conditions that would be pleasant for patron uses like seating, leisurely walking, dining, etc.

3.3 Wind Control Strategies

Buildings may be reshaped to include articulated corners and deeper steps on the westerly facades to disrupt downwashing flows and encourage horizontal winds. Podiums or tower setbacks can also be considered to reduce the wind impact on the ground level. Arcades or colonnades can provide alternate walkways around windy buildings. These changes to the built form are considered large scale modifications that would influence wind conditions in a large area around a site. Smaller, area-focused measures include the use of canopies, covered walkways, strategic placement of landscaping, dense trees and wind screens. Canopies, overhead trellises and trees with wide crowns protect against downwashing winds by redirecting or dispersing flows. Tall screening elements including solid architectural screens and landscaping with large bodies (e.g. trees, large plants, hedges, etc.) can be used to reduce the impact of wind acceleration around buildings

Wind screens may be placed along sidewalks and other open spaces to create localized low wind areas. It is recommended that wind screens be at least 6 ft tall and approximately 20 to 30% open/porous for high wind control efficacy. Street Trees aid in reducing wind speeds in areas immediately around them. They are the most effective in their fully leafed phase. In order for effective wind control in the winter, coniferous and other wind-tolerant trees must be considered. Examples of the wind control features discussed in this section are shown in Images 6 and 7. RWDI can guide the strategic massing modifications and the selection of wind control features as the design progresses to achieve a wind-responsive design.

Images 6: Examples of large-scale wind control strategies - Stepped massing, Arcades/Colonnades



Images 7: Examples of wind screens and landscaping for wind control

4 STATEMENT OF LIMITATIONS

Limitations

This report entitled Alewife Masterplan was prepared by Rowan Williams Davies & Irwin, Inc. ("RWDI") for Elkus Manfredi Architects ("Client"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

Design Assumptions

RWDI confirms that the pedestrian wind assessment (the "**Assessment**") discussed herein was performed by RWDI in accordance with generally accepted professional standards at the time when the Assessment was performed and in the location of the Project. No other representations, warranties, or guarantees are made with respect to the accuracy or completeness of the information, findings, recommendations, or conclusions contained in this Report. This report is not a legal opinion regarding compliance with applicable laws.

The findings and recommendations set out in this report are based on the following information disclosed to RWDI. Drawings and information listed below were received from Elkus Manfredi Architects and used to construct the scale model of the ALEWIFE MASTERPLAN **("Project Data**")

File Name	File Type	Date Received (dd/mm/yyyy)
HEALTHPEAK_CAMBRIDGE-MP_v22_Option_WW_5.dwg	AutoCAD	10/3/2025

The recommendations and conclusions are based on the assumption that the Project Data and Climate Data are accurate and complete. RWDI assumes no responsibility for any inaccuracy or deficiency in information it has received from others. In addition, the recommendations and conclusions in this report are partially based on historical data and can be affected by a number of external factors, including but not limited to Project design, quality of materials and construction, site conditions, meteorological events, and climate change. As such, the conclusions and recommendations contained in this report do not list every possible outcome.

The opinions in this report can only be relied upon to the extent that the Project Data and Project Specific Conditions have not changed. Any change in the Project Data or Project Specific Conditions not reflected in this report can impact and/or alter the recommendations and conclusions in this report. Therefore, it is incumbent upon the Client and/or any other third party reviewing the recommendations and conclusions in this report to contact RWDI in the event of any change in the Project Data and Project Specific Conditions in order to determine whether any such change(s) may impact the assumptions upon which the recommendations and conclusions were made.

5 REFERENCES

1. ASCE Task Committee on Outdoor Human Comfort (2004). *Outdoor Human Comfort and Its Assessment*, 68 pages, American Society of Civil Engineers, Reston, Virginia, USA.

2. Williams, C.J., Hunter, M.A. and Waechter, W.F. (1990). "Criteria for Assessing the Pedestrian Wind Environment," *Journal of Wind Engineering and Industrial Aerodynamics*, Vol.36, pp.811-815.

3. Williams, C.J., Soligo M.J. and Cote, J. (1992). "A Discussion of the Components for a Comprehensive Pedestrian Level Comfort Criteria," *Journal of Wind Engineering and Industrial Aerodynamics*, Vol.41-44, pp.2389-2390.

4. Soligo, M.J., Irwin, P.A., and Williams, C.J. (1993). "Pedestrian Comfort Including Wind and Thermal Effects," *Third Asia-Pacific Symposium on Wind Engineering*, Hong Kong.

5. Soligo, M.J., Irwin, P.A., Williams, C.J. and Schuyler, G.D. (1998). "A Comprehensive Assessment of Pedestrian Comfort Including Thermal Effects," *Journal of Wind Engineering and Industrial Aerodynamics*, Vol.77&78, pp.753-766.

6. Williams, C.J., Wu, H., Waechter, W.F. and Baker, H.A. (1999). "Experiences with Remedial Solutions to Control Pedestrian Wind Problems," *Tenth International Conference on Wind Engineering*, Copenhagen, Denmark.

7. Lawson, T.V. (1973). "Wind Environment of Buildings: A Logical Approach to the Establishment of Criteria", *Report No. TVL 7321*, Department of Aeronautic Engineering, University of Bristol, Bristol, England.

8. Durgin, F. H. (1997). "Pedestrian Level Wind Criteria Using the Equivalent average", *Journal of Wind Engineering and Industrial Aerodynamics*, Vol. 66, pp.215-226.

9. Wu, H. and Kriksic, F. (2012). “Designing for Pedestrian Comfort in Response to Local Climate”, *Journal of Wind Engineering and Industrial Aerodynamics*, Vol.104-106, pp.397-407.

10. Wu, H., Williams, C.J., Baker, H.A. and Waechter, W.F. (2004), “Knowledge-based Desk-Top Analysis of Pedestrian Wind Conditions”, *ASCE Structure Congress 2004,* Nashville, Tennessee.

FIGURES

Pedestrian Wind Comfort Conditions
Existing Configuration
Summer (May to October, 6:00 to 23:00)

Alewife Masterplan - Cambridge, MA

True North

Project #2506863

Drawn by: ALJM	Figure: 1A
Approx. Scale:	1"=250'
Date Revised:	July 23, 2025

Isometric View of Buildings

LEGEND:

COMFORT CATEGORIES:

- Sitting
- Standing
- Strolling
- Walking
- Uncomfortable

Grade Level Sensor

0 125 250ft

Pedestrian Wind Comfort Conditions

Proposed Configuration

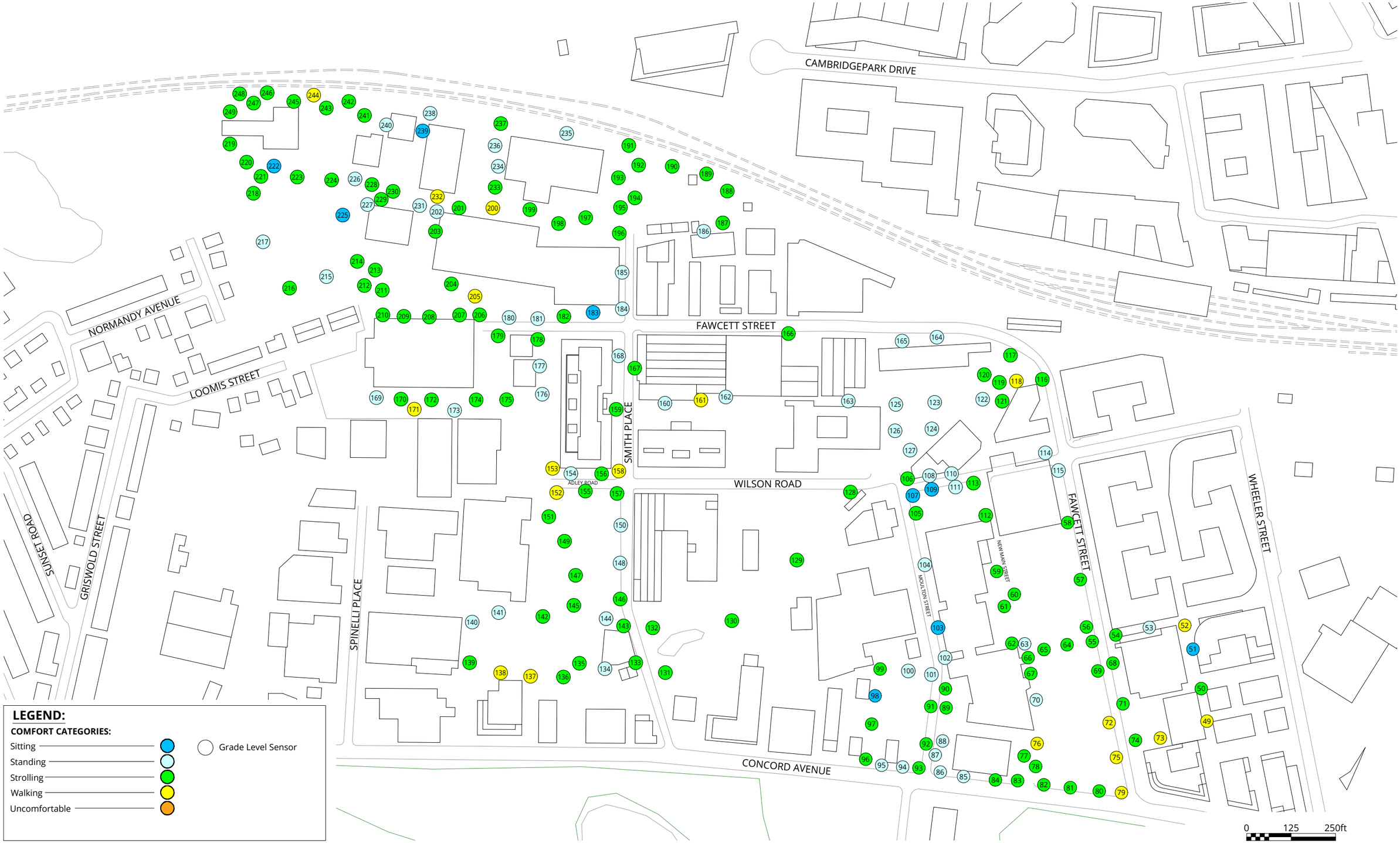
Summer (May to October, 6:00 to 23:00)

Alewife Masterplan - Cambridge, MA

True North

Project #2506863

Drawn by: ALJM	Figure: 1B
Approx. Scale:	1"=250'
Date Revised:	July 23, 2025



Pedestrian Wind Comfort Conditions
Existing Configuration
Winter (November to April, 6:00 to 23:00)

Alewife Masterplan - Cambridge, MA

True North

Drawn by: ALJM	Figure: 2A
Approx. Scale:	1"=250'
Date Revised:	July 23, 2025

Project #2506863

Pedestrian Wind Comfort Conditions
Proposed Configuration
Winter (November to April, 6:00 to 23:00)

Alewife Masterplan - Cambridge, MA

True North

Project #2506863

Drawn by: ALJM	Figure: 2B
Approx. Scale:	1"=250'
Date Revised:	July 23, 2025

TABLES

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
1	Existing	-	-	-	-	-	-
	Proposed	8	Standing	9	Strolling	41	Pass
2	Existing	-	-	-	-	-	-
	Proposed	12	Walking	12	Walking	54	Pass
3	Existing	-	-	-	-	-	-
	Proposed	13	Uncomfortable	15	Uncomfortable	54	Pass
4	Existing	-	-	-	-	-	-
	Proposed	13	Uncomfortable	15	Uncomfortable	52	Pass
5	Existing	-	-	-	-	-	-
	Proposed	9	Strolling	10	Strolling	41	Pass
6	Existing	-	-	-	-	-	-
	Proposed	7	Standing	9	Strolling	41	Pass
7	Existing	-	-	-	-	-	-
	Proposed	7	Standing	10	Strolling	41	Pass
8	Existing	-	-	-	-	-	-
	Proposed	8	Standing	11	Walking	44	Pass
9	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	6	Sitting	25	Pass
10	Existing	-	-	-	-	-	-
	Proposed	11	Walking	12	Walking	49	Pass
11	Existing	-	-	-	-	-	-
	Proposed	9	Strolling	11	Walking	44	Pass
12	Existing	-	-	-	-	-	-
	Proposed	11	Walking	13	Uncomfortable	50	Pass
13	Existing	-	-	-	-	-	-
	Proposed	7	Standing	8	Standing	39	Pass
14	Existing	-	-	-	-	-	-
	Proposed	8	Standing	9	Strolling	35	Pass
15	Existing	-	-	-	-	-	-
	Proposed	7	Standing	8	Standing	38	Pass
16	Existing	-	-	-	-	-	-
	Proposed	8	Standing	9	Strolling	39	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
17	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	6	Sitting	32	Pass
18	Existing	-	-	-	-	-	-
	Proposed	7	Standing	9	Strolling	32	Pass
19	Existing	-	-	-	-	-	-
	Proposed	8	Standing	10	Strolling	39	Pass
20	Existing	-	-	-	-	-	-
	Proposed	12	Walking	14	Uncomfortable	48	Pass
21	Existing	-	-	-	-	-	-
	Proposed	9	Strolling	11	Walking	44	Pass
22	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	8	Standing	32	Pass
23	Existing	-	-	-	-	-	-
	Proposed	9	Strolling	10	Strolling	42	Pass
24	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	7	Standing	29	Pass
25	Existing	-	-	-	-	-	-
	Proposed	10	Strolling	12	Walking	45	Pass
26	Existing	-	-	-	-	-	-
	Proposed	10	Strolling	11	Walking	44	Pass
27	Existing	-	-	-	-	-	-
	Proposed	7	Standing	9	Strolling	37	Pass
28	Existing	-	-	-	-	-	-
	Proposed	7	Standing	8	Standing	31	Pass
29	Existing	-	-	-	-	-	-
	Proposed	7	Standing	7	Standing	36	Pass
30	Existing	-	-	-	-	-	-
	Proposed	9	Strolling	9	Strolling	46	Pass
31	Existing	-	-	-	-	-	-
	Proposed	7	Standing	9	Strolling	37	Pass
32	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	6	Sitting	27	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
33	Existing	-	-	-	-	-	-
	Proposed	10	Strolling	11	Walking	43	Pass
34	Existing	-	-	-	-	-	-
	Proposed	7	Standing	7	Standing	37	Pass
35	Existing	-	-	-	-	-	-
	Proposed	8	Standing	8	Standing	39	Pass
36	Existing	-	-	-	-	-	-
	Proposed	9	Strolling	10	Strolling	44	Pass
37	Existing	-	-	-	-	-	-
	Proposed	8	Standing	10	Strolling	44	Pass
38	Existing	-	-	-	-	-	-
	Proposed	9	Strolling	11	Walking	40	Pass
39	Existing	-	-	-	-	-	-
	Proposed	7	Standing	9	Strolling	33	Pass
40	Existing	-	-	-	-	-	-
	Proposed	8	Standing	10	Strolling	39	Pass
41	Existing	-	-	-	-	-	-
	Proposed	8	Standing	10	Strolling	42	Pass
42	Existing	-	-	-	-	-	-
	Proposed	9	Strolling	10	Strolling	39	Pass
43	Existing	-	-	-	-	-	-
	Proposed	10	Strolling	14	Uncomfortable	50	Pass
44	Existing	-	-	-	-	-	-
	Proposed	9	Strolling	12	Walking	44	Pass
45	Existing	-	-	-	-	-	-
	Proposed	8	Standing	11	Walking	45	Pass
46	Existing	-	-	-	-	-	-
	Proposed	8	Standing	9	Strolling	36	Pass
47	Existing	-	-	-	-	-	-
	Proposed	8	Standing	9	Strolling	38	Pass
48	Existing	-	-	-	-	-	-
	Proposed	7	Standing	7	Standing	34	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
49	Existing	7	Standing	11	Walking	44	Pass
	Proposed	7	Standing	8	Standing	34	Pass
50	Existing	7	Standing	9	Strolling	39	Pass
	Proposed	5	Sitting	6	Sitting	28	Pass
51	Existing	5	Sitting	6	Sitting	24	Pass
	Proposed	6	Sitting	7	Standing	30	Pass
52	Existing	9	Strolling	11	Walking	43	Pass
	Proposed	5	Sitting	7	Standing	30	Pass
53	Existing	7	Standing	7	Standing	33	Pass
	Proposed	5	Sitting	6	Sitting	26	Pass
54	Existing	8	Standing	10	Strolling	39	Pass
	Proposed	6	Sitting	7	Standing	30	Pass
55	Existing	7	Standing	9	Strolling	33	Pass
	Proposed	5	Sitting	6	Sitting	28	Pass
56	Existing	8	Standing	10	Strolling	36	Pass
	Proposed	5	Sitting	5	Sitting	34	Pass
57	Existing	8	Standing	9	Strolling	34	Pass
	Proposed	9	Strolling	11	Walking	39	Pass
58	Existing	7	Standing	9	Strolling	34	Pass
	Proposed	7	Standing	8	Standing	33	Pass
59	Existing	7	Standing	9	Strolling	35	Pass
	Proposed	7	Standing	8	Standing	32	Pass
60	Existing	8	Standing	10	Strolling	35	Pass
	Proposed	7	Standing	7	Standing	34	Pass
61	Existing	8	Standing	10	Strolling	36	Pass
	Proposed	7	Standing	8	Standing	39	Pass
62	Existing	8	Standing	10	Strolling	35	Pass
	Proposed	8	Standing	8	Standing	37	Pass
63	Existing	6	Sitting	8	Standing	31	Pass
	Proposed	6	Sitting	7	Standing	30	Pass
64	Existing	9	Strolling	10	Strolling	41	Pass
	Proposed	10	Strolling	11	Walking	46	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
65	Existing	9	Strolling	10	Strolling	38	Pass
	Proposed	7	Standing	8	Standing	40	Pass
66	Existing	8	Standing	10	Strolling	36	Pass
	Proposed	12	Walking	13	Uncomfortable	48	Pass
67	Existing	8	Standing	10	Strolling	36	Pass
	Proposed	9	Strolling	11	Walking	46	Pass
68	Existing	9	Strolling	10	Strolling	36	Pass
	Proposed	8	Standing	9	Strolling	40	Pass
69	Existing	9	Strolling	10	Strolling	41	Pass
	Proposed	11	Walking	13	Uncomfortable	54	Pass
70	Existing	8	Standing	8	Standing	41	Pass
	Proposed	9	Strolling	9	Strolling	46	Pass
71	Existing	9	Strolling	9	Strolling	39	Pass
	Proposed	10	Strolling	11	Walking	44	Pass
72	Existing	9	Strolling	11	Walking	40	Pass
	Proposed	9	Strolling	10	Strolling	41	Pass
73	Existing	10	Strolling	12	Walking	44	Pass
	Proposed	10	Strolling	11	Walking	45	Pass
74	Existing	8	Standing	10	Strolling	41	Pass
	Proposed	8	Standing	10	Strolling	43	Pass
75	Existing	9	Strolling	11	Walking	44	Pass
	Proposed	9	Strolling	11	Walking	45	Pass
76	Existing	9	Strolling	11	Walking	44	Pass
	Proposed	12	Walking	14	Uncomfortable	52	Pass
77	Existing	9	Strolling	9	Strolling	42	Pass
	Proposed	9	Strolling	9	Strolling	47	Pass
78	Existing	9	Strolling	10	Strolling	44	Pass
	Proposed	12	Walking	13	Uncomfortable	52	Pass
79	Existing	10	Strolling	12	Walking	44	Pass
	Proposed	10	Strolling	13	Uncomfortable	45	Pass
80	Existing	9	Strolling	10	Strolling	41	Pass
	Proposed	10	Strolling	12	Walking	43	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
81	Existing	9	Strolling	10	Strolling	38	Pass
	Proposed	8	Standing	10	Strolling	37	Pass
82	Existing	7	Standing	9	Strolling	34	Pass
	Proposed	8	Standing	10	Strolling	41	Pass
83	Existing	8	Standing	10	Strolling	30	Pass
	Proposed	9	Strolling	10	Strolling	36	Pass
84	Existing	7	Standing	9	Strolling	33	Pass
	Proposed	8	Standing	9	Strolling	42	Pass
85	Existing	7	Standing	8	Standing	33	Pass
	Proposed	9	Strolling	10	Strolling	39	Pass
86	Existing	6	Sitting	8	Standing	31	Pass
	Proposed	10	Strolling	13	Uncomfortable	52	Pass
87	Existing	7	Standing	8	Standing	29	Pass
	Proposed	7	Standing	9	Strolling	37	Pass
88	Existing	7	Standing	8	Standing	32	Pass
	Proposed	9	Strolling	12	Walking	41	Pass
89	Existing	8	Standing	9	Strolling	35	Pass
	Proposed	8	Standing	9	Strolling	40	Pass
90	Existing	7	Standing	9	Strolling	32	Pass
	Proposed	11	Walking	14	Uncomfortable	47	Pass
91	Existing	7	Standing	9	Strolling	31	Pass
	Proposed	11	Walking	13	Uncomfortable	46	Pass
92	Existing	7	Standing	9	Strolling	34	Pass
	Proposed	9	Strolling	11	Walking	43	Pass
93	Existing	8	Standing	9	Strolling	35	Pass
	Proposed	8	Standing	10	Strolling	41	Pass
94	Existing	6	Sitting	7	Standing	27	Pass
	Proposed	7	Standing	9	Strolling	34	Pass
95	Existing	7	Standing	8	Standing	30	Pass
	Proposed	7	Standing	9	Strolling	41	Pass
96	Existing	7	Standing	9	Strolling	33	Pass
	Proposed	9	Strolling	12	Walking	44	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
97	Existing	8	Standing	9	Strolling	35	Pass
	Proposed	9	Strolling	12	Walking	43	Pass
98	Existing	6	Sitting	6	Sitting	28	Pass
	Proposed	9	Strolling	12	Walking	44	Pass
99	Existing	7	Standing	9	Strolling	33	Pass
	Proposed	6	Sitting	8	Standing	33	Pass
100	Existing	6	Sitting	7	Standing	29	Pass
	Proposed	7	Standing	9	Strolling	38	Pass
101	Existing	7	Standing	8	Standing	34	Pass
	Proposed	8	Standing	11	Walking	40	Pass
102	Existing	6	Sitting	8	Standing	31	Pass
	Proposed	7	Standing	10	Strolling	39	Pass
103	Existing	4	Sitting	6	Sitting	24	Pass
	Proposed	7	Standing	8	Standing	40	Pass
104	Existing	7	Standing	8	Standing	33	Pass
	Proposed	8	Standing	11	Walking	40	Pass
105	Existing	7	Standing	9	Strolling	34	Pass
	Proposed	7	Standing	10	Strolling	36	Pass
106	Existing	8	Standing	9	Strolling	34	Pass
	Proposed	5	Sitting	6	Sitting	26	Pass
107	Existing	5	Sitting	6	Sitting	27	Pass
	Proposed	7	Standing	8	Standing	32	Pass
108	Existing	6	Sitting	7	Standing	29	Pass
	Proposed	9	Strolling	11	Walking	41	Pass
109	Existing	6	Sitting	6	Sitting	29	Pass
	Proposed	7	Standing	9	Strolling	37	Pass
110	Existing	5	Sitting	7	Standing	28	Pass
	Proposed	6	Sitting	6	Sitting	28	Pass
111	Existing	7	Standing	8	Standing	30	Pass
	Proposed	8	Standing	10	Strolling	35	Pass
112	Existing	7	Standing	9	Strolling	33	Pass
	Proposed	10	Strolling	12	Walking	46	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
113	Existing	7	Standing	9	Strolling	33	Pass
	Proposed	9	Strolling	11	Walking	38	Pass
114	Existing	7	Standing	8	Standing	33	Pass
	Proposed	9	Strolling	12	Walking	42	Pass
115	Existing	6	Sitting	7	Standing	30	Pass
	Proposed	10	Strolling	12	Walking	45	Pass
116	Existing	8	Standing	10	Strolling	40	Pass
	Proposed	7	Standing	8	Standing	34	Pass
117	Existing	8	Standing	10	Strolling	34	Pass
	Proposed	9	Strolling	10	Strolling	44	Pass
118	Existing	9	Strolling	12	Walking	46	Pass
	Proposed	11	Walking	12	Walking	45	Pass
119	Existing	8	Standing	9	Strolling	38	Pass
	Proposed	10	Strolling	11	Walking	43	Pass
120	Existing	8	Standing	9	Strolling	35	Pass
	Proposed	6	Sitting	7	Standing	32	Pass
121	Existing	8	Standing	10	Strolling	40	Pass
	Proposed	10	Strolling	11	Walking	39	Pass
122	Existing	7	Standing	8	Standing	35	Pass
	Proposed	11	Walking	12	Walking	47	Pass
123	Existing	7	Standing	8	Standing	31	Pass
	Proposed	8	Standing	8	Standing	37	Pass
124	Existing	6	Sitting	7	Standing	29	Pass
	Proposed	7	Standing	8	Standing	32	Pass
125	Existing	7	Standing	8	Standing	31	Pass
	Proposed	9	Strolling	10	Strolling	37	Pass
126	Existing	6	Sitting	7	Standing	30	Pass
	Proposed	7	Standing	7	Standing	31	Pass
127	Existing	7	Standing	8	Standing	34	Pass
	Proposed	8	Standing	10	Strolling	38	Pass
128	Existing	7	Standing	9	Strolling	32	Pass
	Proposed	8	Standing	9	Strolling	37	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
129	Existing	8	Standing	9	Strolling	33	Pass
	Proposed	7	Standing	9	Strolling	33	Pass
130	Existing	8	Standing	10	Strolling	35	Pass
	Proposed	9	Strolling	10	Strolling	39	Pass
131	Existing	8	Standing	9	Strolling	34	Pass
	Proposed	9	Strolling	10	Strolling	38	Pass
132	Existing	7	Standing	9	Strolling	34	Pass
	Proposed	8	Standing	10	Strolling	40	Pass
133	Existing	7	Standing	9	Strolling	32	Pass
	Proposed	8	Standing	8	Standing	38	Pass
134	Existing	6	Sitting	8	Standing	30	Pass
	Proposed	8	Standing	8	Standing	40	Pass
135	Existing	8	Standing	10	Strolling	35	Pass
	Proposed	6	Sitting	7	Standing	31	Pass
136	Existing	8	Standing	10	Strolling	38	Pass
	Proposed	7	Standing	8	Standing	33	Pass
137	Existing	9	Strolling	11	Walking	44	Pass
	Proposed	9	Strolling	10	Strolling	40	Pass
138	Existing	9	Strolling	11	Walking	43	Pass
	Proposed	10	Strolling	13	Uncomfortable	42	Pass
139	Existing	8	Standing	9	Strolling	35	Pass
	Proposed	8	Standing	10	Strolling	38	Pass
140	Existing	6	Sitting	7	Standing	27	Pass
	Proposed	6	Sitting	7	Standing	30	Pass
141	Existing	6	Sitting	8	Standing	28	Pass
	Proposed	6	Sitting	8	Standing	31	Pass
142	Existing	8	Standing	10	Strolling	34	Pass
	Proposed	7	Standing	9	Strolling	40	Pass
143	Existing	8	Standing	9	Strolling	34	Pass
	Proposed	11	Walking	15	Uncomfortable	50	Pass
144	Existing	6	Sitting	8	Standing	31	Pass
	Proposed	10	Strolling	13	Uncomfortable	50	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
145	Existing	8	Standing	9	Strolling	33	Pass
	Proposed	9	Strolling	12	Walking	44	Pass
146	Existing	7	Standing	9	Strolling	32	Pass
	Proposed	8	Standing	8	Standing	40	Pass
147	Existing	7	Standing	9	Strolling	32	Pass
	Proposed	6	Sitting	8	Standing	30	Pass
148	Existing	7	Standing	8	Standing	30	Pass
	Proposed	6	Sitting	7	Standing	30	Pass
149	Existing	7	Standing	9	Strolling	33	Pass
	Proposed	7	Standing	8	Standing	32	Pass
150	Existing	7	Standing	8	Standing	30	Pass
	Proposed	5	Sitting	6	Sitting	27	Pass
151	Existing	7	Standing	9	Strolling	34	Pass
	Proposed	6	Sitting	7	Standing	34	Pass
152	Existing	8	Standing	11	Walking	42	Pass
	Proposed	10	Strolling	12	Walking	43	Pass
153	Existing	10	Strolling	12	Walking	44	Pass
	Proposed	8	Standing	9	Strolling	35	Pass
154	Existing	7	Standing	8	Standing	32	Pass
	Proposed	9	Strolling	12	Walking	42	Pass
155	Existing	7	Standing	9	Strolling	36	Pass
	Proposed	9	Strolling	12	Walking	47	Pass
156	Existing	8	Standing	9	Strolling	37	Pass
	Proposed	10	Strolling	12	Walking	42	Pass
157	Existing	8	Standing	9	Strolling	33	Pass
	Proposed	8	Standing	11	Walking	43	Pass
158	Existing	10	Strolling	12	Walking	43	Pass
	Proposed	8	Standing	11	Walking	38	Pass
159	Existing	7	Standing	9	Strolling	34	Pass
	Proposed	7	Standing	9	Strolling	45	Pass
160	Existing	7	Standing	7	Standing	31	Pass
	Proposed	9	Strolling	9	Strolling	39	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
161	Existing	7	Standing	11	Walking	41	Pass
	Proposed	8	Standing	8	Standing	43	Pass
162	Existing	6	Sitting	7	Standing	27	Pass
	Proposed	7	Standing	9	Strolling	36	Pass
163	Existing	6	Sitting	7	Standing	29	Pass
	Proposed	8	Standing	9	Strolling	34	Pass
164	Existing	7	Standing	8	Standing	30	Pass
	Proposed	7	Standing	7	Standing	35	Pass
165	Existing	6	Sitting	7	Standing	29	Pass
	Proposed	7	Standing	9	Strolling	35	Pass
166	Existing	7	Standing	9	Strolling	34	Pass
	Proposed	7	Standing	9	Strolling	36	Pass
167	Existing	7	Standing	9	Strolling	36	Pass
	Proposed	6	Sitting	8	Standing	35	Pass
168	Existing	6	Sitting	8	Standing	31	Pass
	Proposed	7	Standing	8	Standing	33	Pass
169	Existing	7	Standing	8	Standing	30	Pass
	Proposed	8	Standing	9	Strolling	35	Pass
170	Existing	8	Standing	10	Strolling	35	Pass
	Proposed	9	Strolling	11	Walking	40	Pass
171	Existing	9	Strolling	11	Walking	40	Pass
	Proposed	9	Strolling	11	Walking	39	Pass
172	Existing	7	Standing	9	Strolling	33	Pass
	Proposed	8	Standing	10	Strolling	40	Pass
173	Existing	7	Standing	8	Standing	31	Pass
	Proposed	8	Standing	10	Strolling	41	Pass
174	Existing	8	Standing	9	Strolling	36	Pass
	Proposed	7	Standing	8	Standing	35	Pass
175	Existing	9	Strolling	10	Strolling	38	Pass
	Proposed	10	Strolling	12	Walking	44	Pass
176	Existing	6	Sitting	8	Standing	28	Pass
	Proposed	8	Standing	9	Strolling	35	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
177	Existing	7	Standing	8	Standing	30	Pass
	Proposed	7	Standing	9	Strolling	37	Pass
178	Existing	6	Sitting	9	Strolling	33	Pass
	Proposed	10	Strolling	13	Uncomfortable	51	Pass
179	Existing	7	Standing	9	Strolling	33	Pass
	Proposed	9	Strolling	13	Uncomfortable	46	Pass
180	Existing	7	Standing	8	Standing	33	Pass
	Proposed	8	Standing	11	Walking	42	Pass
181	Existing	7	Standing	8	Standing	30	Pass
	Proposed	7	Standing	7	Standing	41	Pass
182	Existing	7	Standing	9	Strolling	33	Pass
	Proposed	7	Standing	9	Strolling	34	Pass
183	Existing	5	Sitting	6	Sitting	29	Pass
	Proposed	8	Standing	12	Walking	46	Pass
184	Existing	5	Sitting	7	Standing	31	Pass
	Proposed	8	Standing	12	Walking	51	Pass
185	Existing	6	Sitting	8	Standing	30	Pass
	Proposed	10	Strolling	13	Uncomfortable	46	Pass
186	Existing	6	Sitting	8	Standing	31	Pass
	Proposed	11	Walking	13	Uncomfortable	47	Pass
187	Existing	7	Standing	9	Strolling	33	Pass
	Proposed	9	Strolling	11	Walking	42	Pass
188	Existing	7	Standing	9	Strolling	33	Pass
	Proposed	8	Standing	10	Strolling	43	Pass
189	Existing	7	Standing	9	Strolling	33	Pass
	Proposed	8	Standing	11	Walking	41	Pass
190	Existing	7	Standing	9	Strolling	34	Pass
	Proposed	7	Standing	9	Strolling	35	Pass
191	Existing	7	Standing	9	Strolling	32	Pass
	Proposed	9	Strolling	10	Strolling	40	Pass
192	Existing	7	Standing	10	Strolling	35	Pass
	Proposed	7	Standing	9	Strolling	39	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
193	Existing	7	Standing	10	Strolling	34	Pass
	Proposed	7	Standing	9	Strolling	34	Pass
194	Existing	8	Standing	10	Strolling	34	Pass
	Proposed	8	Standing	11	Walking	42	Pass
195	Existing	8	Standing	10	Strolling	34	Pass
	Proposed	9	Strolling	12	Walking	45	Pass
196	Existing	8	Standing	10	Strolling	34	Pass
	Proposed	6	Sitting	8	Standing	35	Pass
197	Existing	8	Standing	9	Strolling	33	Pass
	Proposed	6	Sitting	8	Standing	31	Pass
198	Existing	8	Standing	9	Strolling	34	Pass
	Proposed	7	Standing	9	Strolling	35	Pass
199	Existing	8	Standing	10	Strolling	36	Pass
	Proposed	8	Standing	10	Strolling	38	Pass
200	Existing	8	Standing	11	Walking	37	Pass
	Proposed	10	Strolling	13	Uncomfortable	50	Pass
201	Existing	8	Standing	10	Strolling	34	Pass
	Proposed	11	Walking	14	Uncomfortable	49	Pass
202	Existing	6	Sitting	8	Standing	30	Pass
	Proposed	11	Walking	12	Walking	51	Pass
203	Existing	8	Standing	10	Strolling	35	Pass
	Proposed	7	Standing	10	Strolling	43	Pass
204	Existing	8	Standing	10	Strolling	36	Pass
	Proposed	9	Strolling	12	Walking	47	Pass
205	Existing	8	Standing	11	Walking	36	Pass
	Proposed	9	Strolling	10	Strolling	39	Pass
206	Existing	8	Standing	9	Strolling	33	Pass
	Proposed	8	Standing	11	Walking	40	Pass
207	Existing	8	Standing	10	Strolling	33	Pass
	Proposed	11	Walking	13	Uncomfortable	45	Pass
208	Existing	7	Standing	10	Strolling	35	Pass
	Proposed	11	Walking	12	Walking	51	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
209	Existing	7	Standing	9	Strolling	34	Pass
	Proposed	9	Strolling	12	Walking	47	Pass
210	Existing	6	Sitting	9	Strolling	36	Pass
	Proposed	11	Walking	14	Uncomfortable	51	Pass
211	Existing	6	Sitting	9	Strolling	33	Pass
	Proposed	11	Walking	14	Uncomfortable	46	Pass
212	Existing	7	Standing	9	Strolling	34	Pass
	Proposed	11	Walking	13	Uncomfortable	48	Pass
213	Existing	7	Standing	9	Strolling	31	Pass
	Proposed	7	Standing	9	Strolling	37	Pass
214	Existing	8	Standing	9	Strolling	35	Pass
	Proposed	9	Strolling	12	Walking	45	Pass
215	Existing	6	Sitting	8	Standing	30	Pass
	Proposed	9	Strolling	11	Walking	45	Pass
216	Existing	8	Standing	9	Strolling	35	Pass
	Proposed	9	Strolling	11	Walking	42	Pass
217	Existing	6	Sitting	8	Standing	31	Pass
	Proposed	10	Strolling	12	Walking	46	Pass
218	Existing	8	Standing	10	Strolling	35	Pass
	Proposed	7	Standing	9	Strolling	35	Pass
219	Existing	6	Sitting	9	Strolling	32	Pass
	Proposed	8	Standing	9	Strolling	34	Pass
220	Existing	7	Standing	9	Strolling	31	Pass
	Proposed	7	Standing	7	Standing	30	Pass
221	Existing	7	Standing	9	Strolling	32	Pass
	Proposed	8	Standing	10	Strolling	46	Pass
222	Existing	6	Sitting	6	Sitting	27	Pass
	Proposed	8	Standing	9	Strolling	40	Pass
223	Existing	7	Standing	9	Strolling	32	Pass
	Proposed	8	Standing	9	Strolling	46	Pass
224	Existing	7	Standing	9	Strolling	31	Pass
	Proposed	9	Strolling	12	Walking	43	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
225	Existing	4	Sitting	5	Sitting	20	Pass
	Proposed	7	Standing	7	Standing	33	Pass
226	Existing	5	Sitting	7	Standing	26	Pass
	Proposed	5	Sitting	5	Sitting	27	Pass
227	Existing	7	Standing	8	Standing	31	Pass
	Proposed	5	Sitting	5	Sitting	37	Pass
228	Existing	7	Standing	9	Strolling	36	Pass
	Proposed	8	Standing	11	Walking	41	Pass
229	Existing	7	Standing	10	Strolling	37	Pass
	Proposed	7	Standing	10	Strolling	40	Pass
230	Existing	7	Standing	9	Strolling	34	Pass
	Proposed	7	Standing	9	Strolling	41	Pass
231	Existing	6	Sitting	7	Standing	29	Pass
	Proposed	9	Strolling	11	Walking	48	Pass
232	Existing	8	Standing	11	Walking	38	Pass
	Proposed	8	Standing	11	Walking	40	Pass
233	Existing	7	Standing	9	Strolling	34	Pass
	Proposed	8	Standing	11	Walking	42	Pass
234	Existing	6	Sitting	8	Standing	29	Pass
	Proposed	10	Strolling	12	Walking	48	Pass
235	Existing	6	Sitting	7	Standing	28	Pass
	Proposed	9	Strolling	11	Walking	52	Pass
236	Existing	7	Standing	8	Standing	31	Pass
	Proposed	8	Standing	10	Strolling	42	Pass
237	Existing	8	Standing	9	Strolling	33	Pass
	Proposed	8	Standing	10	Strolling	39	Pass
238	Existing	6	Sitting	8	Standing	31	Pass
	Proposed	8	Standing	10	Strolling	41	Pass
239	Existing	5	Sitting	5	Sitting	35	Pass
	Proposed	7	Standing	9	Strolling	40	Pass
240	Existing	6	Sitting	8	Standing	29	Pass
	Proposed	8	Standing	10	Strolling	44	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (mph)	Rating	Speed (mph)	Rating	Speed (mph)	Rating
241	Existing	8	Standing	9	Strolling	34	Pass
	Proposed	11	Walking	12	Walking	47	Pass
242	Existing	9	Strolling	10	Strolling	36	Pass
	Proposed	8	Standing	11	Walking	45	Pass
243	Existing	8	Standing	10	Strolling	35	Pass
	Proposed	8	Standing	10	Strolling	41	Pass
244	Existing	8	Standing	11	Walking	37	Pass
	Proposed	9	Strolling	11	Walking	44	Pass
245	Existing	8	Standing	10	Strolling	34	Pass
	Proposed	8	Standing	11	Walking	45	Pass
246	Existing	8	Standing	10	Strolling	35	Pass
	Proposed	10	Strolling	14	Uncomfortable	52	Pass
247	Existing	8	Standing	10	Strolling	34	Pass
	Proposed	11	Walking	13	Uncomfortable	48	Pass
248	Existing	7	Standing	9	Strolling	31	Pass
	Proposed	13	Uncomfortable	16	Uncomfortable	56	Pass
249	Existing	7	Standing	9	Strolling	32	Pass
	Proposed	11	Walking	12	Walking	53	Pass

Season	Months	Hours
Summer	May - October	6:00 - 23:00 for comfort
Winter	November - April	6:00 - 23:00 for comfort
Annual	January - December	0:00 - 23:00 for safety
Configurations		
Existing	Existing site and surroundings	
Proposed	Project with existing surroundings	

Comfort Speed (mph)	
(20% Seasonal Exceedance)	
≤ 6	Sitting
7 - 8	Standing
9 - 10	Strolling
11 - 12	Walking
> 12	Uncomfortable

Safety Speed (mph)	
(0.1% Annual Exceedance)	
≤ 56	Pass
> 56	Exceeded

Appendix F

Retail Plan

This page is intentionally left blank

Retail Plan

Of Place LLC ("OP") has been engaged by Healthpeak Properties, Inc. to develop a ground-floor activation and retail leasing strategy that enhances "the character, vitality, resilience, and livability" of the Alewife Overlay District - Quadrangle ("the Project" or "the Site" or "Alewife"). This strategy aligns with the Envision Alewife District Plan (2019) and the design principles outlined by the City's Alewife Zoning Working Group (2023), which emphasize:

- *Sense of Place: Create meaningful and memorable streets, parks, and squares, scaled to the pedestrian experience and walkable urban blocks.*
- *Elements of Design: Demonstrate excellence in architectural design and the design of the public realm.*
- *Pedestrian Friendly Streets: Create pedestrian streets that are rich with visual interest and activity.*
- *Parks and Squares: Foster well-connected, programmatically diverse, and environmentally beneficial parks and squares.*
- *Sustainability and Resilience: Integrate sustainability and resilience into the design of buildings, parcels, and public open spaces.*
- *Large Development Sites: Integrate large development sites into the surrounding community.*

To fulfill these district-wide objectives, the Alewife development and leasing team has crafted a strategic and intentional approach to retail and active-use leasing. This memo outlines the retail strategy, including its integration into the broader master plan and leasing approach.

I. Master Planning Summary: Retail Approach

The Alewife Master Plan embodies a contemporary interpretation of Cambridge's "City of Squares," establishing a network of neighborhood nodes that concentrate ground-floor activation throughout the Quadrangle. This structure fosters a dynamic, connected, and resilient mixed-use environment.

Key Retail and Activation Nodes:

1. **New Main Street Retail Corridor**
   - Serves as the central retail hub, positioned along a pedestrian-friendly high street.
   - Benefits from proximity to Fresh Pond Mall and connectivity to Concord Avenue and Fresh Pond Reserve.
   - Incorporates a mix of uses, including retail, commercial, residential, cultural, and community-oriented spaces, that can support the pressures of transit-oriented development.
   - Features an intersecting East-West plaza, creating a protected pedestrian passage to parking and a venue for community events.
2. **Fawcett Street Crossroads**
   - Located at the intersection of the North-South and East-West Fawcett corridors and adjacent to Iggy's Bakery, a beloved neighborhood icon.
   - Serves as a key gathering point between the pedestrian and cyclist greenway, multi-modal bridge, and adjacent green spaces.
   - Provides retail spaces suited for neighborhood-serving businesses such as fitness centers, commuter services, maker spaces, and other experiential uses.
   - Incorporates adaptive reuse of existing buildings, such as 110 Fawcett Street.
3. **Smith Place & Fawcett Street Community Hub**

- A smaller, yet integral, neighborhood node.
- Designed as a community gathering space for nearby commercial offerings and the broader neighborhood.

Together, these interconnected hubs establish a rhythmic flow of activity, bridging Cambridge Highlands to the west, Alewife Triangle to the north, Concord Avenue and Fresh Pond to the south, and Fresh Pond Mall to the east. The MBTA Alewife Red Line Station to the north and the Alewife Brook Parkway to the east enable connectivity from the project to the broader Cambridge community.

II. Recruitment & Leasing Tactics

In alignment with the Alewife Zoning Petition (2023), the leasing strategy prioritizes neighborhood-serving retail that reinforces the district's self-sufficiency while complementing existing workspaces and residential communities.

The Project's retail viability is enhanced by its proximity to established regional anchors—including Whole Foods and Trader Joe's—and natural amenities such as Fresh Pond Reservation and Alewife Brook Reservation, which draw significant foot traffic.

Targeted Leasing Tactics:

- Curating Neighborhood-Centric Retail – Pursuing tenants that provide essential goods and services currently absent in the area (e.g., gyms, salons, childcare). The strategy emphasizes diversity, equity, and inclusivity in tenant selection, prioritizing deals with small, local, independent businesses.
- Supporting Local Entrepreneurship – Designing flex spaces to accommodate light industrial uses and makers, fostering opportunities for local businesses and job creation.
- Enhancing Leasing Flexibility – Offering varied retail footprints to accommodate a diverse mix of tenants.
- Lowering Barriers for Startups – Exploring creative lease structures, including shorter lease terms and increased landlord investment in tenant improvements, to facilitate faster retail activation.
- Expanding Activation Beyond Traditional Retail – Investing in community programming, cultural partnerships, and public-facing experiences to reinforce a dynamic, mixed-use environment.

This strategic approach to retail leasing and activation ensures that Alewife evolves into a well-balanced, walkable district that meets the needs of residents, workers, and visitors alike.

III. Conclusion

Of Place LLC fully endorses the Alewife retail strategy as a thoughtful and forward-thinking approach to ground-floor activation that will enhance the district's character, livability, and resilience. The plan's strategic clustering of retail activity around key hubs—New Main Street, Fawcett Street Crossroads, and Smith Place—creates a walkable, neighborhood-centric ecosystem that encourages foot traffic and fosters community engagement. Its proximity to regional anchors like Whole Foods and Trader Joe's, along with natural amenities such as Fresh Pond Reservation, further strengthens its market viability and appeal.

The strategy's emphasis on diversity, flexibility, and local entrepreneurship makes it particularly compelling. By curating neighborhood-serving retail, supporting emerging makers, and lowering barriers for startups, the plan ensures an inclusive and adaptable tenant mix and leasing strategy. The integration of public-facing experiences and cultural programming adds vibrancy beyond traditional retail, fostering a true sense of place. This dynamic and sustainable approach will transform Alewife into a thriving, pedestrian-friendly district that meets the needs of residents, workers, and visitors alike.

Appendix G

Community Meeting Notes

This page is intentionally left blank

Healthpeak®

MEETING MINUTES

CLIENT: Healthpeak
PROJECT: Healthpeak PUD Special Permit
MEETING: Pre-Application Community Meeting
DATE: 11/12/25

Attendee	Distribution	Name	Email	Affiliation
☐	☐	Kelvin Moses	Kmoses@healthpeak.com	Healthpeak
☐	☐	Scott Bohn	Sbohn@healthpeak.com	Healthpeak
☑	☑	Tracy Porter	Tporter@healthpeak.com	Healthpeak
☑	☑	Heidi Taliaferro	Htaliaferro@healthpeak.com	Healthpeak
☑	☑	Claire Brown	Cbrown@healthpeak.com	Healthpeak
☑	☑	Matt Herb	Mherb@healthpeak.com	Healthpeak
☑	☑	Rylan Squirrell	Rsquirrell@healthpeak.com	Healthpeak
☑	☑	Grant Jaber	Grant.jaber@hines.com	Hines
☑	☑	Ben Wiggins	Ben.wiggins@hines.com	Hines
☑	☑	David Manfredi	Dmanfredi@elkus-manfredi.com	Elkus Manfredi Architects
☑	☑	John Mitchell	Jmitchell@elkus-manfredi.com	Elkus Manfredi Architects
☑	☑	James Rafferty	Jrafferty@adamsrafferty.com	Adams & Rafferty
☑	☑	Anthony Galluccio	Anthony@galluccіowatsonlaw.com	Galluccio & Watson
☑	☑	Darren Baird	Dbaird@goulstonstorrs.com	Goulston & Storrs
☐	☑	Yari Sanchez	Ysanchez@goulstonstorrs.com	Goulston & Storrs
☑	☑	Tom Shaw	Toms@pmainc.com	PMA
☑	☑	Michele Niaki	Michelen@pmainc.com	PMA
☑	☑	Emma Parisi	Emmap@pmainc.com	PMA
☑	☑	Selma Mandzo-Preldzic	Smandzo@vhb.com	VHB
☑	☑	Sara Yasin	Syasin@vhb.com	VHB
☑	☑	Brian Fairbanks	Bfairbanks@vhb.com	VHB
☐	☑	Bryan Walsh	Bwalsh@vhb.com	VHB
☑	☑	Lauren DeVoe	Ldevoe@vhb.com	VHB
☐	☑	Rucha Ragalwar	Rragalwar@vhb.com	VHB
☑	☑	Jessica Zofchak	Jessica.zofchak@atelierten.com	Atelier Ten
☐	☑	Liz Lessig	Liz.lessing@atelierten.com	Atelier Ten
☑	☑	Chris Jones	Chris.jones@arcadis.com	Arcadis
☑	☑	Carl Frushour	Carl.frushout@arcadis.com	Arcadis
☑	☐	Douglas Brown	Douglas_p_brown@yahoo.com	Virtual Attendee
☑	☐	David Last	Dlast@last2development.com	Virtual Attendee
☑	☐	Joseph Poirier	Jpoirier20@gmail.com	Virtual Attendee
☑	☐	Phil Terzis	Pterzis@acornh.com	Virtual Attendee
☑	☐	Amber Fisher	Abifolck@gmail.com	Virtual Attendee
☑	☐	Ann Tennis	Jatennis@comcast.net	Virtual Attendee
☑	☐	Hom Sack	Hom.sack@gmail.com	Virtual Attendee
☑	☐	Jonathan Agger	Aggerj@gmail.com	Virtual Attendee

☑	☐	Ranu Boppana	Ranuboppana@gmail.com	Virtual Attendee
☑	☐	Ann McDonald	Am38@comcast.net	Virtual Attendee
☑	☐	Nancy Sinsabaugh	Nsins@earthlink.net	Virtual Attendee
☑	☐	Steve Owens	Steven.owens@mahouse.gov	Virtual Attendee
☑	☐	Sergio Brosio	Sergiobrosio@gmail.com	Virtual Attendee
☑	☐	Magda Brosio	Magdabrosio@gmail.com	Virtual Attendee
☑	☐	Lizzie Feigenbaum	Lizziefeigenbaum@gmail.com	In-person Attendee
☑	☐	Joseph Sultan	Joesultan@mac.com	In-person Attendee
☑	☐	John Holland	solisortis@comcast.net	In-person Attendee
☑	☐	Susan Holland	solisortis@comcast.net	In-person Attendee
☑	☐	Mary Verhage	n/a	In-person Attendee
☑	☐	David Kale	Davidjkale99@gmail.com	In-person Attendee
☑	☐	Praveen Prasanna	Praveen.prasanna@me.com	In-person Attendee
☑	☐	Neil Rohr	Neilrohr@comcast.net	In-person Attendee

The following minutes reflect our understanding of the discussion during the above described meeting. Please review and report to PMA any comments or discrepancies within two (2) days of issuance.

Topic	**Meeting Notes (**Action Items will be noted in **BOLD**.)
Meeting Overview	The development plan represents a long-term, phased approach to transforming the area into a vibrant, mixed-use, sustainable, and well-connected neighborhood. The plan aligns with the community's vision and the zoning framework established through the collaborative Working Group process. The project team is committed to delivering key infrastructure improvements, such as the pedestrian bridge, open spaces, and street upgrades, as the development progresses. Sustainability and environmental considerations are central to the plan, with strategies to reduce carbon emissions, manage stormwater, and enhance the urban environment. The transportation plan emphasizes multimodal access, with a goal of reducing reliance on private vehicles and supporting alternative modes of transportation.
Welcome & Block Party Recap	Anthony G. opened the meeting by welcoming the attendees and thanking them for participating in the Community Block Party. It was explained that the project survey is still open for public input.
PUD Process & Zoning	Anthony G. provided a brief overview of the rezoning completed by the City and the Working Group, and a timeline of Healthpeak's PUD application process.
Healthpeak Overview	Rylan S. provided a brief background on Healthpeak and the vision for a mixed-use neighborhood, introducing Hines as their residential partner. He highlighted that even though there are economic challenges, Healthpeak has a long-term view. The project is contemplated to be phased over 10-20 years.

Master Plan Overview	David M. highlighted the key planning principles of the development. He demonstrated the project is creating new connections between the Minuteman Trail and Fresh Pond via the planned pedestrian/bike bridge over the MBTA tracks, as intended in the Alewife Envision Plan. Other highlights of the site include new open space, improved sidewalks, and mixed-use density creating a cohesive, vibrant, walkable community. Part of the site is reserved for expanded DPW facilities. The first building considered for Design Review is residential, near the bend in Fawcett Street.
Open Space	Chris J. presented the proposed open space plan. He highlighted numerous opportunities for parks, emphasizing flexibility of uses and public benefits (connectivity, shade, heat-island mitigation, and family-friendly spaces).
Neighborhood Uses	Alison W. presented the Neighborhood Uses methodology noting that locations are appropriately scaled and are not intended to replace Fresh Pond Mall. They are intended to create a sense of place, are within walking or biking distance, and are strategically located in places that are considered likely to thrive over time. She explained the primary community gathering nodes and the strong desire to integrate and celebrate Iggy's Bakery. Community feedback was referenced to inform the plan.
Transportation & Mitigation Overview	Selma M. provided the results of the full-build traffic model for permitting, but emphasized that the real impacts will be phased incrementally. She explained the parking strategy, including the TDM strategies that will aid in reducing the number of vehicles coming to/from the site. She also showed the proposed infrastructure improvements which include Smtih Place realignment, Concord Avenue upgrades, a Terminal Road bike and pedestrian connection, and the pedestrian and bicycle bridge. Finally, she noted the team's commitment to advocating for a commuter rail stop.
Sustainability Goals and Priorities	Jessica Z. demonstrated the team's commitment to all-electric buildings from day-one (excluding emergency backup) which provides a major reduction in operational carbon and other energy efficient measures. She explained how the 14x increase in green/open space will reduce heat island effect in the neighborhood. The project is built on a holistic perspective on health, wellbeing, and the environment.
Public Comments & Questions	**Public Comment:** Thanks for reviewing Terminal Road and one that was not vehicular. **Question:** Is there a drawing that shows the phasing over the next 25 years? **Healthpeak:** The phasing is still being studied and is dependent on future market conditions. Both the residential and commercial are highly challenged. Currently, residential is planned to be constructed first and is in design, but it will likely not begin construction for

	a few years. The design process allows us to evaluate costs and determine if the project is feasible. **Question:** Are you considering, or is there supposed to be bike path to the south of the railway as you're moving Mooney Street and making other connections? Is that shown on the plans? **Healthpeak Team:** We are excited about the multiuse path. We know how important it is to that edge of the New Mooney Street. Since it involves the MBTA, we will need their support. We need the community to reiterate the need for their support as well. We think they are supportive. Also, our plan does show that section of the multiuse path. **Public Comment:** I liked seeing in the plan that there are at least 2,000 units of housing and there will be inclusionary requirements. Good to see that a lot of the housing is in the first phase and early on, which the need is great. And it helps to, of course, build the community and people living there. **Question:** How was the parking number determined and is there a way to reduce? **Healthpeak:** Parking numbers were calculated to ensure that the area remains competitive with Watertown and Waltham and can support development. The numbers also reflect a full build out that would occur gradually over time. Additionally, the supply may be adjusted as mode splits change and demand ideally decreases. **Question:** Will DPW be combining the existing space with their Hampshire place? **Healthpeak:** Healthpeak does not want to speak for DPW, but they do not expect this to be a replacement facility. **Question:** What is the timing on the bridge? **Healthpeak:** The zoning requires it to begin construction after 50% of your commercial square footage is occupied. It is highly dependent on the market.

	Question: How many housing units are anticipated and what is the breakdown? **Healthpeak:** Approximately 2,000-units are anticipated at full build-out with the first phase including a majority of the these units. There will be a higher share of 2 and 3 bedroom units compared to others in the market. If the developer proposes a certain number of 3-bedroom units, there be a proportional inclusionary requirement. **Public Comment:** Where you are showing a new residential building is currently parking for Mount Auburn. **Healthpeak:** Yes, we are very protective of Mount Auburn as many of us get medical care there. We will need to ensure there is appropriate parking before we build that residential building. **Question:** Can the bridge get done sooner? **Healthpeak:** Economically, we need some commercial development first in order to support the bridge. **Question:** Has there been any thought to having recreational uses on-top of parking decks? **Healthpeak:** Healthpeak will look into this possibility. **Question:** What is the plan with Iggy's bakery? How will the road changes impact them? **Healthpeak:** Healthpeak reaffirmed their strong commitment to keeping Iggy's as is and hopes to explore ways to connect Iggy's into the adjacent retail and park spaces. Road improvements should help them. **Comment:** I'd really like for us to think collectively about how we advocate the MBTA for a rail stop. **Healthpeak:** The MBTA has indicated that there is an advanced study that's currently being conducted on this topic. I think we can make a really good case that this is a perfect spot for a commuter rail station, because you'll have people getting off here from the outer suburbs. However, those are decisions that are made regionally.

	Question: With downgrading the Charles River designation there is concern for runoff into the Charles and Mystic River. What are the projections and what will happen to Sewer overflow? **Healthpeak:** As part of application, Cambridge requires a 4:1 inflow and infiltration mitigation, meaning for every gallon of new sewer flow created, four gallons of water must be removed from the regional sewer system. **Question:** What is being done about light pollution in the area? **Healthpeak:** Healthpeak noted the lighting concerned and emphasized there will be no all glass buildings and all lighting design will have the community in mind.

END OF MINUTES

Appendix H

40-Scale Plans

This page is intentionally left blank

vhb.com

vhb

99 High Street
Boston, MA 02110
617.728.7777

0 40 80 160Feet

Healthpeak
Alewife Quad

Cambridge, MA

No.	Revision	Date	Appvd.

Designed by: MJA
Checked by: BKF

Issued for: Review
Date: 2/13/2026

NOT FOR CONSTRUCTION

Drawing Title
Overall Roadway Plan

Drawing Number
C-103.0

Sheet 1 of 5

Project Number
15602.00

vhb.com
vhb
99 High Street
Boston, MA 02110
617.728.7777

C1
FFE = 23.5

C2
FFE = 23.5

C3
FFE = 23.5

P1
FFE = 23.5

P2

C6
FFE = 25.0

C4
FFE = 25.0

R8
FFE = 23.5

C5
FFE = 24.0

R1
FFE = 23.5

NEW MOONEY

FAWCETT EXT

SMITH PLACE
(PUBLIC - 40' WIDE)

LOOMIS STREET
(PUBLIC - 40' WIDE)

101 Smith Place
FFE = 22.55

Match Line See Sheet 103.2

Match Line See Sheet 103.3

Match Line See Sheet 103.4

0 20 40 80 Feet

Healthpeak
Alewife Quad

Cambridge, MA

No.	Revision	Date	Appvd.

Designed by MJA
Checked by BKF

Issued for
Review

Date
2/13/2026

NOT FOR CONSTRUCTION

Drawing Title
Layout and Materials

Drawing Number
C-103.1

Sheet 2 of 5

Project Number
15602.00

Match Line See Sheet 103.1

Match Line See Sheet 103.3

Match Line See Sheet 103.4

ADLEY ROAD
(PRIVATE - 30' WIDE)

WILSON ROAD
(PUBLIC - 40' WIDE)

SMITH PLACE
(PUBLIC - 40' WIDE)

SMITH PLACE
(PUBLIC - 33' WIDE)

CONCORD AVENUE
(PUBLIC - 60' WIDE)

R7
FFE = 23.5

R6
FFE = 23.5

P4

E1

P23

PARCEL 22

vhb.com
vhb
99 High Street
Boston, MA 02110
617.728.7777

0 20 40 80 Feet

Healthpeak
Alewife Quad

Cambridge, MA

No.	Revision	Date	Appvd.

Designed by MJA | Checked by BKF

Issued for: Review | Date: 2/13/2026

NOT FOR CONSTRUCTION

Drawing Title: Layout and Materials

Drawing Number: C-103.2

Sheet 3 of 5

Project Number: 15602.00