

DRAFT Urban Design Appendix

Introduction

Healthpeak’s Final Development Plan (“FDP”) represents a critical step toward realizing the City’s long-term planning and design goals for the Alewife Quadrangle: it establishes a connective street network and a path to realize the bridge across the Fitchburg Rail Line, creates new open spaces and neighborhood uses throughout the district, and provides much-needed space for a future municipal facility.

As with all major urban development projects that take several years to realize, staff expect that the specifics of the PUD will change over the project’s lifetime in response to factors such as changing priorities, programmatic needs, building types, financial considerations, housing needs, and retail paradigms.

This Appendix addresses the more qualitative aspects of Healthpeak’s FDP and helps to centralize and update some of the City’s urban design thinking around the Alewife Quadrangle and in response to the Healthpeak proposal. It provides principles and recommendations for the PUD’s open spaces and buildings and is intended to promote a strong sense of place: to create a welcoming, accommodating, and memorable urban district that encourages social interaction and offers a high quality of life for its residents and employees.

Intended Use of this Appendix

This Appendix is intended to establish a framework by which future development within the PUD can be designed, evaluated and reviewed. It ties together urban design concepts and guidelines common to the City’s various planning and design efforts within the Alewife Quadrangle (and citywide, as applicable) over the last several decades.

It is not intended that every building and park site within the PUD adhere to all of the guidelines presented below. Instead, this document is intended to equip relevant stakeholders with a suite of tools to address some of the broader urban design challenges that arise with a project of this size and scale, and in this location. Rather than focusing on aspects of design that may change in response to a changing development climate, it is meant to provide a long-term vision of the quality of the urban environment that will facilitate the approval process for individual buildings and open spaces as they enter the Design Review process.

Overall Urban Design Principles for the Quadrangle

More important than the specific recommendations it provides, this Appendix is meant to convey a vision of a district composed of legible and memorable spaces; spaces that are linked together to constitute the district's public realm. More specifically:

- It is meant to create a district that achieves its unique sense of place by combining built density with clearly defined and connective public spaces: streets, parks, squares, and plazas.
- It places priority on creating a welcoming, beautiful, and pedestrian-friendly environment.
- It advocates for public open spaces with coherent and legible forms, framed by the facades of the buildings that border them, activated by their first floor uses, and that in combination with their neighbors, create coherent urban blocks. Their character should be reinforced and enriched by their landscape design, and they should offer a full range of amenities and opportunities to the public.

Clarification of the PUD's Design Intent

As noted in the Conditions for Design Review, staff recommend that some of the FDP's drawings be updated to more explicitly convey a vision of the PUD's public realm:

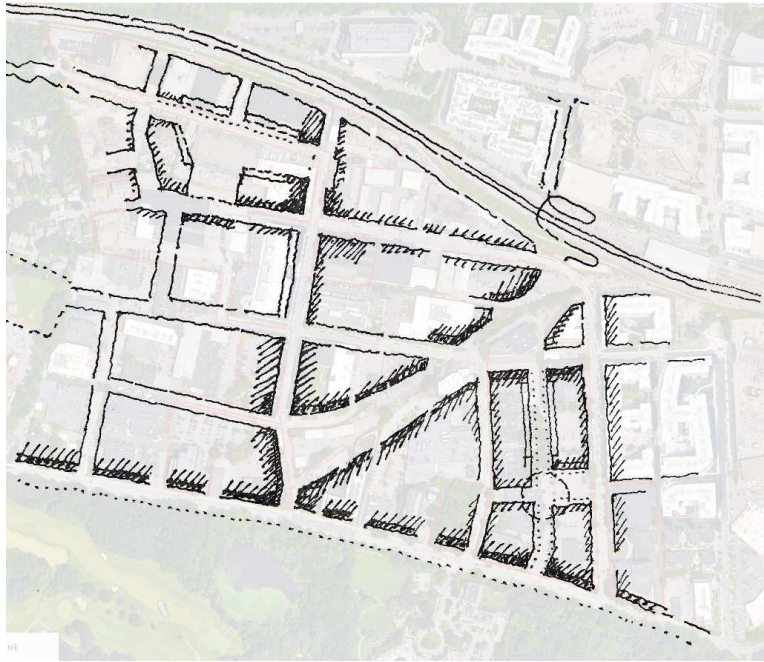
- An updated "Massing Strategy" plan (Volume 2 figure 1B.1)
- Updated "Block Massing Diagrams" (Volume 2 figure 1L.6a and following)
- Updated overall aerial views of the PUD. (Volume 1 figures 2.9a, 2.9b, 2.9c, and 2.9d, and Volume 2 figures 1B.4 and 1B.5)

These updated drawings and diagrams should follow the suggestions described below.

"Massing Strategy" Plan

The updated Massing Strategy plan should be a graphically clear and simple drawing that conveys the organization of the PUD's public realm by depicting its interconnected network of public spaces. It should simplify the "Massing Strategy" Plan (the Final Development Plan's Volume 2, Figure 1B.1), to a figure/ground diagram that emphasizes the open spaces of the PUD's public realm—its streets, parks, and other public spaces—in contrast to the relative solidity of its urban blocks.

The plan should emphasize the critical edges of the district's most important public spaces by indicating the locations of the building facades that will frame them. It should indicate opportunities for architectural elements that will serve as landmarks and/or that will articulate thresholds between those spaces and mark significant places of arrival. To focus on the essential organization of the PUD's public realm, it should abstract out the footprints of individual buildings and the details of the proposed landscape design and street system.



Example diagram of the suggested pattern of streets, parks, and urban blocks for the entire Quadrangle, adapting the patterns established by the Alewife District Plan and the Alewife Design Guidelines to the PUD's layout.



Example diagram of the urban pattern for the PUD's portion of the Quadrangle.

"Block Guidelines" Diagrams

Staff recommend that the updated Massing Strategy plan be supplemented by updated building massing diagrams. They should add to the "Block Guidelines" (provided in the Final Development Plan's Volume 2, Figure 1L.6a and following) to show the PUD's buildings in diagrammatic context

of the proposed adjoining streets, parks, and other open spaces, and of the general massing of their proposed neighbors. They should depict the buildings' responses to their contexts by indicating features such as:

- Primary vs. secondary facades
- Streetwalls commensurate in height with the widths of the streets and parks they face
- Areas of neutral or repetitive facades vs. areas of particular massing emphasis or more unique elements that respond to special aspects of the context and visual axes, or function as landmarks
- The locations of courtyards
- The locations of public entrances, lobbies, and neighborhood uses
- The locations of elevated sidewalks (if any)
- The locations of loading and garage entries

Updated Aerial Views

Staff recommend that the overall aerial views provided in the FDP (Volume 1 figures 2.9a, 2.9b, 2.9c, and 2.9d, and Volume 2 figures 1B.4 and 1B.5) be updated to reflect the above diagrams.

Comparisons to Comparable Districts

To convey the scale of the project and the kind of neighborhood it will create, staff recommend that comparative plans of other urban districts and interventions be provided at the same scale as the PUD. Possibilities include University Park and the Cambridge Research Park in Cambridge, Battery Park City in New York City, Assembly Row in Somerville, and the Post Office Square area in Boston. As an example, these plans could be overlaid on to the Project Site Context map provided in Figure 2.2 of Volume 1 and be part of the graphic series that follows thereafter illustrating the overall site development plan in the context of the Alewife Quadrangle.

These purpose of updating these documents with more site-specific architectural massing is not to set unchangeable parameters for the design of buildings and spaces, but rather to help establish and maintain a vision, over the project's long duration, of an urban place that is coherent, beautiful, and useful; a district that is unified by the clarity and richness of its urban spaces. The documents should be updated at the Design Review phase of each building or open space. As always, staff are available to review potential changes to the drawings in response to changing conditions or new strategies.

Guidelines for Open Spaces

The FDP provides enlarged plans of the PUD's parks, showing a wide range of facilities and amenities for public enjoyment.

General Recommendations

1. The proposed landscape features and range of planned experiences and uses of the parks, squares, and plazas of the PUD should be reviewed in the light of the expanded Parks and Open Space Gap Analysis; the dimensional fit of proposed features in the available space should be checked.
2. The PUD's open spaces should emphasize continuity and pedestrian-friendly walkability.
3. Path systems should relate to anticipated pedestrian desire lines of the entire Quadrangle as envisioned by the City and documented in the Alewife Design Guidelines and the Alewife District Plan, and should connect to existing and anticipated paths and streets outside the PUD area to create an integrated circulation system.
4. To avoid the sense of a corporate campus, wayfinding signage should not have any corporate branding and should instead relate to the entirety of the Quadrangle as an urban district. It should call out the Quadrangle's landmarks, public spaces, and public infrastructure, but refrain from indicating tenants.

Recommendations for the PUD's Public Open Spaces

The FPD indicates a wide range of amenities and features that will enhance its public character. As the project moves into the Design Review phase, further information should be provided regarding the process for the development of the programming and design of Bend Park, Gateway Park, Mooney Green, and the Pocket Park, and the specifics of their plantings:

Mooney Green

1. Mooney Green should be perceived as a public space, integral to the rest of the Quadrangle, not as the centerpiece of a corporate office/laboratory park. The FPD indicates a wide range of amenities and features that will enhance its public character. Areas of further study include the landscape design of its entrances from the surrounding streets, the park's topography, and the detailed design of its path systems and plantings.
2. As the Green is further developed, consideration could be given to potential means to increase its size, such as locating the buildings along its north side as far north as possible.

Bend Park

1. To achieve the Alewife District Plan's and the Alewife Design Guideline's integrative vision of the Quadrangle, the following urban design considerations are critical:
 - a. Gateway Park and Bend Park should initiate the realization of the Diagonal Park as a unifying space at its center. It should be the shared central space that will draw the subdistricts to its north and south together by the continuity and integrity of its form.
 - b. Bend Park and Gateway Park should be conceived together as the ends of the Diagonal Park, shaped by the massing and siting of the buildings around them and the layout of

their ground planes and plantings to provide coherent and connective open spaces in the short term, and ultimately be integral to the Diagonal Park's full length.

2. As the landscape design of Bend Park is further developed, consideration should be given to how its form and path system can be more responsive to pedestrian desire lines, and to how it will serve as a common shared space for the buildings around it.
3. As the detailed topography of Bend Park and the new segment of Wilson Road is developed, consideration should be given to potentially raising grade levels in them to facilitate access to first floor uses in buildings R2, C7, and C8 and to enhance pedestrian movement between New Main Street and Bend Park.

New Main Street

1. As the streetscape of New Main Street is more fully developed, consider providing consistently aligned street trees along it.
2. New Main Plaza is depicted as a pedestrian street running between Fawcett and Moulton Streets. As it is more fully developed, consideration should be given to providing a broader space along its length, a park or a square either at its intersection with New Main Street, or along its eastern or western portions.
3. To strengthen its character as a pedestrian focused street, consider ways to provide more neighborhood uses in the adjoining buildings.

The Gateway Park Area

The FDP's layout of Gateway Park on the east side of Smith Place opens it up to the street by relocating the proposed ball courts. As at Mooney Green, numerous public facilities and amenities will support public use and interaction.

1. As the designs of the open spaces on the east and west sides of Smith Place at Concord Avenue are developed, consider ways that they can work together as paired landscape elements to emphasize the entrance to the Quadrangle.

Green Connectors

1. Wherever possible, green connectors should include accessible pedestrian paths for their full lengths, integrating them into Quadrangle's overall street and path system.
2. As their specific designs are developed, consider the possibilities of accommodating useful features and amenities in them, such as community gardens, dog parks, shade structures, small recreational areas, and pollinator gardens.

Guidelines for Built Form and Building Sites

The PUD's mixed-use program is one of its great strengths. The following recommendations are meant to maximize the contributions of its buildings to the creation of a walkable neighborhood with active and enjoyable streets and other public spaces.

Built Form: Site Layout and Design

As the site plans of the PUD's buildings enter the Design Review phase, the following urban design considerations are critical:

1. Buildings should frame and shape public spaces – streets, parks, squares, and plazas – by defining their edges.
2. In general, the streetwall facades of buildings should be located directly on the sidewalk: at the edge of the 5-foot-deep “Build-To-Zone” (established by zoning) that is closest to the centerline of the street, except in cases where residential units are in the first floors of the building. The intent is that building facades directly engage the sidewalk and the uses in their first floors (regardless of whether private or publicly accessible) visually contribute to the streetscape, rather than be separated from the sidewalk by a buffer of vegetation or other site features.
3. A variety of strategies are available to promote engagement between buildings (and their first floor uses) and the public sidewalk, including locating well-designed building facades directly on the sidewalk and entrance courtyards recessed into the building's mass. See the Alewife Design Guidelines for more information, and the section below regarding “Connectivity”.
4. Wherever possible, locate required short-term bicycle parking in entry forecourts or in side yards, rather than between the building's front facade and the sidewalk.
5. To facilitate the cooperation between buildings that will create coherent urban blocks, the distances between one building and the next along streets should generally be minimized. The landscape treatment of spaces between buildings should generally maintain a sense of the building's front façade plane across the side yards.
6. Consider the needs for subsurface stormwater storage and surface infiltration features, including the areas required for each, early in the design process and coordinate them with landscape plans.
7. Garage and loading dock access should be handled as unobtrusively as possible.
8. Site security functions should be designed as integral components of the landscape design.
9. Streets—whether vehicular, shared, or pedestrian—should generally maintain consistent sections: sidewalks, parking zones, tree planting zones, travel lanes, and curbs should generally align along their lengths.
10. Vegetated buffers between building facades and the sidewalk should be avoided except where there are first floor residential units. Instead, preferentially locate building facades directly on the sidewalk, and provide green open space in recessed entry forecourts or in the interior of the block.

11. To contribute to the PUD's sense of place, the character of landscape materials—trees, planting standards, street furniture, lighting, paving, etc.—should be consistent throughout the PUD.

Built Form: Architectural Massing, Facades, and Character

Massing and Facades

As the PUD's buildings enter the Design Review phase, the following urban design considerations are critical:

1. The massing and facades of the PUD's buildings should define the streets, parks, and other open spaces they face, and collaborate with their neighbors to create coherent blocks.
2. The heights of streetwalls should be sufficient to frame the street, park, or square they address as three-dimensional volumes (regardless of whether these spaces are within or outside the PUD's boundary). In general, streetwalls should be approximately as tall as the facade-to-façade widths of the streets, with any stepbacks above this height.
3. For buildings facing parks or other large open spaces, taller streetwalls are appropriate.
4. To frame adjacent streets, parks, and squares, and to emphasize the horizontal continuity of the pedestrian realm, buildings should address them with generally planar facades or facades dominated by repetitive elements.
5. In response to critical locations of the Quadrangle's public realm, such as major intersections and thresholds of connection between open spaces, and/or to provide focal points for visual axes and landmarks for the Quadrangle as a whole, buildings should present judiciously designed special massing and façade elements, such as towers that emphasize vertical continuity.
6. To create legible urban blocks, buildings should collaborate with their neighbors on adjoining sites by placing priority on their street-facing facades and distinguishing them from their side facades.
7. Courtyard building typologies should be considered to provide seating areas and accommodate short-term bicycle parking, to break up the massing of large buildings, and to enrich the pedestrian experience with plantings and public art.
8. In general, the facades of pedestrian frontage zones should be in the same plane as the streetwall facade zone above.
 - a. Pedestrian frontage zone facades projected in front of the plane of the streetwall facade zone above should generally be avoided.
 - b. Where first floor facades are recessed behind the plane of the streetwall facade, they should be recessed to a depth of no more than half the height of the recess, whether it is a single story or two stories tall.
9. Neighborhood and similar active uses should be provided in as much of first floors as possible.

10. Where possible at residential buildings, multiple entrances should be provided to units on street-facing facades.
11. Particular care should be taken in the design of pedestrian frontage zone facades, providing visual detail and high-quality materials and relating to pedestrian scale at lobbies and neighborhood uses, at portions of facades occupied by private spaces, and at service rooms, loading docks, and blank walls.

Architectural Design of Parking Structures and Loading Docks

As the PUD's buildings enter the Design Review phase, urban design considerations to minimize the impact of parking and service on the pedestrian realm are critical:

1. The FDP shows extensive levels of parking on the lowest three stories of many of the PUD's buildings. In some cases, they are expressed as a podia above which the building's occupied floors are set back, which will emphasize the garage's presence. As the designs of these buildings are developed, their impact on the pedestrian realm should be minimized. To reduce the impact of garages on the PUD's streets and parks, consideration should be given to:
 - a. Unifying their facades with those of the occupied stories above them into the vertically continuous plane of the building's streetwall: gathering the garage levels and the residential or office floors above them into a single element of the building's massing.
 - b. Providing garage level facades that are compatible in design with those of the occupied floors above.
 - c. Wherever possible, screening all parking levels from adjoining streets and other public spaces by occupied uses, such as residential or office.
 - d. In locations where that is not possible, consider ways to screen parking levels from the public realm with facades compatible with those of the occupied floors above, and in the same plane as them.
2. As the first-floor facades of buildings are developed, consider ways to minimize the impact of garage and loading dock entrances on the pedestrian experience, such as treating them as integral elements of building facades, providing loading dock bays that are deep enough to accommodate the full lengths of trucks with the doors closed, and integrating security systems into the building's architectural and landscape design.

Lighting

The mixed-use programming of the PUD and its location close to the natural areas of Fresh Pond Reservation and the Alewife Brook Reservation raise concerns about lighting. As the PUD's buildings move into the Design Review phase, it is critical that lighting design minimizes impacts on residents and natural areas.

1. As the designs of building are further developed, consider protecting residents and wildlife by limiting exterior architectural lighting to the pedestrian zones of building facades, refraining from providing uplighting or lighting building tops, and controlling interior lighting of commercial buildings as consistent with the Citywide Design Guidelines.
2. To further integrate the development with the city of Cambridge, consideration should be given to using Cambridge's standard streetlight fixtures throughout the PUD.

Bird Safety

The Quadrangle is located between two large natural areas, important habitat for year-round and migrating species. As a large development with tall buildings, bird safety is an important concern.

1. As the PUD's buildings are further developed, particular care should be taken to minimize the danger posed by their danger to birds, including the use of bird-safe glass, avoiding excessively large contiguous areas of glass, and avoiding unnecessary lighting.

Northwest Sector – the Mooney Green Area:

1. The masses of the four buildings around Mooney Green (C2, C3, C4, and C6) do not quite define the perimeter of an urban block, a perimeter with meaningful entrances through it to the central Green. They seem in plan and as depicted in the "Block Guidelines" to be aloof from each other and from the open space of the Green.
 - a. To give the Green a stronger form and more memorable character, consider how the buildings around it could be developed as collaborative members of a coherent urban block rather than presenting as independent free-standing objects. The buildings across Fawcett Extension and Smith Place (G2, R8, R1, and C5) should be designed as the initial members of future urban blocks on the parcels that adjoin them outside of the PUD. As the designs of these buildings are further developed in the Design Review phase, consideration should be given to strategies such as:
 - i. Designing the buildings framing Mooney Green to respond to their double-fronted condition: that they face both inward to Mooney Green and outward to the streets that bound the Mooney Green block. Consideration could be given to differentiating the massings, characters, and/or façade designs of the buildings' two fronts to reinforce the distinct qualities of the park and the streets.
 - ii. Creating sympathetic relationships between adjoining buildings, including by the distinctions made between the façades and massings of street-facing facades and side façades, designing their ends to define side yards between them as thresholds of entry between the area's bordering streets and the block's central Green.

- iii. As the area is further developed, consider wherever possible providing neighborhood uses in the buildings frame it in addition to the public amenities and facilities incorporated in its landscape design.
 - iv. Designing building massing and facades (together with landscape design) to create gracious entrances to Mooney Green through the spaces between the buildings.
- 2. To give the buildings on Fawcett Street and Smith Place more direct relationships to their streets, consider raising the grades of the Fawcett Extension and the Smith Extension (with gentle slopes) to near the first-floor levels of the buildings.
 - 3. As suggested in its “Block Guidelines” drawings (Volume 2 figure 1L.11b), the building at the southeast corner of the Mooney Green Block (C4) provides the opportunity to create a landmark for pedestrians approaching on Fawcett Street and Smith Place by means such as a significant vertical element at its corner. In the design of its first-floor facades, consideration should be given to creating an inviting entrance to Mooney Green, creating a sense of arrival at the intersection of the Smith and Fawcett, and defining the plaza at the eastern end of Mooney Green.
 - 4. As the siting and configuration of building R1 are developed, consideration could be given to providing a streetwall located directly on the sidewalk except where an elevated sidewalk is needed, and to instead providing alternate means of accessing the building’s elevated first floor lobby, such as a recessed forecourt.

Northeast Sector – the Bend Park Area

- 1. As the buildings around Bend Park enter the design review phase, the following urban design considerations are critical:
 - a. The facades of R2, C7 and C8 should architecturally frame Bend Park and shape it to create a unifying space that connects the bridge, the diagonal park, and New Main Street.
 - b. As building R2 is further developed, consider how it can be configured and sited to shape the Bend Park as a continuous space and to connect the Diagonal Park, New Main Street, and the Bridge (rather than intruding into the Park and dividing it into two segments), and to increase the Park’s north/south dimension.
 - c. As the siting and configuration of building R2 are further developed, consider how its south façade could provide a clear northern edge for Bend Park, and avoid intruding into it and dividing it. In addition, consider ways it could provide a consistently aligned facade along the Fawcett Street sidewalk except where an elevated walkway is needed, and also consider alternative means to provide pedestrian access to the publicly accessible uses in the building’s elevated first floor facing Fawcett Street.
- 2. The Bridge should be a welcoming crossing and key identifying feature of the whole development. As the project is further developed, consider ways to make the bridge’s south

landing (at least) visible as a wayfinding landmark from Bend Park and the future Diagonal Park.

Southeast Sector - the New Main Street Area

1. As the buildings in the New Main Street Area enter the Design Review phase, the following urban design considerations are critical:
 - a. In the designs of buildings C7 and C8, consider ways that they can positively frame the segment of Wilson Road they face, and provide their ground floor active uses with direct presences on the street.
 - b. In the designs of buildings R3, R4, and R5, consider ways they can respond to the scale and importance of Fresh Pond Reservation and Concord Avenue and create a sense of entry to the Quadrangle. Possibilities include providing a strong architectural edge of tall vertically continuous facades along Concord Avenue and, at buildings R3 and R4, creating a sense of gateway/entrance to New Main Street at Concord Avenue.
 - c. In the design of the buildings fronting onto New Main Plaza, consider ways to provide additional active and/or neighborhood uses along the ground stories.

Southwest sector - the Gateway Park Area

1. As the massing of buildings R6 and R7 are more fully developed, consideration should be given to ways to provide them with streetwalls of sufficient height to frame Smith Place and the west end of Gateway Park.

Connectivity Between the PUD's Buildings and its Sidewalks

As the PUD enters the Design Review phase, it is a critical urban design concern that buildings be designed and sited for a direct relationships to the sidewalk, and that graceful access be provided to publicly accessible uses in first floors.

1. The elevation of occupied first floors above existing grade, while essential as a flooding protection measure, poses a challenge to the connectivity between first floor uses and the sidewalks in front of them. The Alewife Design Guidelines note several strategies in response, some of which the FDP adopts:
 - a. At New Main Street, the FDP proposes that the level of the street and sidewalk be raised to near first floor level. As the detailed topography of the PUD is developed, this option could be considered for additional streets where Healthpeak owns parcels on both sides: the new segment of Wilson Road, Smith Place Extension north of Fawcett Street, and Fawcett Street extension west of Smith Place. In these locations it appears that a level close to that of the building's first floors could be achieved with gentle slopes.

- b. In other locations, the FDP proposes the construction of elevated walkways along building facades to give access to first floor spaces.
 - i. In locations where multiple public entrances are near each other, such as entrances to building lobbies and adjacent retail spaces, these elevated walkways will provide access and create synergy between adjoining uses.
 - ii. In locations without publicly accessible first floor spaces, however, elevated walkways will needlessly separate building facades and private first floor spaces from the street. The intervening buffer of ramps, low walls, planting, terraces, bicycle parking, etc. that they will create between the street-level sidewalk and the building will weaken the streetwall's ability to frame the street.
 - iii. Successful examples of elevated first floors in Cambridge and Boston demonstrate that their presence directly adjacent to the sidewalk is not detrimental to the pedestrian experience, that it in fact contributes to it by bringing the visual detail of facades directly to the pedestrian zone and by providing closer views into occupied spaces.
 - iv. As the siting and configurations of the PUD's buildings are more fully developed, consideration should be given to limiting elevated walkways as much as possible to the actual frontages of lobbies and neighborhood uses where other strategies to provide access to these uses are not feasible. In other locations, consideration should be given to locating building facades directly on the sidewalk.
 - v. Where elevated walkways are needed, it is critical that access to them be convenient, related to natural pedestrian desire lines, and provide universal accessibility. To minimize their disruption to the continuity of the streetwall, consider accommodating steps and ramps up to them within their depths, rather than extended from their ends.
 - c. As the design of buildings and their sitework is further developed, other means of ascending to elevated first floors should be considered, such as:
 - i. Lobbies located at sidewalk level that provide interior steps and ramps up to the elevated first floors.
 - ii. Entry forecourts, recessed into the building's mass, that incorporate steps and ramps as part of their landscape design.
 - iii. See the Alewife Design Guidelines for suggestions regarding these types of alternatives.
2. Similarly, consideration should be given to minimizing the use of building setbacks for the purpose of accommodating short-term bicycle parking by instead prioritizing alternative locations, such as in forecourts facing the street or rear courtyards.

Design Review Criteria – Park Sites

Prior to design review for any Park Site, Healthpeak and the Planning Board should consider:

1. How the Park Site design is consistent with applicable planning documents, including but not limited to Envision Cambridge, the Open Space and Recreation Plan 2025, the Alewife District Plan 2019, the Alewife Design Guidelines 2023, Citywide Design Guidelines 2026.
2. The holistic design of the Park Site, with special attention to how the various landscape features will support the planned programming and identity of the space as well as the environmental comfort of its users.
3. How the proposed Park Site fits within the context of adjacent Building Sites, streets, sidewalks, and public and/or private ways.
4. The configuration and design of pedestrian, bicycle, and other applicable modes of access and egress, and consistency with Universal Accessibility standards.
5. How the design of the open space will support pedestrian and bicycle circulation and the comfort and management of potential conflicts between pedestrian and bicycle paths of travel.
6. The measures being implemented to promote highly sustainable design and development reflecting the goals and objectives established by the City, particularly related to heat resilience, flooding, and stormwater management.
7. Any potential impacts of the proposed design on the public realm or on properties outside of the PUD, including but not limited to visual impacts, wind impacts, shadow impacts, and effects on the safety and comfort of pedestrians and bicyclists in the area, and measures that are being taken to mitigate such impacts.
8. All other applicable conditions and Urban Design Framework components as established in the memorandum submitted by Urban Design on xx/xx/xx and incorporated herein as Appendix F.
9. For the Park Sites “Bend Park” and “Gateway Park,” designs that support connectivity and the integration of both Park Sites long-term into a single, contiguous Linear Diagonal Park as depicted in the Alewife District Plan and the Alewife Design Guidelines.

Design Review Criteria – Built Form and Building Site Design

Prior to design review approval for any Building Site, the Planning Board should evaluate the site and consider the following, at a minimum:

1. How the Building Site design is consistent with applicable planning documents, including but not limited to Envision Cambridge, the Alewife District Plan 2019, the Alewife Design Guidelines 2023, The Design Guidelines for Multifamily Housing 2025, and the Citywide Design Guidelines 2026.
2. Building massing, the locations of pedestrian entrances, the locations of garage and loading entrances, the locations of neighborhood/active uses, locations of parking,

3. The architectural design of building facades, with special attention to the ground level and significant corners.
4. The definition and shaping of streets and other open spaces on and adjoining the Healthpeak property (whether existing or planned for the future) by the building's massing and the design of its facades.
5. The inclusion, location, and design of spaces for Neighborhood Uses, and how those spaces support a cohesive, holistic neighborhood.
6. Any guidance provided by the Neighborhood Uses and Open Space Advisory Committee.
7. The extent to which the proposed building architecture judiciously deploys repetitive design elements to frame the spaces of the public realm and, in contrast, distinct elements that help reduce the visual length of its facades, respond to significant aspects of the context.
8. The extent to which the proposed building architecture relates in massing and façade design to buildings that adjoin its site to create a coherent urban block.
9. The extent to which building roofscapes are utilized to vary the profile of streetwalls and towers and provide landmarks as seen from distant vantage points.
10. Any potential impacts of the proposed design on the public realm or on properties outside of the PUD, including but not limited to visual impacts, wind impacts, shadow impacts, and effects on the safety and comfort of pedestrian and bicyclists in the area, and measures that are being taken to mitigate such impacts.
11. The placement of rooftop mechanical equipment, along with the design of penthouses and other features meant to screen such equipment, and any other exterior features within or surrounding the building site.
12. Site design, including on-site pedestrian and vehicular circulation, plantings, stormwater systems, and grading.
13. How the proposed open space on the Building Site fits within the context of adjacent building sites, streets, sidewalks, and public and/or private ways.
14. The configuration and design of pedestrian, bicycle, and other applicable modes of access and egress.
15. How the design of the open spaces, specifically Green Connectors, will support pedestrian and bicycle circulation and the comfort and management of potential conflicts between pedestrian and bicycle paths of travel as referenced in this decision.
16. The measures being implemented to promote highly sustainable design and development reflecting the goals and objectives established by the City, particularly related to heat resilience, flooding, and stormwater management.
17. All other applicable considerations in this CDD Urban Design Guidelines document.