

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2026 MAY 19 PM 2:59
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

NOTICE OF PRELIMINARY DETERMINATION PLANNED UNIT DEVELOPMENT PROPOSAL

Case Number:	410
Location of Premises:	78R Cambridgepark Drive, 591, 617, 625, 641-643, 645, 689, 725 Concord Avenue, 77, 110, 125, 160, 180 Fawcett Street, 60 Loomis Street, 13, 45, 50, 52, 54, 61, 67 Mooney Street, 12, 24, 36, 60, 62, 68 Moulton Street, 11, 25, 26, 35, 49, 59, 61-67, 100, 127 Smith Place
Zoning:	Office-1 (O-1) / Industry B-2 (IB-2) / Business A (BA) / Alewife Overlay District - Quadrangle (AOD-Q) / Alewife Overlay District 5 (AOD-5)
Applicant:	Healthpeak OP, LLC 1900 Main Street, Suite 500, Irvine, CA 92614
Owners:	LS Alewife I, LLC; LS Alewife II, LLC; LS Alewife III, LLC; LS Alewife V, LLC; LS Alewife VI, LLC; LS Alewife VII, LLC; LS Alewife VIII, LLC; LS Alewife IX, LLC; LS 725 Concord LLC; Thomas P. Jackivicz, Jr; CCF Fawcett Street Property Company, LLC; 180A Fawcett, LLC; 641 Concord Ave LLC; Hines CP 180 Fawcett LLC
Application Date:	March 10, 2026
Date of Public Hearing:	April 28, 2026
Date of Determination:	April 28, 2026
Summary of Proposal:	Develop multiple parcels into a mixed-use development including residential, retail, office and laboratory buildings, as well as a municipal service facility site, publicly beneficial open space, and a pedestrian and bicycle bridge over the MBTA railroad.
Determination:	APPROVED, with conditions and requests for modification.

Copies of this Preliminary Determination and plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Swaathi Joseph.

For further information concerning this Preliminary Determination, please contact Swaathi Joseph at 617-349-4668, or sjoseph@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Special Permit Application filed on 3/10/2026, containing the following volumes:
 - Preliminary Development Plan Volume 1 – containing supporting written materials for issuance of the requested special permit including special permit forms, project description, zoning compliance, and community engagement summary.
 - Preliminary Development Plan Volume 2 – containing PUD requirements and Article 19 requirements.
 - Preliminary Development Plan Volume 3 – containing Transportation Impact Study, Sustainability Plan and Green Building Report, Flood Resilience Documentation, Tree Study, Pedestrian Wind Study, Retail Plan, Community Meeting Notes, 40-Scale Plans, and Statistical Summary Table.
2. Presentation slides shown to the Planning Board on 4/28/2026.

City of Cambridge Documents

3. Memo to the Planning Board from Brooke McKenna, Commissioner, Department of Transportation (DOT), dated 4/21/2026.
4. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 4/22/2026.
5. Memorandum to the Planning Board from James Wilcox, City Engineer, Department of Public Works (DPW) dated 4/23/2026.

Other Documents

6. Email communication to the Planning Board from Ethan Frank, dated 3/10/2026.
7. Email communication to the Planning Board from Councillor Patricia Nolan, dated 4/27/2026.
8. Email communication to the Planning Board from Ann McDonald, dated 4/27/2026.
9. Email communication to the Planning Board from Douglas Brown, dated 4/28/2026.
10. Email communication to the Planning Board from Ann Stewart and Ann Tennis, dated 4/29/2026.

APPLICATION SUMMARY

This PUD application proposes to redevelop approximately 42 acres (1,796,403 SF) of land area across many contiguous and non-contiguous lots in the Alewife Overlay District – Quadrangle (AOD-Q), bounded by the MBTA rail tracks to the north, Wheeler Street to the east, Concord Ave to the south, and the Highlands neighborhood to the west.

The proposed redevelopment includes:

- 2,521,000 square feet of commercial space in eight (8) new commercial buildings for a mix of office and lab/R&D uses.
- 1,985,000 square feet of residential space with approximately 2,300 new dwelling units in eight (8) new residential buildings.
- 75,640 square feet of new gross floor area devoted to Neighborhood Uses across multiple commercial and residential buildings throughout the proposed site.
- Three (3) preserved commercial buildings, including the Mount Auburn Healthcare building at 725 Concord Ave, the office building at 10 Fawcett St, and the small retail building at 110 Fawcett St, with no change in use proposed.
- Four standalone shared parking structures, including a total of 4,578 parking spaces within proposed parking structures and in garages within residential buildings.
- Multiple open spaces distributed throughout the proposed site, including a total of 13.78 acres of publicly beneficial open space, 11.29 of which will be permeable area and 4.32 acres of which will be designated as park space.
- A 1.22-acre parcel to be deeded to the City for a DPW municipal building and yard.
- A new pedestrian/bicycle bridge over the MBTA tracks at the northeast corner of the site.
- New and updated streets that focus on multimodal transportation and pedestrian and bicycle access throughout the district.

FINDINGS

Based on a review of submitted Application materials and testimony given at the public hearing, the Board makes the following findings with reference to the criteria for making a preliminary determination on a Planned Unit Development Proposal as set forth in Article 12.000 of the Zoning Ordinance.

- (1) *The Development Proposal conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth in the specific PUD district in which the project is located.*

The Board finds that the Development Proposal generally conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth in the AOD-Q zoning district in §20.11 of the Zoning Ordinance, with reference to the memo provided by CDD staff.

- (2) *The Development Proposal conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located.*

The zoning for the AOD-Q district refers to multiple plans and studies adopted for the Alewife District, including the Envision Alewife District Plan (2019); the principles and zoning recommendations established by the Alewife Zoning Working Group (2023); and the subsequent Alewife Design Guidelines (2023). The Board has reviewed the planning documents and Design Guidelines, in addition to comments provided by CDD staff, and finds that the Development Proposal, in concept, conforms with the guidelines and principles of these documents, provided that the Final Development Plan addresses the outstanding issues set forth in this Preliminary Determination.

- (3) *The Development Proposal provides benefits to the city that outweigh its adverse effects.*

The Board finds that, in concept, the proposed PUD will benefit the City by redeveloping approximately 42 acres throughout the AOD-Q into a mix of residential and commercial uses, neighborhood-supporting uses, and a network of improved streets, open spaces, and a critical pedestrian/bicycle rail crossing that will improve connectivity and support the area's evolution into a more complete neighborhood. The proposed PUD will provide additional benefit to the City by providing a site for a DPW building and yard that will serve the broader community.

In making this determination the Planning Board shall consider the following:

- (a) The quality of the site design, including integration of a variety of land uses, building types, and densities; preservation of natural features; compatibility with adjacent land uses; provision and type of open space; provision of other amenities designed to benefit the general public*

The Development Proposal's mixed-use character, overall density, improved connectivity, compatibility and long-term connection with adjacent neighborhoods and land uses, and green open spaces, as well as the provision of a pedestrian/bicycle bridge and site for a new DPW yard as proposed will benefit the general public. This Preliminary Determination and incorporated staff memos provide guidance for updates to ensure that the integration of land uses, as well as the organization of buildings, streets, and open space, support a strong, interconnected neighborhood.

- (b) Traffic flow and safety*

The Development proposal includes a Transportation Impact Study (TIS) that provides a detailed analysis of all modes of transportation, which was certified as complete and reliable in accordance with Section 19.20 of the Zoning Ordinance as indicated in the memo received by DOT. The Development Proposal also has submitted a Parking and Transportation Demand Management (PTDM) Plan to mitigate potential traffic and transportation impacts that is under review by the City's PTDM Officer in accordance with the PTDM Ordinance, Chapter 10.18 of the Cambridge Municipal Code. Before issuing a special permit, the Board will need to review the Final Development Plan and make necessary transportation impact findings under Section 19.20 and an approved PTDM Plan must also be filed. The Board highlighted the need to establish strong transportation mitigation measures, particularly to achieve a reduction in parking spaces and automobile trips to make full use of shared parking opportunities and to prioritize and support the development of pedestrian and bicycle access to the site from elsewhere in the city.

- (c) Adequacy of utilities and other public works*

The Application Documents broadly address the utilities and other public works, and how the Development Proposal will provide necessary updates on a building-by-building basis. The memorandum from the City Engineer notes that development projects of this size typically require a utility enabling project, and that the Development Proposal will require a Stormwater Control Permit for stormwater management and Inflow and Infiltration (I/I) mitigation as each building requires a building permit. Utility and infrastructure needs are to be met at different stages of the Development Proposal, with review and permit

processes in place to confirm that needs are met at those stages. Additional infrastructure modeling should be used to confirm the adequacy of utilities and public works, and where improvements may be appropriate as part of the Development Proposal.

(d) Impact on existing public facilities within the city

The Development Proposal as a whole is not expected to have a substantial negative impact on existing public facilities within the city. The proposed conveyance of a site to be used as a municipal service facility will provide a long-term benefit to the City's overall ability to meet public service needs

(e) Potential fiscal impacts

The Development Proposal is generally expected to have a positive fiscal impact on the City, increasing tax revenue and contributions to public improvements necessary for mitigation and as part of an Infrastructure PUD.

The Board makes the following additional findings with reference to the criteria for preliminary approval of a Phased Development Plan in a Planned Unit Development Proposal as set forth in Section 20.1100 of the Zoning Ordinance.

- (1) For a Phased Development Plan, the Planning Board shall also determine whether the proposed Phasing Plan will ensure that the purpose of this Section 20.1100 will be met over the duration of the development period, and that the mix of permitted uses and public benefits will be provided in a balanced and complementary way over time. The Planning Board may request changes to the Phasing Plan as part of a Final Development Plan submission.*

The proposed development phasing anticipates a mix of residential and commercial development along with open space and public improvements at each stage of development, and demonstrates that the sequencing of residential development and infrastructure will meet the minimum requirements of the AOD-Q district. The Board therefore finds that the proposed Phasing Plan for the Development Proposal broadly supports the purpose of AOD-Q zoning, and that the mix of permitted uses and public benefits supports the development of the area as intended, subject to the requests for modification and additional information set forth in this Preliminary Determination.

DETERMINATION

Section 12.35.2 of the Zoning Ordinance requires that the Planning Board make a preliminary determination on a Development Proposal prior to holding a hearing to consider granting a special permit for a PUD Final Development Plan. The Planning Board may make a preliminary approval, potentially with conditions and subject to additional review and final approval of a special permit at a subsequent public hearing, or deny the application.

It is the Planning Board's Determination to **CONDITIONALLY APPROVE** the Development Proposal subject to the additional requests for modification and additional information set forth below. This determination authorizes the Applicant to submit a Final Development Plan to be reviewed at a future public hearing for possible granting of a Planned Unit Development special permit in accordance with the procedures of Section 12.36 of the Zoning Ordinance.

REQUESTS FOR MODIFICATION AND ADDITIONAL INFORMATION

The Final Development Plan shall respond to the specific comments made by the Board at the preliminary public hearing and set forth in memoranda provided to the Planning Board by the Community Development Department (CDD), Department of Transportation (DOT), and Department of Public Works (DPW), attached to this Preliminary Determination and incorporated herein. The following is a high-level summary of comments provided, with more detail in the attached materials.

Planning Board Comments

Board members were supportive of the Development Proposal overall and found that it had many positive elements. The following items were requested by Board members to further support the development of the Final Development Plan in accordance with the City's planning goals.

- **Pedestrian/Bicycle Connections**
 - Provide greater clarity on the process and timeline for completing the bridge connection over the railroad. This is a long-standing planning objective and an essential component of the development. Board members would like to see this completed as early in the development phasing as possible, understanding that it will require approval from the MBTA.
 - Approach the design of the bridge in a way that will make it feel like a welcome crossing and a key identifying feature for the whole development.
 - Provide information about other key connections to the area that could be achieved in the future, including the processes or mechanisms required to

achieve them, recognizing that some may be in areas that the developer does not control such as Terminal Road.

- Parking and Traffic
 - Minimize parking for single occupancy motor vehicles overall, and prioritize parking and traffic reduction. Board members would like to see parking reduced to be consistent with parking reduction ratios for typical shared parking scenarios in urban environments, and incorporating recommendations from DOT.
 - Seek creative solutions and strategies to improve shared parking and reduce parking over time even if it is necessitated by current market conditions.
 - Consider using rooftops of parking structures for other uses, such as recreation space.
 - Provide more information on interim transportation measures to support development that is built before pedestrian/bicycle connections are completed, such as shuttles.

- Urban Design, Open Space, and Placemaking
 - The Development Proposal area is very large and it is difficult to understand how it will affect the sense of place for the neighborhood. Provide a clearer vision of how people will perceive the development and how it will shape the image of the area as a whole.
 - Describe how sites will be designed to intentionally tee up development on sites outside of the Development Parcel to ensure the long-term redevelopment of a complete neighborhood. Be assertive in how this development plan will create a framework for the neighborhood.
 - Identify opportunities for placemaking and demonstrate how the broader Alewife Quadrangle will become a cohesive neighborhood, evaluating the Development Parcel and other sites within the neighborhood.
 - Continue to workshop the design of site R2 and the disconnected elements of the diagonal open space to create stronger axes with the future phases of development, particularly New Main Street.
 - Continue to develop the size and design of the pedestrian street between the commercial and residential buildings on New Main Street. The crossing at New Main Street would benefit from additional breathing room.
 - Study how building design can read less as blocks, considering the courtyard-oriented development on Wheeler Street as an example.

- Open Space
 - Provide more information about how the public realm ties the development together, particularly in the relationship between the “new public realm” and “publicly beneficial open space.” The design guidelines for the area call for

- buildings with a streetwall presence and open space designed with a more interior focus.
- Clarify areas that are parks versus open spaces that adjoin buildings.
- Use natural areas to support placemaking and neighborhood identity.
- Provide a clearer inventory of active-use open spaces within the development and in the surrounding area to understand what needs should be met. Consider consolidating uses to create destinations, such as creating one cool playground instead of multiple.
- Pursue additional active recreation spaces, possibly on rooftops.
- Neighborhood and Active Uses
 - Provide more information about how Phase 1 development will be served with a relatively small number of spaces designated for neighborhood use.
 - Describe how community-focused uses will be programmed into the development, like childcare, libraries, dog parks, convenience stores, etc. Avoid some of the approaches used in the Seaport, which reads more as a destination for outsiders.
- Northwest Quadrant:
 - Continue to develop the design of this area. Board members expressed concerns about this area being perceived as a disconnected office park, in contrast with more successful parts of the Development Proposal. Further define how the area will connect to and improve the neighborhood.
 - Describe more about how this area will incorporate neighborhood uses and creative options for activation.
 - Investigate redesign options for Building C4. Consider rotating the building by 90 degrees to improve open space, retail access, and light.
- Sustainability
 - Continue to pursue district-wide solutions for district energy and stormwater mitigation. Show where solutions or further collaboration will be incorporated into the development and phasing.
 - Provide additional details on sustainability measures related to buildings and site design.
- Phasing
 - Provide additional details and guidance on how interrelated components will be coordinated and how interim conditions will be addressed.

CDD Memorandum – Zoning & Development Division Comments (summarized, with reference to the memorandum dated 4/22/2026 for more detail)

- Neighborhood Uses
 - Provide additional details on the range of neighborhood uses and how they will support a self-sufficient neighborhood, particularly during earlier stages of the Development Proposal.
- Open Space
 - Provide clarification on the treatment of New Main Street and why it is being described as an open space, rather than a street. Include details on activation and how pedestrians will be prioritized.
- Energy Infrastructure
 - Provide additional details on area-wide energy opportunities, including district energy, and analysis of how such solutions will be prioritized, including information on potential sub-districts and key coordination needs.
- Connectivity and Access; Northwest Quadrant
 - Provide additional details on how residential buildings and community members will be connected to open spaces in the northwest quadrant. Include information on designated public spaces and how access will be encouraged.
- Parking and Traffic
 - Update the parking program to show how shared parking is compliant with PUD zoning requirements for pooled/principal use parking.
 - Clarify how existing uses and parking are treated to be consistent with PUD zoning requirements.

CDD Memorandum – Urban Design Comments (summarized, with reference to the memorandum dated 4/22/2026 for more detail)

- Documentation
 - Use consistent names and terms for different aspects of the Development Proposal, particularly in reference to open spaces.
- Open Space: Parks, Squares, Plazas, and Streets
 - Ensure that spaces are designed to offer a diverse range of uses and experiences.
 - Identify the process to develop diverse types of open space and how they will be sized, located, and designed as buildings are constructed over time.
 - Develop a process to design, program, and review the proposed major open spaces with the City.

- Provide additional details on maintenance procedures for landscaping.
- Investigate site-specific strategies to frame the streets and parks.
- Identify how Bend Park will initiate the development of the entire diagonal park as envisioned in planning documents.
- Identify how Mooney Green will be designed to function as an integral part of the broader Quadrangle’s public realm, rather than as a central feature of an corporate campus.
- Investigate the possibility of a park or square that will serve residents in the southeast portion of the Quadrangle.
- Investigate how Smith Park will be effective as an initial component of the entire diagonal park envisioned in planning documents.
- Describe how the streets will be designed with memorable forms and characters, prioritizing consistent streetwalls and setbacks to frame the streets, standards for stepbacks and street trees, and relevant revisions to the “Architectural Block Guidelines.”
- Describe how open spaces will become integral components to mitigate heat and flooding impacts.
- Active Recreation and Play
 - Include a “parks and open space gap analysis” to confirm whether the proposed open spaces meet neighborhood needs for active recreation spaces.
 - Demonstrate how proposed open spaces will address deficiencies and provide equitable access.
 - Add active recreation spaces generally and evaluate opportunities for active recreation spaces at Mooney Green and on the tops of parking garages.
 - Evaluate the likely demand for dog parks near residential buildings.
- Connectivity
 - Provide details and clarity on how the Quadrangle can be better integrated into the broader circulation system in Cambridge, including existing and proposed routes for all modes of transportation.
 - Identify routes to and from the DPW site at all stages of development.
 - Improve sightlines and connections to the proposed pedestrian/bicycle bridge from New Main Street and Diagonal Park, and revise the design of Building R2 if necessary to ensure sightlines and connections.
 - Identify ways to connect Mooney Green to Smith Place.
 - Identify how, in the long term, a north/south street might connect Fawcett Extension to the anticipated Adley Extension, and provide an alternate route from Concord Avenue to Mooney Street via Spinelli Place.
 - Evaluate the residential property outside of the Development Area, on the west side of the southern end of Smith Place, and provide alternative

- configurations for relevant parts of Smith Place to ensure long-term development is viable consistent with neighborhood goals.
- Explore ways to create a more welcoming entrance to South Smith Street Park from Smith Place.
 - Explore opportunities to increase connectivity of the proposed street system using consistent vehicular lanes, bicycle lanes, parallel parking zones, and tree plantings.
 - Explore opportunities to enhance connectivity to surround areas and minimize dependency on single-occupancy motor vehicles by providing the pedestrian bridge at an earlier stage and supporting the connection from Terminal Road to Wheeler Street.
- Wayfinding
 - Provide a preliminary, pedestrian-scaled Wayfinding Plan to support nonvehicular modes of travel and access to key destinations.
 - Built Form
 - Describe how architectural design will support a sense of place in the Quadrangle and define the spaces of the public realm.
 - Provide nuanced approaches to building massing to create coherent urban blocks and from streets, parks, and open spaces.
 - Update the “Massing Strategy” to better show how buildings will define, shape, and activate the Quadrangle’s streets and open spaces.
 - Update the “Site Development Plan and Block Guidelines,” specifically the 3D massing diagrams, to show how the proposed buildings will define the adjacent streets, parks, and open spaces, and address adjoining buildings.
 - Update the “Architectural Character” section to include examples of buildings with urban-scale streetwall façades and reduce the use of buildings with set-back towers on low podiums.
 - Investigate how Building R2 could be redesigned to support stronger visual and physical connections across open spaces and transportation corridors, particularly the pedestrian/bicycle bridge and its connections to New Main Street and the diagonal park.
 - Northwest Quadrant:
 - Ensure the area will contribute and connect to the neighborhood beyond the adjacent commercial buildings, particularly related to activation and neighborhood uses.
 - Investigate redesign options for Building C4 to emphasize the intersection of Smith Place and Fawcett Street and connect the Quadrangle to Mooney Green.
 - Convey strategies to promote engagement between buildings and the public realm.

- Provide clarity on access to elevated first floors, and how connection and activity will be supported.
 - Provide additional details on how structured parking will be screened.
- Housing
 - Provide additional information on how the housing program will be developed in coordination with the City.
- Ground Floor Activation
 - Provide additional details in the “Neighborhood Uses and Open Space Advisory Committee Plan.”
 - Provide design guidelines to ensure that ground floors facing public streets and open spaces will be active and engaging, particularly where neighborhood and active uses are not feasible.
 - Describe opportunities to dedicate additional ground floor area to neighborhood uses, particularly on primary streets like New Main Street and Mooney Street.
 - Expand the range of potential neighborhood uses to include non-retail, community-focused uses like libraries and museums, co-working space, event or meeting space, childcare, and arts-focused spaces.
- Arts and Culture
 - Identify how arts and cultural facilities will support the neighborhood and sense of place.
 - Identify how arts and culture programs and spaces will be developed, supported, and administered.
 - Describe how public art will be integrated into the project.
- Transportation, Parking and Loading
 - Refer to the DOT Staff Memo
 - Describe how urban design standards will minimize the impact of parking and loading on the pedestrian experience. Address screening, parking garage design, potential relocation of parking to underground locations, parking space reduction, and loading docks and garage entries in detail.
- Phasing
 - Provide additional details on how broader topics will be phased, including:
 - How interrelated components will be coordinated between the Applicant, the City, and other entities.
 - How interim conditions will be addressed and designed to support a vibrant and cohesive neighborhood.

- Identify procedures for reevaluating and revising phasing and design details to adapt to changing conditions.
- Provide additional details on how specific aspects of the PUD will be phased, including:
 - **Open Space:** Identify how open space will be addressed in early phases and in interim conditions. Outline the how a needs analysis will be designed and used. Provide additional details on how changes to topography will be addressed in the Mooney Street and New Main Street areas.
 - **Building Programming:** Describe how buildings will be designed to adjust programmatic uses to respond to market demands.
 - **Street System:** Describe how the street network and utilities will be coordinated at each stage of development, and communication procedures with the City. Identify process and timing information for land conveyance.
 - **Connectivity:** Provide additional details for the design and construction of the pedestrian bridge, and how connectivity and access issues will be addressed.
 - **Clarify access to the DPW yard site at different phases, including when site improvements to provide access will occur.**
 - **Parking:** Provide more detail on the phasing of parking.
 - **Sustainability and Energy:** Provide additional details on district-wide approaches that can be supported throughout each phase. Describe the proposed communication process with utilities to support best practice and to coordinate undergrounding utilities with street improvements.

DOT Memorandum Comments (summarized, with reference to the memorandum dated 4/21/2026 for more detail)

- PTDM
 - Provide a PTDM Plan consistent with City regulations and community needs, to minimize single occupancy vehicle trips and travel generated by new parking spaces; implement comprehensive Transportation Demand Management (TDM) strategies; monitor transportation modes; and incentivize transit and non-vehicular modes of travel while disincentivizing single-occupancy vehicle travel.
 - Ensure consistency with the Alewife District Plan by providing a PTDM Plan that charges market rate for parking, incentivizes transit and biking, supports the expansion of the Alewife TMA shuttle service and Bluebikes stations, and provides other robust strategies consistent with the Alewife District Plan.
 - Include all required PTDM plans and documents approved by DOT.

- Automobile Parking
 - Include the maximum number of parking spaces for the PUD, including on-street parking spaces.
 - Incorporate as many methods to reduce parking as possible, including (but not limited to) the following:
 - Use pooled parking to support residential and office/lab uses, rather than reserving parking spaces for residential parking only.
 - Reduce existing parking to remain over time.
 - Reduce the proposed parking ratios for General Office and Residential uses.
 - Include a plan to evaluate built and planned parking at key points in the project’s design and build-up, and reduce future parking at those points.
 - Update the special permit request and parking program to show how shared parking is compliant with PUD zoning requirements for pooled/principal use parking, rather than pooled accessory parking.
 - Provide clarification on how a portion of the “accessory residential parking spaces” will be shared with non-residential uses.

- 40-Scale Street Plan and Land Conveyance
 - Provide an updated plan that clarifies the dimensions and urban design character of the streets in the Quadrangle. Provide the plan to staff for review prior to submitting the Final Development Proposal to the Planning Board.
 - Include a schematic plan that provides all relevant road details and dimensions, and coordinate with DOT staff to identify locations where flexibility would be beneficial.
 - Include a schematic plan that shows street transitions and temporary facilities as the Development Proposal is under construction.
 - Provide a detailed construction phasing plan that described when streets will be reconstructed and how maintenance will occur.
 - Confirm the scope of roadway construction and/or reconstruction that avoids network gaps.
 - Update the Final Development Plan that conveys Wilson Road between Fawcett Street and Moulton Street into a public right-of-way.
 - Update the Final Development Plan to have New Main Street function as a typical street with curbs and user separation OR provide a plan that shows how the space will be actively managed to restrict passenger vehicles and limit deliveries at certain times.
 - Provide additional detail, in coordination with DOT and DPW, to confirm the details of proposed rights-of-way, with changes to Adley Road and Smith Place as proposed by DOT.

- Project Mitigation and Phasing: Update the Final development Plan to include mitigation details that reduce Healthpeak’s TIS-related impacts, including (but not limited to):
 - Realign and fully signalize the Concord Avenue/Smith Place intersection.
 - Upgrade the signal equipment at the Moulton Street intersection and others.
 - Describe the Connection between Fawcett Street to the 55 Wheeler Street project “Mews.”
 - Construct or upgrade MBTA and Alewife TMA shuttle bus stops.
 - Extend the Multi-Use Path and include a plan for how the extension of the Multi-Use Path will occur and how Healthpeak will commit to the extension of the path.
 - Advance the Concord Avenue Corridor Study, and fund the 100% design and construction documents where necessary to mitigate impacts. Coordinate with DOT to establish an initial scope, timing, and funding commitments.
 - Update proposed designs for Concord Avenue and related intersections, including where redesign and reconstruction should occur to mitigate impacts.
 - Clarify commitments to future-proofing pedestrian and vehicle connections from Concord Avenue to Spinelli Place.
 - Clarify the details of pedestrian and bicycle connections to Rafferty Park, including commitments to support the connection.
 - Clarify commitments to further advance the connection of Wheeler Street to Terminal Road, including any studies and potential funding.
 - Due to project impacts, explore potential improvements to the Alewife Brook Parkway and Fresh Pond Rotaries. Include analyses in updated MEPA documents and coordinate with the state.
 - Continue to coordinate with the state and the City to plan for future MBTA stations.

- Pedestrian and Bicycle Bridge
 - Fully describe commitments for the pedestrian/bicycle bridge in the Final Development Plan.
 - Detail the anticipated process to confirm the final bridge location with the MBTA and the City, and how the design review and construction process will occur.
 - Include commitments to designing a fully accessible bridge.
 - Coordinate with “Triangle” property owners to ensure a compliant project and process.

- Residential TDM
 - Include a Residential Transportation Demand Management (TDM) Plan approved by DOT.

- Electric Vehicle (EV) Charging Network
 - Update the Final Development Plan to be consistent with DOT’s recommendations for EV parking spaces.
 - Plan for appropriate EV charging, including infrastructure and commitments for on-street charging stations and necessary utilities.
 - Identify the locations of publicly accessible EV charging stations and consider electrical needs.
 - Propose a plan to regularly track of charging stations’ use and how EV charging may be adjusted based on demand.

- Truck Routes and Loading
 - Include a truck route and signage plan, including information for different phases of the Development Proposal.
 - Minimize impacts of trucks and loading areas on the public realm.

- Wayfinding
 - Include a preliminary Wayfinding Plan in the PTDM plan, prioritizing transit users and pedestrians and bicyclists, to orient individuals to key destinations and transportation options.

- Other
 - Identify where requested relief from zoning requirements for dimensional requirements – like curb cut length and location – may be considered and, if appropriate, approved, at the building permit stage.

DPW Memorandum Comments (summarized, with reference to the memorandum dated 4/23/2026 for more detail)

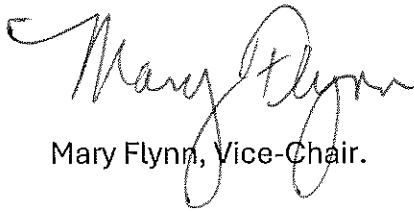
- Provide more information about the Development Proposal’s ability to incorporate shared stormwater infrastructure at a district level to address both regulations and best management practices, to provide additional community benefits.
- Include infrastructure modeling to confirm that City infrastructure can support the full buildout, and to identify opportunities for improvements.
- Advance discussions with private utility providers related to demands associated with the full buildout of the project and start to identify regional needs and constraints anticipated for the demand.
- Coordinate with DPW to confirm specific needs related to relief from the Flood Resiliency Standards.
- Provide clarification and details related to submitted Tree Study, and coordinate with DPW on compliance procedures throughout construction.

- Continue discussions with DOT and DPW on the details and layout of the 40-Scale Street Plan. Confirm limits of proposed rights-of-way.
- Review communication with City Staff to confirm clear timing and process for all proposed land transfers.
- Coordinate with DPW on the needs for the proposed DPW facility in the Development Proposal. Provide additional details on the proposed DPW Site including any relevant Special Permit relief.

City of Cambridge, MA • Planning Board Preliminary Determination
PB-410 – Healthpeak Planned Unit Development

Voting in the affirmative to conditionally approve the Development Proposal were Planning Board Members H Theodore Cohen, Mary Flynn, Mary Lydecker, Diego Macias, Ashley Tan, Carolyn Zern, and Associate Member Daniel Anderson, appointed by the Vice-Chair to act on the case, constituting at least two thirds of the members of the Board.

For the Planning Board,

A handwritten signature in cursive script, appearing to read "Mary Flynn".

Mary Flynn, Vice-Chair.

A copy of this Preliminary Determination PB-410 shall be filed with the Office of the City Clerk.