

HEALTHPEAK PUD SPECIAL PERMIT

FINAL DEVELOPMENT PLAN

September 15, 2026



PRELIMINARY DETERMINATION

- “APPROVED, with conditions and requests for modification.”
- “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.”



CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD
2026 MAY 19 PM 2:59
CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

**NOTICE OF PRELIMINARY DETERMINATION
PLANNED UNIT DEVELOPMENT PROPOSAL**

Case Number:	410
Location of Premises:	75R 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. Jackiviez, 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.

5 YEARS IN THE MAKING...



PROGRESS



REQUESTS FOR MODIFICATION AND ADDITIONAL INFORMATION: ADDRESSED

- 90+ Pages

Of Planning Board and departmental feedback reviewed line-by-line, in addition to public comments
- 200+ Comments

Individual pieces of feedback cataloged and evaluated
- 2+ Months

Of dedicated design workshops, City meetings and concept development while amending project documents
- 100% of Comments Addressed

All responses drafted into transparent comment response matrix submitted to the Board

Healthpeak PUD: Final Development Plan: Healthpeak Responses to Planning Board Comments (Table 1)

6/26/26

Comment #	Comment	Response
PB.1	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.	Direct responses to specific comments received from the Planning Board are included herein. See Tables 2, 3 and 4 for responses to comments included in the memoranda provided by CDD, DPW and DOT, respectively.
PB.2	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 process as possible, understanding that it will require approval from the MBTA.	The Proposed Bridge design and other details are being coordinated directly with the MBTA and the City. The Proposed Bridge will be reviewed in accordance with the requirements of Section 20.1100 (see Vol 2, Sec. 1.11), Section 2.4 of Volume 1 and Section 1.11 of Volume 2 have been updated to clarify the anticipated timing for the commencement and delivery of the Proposed Bridge. Based on the existing and new non-residential IHA, the construction requirement is anticipated to be triggered prior to the issuance of a Certificate of Occupancy for the first commercial building within Phase 1B. Substantial completion of the Proposed Bridge is anticipated prior to the issuance of a Certificate of Occupancy for the first commercial building within Phase 2B. Other language has been added to the narrative: "In connection with the construction of the Proposed Bridge, it is intended that the Applicant will seek a permanent easement from the MBTA (the "MBTA Easement") that permits the construction, maintenance, repair and replacement of the Proposed Bridge, access to and egress from the Proposed Bridge, and the provision of utilities on and alongside the Proposed Bridge. Following substantial completion of the Proposed Bridge, it is intended that the Applicant will: (i) assign the MBTA Easement to the City; and (ii) grant a permanent easement to the City over portions of the Development Parcel that are reasonably required to provide access and utilities to the Proposed Bridge, including any such portions located within the MBTA Easement area (collectively, the "Developer Easement"). Following substantial completion of the Proposed Bridge, it is intended that the City would acquire ownership to the Proposed Bridge from the Applicant and would assume all ownership, operation and maintenance obligations for the Proposed Bridge. As of the date of this Final Development Plan, the extent of the MBTA Easement area and the extent of the Developer Easement area have not yet been determined." (See Vol. 1, Sec 3.3).
PB.3	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.	See Off-Site section of Volume 1 Section 2.2.1 Proposed Development Program Summary and Volume 2 Section 1.6.1 Proposed Bridge with description of current design considerations for an accessible Proposed Bridge.
PB.4	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.	See updated text in Volume 1, Section 4 in the 2019 Emerson Avenue District Plan Section. This references Appendix H, with potential conceptual layouts for a future Spinnaker and Advisory Road extension, 17 Smith Place, and Terminal Road connection that could be incorporated by others in the future, assuming different existing conditions. Additional study by others is required. The Applicant's proposed Project does not preclude development by others to work towards the City's long-term roadway network goals.
PB.5	Minimize parking for single occupancy motor vehicles overall, and prioritize parking and traffic reduction. Board members would like to see parking scenarios be consistent with parking reduction ratios for typical shared parking scenarios in urban environments, and incorporating recommendations from DOT.	Volume 2 Section 1.3.4.2 provides a general overview of the proposed parking strategy, which includes currently proposed numbers as well as a potentially lowered number of 4,040 due to lease lot areas, land use transitions, and other shared parking strategies. If parking utilization monitoring supports a further reduction in the General Office parking ratio for appropriate future development, the number could be even lowered to approximately 3,750.
PB.6	Seek creative solutions and strategies to improve shared parking and reduce parking over time even if it is necessitated by current market conditions.	See response to comment PB.5.
PB.7	Consider using rooftops of parking structures for other uses, such as recreation space.	As feasible, the Applicant will consider during Design Review, as this can be challenging from a design and cost perspective.
PB.8	Provide more information on interim transportation measures to support development that is built before pedestrian/bicycle connections are completed, such as shuttles.	The PTDM Plan includes a commitment to be a member of the Acowide TMA shuttle service and fund a study to better understand and consider improvements to operations. More information on PTDM effort is included in Section 1.14.4 of Volume 2 as well as in the PTDM Plan currently under development.
PB.9	The Easement 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.	The Proposed Development is based on the core concept of "connection." This concept simply attempts to reintegrate the Quad back into the fabric of the City by creating green corridors and connecting the street grid through the Quad. In many ways, this stitches the Proposed Development back into the City and reinforces the image of an area integrated into the area as a whole.

MODIFICATION AND ADDITIONAL INFORMATION SINCE APRIL

	PLANNING BOARD	COMMUNITY DEVELOPMENT DEPT		DOT	DPW
Public Realm	• Urban Design, Open Space and Placemaking	• Neighborhood Uses	• Built Form		
	• Open Space	• Open Space	• Ground Floor Activation		
	• Neighborhood and Active Uses	• Documentation	• Arts and Culture		
		• Open Spaces: Parking, Squares, Plazas, and Streets	• Active Recreation and Play		
Phasing & Coordination	• Northwest Quadrant			• 40 Scale Street Plan Land Conveyance	• Land Transfer Coordination
					• DPW Facility Coordination
	• Phasing	• Housing	• Phasing	• Mitigation & Phasing	• Phasing
				• PTDM	
Connections & Mitigation	• Pedestrian/ Bicycle Connection	• Connectivity	• Connectivity and Access: Northwest Quadrant	• Automobile Parking	• 1:40 Scale Street Plan
		• Wayfinding		• Ped & Bicycle Bridge	
	• Parking and Traffic	• Transportation, Parking, and Loading	• Parking and Traffic	• Wayfinding	• Stormwater & Sewer Infrastructure
				• Residential TDM	
Sustainability & Infrastructure				• Truck Routes & Loading	• Public Utility Coordination
				• Wayfinding	• Private Utility Coordination
	• Sustainability	• Energy Infrastructure		• Zoning	• Flood Resilience
				• EV Charging Network	• Tree Study

AGENDA

1. PUBLIC REALM & PHASING

2. CONNECTIONS & MITIGATION

3. SUSTAINABILITY & INFRASTRUCTURE



EXISTING CONDITIONS



CONNECTIONS



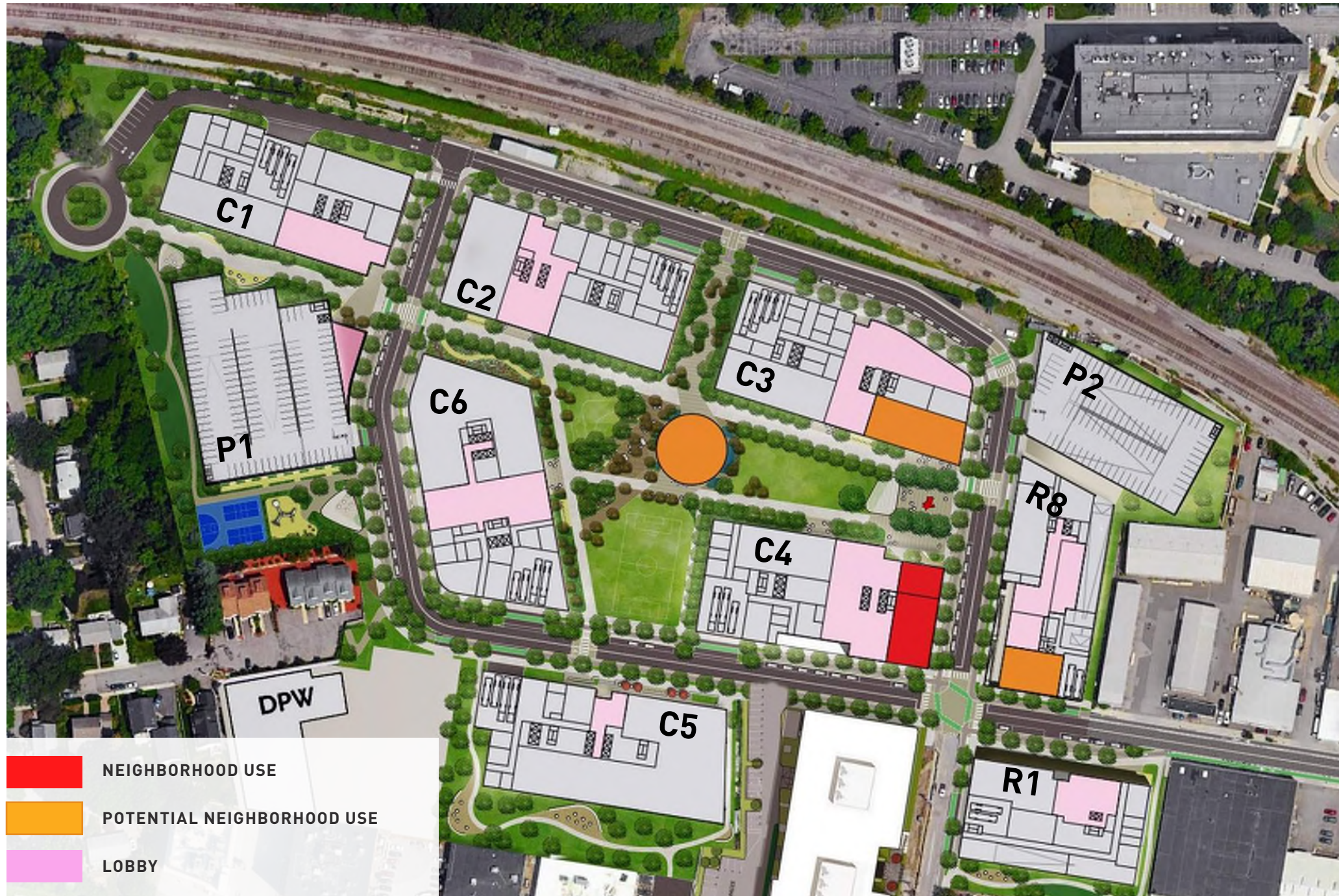
UPDATED MASTER PLAN



WHAT'S CHANGED...



NORTHWEST QUADRANT Updates



- Revised Mooney Green:
 - Promenade
 - Community Programming
 - Public Art Opportunities
 - New Plaza between C3 & C4
 - Central Pavilion
 - Multi Use lawn along Fawcett
- Moved C4 to activate corner
- Widened New Mooney to add grade separated bike lanes
- Dedicated service drive north of C1
- Dedicated Ped / Bike path to Blair Pond
- Second bridge not precluded at P2
- Increase land to be conveyed to DPW

SOUTHWEST QUADRANT Updates



- Purchased Concord lot to improve Smith Place
- Dedicated turn lane at Smith onto Concord
- Revised Adley Road to align with Wilson
- Updated Programming to Smith Park:
 - Collaboration with Abutters Community Programming

SOUTHEAST QUADRANT Updates



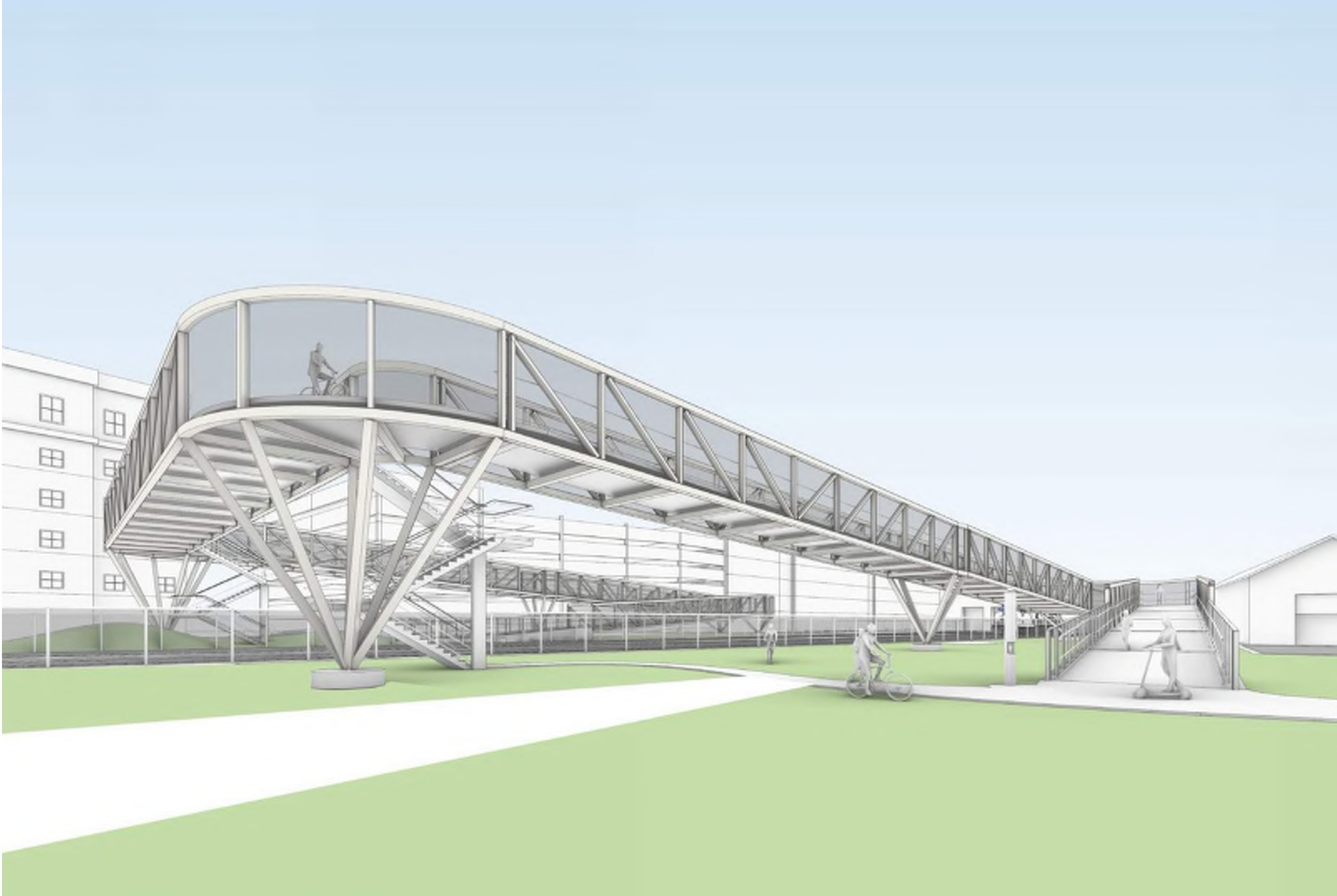
- Main Street Updates
- Updated C7 & C8 Massing along Wilson
- Widened bike lanes throughout
- Dedicated Turning Lanes at Moulton & Fawcett
- Added Art Opportunities in Parks and within Neighborhood Uses

NORTHEAST QUADRANT Updates

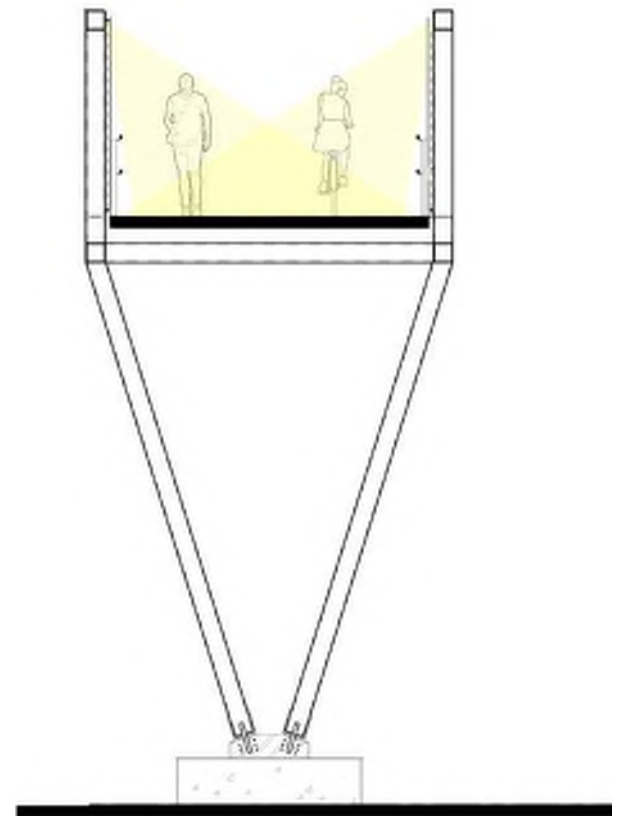


- Integrated continuous bike connection from R1 to Wilson Extension
- Wilson Extension to be conveyed to City
- Bend Park Programming and Design Changes
- Redesigned R2:
 - Larger units to accommodate more families
 - Moved West
 - Stepped Fawcett Massing
 - Reshaped East Side
 - New Terraced Porch
- Bridge Updates:
 - Progress with MBTA & City
 - Radiused corners

NEW PEDESTRIAN AND BICYCLE BRIDGE



- Accessible ramp with handrails
- 14' wide path
- Radiused corners
- Stairs on both sides of main crossing
- Integrated lights



PHASING PHASE 1A



Cumulative:

1,000+
Housing Units

11,500 sf
Neighborhood Uses

100,000+ sf
Publicly Beneficial Open Space

Fawcett & Smith improvements

DPW land conveyance

PHASING PHASE 1B



Cumulative:

1,000+
Housing Units

18,500 sf
Neighborhood Uses

270,000+ sf
Publicly Beneficial Open Space

Mooney Green

New Mooney Street

Ped Bike Bridge Starts

PHASING PHASE 2A



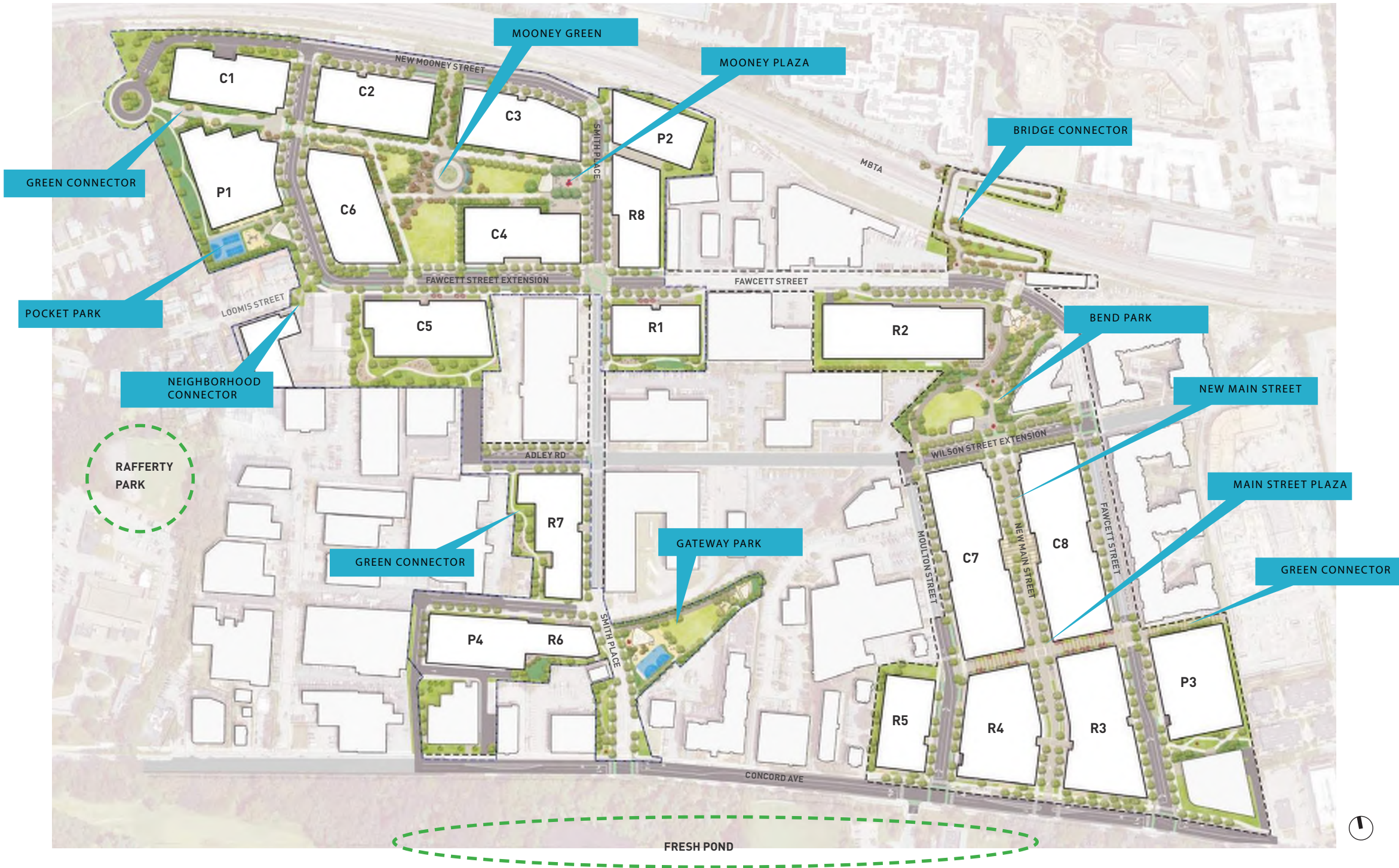
- Cumulative:
 - 1,280**
Housing Units
 - 18,500 sf**
Neighborhood Uses
 - 420,000+ sf**
Publicly Beneficial Open Space
- Smith Park
- Improved Smith Place at Concord
- Ped Bike Bridge Complete

PHASING PHASE 2B



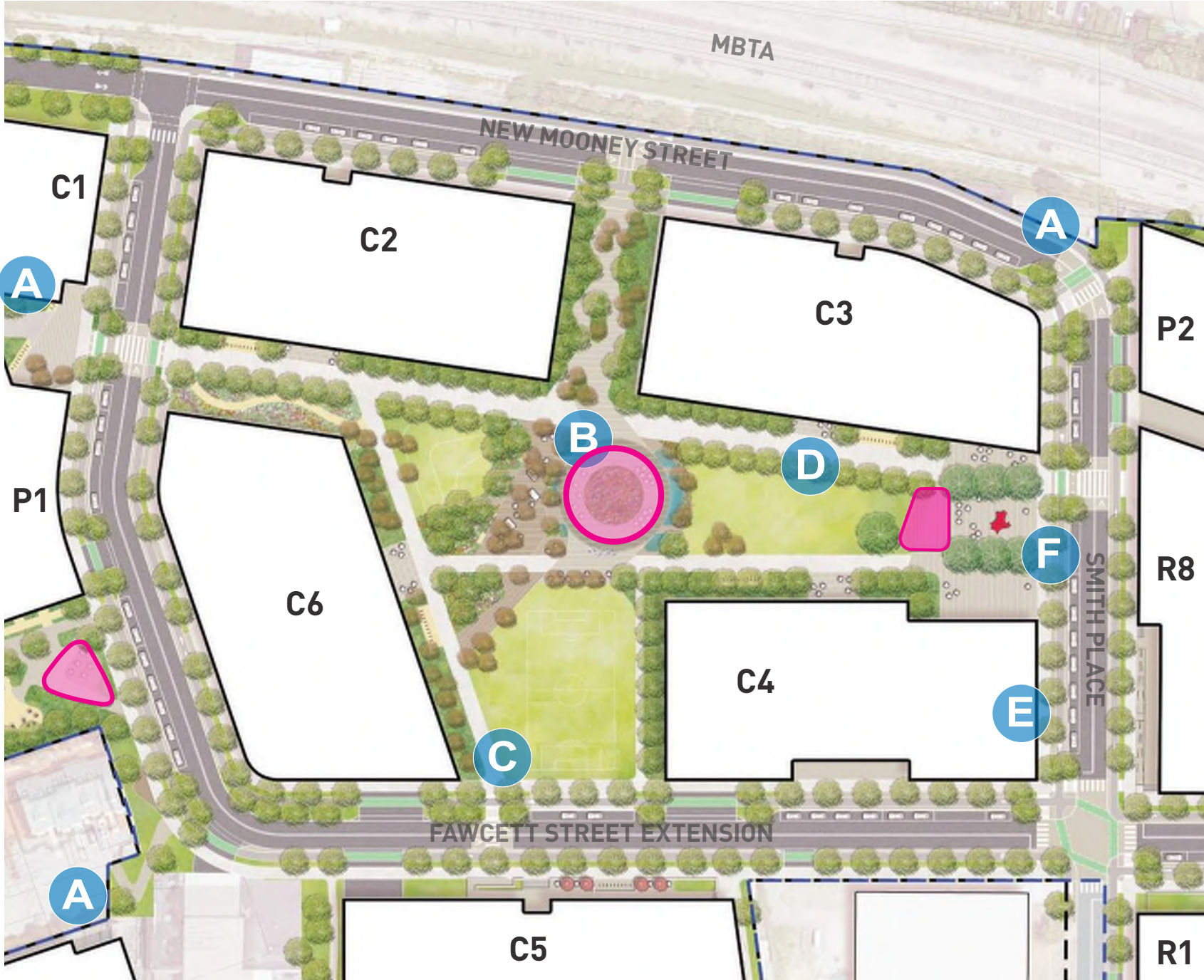
- Cumulative:
 - 2,300**
Housing Units
 - 75,650 sf**
Neighborhood Uses
 - 530,000 sf**
Publicly Beneficial Open Space
- Bend Park connection
- Wilson Connection
- New Main Street

OPEN SPACE



NORTHWEST QUADRANT MOONEY GREEN

- A** IMPROVED PEDESTRIAN AND BIKE CONNECTIONS TO GREEN AND NEIGHBORHOOD
- B** REDESIGNED MOONEY GREEN AS 24/7 NEIGHBORHOOD OPEN SPACE AMENITY
- C** ADDED MICRO SPORTS FIELD
- D** GENEROUS MULTI-USE LAWN WITH COMMUNITY NODE
- E** SHIFTED/REALIGNED C4 EAST TO PROVIDE COHESIVE URBAN STREET WALL
- F** PROVIDED OPPORTUNITIES FOR PUBLIC ART/SCULPTURE



NORTHWEST QUADRANT HIGHLANDS OPEN SPACE



- A** IMPROVED PEDESTRIAN AND BIKE CONNECTIONS TO MOONEY GREEN AND NEIGHBORHOOD
- B** SHIFTED/REALIGNED C1 SOUTH; PROVIDED PARKING / CONNECTIONS TO OPEN SPACE
- C** C1 BOH / LOADING RELOCATED OFF OF FAWCETT STREET EXTENTION
- D** PROVIDED ACCESSIBLE CONNECTION FROM LOOMIS STREET TO OPEN SPACE NETWORK
- E** PROVIDED MULTI-USE SPORTS COURTS / COMMUNITY ACTIVATION AMENITIES



SOUTHWEST QUADRANT GATEWAY PARK



- A** IMPROVED PEDESTRIAN AND BIKE CONNECTIONS TO OPEN SPACE AND MUTLI-USE BIKE PATH
- B** PROVIDED MULTI-USE SPORTS COURTS AND COMMUNITY GATHERING PAVILION
- C** PROVIDED MICRO SPORTS FIELD
- D** PROVIDED OUTDOOR PLAY OPPORTUNITES
- E** PROVIDED OPPORTUNITY FOR PUBLIC ART / SCULPTURE



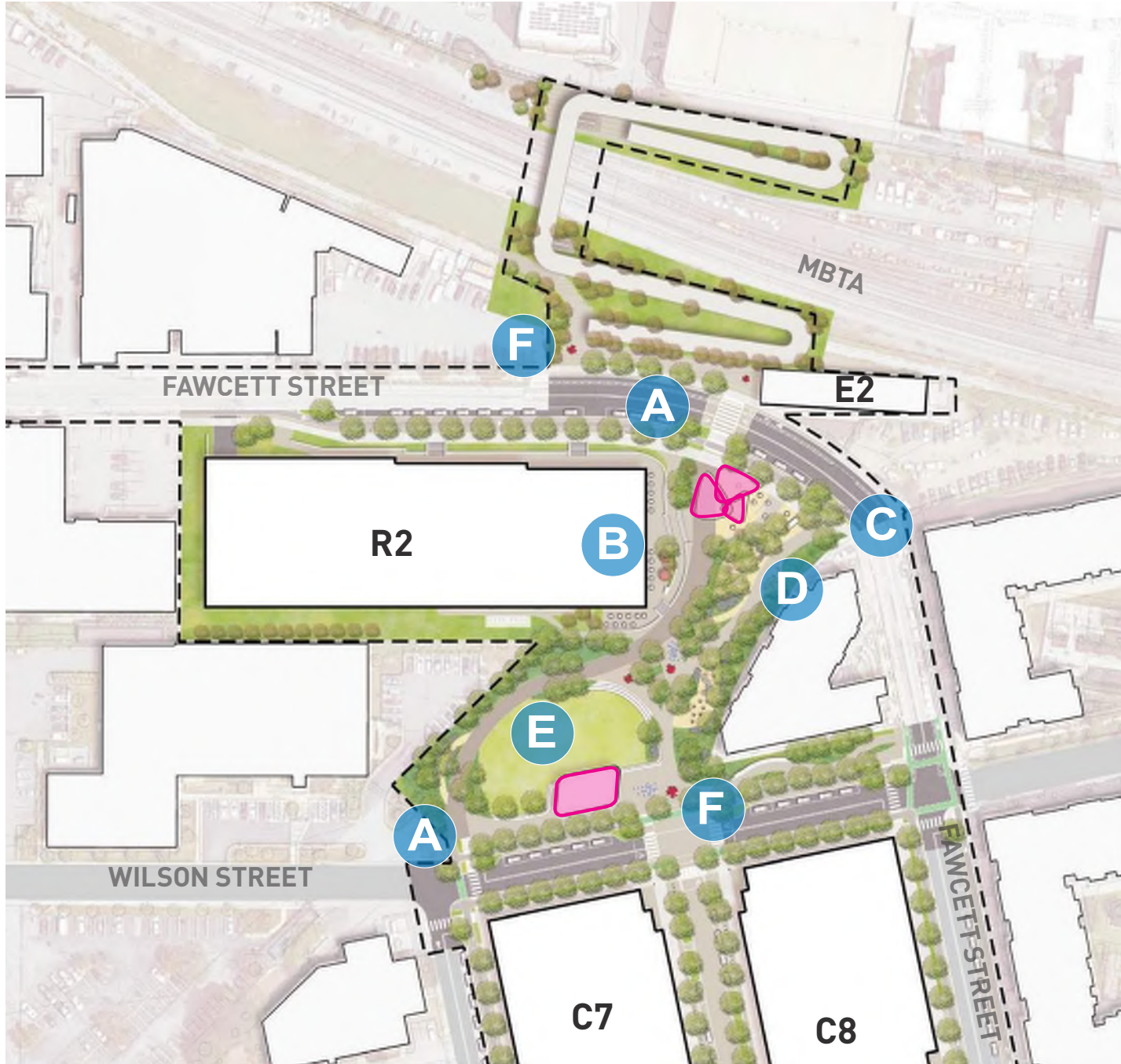
SOUTHEAST QUADRANT MAIN STREET PLAZA (NEW MAIN STREET)



- A** IMPROVED PEDESTRIAN AND BIKE CONNECTIONS TO OPEN SPACE
- B** IMPROVED PEDESTRIAN CONNECTION TO WHEELER STREET ALONG NORTH EDGE OF P3
- C** PROVIDED USABLE NEIGHBORHOOD OPEN SPACE SOUTH OF P3
- D** PROVIDED SHORT-TERM PARKING ALONG NEW MAIN STREET AND RIDE SHARE STOPS



NORTHEAST QUADRANT BEND PARK



- A** IMPROVED PEDESTRIAN CONNECTION FROM BRIDGE TO OPEN SPACE
- B** R2 EAST FACADE SHIFTED WEST, R2 BUILDING SHIFTED WEST
- C** INCREASED BIKE LANE WIDTHS
- D** PROVIDED PLAY AREAS, DOG PARK AND COMMUNITY GATHERING SPACES
- E** PROVIDED MICRO SPORTS FIELD AND LAWN FOR COMMUNITY EVENTS
- F** OPPORTUNITIES FOR PUBLIC ART / SCULPTURE



RESPONSES TO TRANSPORTATION FEEDBACK

Input shaped key transportation decisions and are reflected in the updated plan

Category	Project Response / Mitigation
Parking Reduction	✓ Reduced from 4,900 to 4,482 spaces ✓ Opportunity to reduce to 3,648 spaces
PTDM Approval <i>Transit / Shuttles</i> <i>Bike Access</i>	✓ Approved PTDM plan August 12th ✓ Shuttle bus funding \$400k annually ✓ 3,500 bike parking spaces ✓ 150 Bluebikes in six stations ✓ Subsidized Bluebikes membership ✓ Cycle tracks network throughout
Roadways	Long-Term ✓ Concord Ave corridor commitment ✓ \$2M to study with community engagement ✓ \$18M+ to construct
	Mid/Short-Term ✓ Fawcett, Moulton, Smith, Spinelli intersections ✓ Signal equipment ✓ Pedestrian/Accessibility Improvements ✓ Bus stop enhancements
	Local Connectivity ✓ New east-west connections ✓ Terminal Rd ✓ Loomis ✓ Multiuse path



City of Cambridge
Executive Department

YI-AN HUANG
City Manager

PTDM Ordinance—FINAL DECISION
Project: Healthpeak PUD
Project Number: F-78
Applicant: Healthpeak OP, LLC
Contact: Ryan Squirell, Healthpeak
Address: 1900 Main Street, Suite 500, Irvine, CA 92614
Date of Application: December 9, 2025
Decision Deadline: August 12, 2026 (extended)
Date of Issue: August 12, 2026

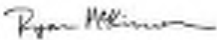
This form indicates the FINAL decision of the Parking and Transportation Demand Management Planning Officer with respect to the PTDM plan submitted for the project listed above. Please review the enclosed attachments, which include information about ongoing monitoring and reporting relative to this project.

Decision:

☒ Approve (attachment: approval letter and copy of plan)

☐ Approve with Conditions (attachment: letter of conditions and copy of plan)

☐ Deny (attachment: reason for denial and copy of plan)

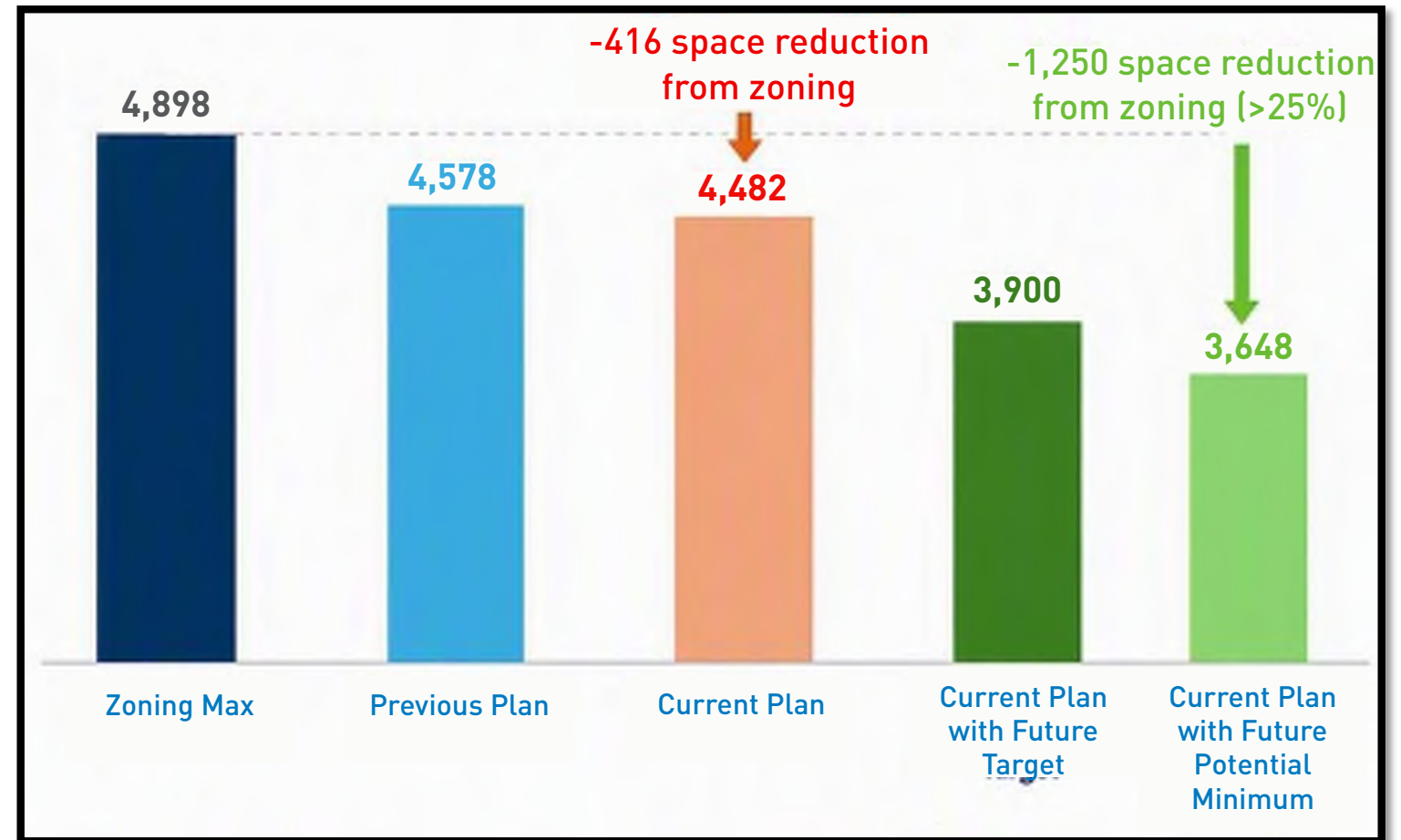

Ryan McKinnon
Parking and Transportation Demand Management Planning Officer

PTDM PLAN APPROVAL
August 2026

RIGHT-SIZED PARKING

Parking is reduced below zoning, with additional reductions tied to real-world demand

- **Shared parking** avoids overbuilding supply
- Current proposed maximum: **4,482 spaces**
- Future Target: **3,900 spaces** with lease turnover
- Future potential minimum: **3,648 spaces** with monitoring demand



- ✓ Current plan is below both zoning and the prior plan, with additional reductions possible through shared parking and demand monitoring

COMPLETE STREETS TRANSFORMATION



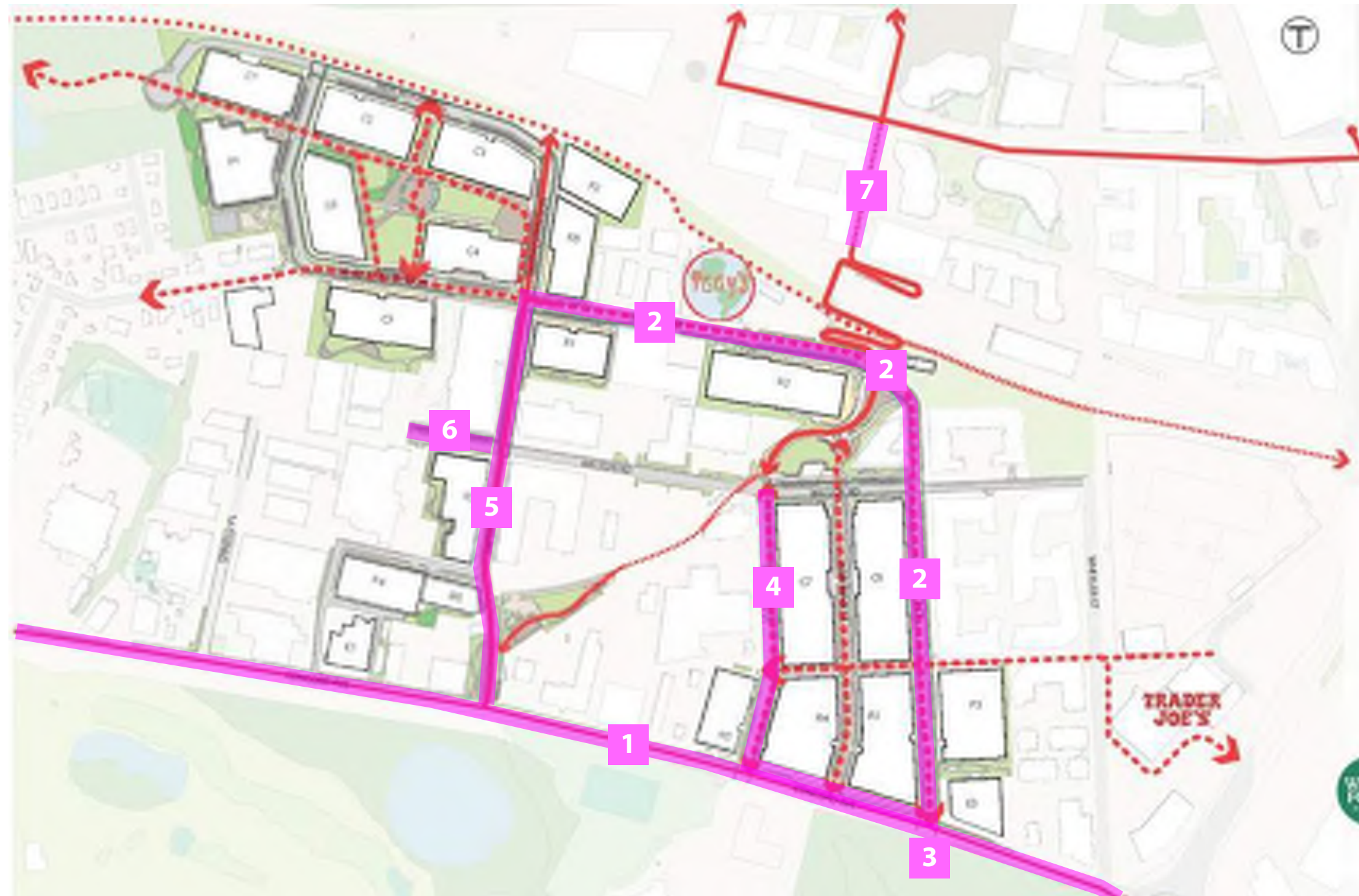
TODAY



VS. FUTURE

The corridor evolves from an auto-dominated condition to a safer multimodal street environment.

MAJOR IMPROVEMENTS TO EXISTING ROADWAY NETWORK



Major Improvements To Existing:

1. Concord Avenue
2. Fawcett Street
3. Watertown/Cambridge Greenway Connection
4. Moulton Street
5. Smith Place
6. Adley Road
7. Cambridgepark Drive Connection

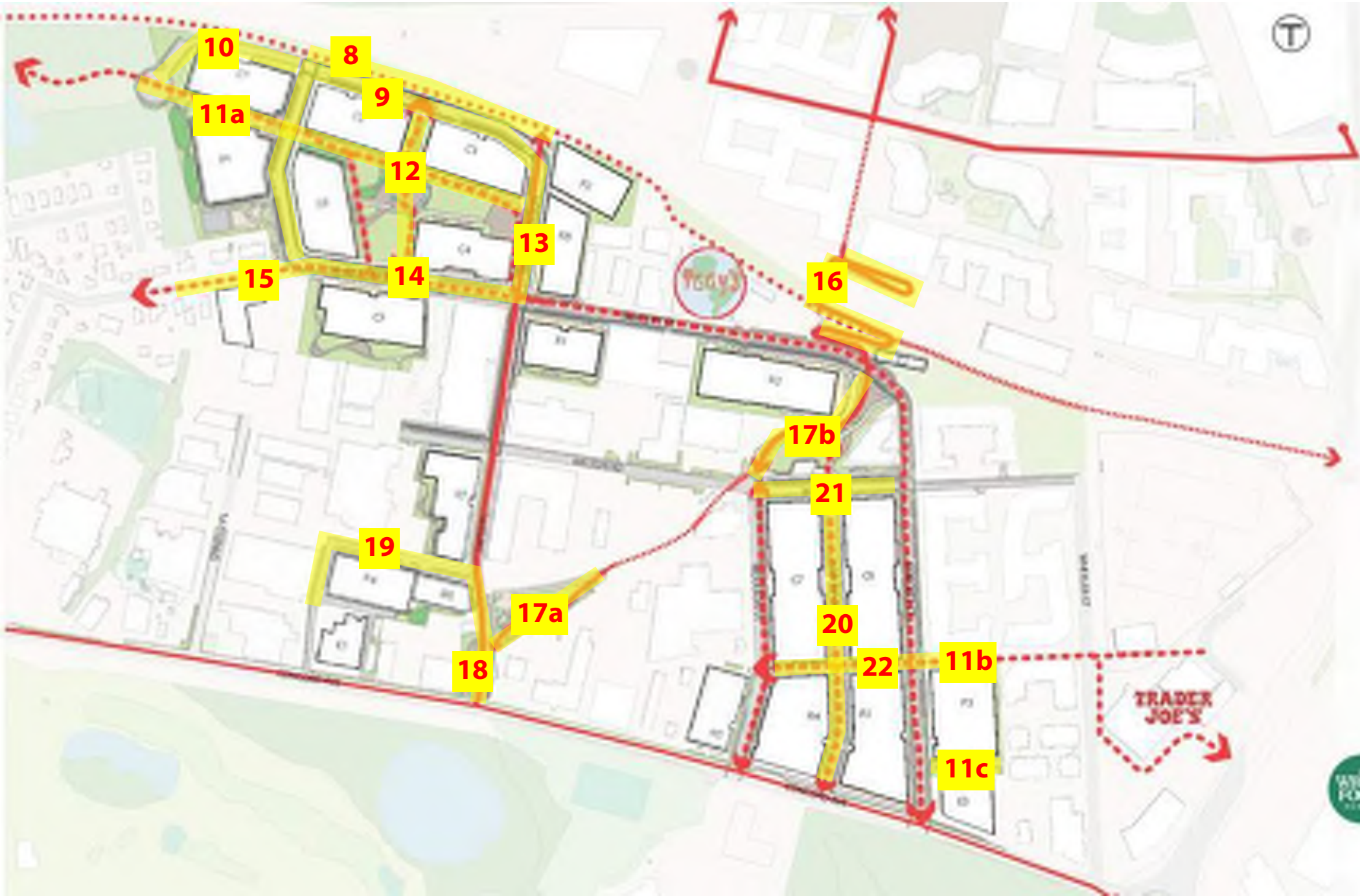
Brand New Connections:

8. Multiuse Path - New Mooney
9. New Mooney
10. Open Space Access Road
11. Green Connector
12. Mooney Green connections
13. Smith Place Extension
14. Fawcett Street Extension
15. Loomis Street connection
16. Bridge
17. N/S Multiuse Path
18. Smith Place Realignment
19. Driveway Connection
20. New Main Street
21. Wilson Extension
22. Main Street Plaza

Potential Future Connections:

23. Multiuse Path to Blanchard Rd
24. Multiuse Path to Bridge
25. Multiuse Path to Danehy Park
26. Multiuse Path to Parks/Bridge
27. Adley Road Extension
28. Spinelli Place Extension
29. Terminal Road Connection

BRAND NEW CONNECTIONS



Major Improvements To Existing:

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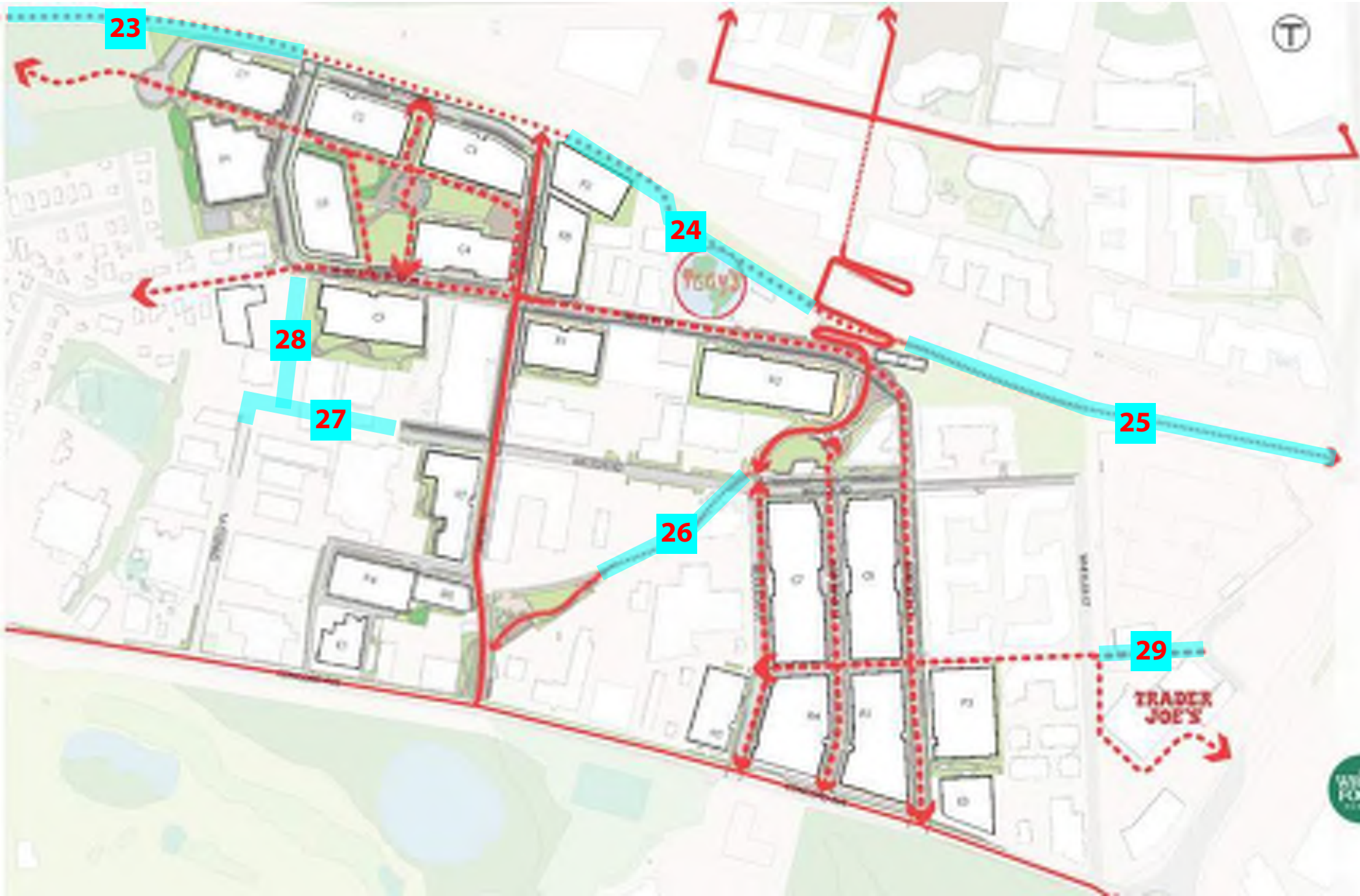
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POTENTIAL FUTURE CONNECTIONS



Major Improvements To Existing:

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CONCORD AVE INVESTMENTS

Corridor investments improve safety and support walking, biking, and transit from the Griswold/ Concord/ Blanchard intersection to the rotary



Estimated at \$20 Million

Investment in Concord Ave Corridor

Split:

\$2.0 Million Planning and Design
\$18+ Million Construction

- Safer pedestrian crossings
- Separated bicycle facilities
- Wider sidewalks, lighting and landscape zones
- Accessible bus stops and bus priority

NEAR-TERM SAFETY AND ACCESS UPGRADES



Targeted upgrades at key corridor intersections and bus stop locations

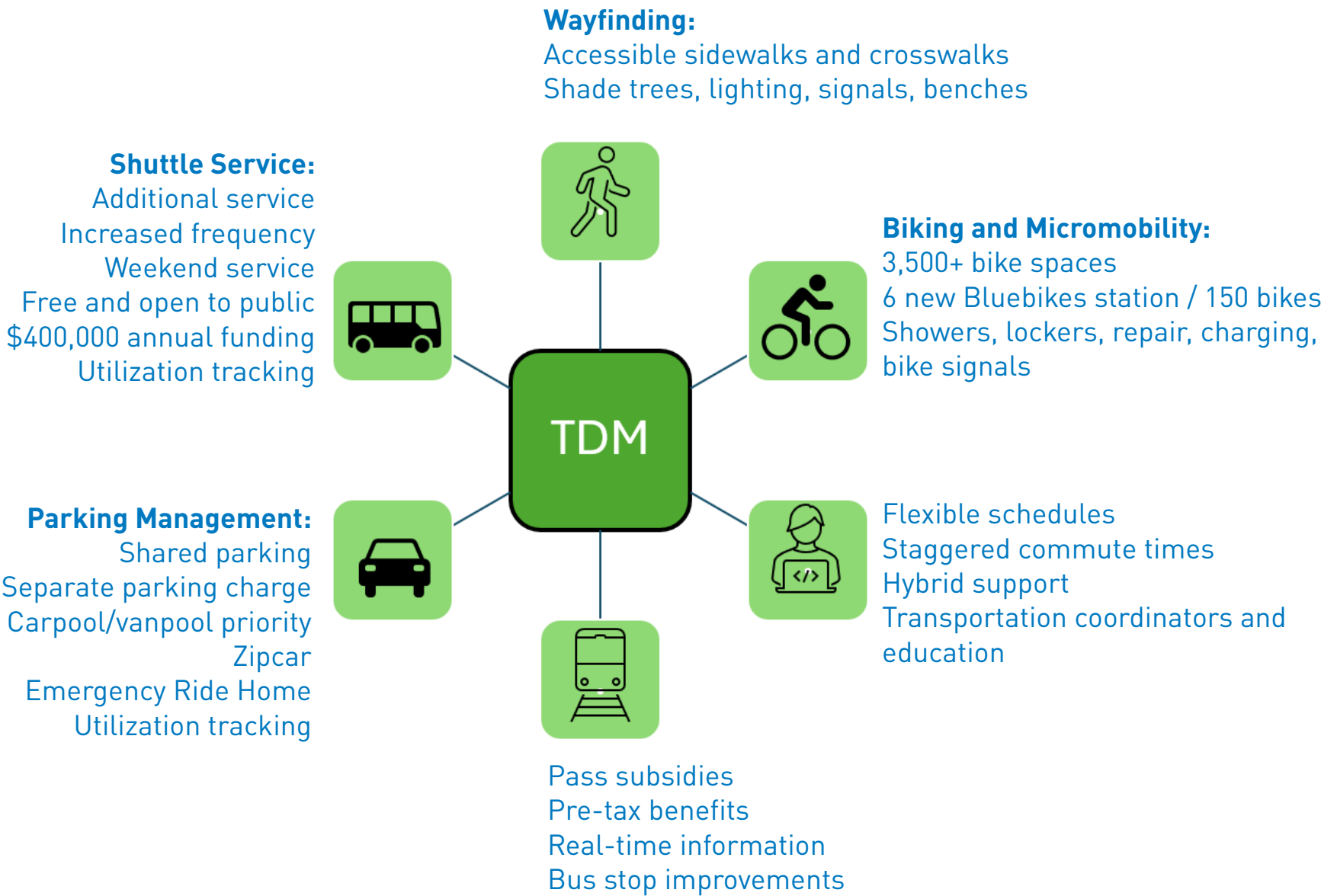
- Signal equipment upgrades
- Pedestrian improvements
- Bus stop enhancements
- Accessibility improvements



Example of Bus Stop (Western Ave, Cambridge)

PTDM COMMITMENTS AND ONGOING ACCOUNTABILITY

PTDM measures are funded, measurable, and enforceable over time



3,500+

Bicycle Parking Spaces

150

Bluebikes in six new stations

8-minute

Peak Hour Shuttle

Free Service

ARTICLE 22 COMPLIANCE Green Building Requirements

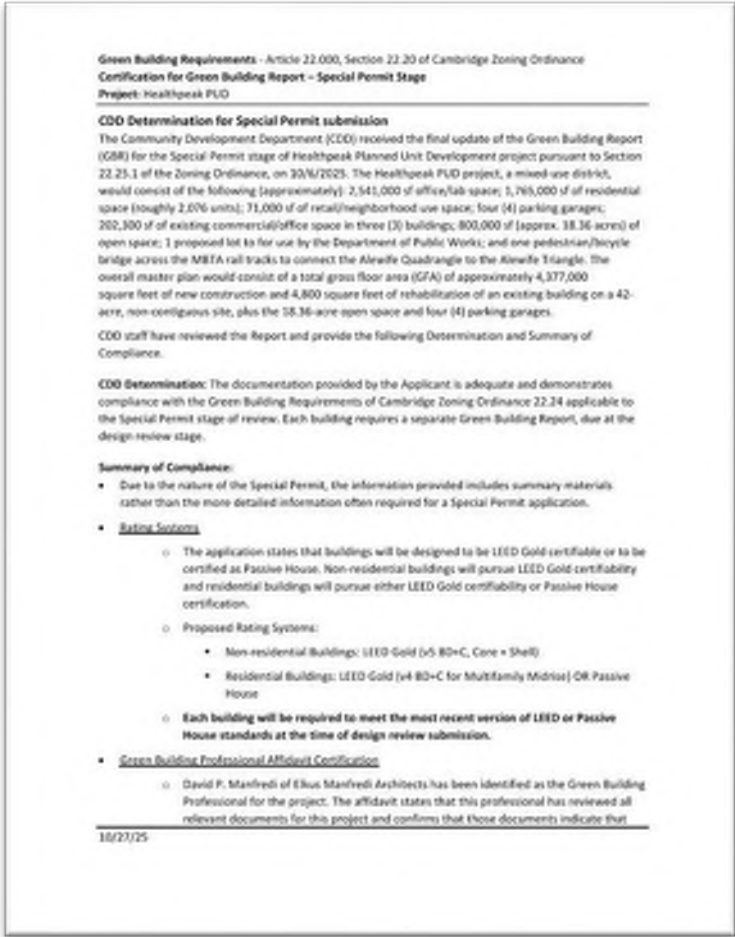
The Final Development Plan confirms compliance with the City's Fossil Fuel Free Ordinance, BEUDO, and Article 22.20 Green Building Requirements.

Special Permit Stage:

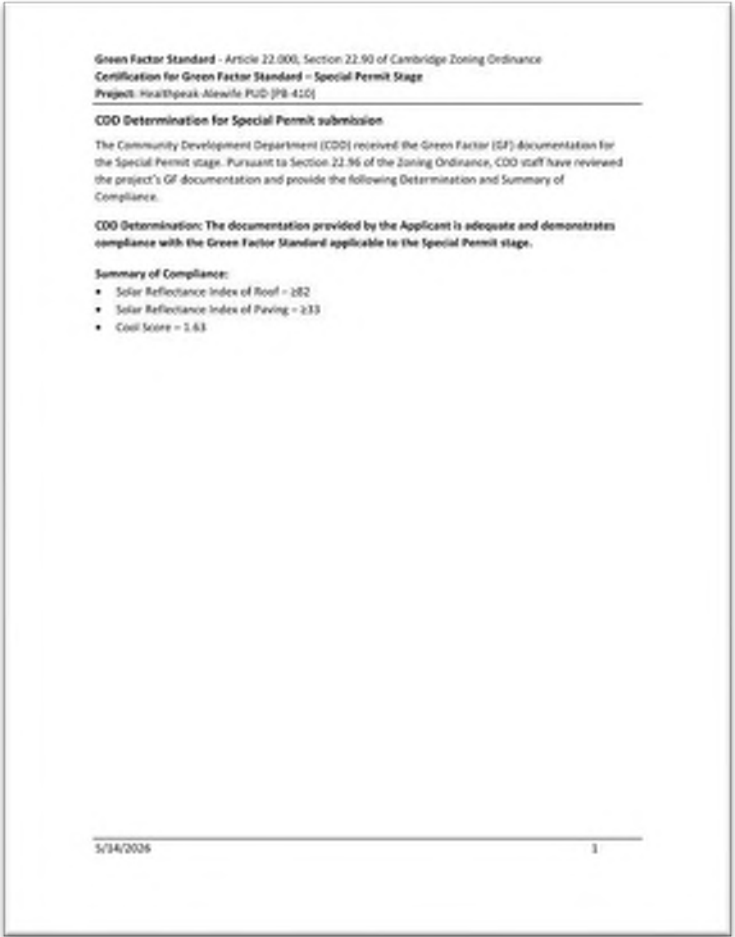
- ✓ Green Building Report Certification
- ✓ Green Factor Standard Certification
- ✓ Flood Resilience Standard Certification

Building Certification Targets:

- **Non-residential buildings:** LEED Gold certifiable
- **Residential Building:** LEED Gold certifiable or Passive House



PUD PB-410 Green Factor Special Permit Certification – 5.14.26



PUD PB-410 Green Building Special Permit Certification – 10.27.25

DISTRICT SCALE INFRASTRUCTURE

Extensive analysis was completed during the planning phase to determine the opportunities and challenges for various sub-districts of the site for shared water and/or energy systems.



SHARED STORMWATER

- The Mooney Quad and New Main Street areas will have a shared approach to stormwater collection, treatment, and infiltration.
- Installing the full capacity on Day 1 provides **additional storage and treatment capacity for the interim condition, before parking garages and remaining buildings** connect to the shared systems.



SHARED ENERGY

- Various sub-districts were studied for their balance of heating energy and potential efficiencies to be gained through district strategies. The team's studies were published within the certified Green Building Report and reviewed through ongoing conversations with the City.
- The City has engaged a consultant to study, in collaboration with Eversource, feasibility of district energy systems in this region of Cambridge. Healthpeak looks forward to their findings and following how such systems could evolve and be accessible to the development for interconnection in the future.

EV CHARGING NETWORK



EV PARKING SPACES

Parking Structures:

25% of parking spaces in parking structures will have EV charging installed

Residential:

10% of parking spaces in residential buildings will have EV charging installed

Public On-Street:

15% of public on-street spaces will have EV charging across three EV charging clusters on site

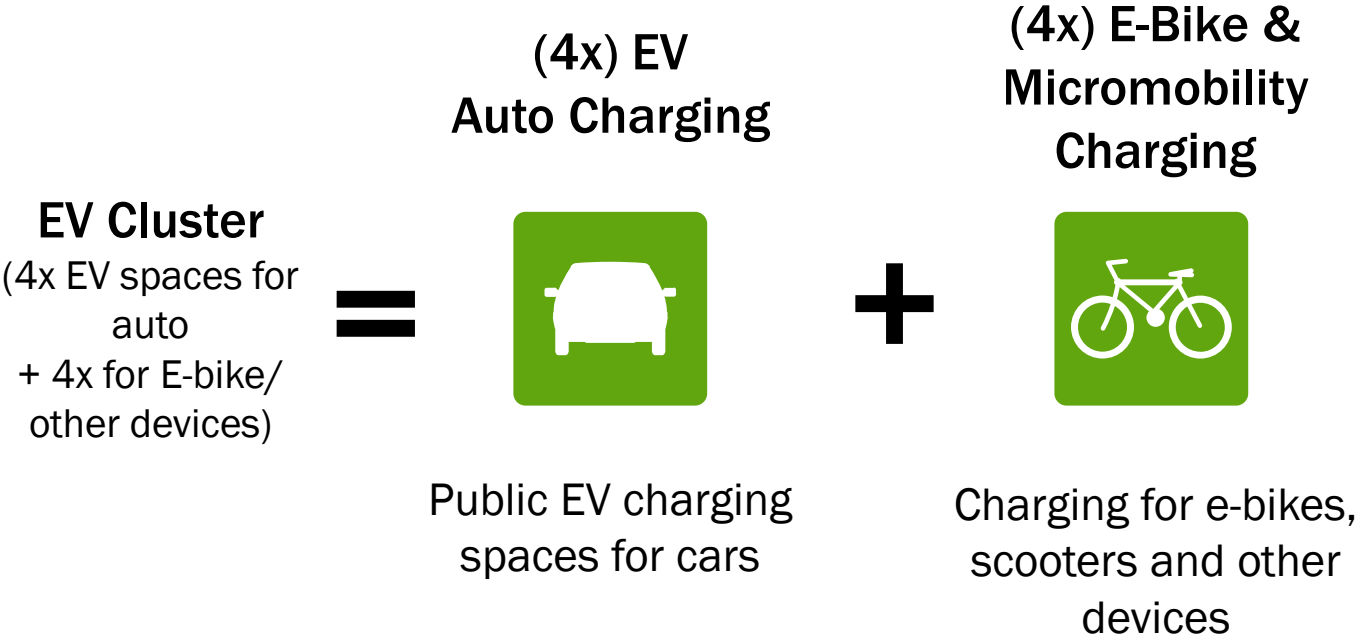
	Residential Buildings		Parking Structures	
	Stretch and Specialized Energy Code	Final Development Plan +	Stretch and Specialized Energy Code	Final Development Plan
EV Installed Spaces	-	10%	-	25%
EV Ready Spaces	20%	10%	20%	-
EV Capable Spaces (Conduit Only)	-	80%	-	75%

Note: Charging utilization will be monitored, with additional stations added as demand increases.

ON-STREET PUBLIC EV CLUSTERS

Integrated EV Auto & E-Bike Charging Clusters

Public EV Clusters will be distributed across the site, providing 15% of public on-street spaces with EV charging. The clusters will integrate EV charging for vehicles with charging for e-bikes, scooters, and other micromobility devices. The clusters expand public charging access while supporting the City's goals for electrified mobility.



Precedents for Integrated EV Hubs



Jelbi Station, Berlin



Rainbow Park in Vancouver

PLACEMAKING AND EARLY ACTIVATION



Animation

Appendix

NORTHWEST QUADRANT: MOONEY GREEN

EXPLORE



Active / Passive Open Space Connector
Connection to Natural Open Space

POCKET PARK



Active / Passive Play
Multi-use Courts
Play Area
Community Garden
Shade Structure

HIGHLANDS / LOOMIS CONNECTOR



Accessible gateway from neighborhood
to future open space network

NEIGHBORHOOD CONNECTIONS



Walk, Run, Bike

MOONEY GREEN

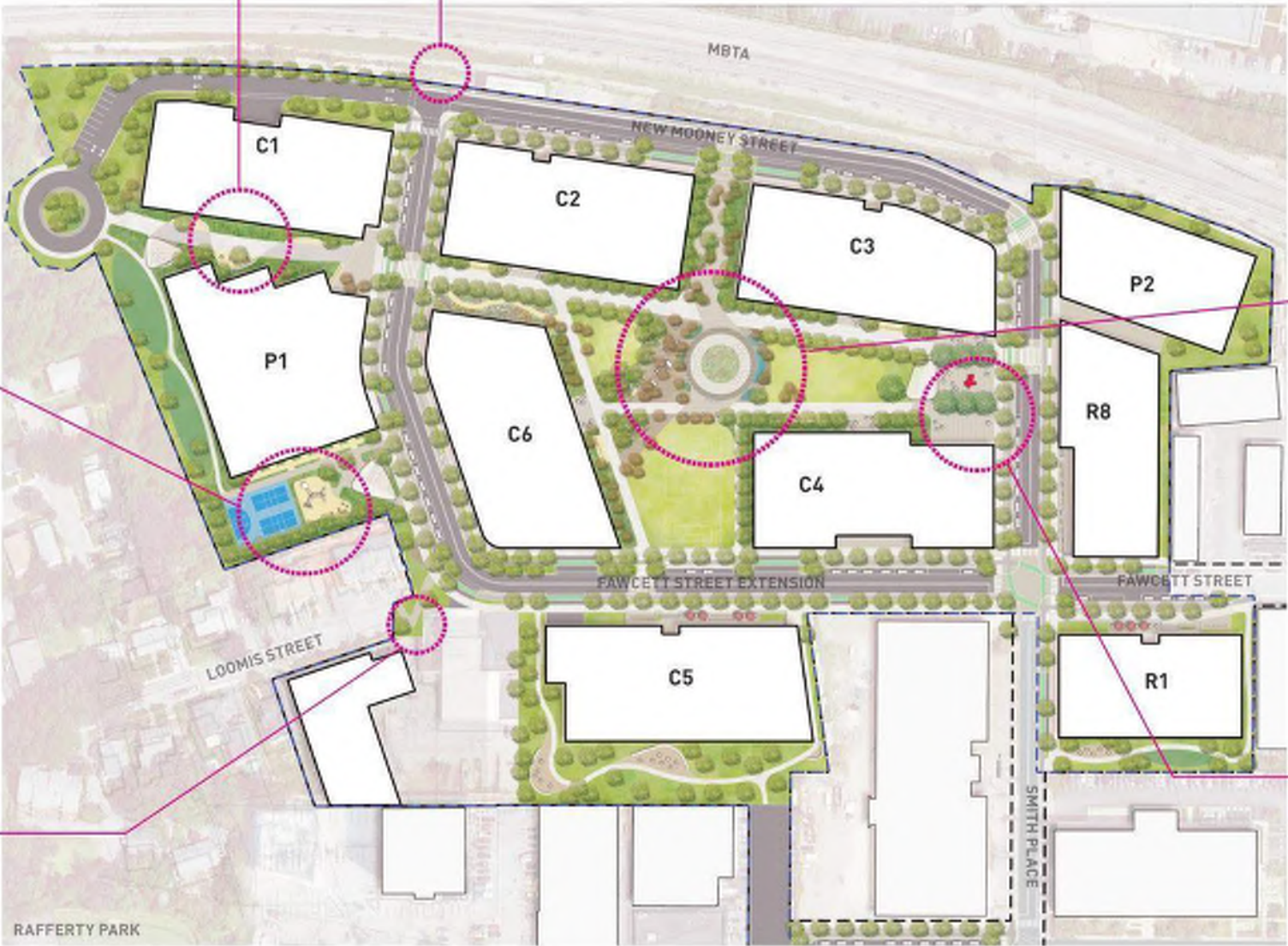


Active / Passive Open Space
Variety of amenities
Community Gathering Structure
Connections to Open Space Network

NEIGHBORHOOD URBAN PLAZA



Gathering / Passive uses
Multi-use Urban Plaza
Performance Space
Retail Activation



SOUTHWEST QUADRANT: GATEWAY PARK

GREEN CONNECTIONS



Passive Green Connections
Seating
Strolling

GREEN CONNECTIONS



Small Scale Open Spaces
Active / Passive
Multi-use

GATEWAY PARK



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



GATEWAY PARK AMENITIES



Multi-use Sports Courts
Play Areas
Shade Structures

GATEWAY PARK OPEN SPACE



Passive and Active Uses
Micro Soccer / Pickup Activities
Neighborhood /
Community Gathering

COMMUNITY SPACES



Community Gardens
Pollinator Gardens
Social Spaces

SOUTHEAST QUADRANT: MAIN STREET PLAZA (NEW MAIN STREET)

GREEN STREETS



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

PEDSTRIAN STREET



Intimate Scale
Passive Use
Retail Activated
Open Space Connector

COMPLETE STREET



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



NEW MAIN



Retail Activated
Shared Street
Community/Neighborhood Gathering
Tree-lined and Furnished

NEIGHBORHOOD CONNECTOR



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

POCKET PARK



Passive Open Space
Pathways
Seating
Shade
Intimate Lawn Space

NORTHEAST QUADRANT: BEND PARK

NEIGHBORHOOD CONNECTIONS



Multi-use path connection
Bike, walk, run

GREEN CONNECTORS



Open space connectors
Passive uses
Seating and strolling

MULTI-USE OPEN SPACE



Active and Passive uses
Micro Sports Field
F+B opportunities
Performances
Community Gatherings



GATEWAY / GATHER



Active and Passive uses
Multi-use Urban Plaza
Performances
Community Gatherings / Social
Multi-modal connections

PLAY



Discovery Play, Active Play, Social
Play for various age groups

COMMUNITY NODE



Multi-functional space serving as
gathering space and gateway to
New Main Street and Bend Park