



To: Cambridge Planning Board

From: Healthpeak OP, LLC

Date: 8/4/26

Re: **SUPPLEMENTAL INFORMATION MEMORANDUM (Planning Board Number: SP-410)**

OVERVIEW

The Supplemental Information, submitted on August 4, 2026, revises and supplements the Applicant's Final Development Plan, issued and filed with the Planning Board on June 26, 2026 (the "Final Development Plan"). The Memorandum is intended to document the materials included in the Supplemental Information, identify the changes or new information provided, and explain the basis for those updates.

SUPPLEMENTAL INFORMATION CONTENTS

The Supplemental Information includes the following documents:

- This Supplemental Information Memorandum
- Multi-use Path Exhibit – East (New)
- Multi-use Path Exhibit – West (New)
- Dimensional Table (Revision)
- Statistical Summary (Revision)
- Figure 1A.6: Site Development Plan – Open Space (Revision)
- Figure 1E.3: Key Open Spaces Approx. Size (Revision)
- Figure 1E.4: Open Space Plan – Publicly Beneficial Open Space (Revision)
- Figure 1E.5: Open Space Plan – Open Space Per Lot (Revision)
- Figure 1E.6: Open Space Plan – Permeable Area Per Lot (Revision)
- Figure 1E.9: Open Space Plan – Publicly Accessible Open Space (Revision)

SUMMARY OF MODIFICATIONS

The following sections summarize the substantive revisions and information included in the Supplemental Information.

1. Potential Multi-use Path (New Supplemental Information)

In response to the Cambridge Department of Transportation's request for additional information, the Supplemental Information includes new exhibits showing a potential east/west multi-use path from the Proposed Bridge to Brighton Street. The Applicant is pursuing this path adjacent to the Development Parcel, on land owned by the MBTA. Two exhibits are provided: one focuses on the eastern segment of the path (*Multi-use Path Exhibit – East*), which runs from a connection to Smith Place easterly to the Proposed Bridge, and the other focuses on the western segment (*Multi-use Path Exhibit – West*), which runs from the above-referenced connection to Smith Place westerly to Brighton Street.

The Applicant is exploring the opportunity to develop this multi-use path in the future in response to community feedback; however, the path is subject to the Applicant obtaining the required easement or other property rights from the MBTA. The Applicant and the MBTA are in ongoing discussions with respect to the

Proposed Bridge and other related matters. The exhibits illustrate the conceptual extent of the path to be potentially provided by the Applicant in the future, its location relative to the Applicant's property, the delineation of land ownership, and rough dimensions for the path and associated buffer zones. The Applicant's land holdings are shown in a blue outline, and MBTA land holdings under consideration for the Proposed Bridge or the potential multi-use path are shown in a red outline. The layout would allow for potential future expansion by abutting owners.

Figure references:

- *Multi-use Path Exhibit – East*
- *Multi-use Path Exhibit – West*

2. Tree Mitigation Language (Revision)

Following feedback from the City Arborist on July 14, 2026, the Applicant desires to replace the following language from Volume 2, Section 2.1:

“The Applicant agrees that that it shall not remove trees in Phase 2 of the Project until the commencement of Phase 2; provided, however, that as it relates to the trees located on privately owned land, the caliper of trees that the Tree Mitigation Plan designates as private trees to be removed shall be deemed to be the caliper of the trees as of the date of the Final Development Plan.”

The Applicant hereby replaces the above language with the following revised language:

“The Applicant agrees that that it shall not remove trees in Phase 2 of the Project until the commencement of Phase 2. The Applicant will update the DBH measurements of the trees identified in the Tree Study for removal, as well as the resulting mitigation, every 10 years during the build-out of the Project. The Applicant will ensure that at the time of filing for Design Review on a specific building site, the Applicant shall have filed updated DBH measurements and mitigation with the City Arborist and the Community Development Department within 10 years of the date that the Applicant files for Design Review. No tree removal permit will be issued until there is an active building permit or site preparation permit, as the case may be, for the location or, as it relates to open space not located on a building site, until the Applicant notifies the City Arborist that the Applicant intends commence construction of the open space. A tree removal permit will be reviewed for consistency with the Tree Study for each approved project scope after the building permit or site preparation permit, as the case may be, is active. The Applicant will provide a timeline for mitigation at the time the Applicant applies for a Tree Removal Permit. If mitigation through tree planting is happening at a location outside of the approved project scope or will take longer than 5 years, the Applicant will post a bond for the mitigation amount until the trees are planted.”

3. Public Shade Trees (Revision)

Corrective language is provided within the *Supplemental Information Memorandum* to clarify and correct a discrepancy between the language included in Volume 2, Section 2.1 of the Final Development Plan, issued June 26, 2026, and the Tree Study, issued May 21, 2026.

Volume 2, Section 2.1 of the Final Development Plan includes language stating that mitigation would be based on the caliper of eight (8) Public Shade Trees proposed to be removed in connection with the Project. This language is inconsistent with the Tree Study, which identifies twenty-four (24) Public Shade Trees proposed to be removed.

Accordingly, the following language from the June 26, 2026, Final Development Plan issuance:

“The Applicant agrees that the caliper of any of the eight (8) Public Shade Trees that are proposed to be removed in connection with the Project on which mitigation will be based will be determined based on the caliper of the Public Shade Tree at the time the same is to be removed irrespective of when the Applicant obtains the approval to remove the same from the City’s Tree Warden.”

is hereby superseded and replaced with the following corrective language:

“The Applicant agrees that the caliper of any of the twenty-four (24) Public Shade Trees that are proposed to be removed in connection with the Project on which mitigation will be based will be determined based on the caliper of the Public Shade Tree at the time the same is to be removed irrespective of when the Applicant obtains the approval to remove the same from the City’s Tree Warden.”

4. Parking (Revision)

Corrective language is provided in the *Supplemental Information Memorandum* for the total proposed parking count and the total existing parking count.

In multiple locations in the Final Development Plan issuance, the total proposed parking spaces for the Project, inclusive of on-street spaces, was noted as 4,477 and the existing parking spaces were noted as 631.

The 631 spaces consisted of:

- 359 spaces for 725 Concord Avenue (Neighborhood Use in Mt. Auburn Hospital)
- 10 spaces in the easement area adjacent to 725 Concord Avenue (For King Street’s use at 733 Concord Avenue)
- 254 spaces at 10 Fawcett Street (General Office use in Building E3)
- 8 spaces at 110 Fawcett Street (Retail/Neighborhood Use in Building E2)

This Memorandum hereby corrects the existing parking count to be 636 to account for 15 parking spaces in which the owner of 733 Concord Avenue has long-standing easement rights pursuant to that certain Easement Agreement dated March 15, 1999, and recorded with the Middlesex South Registry District of the Land Court as Document No. 1111100, instead of the 10 previously noted. This increases the total proposed parking count from 4,477 to 4,482.

5. Special Permit for Parking (New Supplemental Information)

On July 22, 2026, CDD requested additional information regarding the Applicant’s need for a Special Permit pursuant to Sections 20.1100.4.3.1 (Parking as a Principal Use), 20.1100.5.5.4, and 20.1100.6.3 and the anticipated timing for this use relative to the Project.

The following supplemental information is provided herewith in the *Supplemental Information Memorandum*:

A business with school busing contracts, with both the Town of Belmont and the City of Cambridge, needs a parking lot for their electrified bus fleet of approximately 20 buses. The Applicant has offered to provide temporary parking spaces for these school buses at either 13 Mooney Street or 127 Smith Street for a fee. This use is estimated to be contracted for three years.

6. OS Zoning District (Revisions)

As noted in the Final Development Plan, the cul-de-sac situated at the end of New Mooney Street (previously identified as “Lot 01” in the Final Development Plan on Figure 1E.5: Open Space Plan – Open Space Per Lot, and Figure 1E.6: Open Space Plan – Permeable Area Per Lot), is located within both the Open Space (OS) Zoning District and the Alewife Overlay District - Quadrangle (AOD-Q) zoning district. The portion of the cul-de-sac situated in the OS District measures approximately 9,148 square feet (0.21 acres) and is depicted in Figures 1E.5 and 1.E.6 as Parcel 01A. The portion of the cul-de-sac situated in the AOD-Q Zoning District measures approximately 4,792 square feet (0.11 acres) and is depicted on the above-referenced Figures as Parcel 01B. As noted in the Dimensional Table, the Applicant has not included the Lot Area of Parcel 01A as part of the Lot Area of the Development Parcel for the purposes of calculating FAR or allowable GFA. Additionally, as noted below, the Applicant has not included any square footage of Open Space or Permeable Area situated on Parcel 01A towards the minimum requirements applicable to the Development Parcel under the AOD-Q Zoning.

As depicted in the Final Development Plan, Parcels 01A and 01B will be utilized solely for the purposes of providing access to Blair Pond and the open space amenities within and abutting the Project and will be a beneficial improvement to the public realm by improving the quality of the connections to Blair Pond and the abutting Open Space and pedestrian amenities to be constructed within the Project. Presently, the entirety of Parcels 01A and 01B is comprised of a paved, impervious cul-de-sac that is a City Street. As depicted in the Final Development Plan, as part of the proposed Mooney Street reconfiguration, the Applicant anticipates that this area will be transformed into a private way open to public use the sole purpose of which is to provide access to Blair Pond and other Open Space and pedestrian amenities. This improved condition will provide open space where none currently exists on said Parcels and create connections to organized parking to the north of the roundabout that will be available for users of Blair Pond and the Project’s public accessible open space.

The Supplemental Information provides separate open space and permeable area values for each zoning district in *Figure 1E.5: Open Space Plan – Open Space Per Lot*, and *Figure 1E.6: Open Space Plan – Permeable Area Per Lot*, respectively. In each revised figure, “Lot 01A” represents the OS Zoning District values and “Lot 01B” represents the AOD-Q values. The AOD-Q Zoning district open space and permeable values were revised to exclude any open space or permeable area in the OS Zoning District from the total. This revision is also incorporated in the *Dimensional Table* and *Statistical Summary*. As a result, the revised figures and tables more accurately reflect zoning specific open space and permeable area calculations.

Figure references:

- *Figure 1E.5: Open Space Plan – Open Space Per Lot*
- *Figure 1E.6: Open Space Plan – Permeable Area Per Lot*

7. Open Space – New Main Street and Wilson Road Extension (Revisions)

On July 22, 2026, CDD explained that open space excludes sidewalks in a public or private way. On the *Dimensional Table* and *Statistical Summary*, the Lot Area for Open Space Calculations has been revised to not include the land area of the portions of the Development Parcel containing the sidewalks proposed along New Main Street and Wilson Road Extension, which are intended to be private ways open to public use, and which areas measure approximately 89,468 square feet in the aggregate. The total Publicly Beneficial Open Space, previously noted as over 13 acres, has been revised to approximately 12 acres.

Graphically, this is reflected in updates to:

- *Figure 1A.6: Site Development Plan – Open Space*

- *Figure 1E.3: Key Open Spaces Approx. Size*
- *Figure 1E.4: Open Space Plan – Publicly Beneficial Open Space*
- *Figure 1E.5: Open Space Plan – Open Space Per Lot*
- *Figure 1E.9: Open Space Plan – Publicly Accessible Open Space*

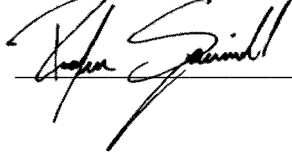
8. Open Space – Mooney Green (Revisions)

On July 22, 2026, CDD requested clarification that Mooney Green is publicly accessible. Per this *Supplemental Information Memorandum*, Mooney Green is confirmed to be classified as Publicly Beneficial Open Space from a definitional perspective under the Zoning Ordinance, but the Applicant acknowledges that Mooney Green will be publicly accessible, which will be subject to reasonable rules and regulations, such as hours of operation, established from time to time by Healthpeak.

Graphically, this is reflected in updates to:

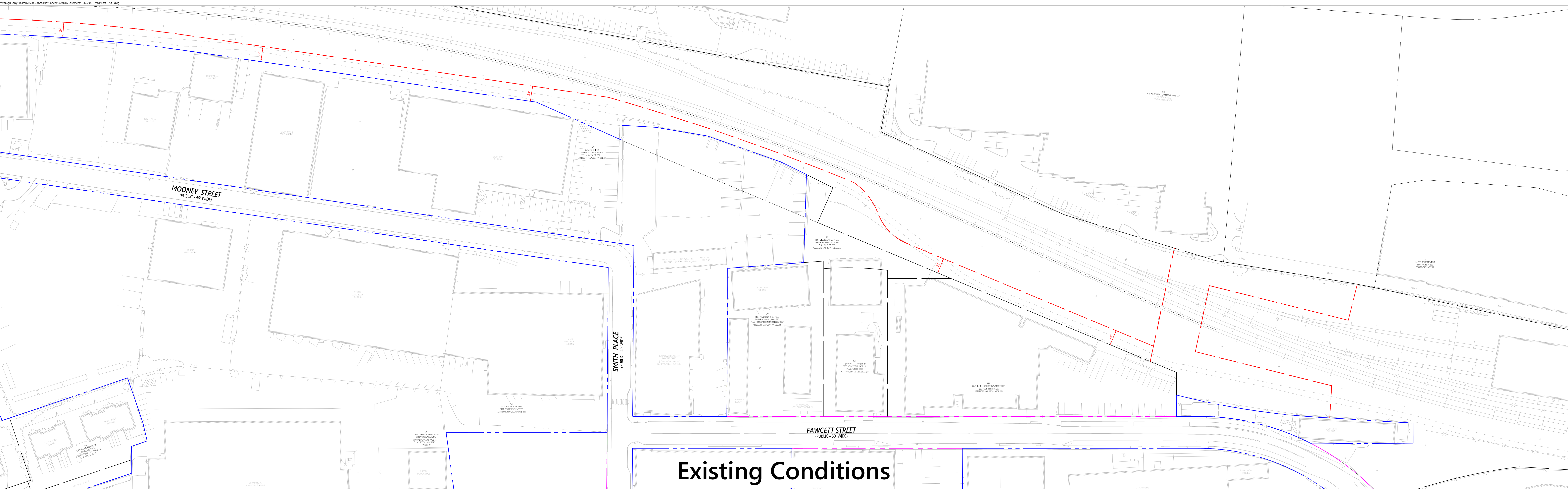
- *Figure 1E.3: Key Open Spaces Approx. Size*
- *Figure 1E.9: Open Space Plan – Publicly Accessible Open Space*

Respectfully submitted,

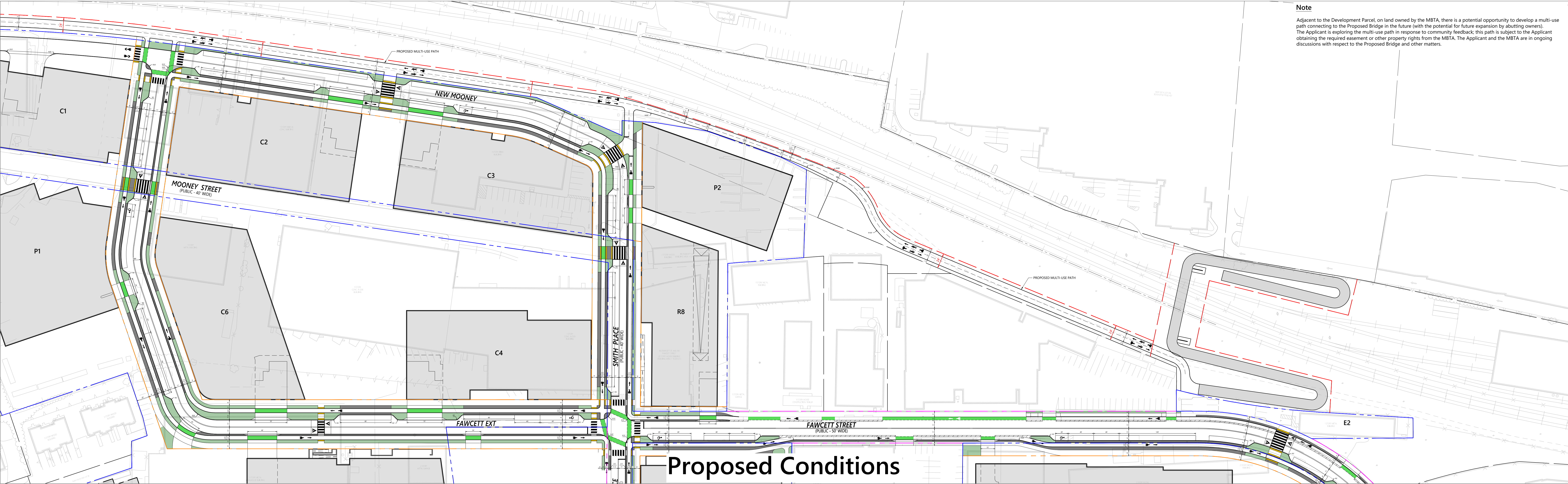


Rylan Squirrel
Healthpeak OP, LLC
By: Healthpeak Properties Inc.
its managing member

Date: 08/04/2026



Existing Conditions



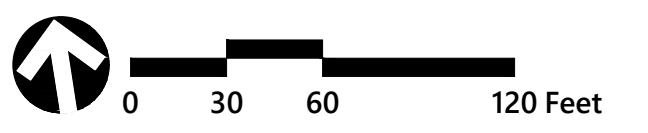
Proposed Conditions

Multi-Use Path - East - Alt 1

Healthpeak - Alewife Quad

Cambridge, Massachusetts

Source:
Prepared for: Client Review
Date: August 2026



Note
Adjacent to the Development Parcel, on land owned by the MBTA, there is a potential opportunity to develop a multi-use path connecting to the Proposed Bridge in the future (with the potential for future expansion by abutting owners). The Applicant is exploring the multi-use path in response to community feedback; this path is subject to the Applicant obtaining the required easement or other property rights from the MBTA. The Applicant and the MBTA are in ongoing discussions with respect to the Proposed Bridge and other matters.

Proposed Conditions



DIMENSIONAL TABLE - HEALTHPEAK INFRASTRUCTURE PUD SPECIAL PERMIT

	Existing	Min	Allowed (Max.)	Proposed	
Development Parcel ⁽¹⁾					
Lot Area	1,796,403 SF	1,347,302 SF	none	1,886,286 SF ¹⁷	
Total Lot Area to be Conveyed to City				303,966 SF	
<i>New and improved streets - Conveyed</i> ⁽²⁾	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	237,615 SF	
<i>New DPW Facility Project</i> ⁽³⁾	<i>n/a</i>	43,560 SF	<i>n/a</i>	55,530 SF	
<i>Net Mooney Street Relocation</i> ⁽²⁾	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	10,821 SF	
<i>New and Improved streets- Non-Conveyed</i>					
<i>Counts towards Open Space</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	0,000 SF	
<i>Does not count towards Open Space</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	89,468 SF	
Lot Area in Open Space (OS) District	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	9,148 SF	
Lot Area for Permeable Calculations	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	1,573,172 SF ¹⁸	
Lot Area for Open Space Calculations	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	1,483,704 SF ²⁰	
Gross Floor Area(sf)					
Commercial (Technical Office/Office) ⁽⁷⁾	109,000 SF	<i>n/a</i>	3,188,361	2,630,000 SF	
<i>Base</i>		<i>n/a</i>	2,815,707		
<i>Density Bonus (from roadway conveyances)</i>		<i>n/a</i>	372,654		
Residential		1,907,160 SF	4,692,845	2,246,900 SF	
Neighborhood Use ⁽⁹⁾	84,500 SF	75,630 SF	<i>n/a</i>	160,140 SF	
Total GFA	193,500 SF	<i>n/a</i>	7,881,206	4,876,900 SF	
Total SF				5,037,040 SF	
Percentage of Non-Resi SF (not including existing GFA to remain)		0%	60%	53%	
Percentage of Resi SF		40%	100%	46%	
Total Floor Area Ratio					
Non-Resi FAR (Base+Conveyed Land Bonus)	<i>n/a</i>	0	1.70	1.39	
Residential FAR	<i>n/a</i>	0	2.50	1.19	
Total FAR (with Conveyed Land Bonus)	<i>n/a</i>	0	4.20	2.59	
Conveyed Bonus	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	372,654 SF	
Exempt Uses ⁽¹⁰⁾					
Neighborhood Use	84,500 SF	75,630 SF	<i>n/a</i>	160,140 SF	
Above Grade Parking Garages	<i>n/a</i>	0 SF	<i>n/a</i>	1,543,300 SF	
Total Exempt Uses	84,500 SF			1,703,440 SF	
Dwelling Units ⁽¹¹⁾					
	0	<i>n/a</i>	<i>n/a</i>	2,296	
Building Height					
AOD-Q North ⁽³⁾					
Non-Resi	<i>n/a</i>	0	9 stories / 140'	9 stories / 140'	
Resi	<i>n/a</i>	0	13 stories / 160'	13 stories / 160'	
AOD-Q South ⁽³⁾					
Non-Resi	<i>n/a</i>	0	7 stories / 110'	7 stories / 110'	
Resi	<i>n/a</i>	0	13 stories / 160'	13 stories / 160'	
AOD-Q West					
Non-Resi	<i>n/a</i>	0	3 stories / 50'	3 stories / 50'	
Resi	<i>n/a</i>	0	6 stories / 75'	6 stories / 75'	
Setbacks					
Front		0	5'	(16)	
Side		0 (<65') 15'(>65')	none	(16)	
Rear		none	none	<i>n/a</i>	
Open and Permeable Space					
Total Open Space and Publicly Beneficial Open Space ⁽⁵⁾⁽⁶⁾	<i>n/a</i>	296,741	20%	<i>n/a</i>	536,675 SF
Total Open Space/Total Lot Area (%)	<i>n/a</i>	20%		<i>n/a</i>	36%
Total Permeable Area ⁽⁴⁾	<i>n/a</i>	393,293	25%	<i>n/a</i>	397,156 SF
Total Open Space and Publicly Beneficial Open Space (OS District)	<i>n/a</i>	5,489	60%	<i>n/a</i>	9,148 SF
					100% ¹⁹
Vehicular Parking Spaces ⁽¹²⁾⁽¹³⁾					
Total		0		4,897	4,482
Bicycle Parking					
Long-Term Spaces	<i>n/a</i>	3,076		<i>n/a</i>	3,076
Short-Term Spaces ⁽¹⁴⁾	<i>n/a</i>	442		<i>n/a</i>	442
Loading Bays ⁽¹⁵⁾					
	1	<i>n/a</i>	<i>n/a</i>	49 ⁽¹⁴⁾	

Notes:

- (1) The Development Parcel includes 29,274 sf located at 641 Concord Avenue, which is slated to be the site of Building R5.
- (2) Cambridge Zoning Ordinance("CZO") Section 20.1100.5.1.4.4 Conveyance of Land for Public Use allows 1.5x applicable FAR applied to size of land conveyed
- (3) Additional Height for Large Land Conveyance, as described in Section 20.1100.5.2.5, allows buildings to exceed permitted height by up to one story and 15 feet to accommodate bonus GFA from a lot of at least one acre conveyed to the City
- (4) In Section 20.1100.5.4.3 Permeable Area, as required, shall equal at least 25% of the total area of the lot or Development Parcel.
- (5) In Section 20.1100.5.4.2(b) Public or Publicly Beneficial Open Space, at least 20 percent of the land area of the Development Parcel shall be any combination of Public Open Space or Publicly Beneficial Open Space.
- (6) Public Open Space or Publicly Beneficial Open Space, as required, shall be generally accessible to the public, in accordance with Section 20.1100.5.4.2.
- (7) Includes all Office and Laboratory uses listed in Section 4.34 of the CZO. Proposed GFA excludes DPW's anticipated program for the DPW Facility Project.
- (8) Required Residential GFA, per Section 20.1100.5.1.3, is at least 40% of the total GFA on the lot or Development Parcel for residential uses listed in Sections 4.31(a)–(h), excluding any exempt GFA.
- (9) Minimum Neighborhood Uses in a PUD, including exempt areas, shall equal at least 3% of total non-residential GFA in accordance with Section 20.1100.4.5. An equivalent bonus in permissible GFA may be granted for floor area dedicated to Neighborhood Uses, in accordance with Section 20.1100.5.1.4.6. Proposed Neighborhood Use column includes existing uses; however, the Applicant is not relying on such existing Neighborhood Uses to meet the 3% requirement.
- (10) Article 2-Zoning deductions include base building and tenant mechanical areas electric/emergency electric rooms, electrical vaults, FCC, plumbing chases, PH neutralization, mechanical shafts, parking, loading dock, and bicycle parking.
- (11) Assuming average of approximately 975 SF per residential unit.
- (12) Proposed parking is off-street parking garage.
- (13) Existing parking Includes a total of approximately 636 existing parking spaces to remain: 359 spaces for medical office use, 254 spaces for office use, 15 spaces for 733 Concord Avenue (King Street easement), 8 spaces for retail use. Proposed parking column includes existing parking to remain.
- (14) Assumes the most intensive use of all retail space within the Development Parcel (i.e., restaurant use). The amounts of both required and provided short-term bicycle parking spaces may be adjusted based upon the final building programming to be determined during the Design Review process.
- (15) Loading bays will be as provided in the forthcoming Design Review submissions per the provisions of Section 20.1100.6.
- (16) See Appendix for compliance.
- (17) The Development Parcel is comprised of 1,877,138 SF in the AOD and 9,148 SF in the Open Space (OS) District. The portion of the Development Parcel situated in the OS District has not be utilized in calculating GFA and FAR limitations or Open Space requirements.
- (18) The Lot Area for Open Space/Permeable calculation is comprised of two components: 1,573,172 SF in the AOD and 9,148 SF in the OS District. For the purposes of the total required Open Space and the total required Permeable Open Space calculations applicable to the portion of the Development Parcel situated in the AOD, the OS District square footage is not contained in the denominator for such calculations.
- (19) Improvements within the OS district land are comprised of publicly beneficial open space and roadway improvements to access the publicly beneficial space.
- (20) This area does not include the land area of the portions of the Development Parcel containing the sidewalks proposed along New Main Street and Wilson Road Extension, which are intended to be private ways open to public use, and which area measures approximately 89,468 square feet.

I. Project as a Whole**A. Summary**

a. Parcel Area	Total Area (Acres)	43.30
	Total Area (Square Feet)	1,886,286
	Conveyed (SF)	293,145
	Mooney St. Relocation (SF)	10,821
	Lot Area in Open Space (OS)	9,148
	Non-Conveyed (SF)	1,573,172
b. Floor Area	Total GFA	4,767,900
c. Non-Residential	Max. FAR	1.5
	Zoning GFA	2,829,429
	Proposed GFA	2,521,000
	Neighborhood Use	75,640
d. Residential	Max. FAR	2.5
	Zoning GFA	4,715,715
	Proposed GFA	2,246,900
e. Open Space	Open Space	536,675
	Permeable	397,156
f. Parking Spaces	Non-Residential	3,037
	Residential	1,445
	Total	4,482
g. Dwelling Units	Proposed Number	2,296

A. Statistical Summary - Phase 1**1. Overall Dimensional Limits**

a. Parcel Areas	Total Area (SF)	935,351
	Conveyed (SF)	232,791
	Non-Conveyed (SF)	702,560
b. Floor Area	Total GFA (SF)	2,178,750
c. Non-Residential	GFA (SF)	1,175,000
	Neighborhood Use (SF)	18,500
d. Residential	GFA (SF)	1,003,750
e. Open Space	Open Space (SF)	271,703
	Permeable (SF)	190,606
f. Parking Spaces	Non-Residential	1,515
	Residential	490
	Total	2,005
g. Dwelling Units	Proposed Number	1,063

B. Statistical Summary - Phase 2**1. Overall Dimensional Limits**

a. Parcel Areas	Total Area (SF)	950,935
	Conveyed (SF)	60,354
	Non-Conveyed (SF)	890,581
b. Floor Area	Total GFA (SF)	2,589,150
c. Non-Residential	GFA (SF)	1,346,000
	Neighborhood Use (SF)	57,140
d. Residential	GFA (SF)	1,243,150
e. Open Space	Open Space (SF)	264,972
	Permeable (SF)	206,550
f. Parking Spaces	Non-Residential	1,522
	Residential	955
	Total	2,477
g. Dwelling Units	Proposed Number	1,233

A. Statistical Summary - Phase 1A*

1. Overall Dimensional Limits

a. Parcel Areas	Total Area (SF)	411,911
	Conveyed (SF)	83,938
	Non-Conveyed (SF)	327,973
b. Floor Area	Total GFA (SF)	1,015,250
c. Non-Residential	GFA (SF)	0
	Neighborhood Use (SF)	11,500
d. Residential	GFA (SF)	1,003,750
e. Open Space	Open Space (SF)	102,305
	Permeable (SF)	69,828
f. Parking Spaces	Non-Residential	659
	Residential	490
g. Dwelling Units	Proposed Number	1063

*The Applicant intends to convey the approximately 1-acre DPW Parcel to the City of Cambridge by the end of Phase 1A. The City of Cambridge will subsequently construct a new Department of Public Works Facility on the DPW Parcel.

2. Dimensional Limits on Individual Parcels

DPW	a. Total Parcel Area (SF):	55,530
	b. Total GFA (SF):	35,000*
	c. Use:	Conveyed Land
	d. Non-Residential GFA (SF):	
	e. Neighborhood Use (SF):	
	f. Residential GFA (SF):	
	g. Total Parking Spaces:	14
	h. Open Space	0
	i. Permeable	0
R1	a. Total Parcel Area (SF):	42,869
	b. Total GFA (SF):	196,650
	c. Use:	Residential
	d. Non-Residential GFA (SF):	0
	e. Neighborhood Use (SF):	0
	f. Residential GFA (SF):	196,650
	g. Total Parking Spaces:	160
	h. Open Space	15,314
	i. Permeable	10,878

*The Gross Floor Area associated with the DPW Facility Project is exempt under Section 20.1100.5.1.4(a) of the Cambridge Zoning Ordinance.

R2	a. Total Parcel Area (SF):	97,266
	b. Total GFA (SF):	400,000
	c. Use:	Residential
	d. Non-Residential GFA (SF):	0
	e. Neighborhood Use (SF):	7,000
	f. Residential GFA (SF):	400,000
	g. Total Parking Spaces:	330
	h. Open Space	43,331
	i. Permeable	24,797
E2	a. Total Parcel Area (SF):	9,537
	b. Total GFA (SF):	4,500
	c. Use:	Existing Commercial Use
	d. Non-Residential GFA (SF):	0
	e. Neighborhood Use (SF):	4,500
	f. Residential GFA (SF):	0
	g. Total Parking Spaces:	0
	h. Open Space	4,763
	i. Permeable	1,597
R7	a. Total Parcel Area (SF):	49,653
	b. Total GFA (SF):	347,300
	c. Use:	Residential
	d. Non-Residential GFA (SF):	0
	e. Neighborhood Use (SF):	0
	f. Residential GFA (SF):	347,300
	g. Total Parking Spaces:	0
	h. Open Space	13,305
	i. Permeable	10,327
R6/P4	a. Total Parcel Area (SF):	64,992
	b. Total GFA (SF):	59,800
	c. Use:	Residential/Parking
	d. Non-Residential GFA (SF):	0
	e. Neighborhood Use (SF):	0
	f. Residential GFA (SF):	59,800
	g. Total Parking Spaces:	635
	h. Open Space	11,974
	i. Permeable	10,289
E1 (Existing Use to Remain)	a. Total Parcel Area (SF):	36,850
	b. Total GFA (SF):	84,500
	c. Use:	Existing Use
	d. Non-Residential GFA (SF):	0
	e. Neighborhood Use (SF):	84,500
	f. Residential GFA (SF):	0
	g. Total Parking Spaces:	0
	h. Open Space	13,618
	i. Permeable	11,940

B. Statistical Summary - Phase 1B

1. Overall Dimensional Limits

a. Parcel Areas	Total Area (SF)	523,440
	Conveyed (SF)	148,853
	Non-Conveyed (SF)	374,587
b. Floor Area	Total GFA (SF)	1,182,000
c. Non-Residential	GFA (SF)	1,175,000
	Neighborhood Use (SF)	7,000
d. Residential	GFA (SF)	0
e. Open Space	Open Space (SF)	169,398
	Permeable (SF)	120,778
f. Parking Spaces	Non-Residential	856
	Residential	0
g. Dwelling Units	Proposed Number	0

2. Dimensional Limits on Individual Parcels

C3	a. Total Parcel Area (SF):	51,305
	b. Total GFA (SF):	294,000
	c. Use:	Commercial
	d. Non-Residential GFA (SF):	294,000
	e. Neighborhood Use (SF):	0
	f. Residential GFA (SF):	0
	g. Total Parking Spaces:	0
	h. Open Space	10,139
	i. Permeable	8,233
C4	a. Total Parcel Area (SF):	45,001
	b. Total GFA (SF):	288,000
	c. Use:	Commercial
	d. Non-Residential GFA (SF):	288,000
	e. Neighborhood Use (SF):	7,000
	f. Residential GFA (SF):	0
	g. Total Parking Spaces:	0
	h. Open Space	7,166
	i. Permeable	3,513
C6	a. Total Parcel Area (SF):	57,692
	b. Total GFA (SF):	301,000
	c. Use:	Commercial
	d. Non-Residential GFA (SF):	301,000
	e. Neighborhood Use (SF):	0
	f. Residential GFA (SF):	0
	g. Total Parking Spaces:	0
	h. Open Space	13,672
	i. Permeable	9,333
P2	a. Total Parcel Area (SF):	42,217
	b. Total GFA (SF):	0
	c. Use:	Parking
	d. Non-Residential GFA (SF):	0
	e. Neighborhood Use (SF):	0
	f. Residential GFA (SF):	0
	g. Total Parking Spaces:	856
	h. Open Space	12,094
	i. Permeable	11,912
C5	a. Total Parcel Area (SF):	91,360
	b. Total GFA (SF):	292,000
	c. Use:	Commercial
	d. Non-Residential GFA (SF):	292,000
	e. Neighborhood Use (SF):	0
	f. Residential GFA (SF):	0
	g. Total Parking Spaces:	0
	h. Open Space	39,341
	i. Permeable	31,998

C. Statistical Summary - Phase 2A

1. Overall Dimensional Limits

a. Parcel Areas	Total Area (SF)	344,566
	Conveyed (SF)	14,971
	Non-Conveyed (SF)	329,595
b. Floor Area	Total GFA (SF)	841,000
c. Non-Residential	GFA (SF)	588,000
	Neighborhood Use (SF)	0
d. Residential	GFA (SF)	253,000
e. Open Space	Open Space (SF)	151,249
	Permeable (SF)	118,911
f. Parking Spaces	Non-Residential	630
	Residential	165
g. Dwelling Units	Proposed Number	220

2. Dimensional Limits on Individual Parcels

C1	a. Total Parcel Area (SF):	78,853
	b. Total GFA (SF):	294,000
	c. Use:	Commercial
	d. Non-Residential GFA (SF):	294,000
	e. Neighborhood Use (SF):	0
	f. Residential GFA (SF):	0
	g. Total Parking Spaces:	10
	h. Open Space	28,259
	i. Permeable	26,960
C2	a. Total Parcel Area (SF):	50,375
	b. Total GFA (SF):	294,000
	c. Use:	Commercial
	d. Non-Residential GFA (SF):	294,000
	e. Neighborhood Use (SF):	0
	f. Residential GFA (SF):	0
	g. Total Parking Spaces:	0
	h. Open Space	9,974
	i. Permeable	8,415
P1	a. Total Parcel Area (SF):	102,085
	b. Total GFA (SF):	0
	c. Use:	Parking
	d. Non-Residential GFA (SF):	0
	e. Neighborhood Use (SF):	0
	f. Residential GFA (SF):	0
	g. Total Parking Spaces:	620
	h. Open Space	57,167
	i. Permeable	44,008
R8	a. Total Parcel Area (SF):	37,476
	b. Total GFA (SF):	253,000
	c. Use:	Residential
	d. Non-Residential GFA (SF):	0
	e. Neighborhood Use (SF):	0
	f. Residential GFA (SF):	253,000
	g. Total Parking Spaces:	165
	h. Open Space	6,245
	i. Permeable	3,805

D. Statistical Summary - Phase 2B

1. Overall Dimensional Limits

a. Parcel Areas	Total Area (SF)	606,369
	Conveyed (SF)	45,383
	Non-Conveyed (SF)	560,986
b. Floor Area	Total GFA (SF)	1,805,290
c. Non-Residential	GFA (SF)	758,000
	Neighborhood Use (SF)	57,140
d. Residential	GFA (SF)	990,150
e. Open Space	Open Space (SF)	113,723
	Permeable (SF)	87,639
f. Parking Spaces	Non-Residential	892
	Residential	790
g. Dwelling Units	Proposed Number	1,013

2. Dimensional Limits on Individual Parcels

C7	a. Total Parcel Area (SF):	76,726
	b. Total GFA (SF):	380,000
	c. Use:	Commercial
	d. Non-Residential GFA (SF):	380,000
	e. Neighborhood Use (SF):	9,070
	f. Residential GFA (SF):	0
	g. Total Parking Spaces:	0
	h. Open Space	4,986
	i. Permeable	598
C8	a. Total Parcel Area (SF):	76,725
	b. Total GFA (SF):	378,000
	c. Use:	Commercial
	d. Non-Residential GFA (SF):	378,000
	e. Neighborhood Use (SF):	9,070
	f. Residential GFA (SF):	0
	g. Total Parking Spaces:	0
	h. Open Space	5,928
	i. Permeable	596
R3	a. Total Parcel Area (SF):	69,055
	b. Total GFA (SF):	389,850
	c. Use:	Residential
	d. Non-Residential GFA (SF):	0
	e. Neighborhood Use (SF):	25,000
	f. Residential GFA (SF):	389,850
	g. Total Parking Spaces:	320
	h. Open Space	9,728
	i. Permeable	1,871

R4	a. Total Parcel Area (SF):	59,925
	b. Total GFA (SF):	357,650
	c. Use:	Residential
	d. Non-Residential GFA (SF):	0
	e. Neighborhood Use (SF):	14,000
	f. Residential GFA (SF):	357,650
	g. Total Parking Spaces:	300
	h. Open Space	8,323
	i. Permeable	1,970
R5	a. Total Parcel Area (SF):	41,227
	b. Total GFA (SF):	242,650
	c. Use:	Residential
	d. Non-Residential GFA (SF):	0
	e. Neighborhood Use (SF):	0
	f. Residential GFA (SF):	242,650
	g. Total Parking Spaces:	170
	h. Open Space	12,459
	i. Permeable	9,979
P3	a. Total Parcel Area (SF):	62,830
	b. Total GFA (SF):	0
	c. Use:	Parking
	d. Non-Residential GFA (SF):	0
	e. Neighborhood Use (SF):	0
	f. Residential GFA (SF):	0
	g. Total Parking Spaces:	861
	h. Open Space	13,535
	i. Permeable	8,819
E3 (Existing Use to Remain)	a. Total Parcel Area (SF):	43,183
	b. Total GFA (SF):	109,000
	c. Use:	Existing Commercial Use
	d. Non-Residential GFA (SF):	0
	e. Neighborhood Use (SF):	0
	f. Residential GFA (SF):	0
	g. Total Parking Spaces:	0
	h. Open Space	16,917
	i. Permeable	12,435



Figure 1A.6: Site Development Plan - Open Space

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Figure 1E.3: Key Open Spaces Approx. Size

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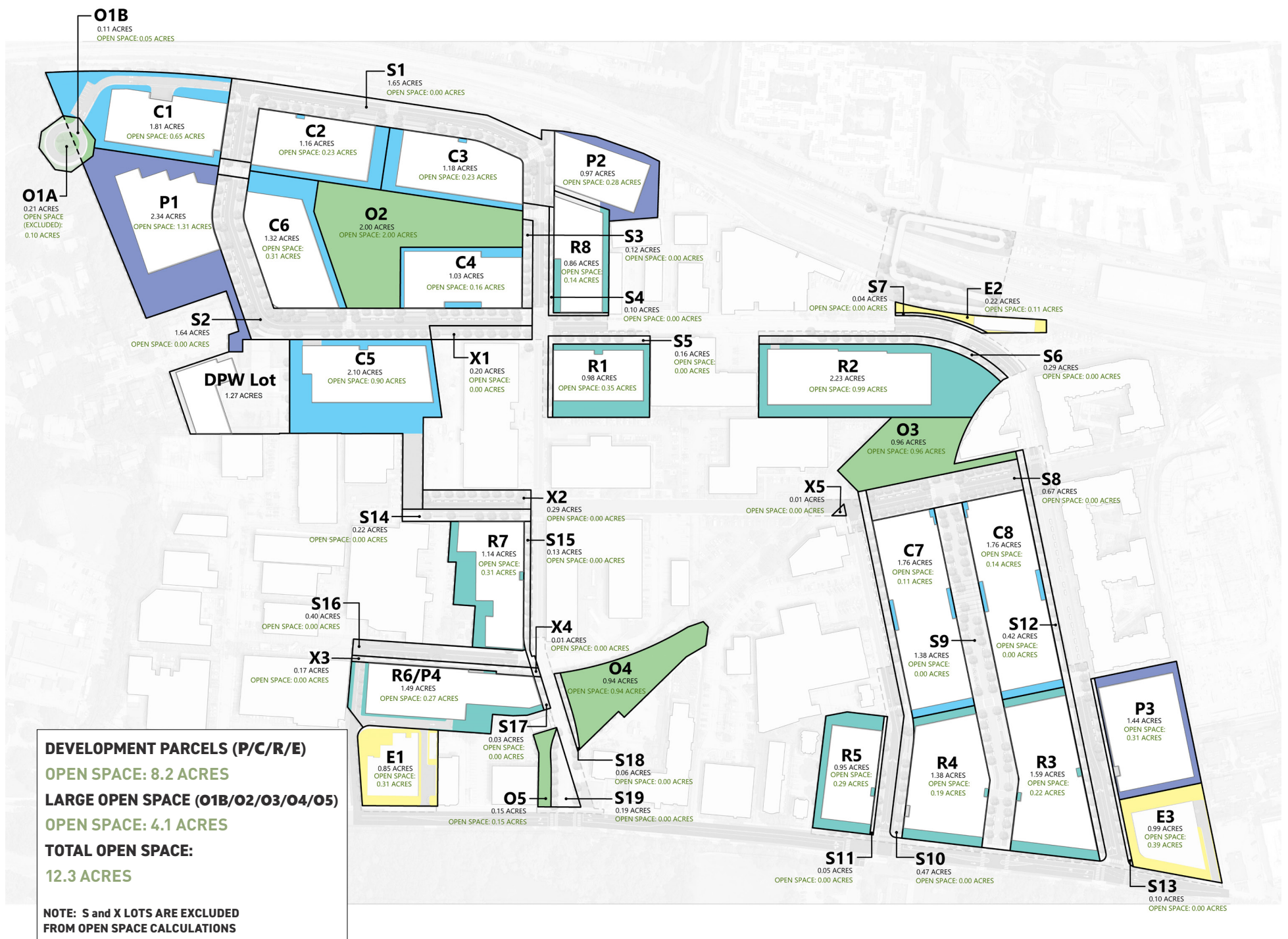


Figure 1E.5: Open Space Plan - Open Space Per Lot

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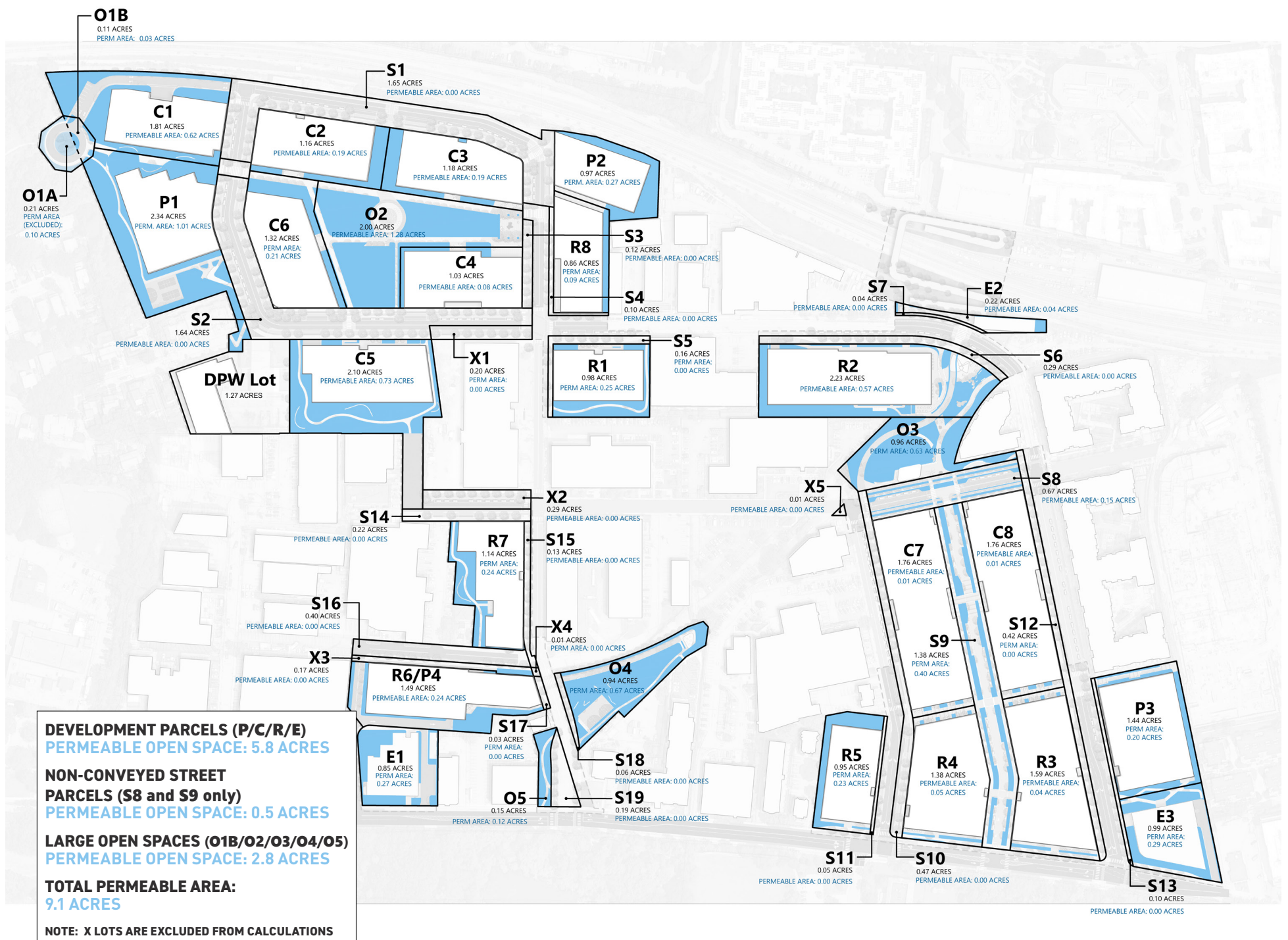


Figure 1E.6: Open Space Plan - Permeable Area Per Lot



Figure 1E.9: Open Space Plan - Publicly Accessible Areas
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