CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

NOTICE OF DECISION

Case Number:	PB-410
Address:	78R Cambridgepark Dr, 591, 617, 625, 641-643, 645, 689, 725 Concord Ave, 77, 110, 125, 160, 180 Fawcett St, 60 Loomis St, 13, 45, 50, 52, 54, 61, 67 Mooney St, 12, 24, 36, 60, 62, 68 Moulton St, 11, 25, 26, 35, 49, 59, 61-67, 100, 127 Smith Pl
Zoning:	Office-1 (O-1) / Industry B-2 (IB-2) / Business A (BA) / Open Space (OS) / Alewife Overlay District - Quadrangle (AOD-Q) / Alewife Overlay District 5 (AOD-5)
Applicant:	Healthpeak OP LLC 1900 Main Street, Suite 500, Irvine, CA 92614
Owner:	Multiple owners as listed in the Ownership Certificates
Application Date:	March 3, 2026
Preliminary Hearing/Determination:	April 28, 2026
Second Public Hearing:	September 15, 2026
Date of Planning Board Decision:	September 15, 2026
Date of Filing Planning Board Decision:	November 9, 2026
Application:	Special permits pursuant to sections 12.30 Planned Unit Development, 19.20 Project Review, 20.1100.4.3.1 Parking Principal Use, 20.1100.4.4 Neighborhood Uses Location, 20.1100.5.5.1 Building and Site Design Standards – Modifications, 20.1100.5.5.2.4 Build-to Zone Modifications, 20.1100.5.5.2.5 Minimum Build-to Percentage, 20.1100.5.5.2.8 Design of Front Yards, 20.1100.5.5.3 Minimum Ground Story Height, 20.1100.5.5.4 Limitations on Structured Parking, 20.1100.5.5.5 Entrances, 20.1100.5.5.6. Fences, 20.1100.5.5.7 Curb Cuts, 20.1100.5.5.8 Street Tree Planting, 20.1100.5.5.9.1 & 20.1100.5.5.9.3 Side Yard Waiver, 20.1100.6.3 Pooled or Principal Use Parking, 20.1100.6.4 Off-Street Loading Waiver, 20.1100.8 Planned Unit Development AOD-Q, 22.35.3 Reduction of Green Roofs requirement, and 22.84.3 Flood Resilience Standards Modifications to develop multiple parcels into a mixed-use development including residential, retail, office, and laboratory buildings, as well as municipal service facility site, publicly beneficial open space, and a pedestrian and bicycle bridge over MBTA railroad.
Decision:	GRANTED with conditions.

2026 NOV -9 AM 10:37
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final 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 decision, please contact Swaathi Joseph at 617-349-4668, or sjoseph@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Development Proposal ("Preliminary Development Plan") dated March 2026, containing the following volumes:

    - Volume I, containing supporting written materials for the issuance of the requested special permit, including special permit forms, a general project description and overview of public benefits and engagement, a summary of requested special permits and detailed responses to applicable special permit approval criteria, and a summary of the proposal's consistency with related planning documents.

    - Volume II, containing the AOD-Q Infrastructure PUD Development Proposal including plans required by AOD-Q zoning, and the documents required by Article 19.20 zoning for a Project Review Special Permit.

    - Volume III, containing appendices including 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.
3. Final Development Plan dated June 2026 containing the above volumes updated: Volume I; Volume II; and Volume III.
4. Final Development Plan Supplement dated 8/4/2026.
5. Presentation slides shown to the Planning Board on 9/15/2026.

City of Cambridge Documents

6. Preliminary Determination from the Planning Board, dated 5/18/2026.
7. Memorandum to the Planning Board from Brooke McKenna, Commissioner, Department of Transportation (DOT), dated 4/21/2026.
8. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 4/22/2026.
9. Memorandum to the Planning Board from James Wilcox, City Engineer, Department of Public Works (DPW), dated 4/23/2026.
10. Memorandum to the Planning Board from James Wilcox, City Engineer, DPW, dated 8/25/2026.
11. Memorandum to the Planning Board from CDD staff, dated 9/9/2026.
12. Memorandum to the Planning Board from Brooke McKenna, Commissioner, DOT, dated 9/15/2026.

Other Documents

13. Letter to the Planning Board from Cambridge Transit Advisory Committee, dated 4/24/2026.
14. Letter to the Planning Board from Cambridge Pedestrian Committee, dated 8/27/2026.
15. Letter to the Planning Board from Cambridge Transit Advisory Committee, dated 9/9/2026.
16. Letter to the Planning Board from Cambridge Bicycle Committee, dated 9/9/2026.
17. Letter to the Planning Board from Phillip Eng, Interim MassDOT Secretary and MBTA General Manager & CEO, dated 9/9/2026.
18. Email communication to the Planning Board from Ethan Frank, dated 3/10/2026.
19. Email communication to the Planning Board from Councilor Patricia Nolan, dated 4/27/2026.
20. Email communication to the Planning Board from Ann McDonald, dated 4/27/2026.
21. Email communication to the Planning Board from Doug Brown, dated 4/28/2026.
22. Email communication to the Planning Board from Ann Stewart and Ann Tennis, dated 4/29/2026.
23. Email communication to the Planning Board from Mathieu Dufour, dated 9/8/2026.
24. Email communication to the Planning Board from PJ Somers, dated 9/14/2026.
25. Email communication to the Planning Board from Ian Nowland, dated 9/14/2026.
26. Email communication to the Planning Board from Michael R, dated 9/14/2026.
27. Email communication to the Planning Board from unnamed, dated 9/14/2026.
28. Email communication to the Planning Board from Ann Tennis, dated 9/15/2026.
29. Email communication to the Planning Board from Ann Stewart, dated 9/15/2026.
30. Email communication to the Planning Board from Eric Grunebaum, dated 9/15/2026.
31. Email communication to the Planning Board from Doug Brown, dated 9/15/2026.
32. Email communication to the Planning Board from unnamed, dated 9/15/2026.
33. Email communication to the Planning Board from Mathieu Dufour, dated 9/15/2026.
34. Email communication to the Planning Board from John Chun, dated 9/15/2026.

APPLICATION SUMMARY

The Healthpeak PUD application proposes the redevelopment of approximately 42 acres across the Alewife neighborhood, in the "quadrangle" area south of the MBTA commuter rail tracks and north of Concord Ave. The Final Development Plan consists of twenty-four (24) Building Sites including eight (8) new residential buildings, (8) new commercial buildings, four (4) new parking structures, one (1) new administrative site and building for a DPW yard, and the retention of three (3) existing non-residential buildings in their present use. Ground floor area of multiple new residential and commercial buildings will include Neighborhood Uses, containing retail, services, and other uses that provide goods, services, and programming to the neighborhood and general public. One of the existing buildings that currently contains Neighborhood Uses in the form of medical offices and clinic space, will also remain designated for Neighborhood Uses.

Parking for all the development in the Development Parcel is proposed to be provided in four (4) proposed above-grade standalone parking structures and in six (6) above-grade parking garages located within residential buildings. There will also be approximately 51 new on-street parking spaces provided on private streets. Loading facilities will be provided at grade level in locations depicted in the Final Development Plan.

The Final Development Plan also proposes approximately twelve (12) acres of publicly beneficial open space including five (5) publicly accessible Park Sites with area that totals nearly seven (7) acres. These Park Sites and other publicly beneficial open spaces, including "Green Connectors," are interspersed throughout the Development Parcel, as depicted in the Final Development Plan, to support open space connectivity across the Alewife neighborhood.

The Final Development Plan also includes the improvement of existing streets and the development of new streets within the Development Parcel. Street improvements are proposed on Concord Ave, Smith Pl, Smith Pl Ext, Fawcett St, Moulton St, and Mooney St, and proposed new streets include New Main St, Wilson Rd Ext, New Mooney St, and Fawcett St Ext.

In addition to the proposed building, open space, and street development, the Final Development Plan proposes a new pedestrian/bicycle bridge over the MBTA commuter rail tracks.

Construction is proposed to occur over two larger phases, with four total sub-phases as described in the Final Development Plan.

FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearing, and review and consideration of the applicable requirements and criteria set forth in the Zoning Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

1. Planned Unit Development (PUD) Special Permit (12.36)

   The Applicant submitted a Development Proposal on March 4, 2026 in accordance with the requirements of Article 12.000. Following a public hearing on April 28, 2026, the Planning Board issued a Preliminary Determination approving the Development Proposal with requests for additional material to be included in the Final Development Plan. The Preliminary Determination was filed with the City Clerk on May 19, 2026. The Applicant responded to the requests for additional material and submitted a Final Development Plan on June 26, 2026.

   Pursuant to Section 12.36.4, the Board reaffirms the findings made in its Preliminary Determination and finds that the Final Development Plan remains in conformance with the evaluation criteria set forth in Section 12.35.3, as set forth below.

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

   The Board finds that the Final Development Plan conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth for the AOD-Q zoning district contained in Section 20.1100 of the Zoning Ordinance. The Final Development Plan demonstrates compliance with the specific requirements set forth in the AOD-Q zoning for an Infrastructure PUD Special Permit.

   (2) The Final Development Plan 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 was developed to be consistent with the established plans and guidelines for the Alewife Neighborhood, including the Envision Alewife District Plan (2019), the Principles of the Alewife Zoning Working Group (2023), and the Alewife Design Guidelines (2023). The Board has reviewed the plans and guidelines relevant to the AOD-Q zoning district, along with comments provided by City staff, and finds the Final Development Plan to be consistent with those plans, guidelines, and principles.

   (3) Provides benefits to the city which outweigh its adverse effects.

   The Board finds that the Final Development Plan will benefit the City by enabling the redevelopment of the Development Parcel into a high-density, mixed-use

neighborhood with residential and commercial uses, neighborhood-serving uses, and a network of streets, open spaces, and infrastructure that improve connectivity to the existing and surrounding neighborhoods. The proposed PUD will also support additional development within the Alewife Quadrangle and broader Alewife neighborhood.

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

(a) Quality of 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 Final Development Plan appropriately arranges buildings and land uses throughout the Development Parcel in a manner that supports connectivity and neighborhood cohesion. Open spaces and streets are proposed and designed in a manner to support connectivity and activity, with five "Park Sites" distributed throughout the site and designed to support a range of open space uses and programming. Neighborhood Uses are located and designed to support pedestrian and street level activity, and the proposed amenities and infrastructure components, including the proposed pedestrian/bicycle bridge, are designed to support a walkable, cohesive neighborhood.

(b) Traffic flow and safety

The Final Development Plan proposes a network of improved and new streets, including sidewalks and bike lanes, as well as connections and pathways within the proposed Park Sites to facility safe and organized access and mobility for a range of travel modes throughout the development parcel. Off-street parking entrances are located and designed to channel vehicular traffic and mitigate impacts. With the approved mitigation identified in the conditions of approval and Transportation Mitigation Program, as discussed further below in the Project Review Special Permit findings, the Board finds that traffic flow and safety needs will be met.

(c) Adequacy of utilities and other public works

The Final Development Plan and the memorandum from the Department of Public Works indicate that there is adequate utility and public works capacity to satisfy demand from the Final Development Plan. With the approved mitigation identified in the conditions of approval, as discussed further below in the Project Review Special Permit findings, the Board finds that City requirements and needs related to infrastructure are understood and will be met.

(d) Impact on existing public facilities within the city

The Board finds that the Final Development Plan is not expected to have a negative impact on existing public facilities. It will positively support the continued operation of public facilities by providing permanent land for a municipal services facility and pedestrian/bicycle connections that address an identified public need.

(e) Potential fiscal impact

The Board finds that the development proposed in Final Development Plan is expected to have a positive fiscal impact for the City, including increased tax revenue and contributions to public improvements and infrastructure.

Pursuant to Section 12.36.4, the Board finds that the Final Development Plan meets the evaluation criteria set forth in Section 12.35.3 and contains the revisions required by the Planning Board in its Preliminary Determination, as well as responses to requests for additional information. In addition to the updates made to the narrative and plans, the Final Development Plan includes a list of comments provided by the Planning Board and how the proposal has been updated to address these comments. In addition to the updates to the substance of the Final Development Plan, this list provides detailed responses consistent with the goals and intent of the zoning requirement.

2. Approval of a PUD Final Development Plan in the Alewife Overlay District – Quadrangle (AOD-Q) (20.1100.8.5.5.7)

20.1100.8.5.5.7 Final Development Plan Approval. The Planning Board shall grant a PUD special permit to approve the Final Development Plan, with conditions as set forth below, upon finding that it contains the modifications or improvements requested in the Preliminary Determination, and that the resulting plan is in conformance with the special permit criteria in Section 20.1100.8.4.3 above and the PUD approval criteria in Section 12.35.3 of this Zoning Ordinance. The Planning Board may simultaneously grant any other special permits required as part of the Final Development Plan approval upon finding that the criteria specific to those special permits are met.

The Board finds that the Final Development Plan contains the modifications and additional information requested in the Preliminary Determination. With the Final Development Plan Supplement submitted in August 2026, the resulting Final Development Plan in its final form conforms with both the special permit criteria specific to the AOD-Q zoning district and the general PUD approval criteria identified in Section 12.35.3 of the Zoning Ordinance.

3. AOD-Q Special Permit Review Criteria (20.1100.8.4.3)

20.1100.8.4.3 Criteria. In addition to the criteria in Section 10.43 of the Zoning Ordinance and other criteria specific to the special permit being sought, the Planning

Board shall grant a special permit only if it finds that the following general criteria are met:

(a) The proposal supports the purpose of the AOD-Q District.

The Board finds that the Final Development Plan supports the purpose of the AOD-Q District. The Plan includes the proposed creation of a mixed-use neighborhood with a balance of residential and non-residential uses, as well as significant neighborhood-serving uses primarily at the ground floor where they will support activation of the neighborhood, and the proposed development supports a transition from high-density development within the Development Parcel to lower-density closer to adjacent residential neighborhoods.

The Final Development Plan includes critical infrastructure, including a new DPW yard and building and a proposed pedestrian/bicycle bridge that will support neighborhood access to transit. The proposed open space exceeds requirements and includes multiple publicly accessible Park Sites, including at key locations that support connectivity throughout the neighborhood. The proposed development meets or exceeds environmental resilience-related zoning requirements and provides opportunities for continued improvements to how the development will address environmental needs within the Development Parcel. The phasing proposed in the Final Development Plan ensures a comprehensive approach to urban design and development while providing for flexibility to make amendments in order to adapt to changing conditions.

(b) The proposal is generally consistent with the vision and goals of the Envision Alewife District Plan (2019) and the Principles of the Alewife Zoning Working Group (2023).

The Board finds that, by promoting a balance of residential and commercial development with high-density design, a range of neighborhood-supporting uses, infrastructure improvements that support non-vehicular modes of travel including a new pedestrian/bicycle bridge connecting the Alewife Quadrangle to the Alewife Triangle and Alewife Red Line Station, and a strong network of public and private open spaces, the Final Development Plan is consistent with the vision and goals of both the Envision Alewife District Plan and the Principles of the Alewife Zoning Working Group.

(c) Development plans are in general conformance with the Alewife Design Guidelines (2023) and the Citywide Urban Design Objectives in Section 19.30 of this Zoning Ordinance. The Planning Board may grant special permits for development that deviates from specific design guidelines if the Board finds that the proposal, on the whole, advances the intent of those guidelines.

The Board finds that the Final Development Plan is in general conformance with the Alewife Design Guidelines and the Citywide Urban Design Objectives in Section 19.30. The broader design creates a high-density neighborhood with strong connectivity while remaining responsive to surrounding areas and mitigating potential environmental impacts, and includes infrastructure and open space improvements that provide for the needs of the proposed development and support pedestrian and bicycle connectivity throughout the site and to adjacent areas. The proposed development supports the housing goals and provides a range of publicly beneficial open spaces to address community needs.

4. AOD-Q Phasing Plan (20.1100.8.5.5.5)

20.1100.8.5.5.5 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 Board finds that the proposed Phasing Plan in the Final Development Plan will ensure that the purpose of the AOD-Q district will be met over the duration of development, and that the proposed mix of uses and public benefits are provided in a balanced and complementary way over time. The Phasing Plan addresses the zoning requirements for the provision of public benefits and the pedestrian/bicycle bridge as the major infrastructure component of an Infrastructure PUD, and ensures that the goals for the neighborhood will be met while providing flexibility to respond to changing market conditions. Additionally, the Conditions in the Special Permit Decision establish parameters for changes to the Phasing Plan to encourage changes that will further support neighborhood goals and public benefits.

5. AOD-Q Gross Floor Area (GFA) Criteria for Exemption (20.1100.5.1.4.2)

20.1100.5.1.4.2 Criteria for Exemption. In granting exemptions from GFA calculations, the Planning Board shall find that the uses to be exempted are located and designed in a way to ensure long-term adherence to the purpose of the AOD-Q District. The special permit shall include a plan clearly depicting the areas to be exempt and the conditions shall set forth the range of uses permitted to occupy such areas in the future to ensure ongoing compliance. Any deviation from the range of uses permitted to occupy such areas as set forth in the special permit conditions shall require an amendment to the special permit.

The Board finds that the uses exempted from GFA calculations, including all proposed Neighborhood Uses, structured parking, and public facilities, are proposed and located in a manner that ensures long-term adherence to the purpose of the AOD-Q District. The Final Development Plan clearly identifies areas to be exempt and the Conditions

set forth in this Special Permit Decision establish detailed requirements for each use and related building to continue to ensure the PUD development meets the purpose of the AOD-Q District and the broader goals for the neighborhood as established in related plans and guidelines. The locations of proposed Neighborhood Uses support neighborhood activation and cohesion, while the location of proposed structured parking and public facilities are designed to have minimal impact on the public realm while continuing to serve the needs of the development and, in the case of public facilities, the broader community.

6. AOD-Q Location of Neighborhood Uses (20.1100.4.4.4)

20.1100.4.4.4 Location of Neighborhood Uses. A Neighborhood Use, where provided, shall generally be located at the Ground Story with one or more entrance(s) providing direct access from a public sidewalk or Open Space and not requiring passage through any portion of the building not occupied by that Neighborhood Use. In granting a special permit or amendment, the Planning Board may approve modifications to the standards of this Paragraph upon finding that an alternative location better serves the intent of this Section for the intended use.

The Board finds that the Neighborhood Uses located in the building at 725 Concord Ave, being within an existing building occupied entirely by medical office and clinic uses, which qualify as Neighborhood Uses under the AOD-Q zoning use regulations but are not located entirely at the Ground Story, serve and support the neighborhood and broader community within their existing use and design, and meet the intent of zoning for the intended use. Further, the Conditions of this Special Permit Decision clarify that the Neighborhood Uses at 725 Concord Ave will not contribute to the required Neighborhood Use area for new development within the PUD, and that the proposed locations of new Neighborhood Uses will meet the location requirements established in the AOD-Q zoning.

7. AOD-Q Pooled or Principal Use Parking (20.1100.6.3)

20.1100.6.3 Pooled or Principal Use Parking. The Planning Board may, by special permit, allow accessory parking serving one or more lots or Development Parcels to be located in whole or in part in pooled parking facilities within the AOD-Q District, notwithstanding the limitations set forth in Section 6.22.1. The Planning Board may also, by special permit, allow a principal use parking facility as a component of a mixed-use PUD development. In either case, the number of parking spaces in the facility or facilities (whether accessory or principal) shall not exceed the maximum parking requirements for all other principal uses on the lots or Development Parcels, and the Planning Board must find that the provision of parking in a pooled facility: (1) Helps to advance the objective of the Alewife District Plan; (2) Aids in implementation of effective Transportation Demand Management measures to reduce dependence on the single occupancy automobile; (3) The facility is appropriately located to serve the development it serves; and (4) The facility is well designed, does not diminish the

pedestrian-friendly quality of the area around it, and is otherwise consistent with the Alewife Design Guidelines.

The Final Development Plan identifies all four proposed standalone parking structures (Buildings P1-P4) as pooled parking facilities, with each proposed parking structure to serve at least two proposed buildings. The Board finds that the proposed pooled parking supports the objectives of the Envision Alewife District Plan by allowing for the reduction of proposed parking spaces to below the maximum required. This in turn supports transportation demand management measures by allowing parking in locations that support combined trips and allows for additional developable area that might otherwise be taken up by parking to be used for actively used buildings or open space. The facilities are located throughout the site in areas that will serve multiple uses and buildings while remaining unobtrusive and away from main corridors that prioritize pedestrian and bicycle activity. The Final Development Plan depicts the parking structures at the conceptual level, with the intent to minimize the visual impact to be consistent with applicable design guidelines. Conditions in this Special Permit Decision clarify that the parking structures, as Building Sites, must complete the Design Review process, at which time design details will be provided to confirm compliance with all applicable regulations and design guidelines.

The Final Development Plan proposes a temporary bus yard use at 127 Smith Place and describes the use as principal parking. This use, which is proposed to cease when construction of proposed buildings and open space on the site is ready to commence, provides for the continued use of the site as the phased development is undertaken. Conditions of the Special Permit Decision will ensure that the use, if pursued, will remain temporary, will be subject to review by the Cambridge Department of Transportation, and will not impact the timing of the Final Development Plan. Although additional approval may be needed to authorize the use, the Planning Board hereto finds that the proposed temporary bus yard at 127 Smith Place will not result in excess permanent vehicular parking beyond what is permitted by zoning.

8. AOD-Q Off-Street Loading Requirements (20.1100.6.4)

20.1100.6.4 Off-Street Loading Requirements. Development in the AOD-Q district shall provide off-street loading as set forth in Section 6.80 of the Zoning Ordinance except that the Planning Board may, upon issuing a special permit, waive any requirements for the amount, location and design of loading facilities, and may permit loading facilities to be shared across various uses and lots within the AOD-Q District, upon finding that such waiver would reduce the negative impacts of loading activities on the public realm. The special permit may include conditions to ensure this criterion is met.

The Final Development Plan proposes waivers from design requirements for off-street loading for all Building Sites except for one residential building. This waiver allows for flexibility to evaluate the location and design requirements and provide final

determinations on such requirements at the time of Design Review for each Building Site. Due to the scale of the proposed development and conceptual nature of site design provided in the Final Development Plan, this waiver is consistent with the goals for the district, minimizing the negative impacts of loading activities on the public realm while allowing for loading zones that meet the needs of the proposed mixed-use development. The Conditions of this Special Permit Decision require review and a determination of whether such a waiver may be permitted for each Building Site during Design Review. The Board hereto finds that the waiver is consistent with the purpose of the AOD-Q zoning and will reduce the negative impacts of loading activities on the public realm.

9. AOD-Q Approval of Major Infrastructure (20.1100.7.3.1)

20.1100.7.3.1 Approval of Major Infrastructure. When approving a Final Development Plan for an Infrastructure PUD, the Planning Board shall find that the location and function of the infrastructure component supports the vision described in the Alewife District Plan (2019) and that it will be designed and constructed in a manner that conforms to applicable standards to support its function.

The Board finds that the location and function of the major infrastructure component, the proposed pedestrian/bicycle bridge, strongly supports the vision of the Alewife District Plan and will be designed and constructed in an appropriate manner. The location and design of the pedestrian/bicycle bridge will address the needs of the City and of the MBTA, and may be designed and constructed as a standalone project or as part of a larger commuter rail station project. While the final location and design have not yet been confirmed, the Conditions of this Special Permit Decision will identify a process and timeframe for decision-making by public authorities that will enable the major infrastructure to be completed.

10. Flood Resilience Standards Modifications (22.84.3)

22.84.3 Upon granting a special permit, the Planning Board may approve modifications to the development standards set forth in Section 22.84.1 and 22.84.2 above after finding that a proposed development is designed to meet the intent of the standards in a manner that is more suitable to the unique conditions of the development or the site. No such modification may be approved under this section unless it has been reviewed and approved in writing by the City Engineer.

The Board finds that the proposed development and all relevant buildings are designed to meet the intent of the Flood Resilience Standards, and that proposed modifications will not impact areas intended for consistent habitation and uses. As the Conditions in this Special Permit Decision establish, final building designs in relation to Flood Resilience Standards compliance will be subject to review and approval by the Department of Public Works at Design Review for each building, and no modification will be made that is inconsistent with the intent of the standards.

11. Project Review Special Permit (19.20)

The Planning Board finds that the project meets the criteria for approval of a Project Review Special Permit, as set forth below.

19.25.1 Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (3) above the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11 below.

In areas where the Planning Board determines that area-specific traffic guidelines have been established in the Ordinance, the Board recognizes written agreements between project proponents and the City dealing with transportation mitigation strategies.

19.25.11 Traffic Impact Indicators. In determining whether a proposal has substantial adverse impacts on city traffic the Planning Board shall apply the following indicators. When one or more of the indicators is exceeded, it will be indicative of potentially substantial adverse impact on city traffic. In making its findings, however, the Planning Board shall consider the mitigation efforts proposed, their anticipated effectiveness, and other supplemental information that identifies circumstances or actions that will result in a reduction in adverse traffic impacts. Such efforts and actions may include, but are not limited to, transportation demand management plans; roadway, bicycle and pedestrian facilities improvements; measures to reduce traffic on residential streets; and measures undertaken to improve safety for pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates.

The indicators are: (1) Project vehicle trip generation weekdays and weekends for a twenty-four hour period and A. M. and P.M. peak vehicle trips generated; (2) Change in level of service at identified signalized intersections; (3) Increased volume of trips on residential streets; (4) Increase of length of vehicle queues at identified signalized intersections; and (5) Lack of sufficient pedestrian and bicycle facilities. The precise numerical values that will be deemed to indicate potentially substantial adverse impact for each of these indicators shall be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.

The Applicant completed a Transportation Impact Study (TIS), with a functional scope established by the Cambridge Department of Transportation (DOT), which was certified as complete and reliable by DOT on January 20, 2026. DOT provided memoranda to the Board dated April 21, 2026 and September 15, 2026, commenting on the findings of the TIS, other project considerations related to traffic and transportation, and recommended planning, design, and mitigation strategies. The Board reviewed those

materials and discussed them with DOT staff at its public hearings, and makes reference to those materials in making these Findings.

The TIS fully evaluates the traffic impact criteria required by Section 19.20, and the Final Development Plan addresses traffic impacts in its provision and organization of off-street parking, loading areas, bicycle parking, pedestrian and bicycle access routes throughout the site, and proposed new streets and improvements to existing streets within the Development Parcel. Due to the scale of the proposed development, DOT staff recommended extensive transportation improvement and mitigation measures identified in Appendix G *Transportation Mitigation Program*, which has been incorporated into this Decision and attached. Additional, detailed design review will occur during the Design Review process described in the Conditions of this Special Permit Decision prior to the issuance of a Building Permit for each building, and the aforementioned conditions establish protocols for evaluating parking demand and support the reduction of vehicular parking as determined viable, as well as for continued staff review of street and sidewalk improvements and development.

Based on the information provided, the Board finds that the extensive transportation mitigation and monitoring measures appropriately counterbalance the anticipated transportation impacts as presented in the TIS, and therefore have no substantial adverse impact on city traffic within the study area.

19.25.2 Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.

The Board finds that the Final Development Plan is consistent with the Urban Design Objectives set forth in Section 19.30, as well as the plans and guidelines set forth for the Alewife neighborhood as set forth above in these Findings. The Board recognizes that the Final Development Plan proposes development in conceptual form, and therefore makes the findings below based on the broader development plan. Detailed designs of individual Building Sites and Park Sites within the PUD will be reviewed further by the Board and will be required to meet related urban design guidelines and requirements in accordance with the Conditions of this Decision.

19.31 New projects should be responsive to the existing or anticipated pattern of development.

As described in the PUD findings above, the Final Development Plan is consistent with the purpose of the AOD-Q zoning and the goals of the Envision Alewife District

Plan, which envisions the area as a new, dense, walkable mixed-use neighborhood with lower-density transition areas close to existing low-density residential neighborhoods adjacent to the district. The design of buildings and uses, open spaces, and streets, as well as the additional proposed infrastructure contribute to the anticipated neighborhood that the City has committed to. The Board finds that the proposed Final Development Plan is responsive to the anticipated pattern of development in the Quadrangle while remaining respectful of adjacent neighborhoods that will retain their current character.

19.32 Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.

The Final Development Plan's proposed network of improved and new streets, open spaces and pathways, and pedestrian/bicycle bridge are consistent with the goals for the neighborhood, which is intended to prioritize pedestrian and bicycle activity over vehicular activity. The proposed bicycle facilities and bicycle parking meet the zoning requirements and design guidelines, with Bluebikes stations proposed at key areas throughout the Development Parcel. The Final Development Plan establishes a precedent for additional future development in the neighborhood. In addition to creating key access points to adjacent neighborhoods through street improvements, publicly beneficial open space, and the pedestrian/bicycle bridge, it establishes frameworks for evaluating future additional pedestrian and bicycle connections within the Quadrangle. The Board therefore finds that the proposed development is pedestrian and bicycle-friendly and creates a positive relationship to its surroundings.

19.33 The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.

The Final Development Plan proposes a site design that respects adjacent neighborhoods. Building heights in areas close to low-density residential neighborhoods are reduced, while taller buildings are proposed in locations to minimize shadow impacts on existing residential areas and limit adverse wind impacts.

The existing site of the PUD is mostly paved and is one of the hottest areas of the city. The Final Development Plan's proposed Open Space Plan prioritizes publicly beneficial open space and trees and plantings throughout the site that will mitigate heat impacts in the district and support cooling in surrounding areas. In addition to exceeding landscape and cooling requirements, buildings will comply with the City's Fossil Fuel Free Ordinance and be all electric, and mechanical systems will be designed to have minimal impacts on the neighborhood and adjacent areas. All stormwater will be managed within the Development Parcel consistent with the City's regulations. Green infrastructure and low impact designs are identified as

priorities, with detailed designs and plans to be developed and reviewed at Design Review, as established in the Conditions of this Decision.

The Board hereby finds that the Final Development Plan's proposed building and site designs appropriately mitigate any adverse environmental impacts the development may have upon neighboring areas.

19.34 Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system.

In accordance with the Conditions of this Special Permit Decision and other applicable regulations, the Final Development Plan will result in improvements to public infrastructure including roads, water, and sewer systems. As described in above Findings, transportation and traffic impacts will be appropriately mitigated and monitored. Building design and energy and water use will meet or exceed applicable regulations, and the project will continue to evaluate opportunities for district energy use and renewable energy systems onsite. All stormwater will be managed onsite and high-performance water systems are proposed in all buildings, while landscape design responds to the native environment and community need related to water use and management. The Board hereby finds that the Final Development Plan will not overburden the City infrastructure services and will appropriately address development needs.

19.35 New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.

The Final Development Plan includes a network of new and improved streets with buildings and open spaces that support a new dense, walkable, mixed-use neighborhood. The project's design, including the location of proposed neighborhood-serving uses and publicly beneficial Park Sites and "Green Connectors," support the needs of a complex urban neighborhood Infrastructure improvements, including the pedestrian/bicycle bridge, ensure connectivity to adjacent neighborhoods and the broader community. The Board hereby finds that the proposed development appropriately reinforces and enhances the complex urban aspects of Cambridge.

19.36 Expansion of the inventory of housing in the city is encouraged.

The Final Development Plan exceeds the minimum required forty percent (40%) of Gross Floor Area designated for residential use, proposing nearly 2,247,000 square feet of GFA for residential uses totaling approximately 2,300 dwelling units. The residential development will meet the City's inclusionary requirements as applicable. The Board hereby finds that the Final Development Plan appropriately expands the city's housing inventory.

19.37 Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.

The Final Development includes approximately twelve (12) acres of publicly beneficial open space interspersed throughout the site, including five (5) "Park Sites" that will be permanently publicly accessible and provide a range of programming options, including both active and passive uses, and ensures connectivity throughout the site. Strong public realm improvements, including broad sidewalks and areas that create opportunities for outdoor dining and other activity, are proposed. The Conditions of the Special Permit Decision establish procedures for Design Review of Park Sites and open space within Building Sites, and ensure that more detailed design decisions that occur at that stage will address open space amenity needs in the neighborhood. The Board hereby finds that the proposed open space is appropriately incorporated into the new development.

19.38 Development should be resilient to the effects of climate change as anticipated in the Resilient Cambridge *plan published by the City.*

The Final Development Plan addresses climate resilience in detail. Building designs will meet or exceed standards for energy and water use, and the proposed open spaces and tree-lined streets will comprehensively address heat impacts within the neighborhood. The site design addresses the City's flood resilience standards in a holistic way, not only proposing building designs that reflect the standards but also raising walkways and the entirety of the proposed New Main Street to protect development against flood impacts. District energy will continue to be evaluated and communication with the City, and Eversource will address continued energy needs and opportunities periodically. The Board hereby finds that the Final Development Plan proposes appropriate designs and planning measures to be resilient to the effects of climate change as anticipated in the *Resilient Cambridge* plan.

12. General Criteria for Issuance of a Special Permit (Section 10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

10.43 Criteria. Special permits will normally be granted where specific provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public interest because:

(a) It appears that requirements of this Ordinance cannot or will not be met

Upon granting the requested special permits, it appears that the requirements of the Ordinance will be met.

(b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character

Traffic and transportation impacts have been carefully assessed and mitigated as described in the above Findings. No changes are anticipated that would cause substantial adverse impact.

(c) the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use

The proposed development is consistent with the requirements of the Zoning Ordinance and will not adversely impact the continued operation or development of adjacent uses.

(d) nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City

The proposed development will not cause nuisance or hazard, and will be constructed and conducted in accordance with all applicable health and safety requirements.

(e) for other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance

The proposed uses are consistent with the goals and anticipated character of the district as established through the City's planning and design documents and zoning regulations.

(f) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.

The proposed development is consistent with the Citywide Urban Design Objectives as established above in these Findings.

DECISION

Based on a review of the Application Documents, testimony given at the public hearing, and the above Findings, the Planning Board hereby GRANTS the requested Special Permits subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

Conditions fall into the following sections:

1. General Conditions
2. Approved Development Program
3. Design Review
4. Open Space
5. Neighborhood Uses and Site Activation
6. Timing and Phasing
7. Conveyance of Land for Municipal Use
8. Transportation and Parking
9. Infrastructure
10. Major Infrastructure Component
11. Housing
12. Sustainable Design and Development
13. Noise
14. Construction Management
15. Subdivision
16. Amendments

Appended to the conditions of the special permit are sections of the Final Development Plan and other materials that are referenced for the sake of ongoing review, such as the following:

A. Development Parcel
B. Aggregate Development Program
C. Site Development Program and Plans
D. Conceptual Open Space Plan
E. Phasing Program
F. Community Development Department (CDD) Urban Design Appendix provided with the CDD memo dated September 15, 2026
G. Transportation Mitigation Program recommended by the Cambridge Department of Transportation (DOT) in its memo dated September 15, 2026 and revised October 7, 2026
H. Cambridge Department of Public Works (DPW) memo dated August 25, 2026

1. **General Conditions.**
    a. All development authorized by this Special Permit shall conform to applicable requirements of the Cambridge Zoning Ordinance (CZO), Cambridge Code of Ordinances and regulations or standards promulgated in accordance with any Ordinance of the City of Cambridge, and Conditions of this Special Permit Decision.
    b. All development authorized by this Planned Unit Development (PUD) Special Permit shall be in substantial conformance with the Final Development Plan dated June 2026 (submitted June 26, 2026), and all supplemental materials submitted to the Planning Board prior to the issuance of the Special Permit, except where modifications are authorized by the Conditions of the Special Permit Decision.
    c. The Community Development Department ("CDD") must certify to the Superintendent of Buildings that all relevant Conditions of this Special Permit are met before the issuance of any building permit, certificate of occupancy, or other permit issued by the City of Cambridge for development authorized by this Special Permit.

2. **Approved Development Program.**
    a. Development Parcel.
        i. The approved Development Parcel (referred to as "PB-410 Development Parcel") is depicted in Appendix A. Future subdivisions of the PB-410 Development Parcel are permitted in accordance with Condition #15 of this Decision.
        ii. Changes to the PB-410 Development Parcel may be approved as Amendments to the Special Permit. The Planning Board will determine whether proposed changes are Minor Amendments or Major Amendments pursuant to Condition #16 of this Decision.
    b. Aggregate Development Program.
        i. The approved Aggregate Development Program is attached as Appendix B and summarized in the table below.

Authorized Use	**Approved Final Development Plan**	**Allowances and/or Limitations**	**Applicable Zoning Requirements**
Office – all types, including technical office (Section 4.34)	2,521,000 square feet GFA (new) 109,000 square feet of GFA (existing/retained)	May be reduced by Minor Amendment	Infrastructure PUD max. FAR 1.5 (20.1100.5.1.1), plus exemptions and additional GFA (20.1100.5.1.4)
Residential – all types (Section 4.31)	2,246,900 square feet of GFA (new) Approx. 2,300 dwelling units	May be increased by Minor Amendment	Minimum 40% of total non-exempt GFA (20.1100.5.1.3)
Neighborhood Uses (Section 20.1100.4)	75,640 square feet of GFA (new, exempt from GFA limitations) 84,500 square feet of existing GFA (existing medical office, exempt from GFA limitations)	May be increased by Minor Amendment	Minimum 3% of non-residential GFA in a PUD (Section 20.1100.4.5); exempt from FAR limitations (Section 20.1100.5.1.4)
Municipal Service Facility (Section 4.33-f.4)	Approx. 35,000 square feet of GFA (relocated, exempt from GFA limitations)	See Condition #7	Required for height increase (Section 20.1100.5.2.5); exempt from FAR limitations (Section 20.1100.5.1.4)
Off-Street Parking for Automobiles (Section 4.32-b.)	Up to 4,431 off-street spaces Additional 51 on-street spaces on private streets	May be reduced administratively or by Minor Amendment (see Condition #8)	Allowed as a principal use, with limitations (Section 20.1100.4.3.1)

Authorized Use	Approved Final Development Plan	Allowances and/or Limitations	Applicable Zoning Requirements
Publicly Beneficial Open Space	536,675 square feet	See Condition #4	Minimum 20% of Development Parcel (Section 20.1100.5.4.2)

ii. Changes to the Aggregate Development Plan may be approved by the Planning Board as Amendments to the Special Permit. Changes may be approved as Minor Amendments as indicated in the table above. Otherwise, the Planning Board will determine whether changes are Major Amendments or Minor Amendments pursuant to the applicable criteria in Condition #16.

iii. The permitted FAR is for an Infrastructure PUD in the AOD-Q District, as set forth in Section 20.1100.5.1.1 of the CZO, subject to the completion of a Major Infrastructure component as set forth in Condition #10.

iv. Additional GFA and GFA Exemptions.

1. The table above includes additional GFA exceeding the FAR limits of Section 20.1100.5.1.1 for the conveyance of the DPW Site to the City of Cambridge and for the relocation of Mooney Street as identified in the Final Development Plan, and for the development of all new Neighborhood Use GFA as identified in the Final Development Plan, pursuant to Section 20.1100.5.5.1.4.
2. The approved 75,640 square feet of GFA for new Neighborhood Uses shall be exempt from FAR and GFA limitations. If the Planning Board approves additional GFA for Neighborhood Uses by Minor Amendment, that additional GFA may also be exempted from FAR and GFA limitations by Minor Amendment.
3. The existing building with approximately 84,500 square feet of GFA located at 725 Concord Ave and currently used as a medical office/clinic shall be considered a Neighborhood Use in its entirety, including GFA located above the Ground Story per Section 20.1100.4.4.4, and shall be exempt from FAR and GFA limitations. However, such existing GFA shall not contribute to the required minimum area of Neighborhood Uses for this PUD per

Section 20.1100.4.4.5. Any change to the use or additional development at this location shall require a new determination from the Planning Board regarding its classification as a Neighborhood Use, applicable exemptions from GFA and FAR limitations, and contributions to minimum Neighborhood Use requirements.

4. Public infrastructure and facilities, including but not limited to development on the DPW Site, shall be exempt from FAR and GFA limitations regardless of the final GFA for such uses.

5. Structured parking shall be exempt from GFA and FAR limitations per Section 20.11005.5.1.4 of the CZO, subject to design review approval and conditions related to parking set forth in Condition #8 of this Special Permit.

v. Uses not listed in the table above, or changes to the allocation of uses within the Aggregate Development Plan, may be authorized by the Planning Board as permissible in the AOD-Q District. The Planning Board will determine whether changes in use are Major Amendments or Minor Amendments pursuant to the applicable criteria in Condition #16.

vi. Temporary Bus Yard. This Special Permit authorizes the temporary use of a bus terminal or yard for storage and parking of buses at 127 Smith Place for a period of three (3) years from issuance of a certificate of occupancy, subject to a determination by the Inspectional Services Department whether the use is permissible in the AOD-Q District with Planning Board approval. If it is determined to not be permissible, then it shall be authorized subject to issuance of a time-limited use variance by the Board of Zoning Appeal. Operation of the proposed use is subject to ongoing review by DOT. The Planning Board may approve an extension of the 3-year timeframe as a Minor Amendment pursuant to Condition #16 of this Decision if it is found not to delay the development of Building Sites C4 and C6.

c. Site Development Program.

i. The approved Site Development Program is attached as Appendix C. The Site Development Program depicts the arrangement and approximate boundaries of each development site within the PUD and the approved use, GFA, height, and open space on each development site. Approved development sites are summarized below.

ii. Building Sites. This Special Permit authorizes new residential development on 8 Building Sites (R1, R2, R3, R4, R5, R6, R7, R8), 8 new commercial development on 8 Building Sites (C1, C2, C3, C4, C5, C6, C7, C8), 4 new standalone structured parking garages (P1, P2, P3, P4), a new municipal services facility to be developed by the City of Cambridge (DPW site), and the retention of existing buildings on 3 Building Sites (E1, E2, E3), as shown on the Final Development Plan and described in further detail in Appendix C.

iii. Park Sites. Within the approved Publicly Beneficial Open Space, this Special Permit authorizes the development of five permanently guaranteed, publicly accessible Key Open Spaces (or Park Sites), referred to as "Bend Park," "Gateway Park," "Pocket Park," "Mooney Green," and "Main Street Plaza." Each Open Space has been identified as publicly accessible as depicted in "Open Space Plan – Publicly Accessible Areas" of the Final Development Plan and attached as part of Appendix D.

iv. Green Connectors. Within the approved Publicly Beneficial Open Space and in addition to the Park Sites listed above, this Special Permit authorizes the development of "Green Connectors" that provide access through established Publicly Beneficial Open Space and are within or adjacent to Building Sites, depicted in "Conceptual Open Space Plan" of the Final Development Plan and attached as part of Appendix D.

v. Modifications to the Site Development Program. As part of the Design Review process for any Building Site or Park Site (see Condition #3), the Planning Board may approve a revised Site Development Program that alters the land area, Publicly Beneficial Open Space, building height, and/or GFA of any individual Building Site or Park Site by no more than 10%, subject to compliance with all applicable zoning requirements and other conditions of this Special Permit. Other modifications to the Site Development Program may be approved as Major or Minor Amendments as determined by the Planning Board in accordance with Condition #16 of this Decision..

d. Dimensional Standards. Development in the approved PUD shall comply with the applicable dimensional standards of the AOD-Q Zoning District except as modified below upon the granting of this Special Permit.

i. Building Height. This Special Permit authorizes one additional story and 15 additional feet of building height above the limitations of the AOD-Q Zoning District on all Building Sites due the conveyance of land (approximately 1.27 acres) for the DPW Site, per Section 20.1100.5.5.2.5 of the CZO.

ii. Building and Site Design Standards. Pursuant to Section 20.1100.5.5.1 of the CZO, this Special Permit authorizes the following modifications to Building and Site Design Standards, all of which are subject to review and approval of building and site design by the Planning Board during the Design Review process (see Condition #3). As part of the Design Review process for each development site, the Planning Board may require design improvements to mitigate the effect of such modifications.

1. All Building Sites except R8: The Board approves requested modifications to maximum curb cut widths for loading areas (Section 6.92, which may be modified pursuant to Section 20.1100.6.4) to permit loading area curb cuts approximately 50-55 feet wide for commercial Building Sites and approximately 32-35 feet wide for residential Building Sites as depicted in the Final Development Plan.
2. Building Sites R1 and R4: The Board approves requested modifications to curb cut locations (Section 20.1100.5.5.7) to permit curb cuts located within 100 feet of an intersection.
3. Building Sites R6, R7, and R8: The Board approves requested modifications to side yard requirements (Sections 20.1100.5.5.9.1 and 20.1100.5.5.9.3) to address unique site conditions on corner lots.
4. Building Site P4: The Board approves requested modifications to build-to zone standards (Section 20.1100.5.5.2.4), minimum build-to percentage (Section 20.1100.5.5.2.5), and side yard requirements (Sections 20.1100.5.5.9.1 and 20.1100.5.5.9.3) to address unique conditions due to the site being internal to a block without existing street access.
5. DPW Site: The Board approves a general waiver of building and site design standards including build-to zone and minimum build-to percentage (Sections 20.1100.5.5.2.4 and 20.1100.5.5.2.5), design of front yards (Section 20.1100.5.5.2.8), minimum ground-

story height (Section 20.1100.5.5.3), entrances (Section 20.1100.5.5.5), fences (20.1100.5.5.6), curb cuts (Section 20.1100.5.5.7), street tree planting (20.1100.5.5.8), and side yards (Sections 20.1100.5.5.9.1 and 20.1100.5.5.9.3) in order to accommodate the unique future needs of a municipal service facility, provided that a minimum 15-foot setback shall be maintained from the abutting residential lot at 48 Loomis Street.

3. **Design Review**
   a. The Planning Board approves buildings and open spaces as presented in the Final Development Plan in conceptual form, subject to later review and approval of the design of each building and site by the Planning Board through the procedures set forth in this Condition, referred to throughout this Special Permit Decision as "Design Review."
   b. A building permit or other city permit enabling the development of a portion of the PUD shall be granted only after design approval has been granted by the Planning Board and certified by CDD to the Superintendent of Buildings.
   c. Procedure.
      i. The Permittee shall request Design Review for a Building and/or Park Site by providing the submission materials required below to CDD. Materials shall be provided at the design development stage, before final construction drawings are prepared. The Permittee may submit interim materials at an earlier stage of design for review and comment by the Planning Board before a final design submission.
      ii. Design Review for proposed Park Sites shall be requested prior to or concurrent with the Design Review for the Building Sites associated with that particular phase of development as set forth in the Final Development Plan. If a Building Site abuts a Park Site that is in a later phase of development, the Permittee shall submit interim materials related to Design Review for that Park Site for review and comment by the Planning Board to provide context for review of the Building Site.
      iii. Design Review will be scheduled as a matter of general business on the agenda of a regular Planning Board meeting. Submitted materials will be made available to the public at least two weeks before the meeting, and public comment will be taken in writing before the meeting and orally during the meeting.

iv. After a presentation of the design(s) and public comment, the Board may approve the design(s) as presented, may approve the design(s) with suggestions for improvement subject to further review by CDD staff, or may request revisions to the design to be submitted for further review and approval by the Planning Board at a future meeting.

v. If a Building Site or Park Site has already received Design Review approval and the design is later substantively changed, the Permittee shall submit revised materials sufficient to explain the proposed change for Planning Board review and approval following the same procedures above.

d. Submission Materials.

i. Before or as part of the first Design Review request for any Building or Park Site in each Phase (1A, 1B, 2A, and 2B), updates to the following Final Development Plan materials, informed by the CDD Urban Design Appendix attached as Appendix F, shall be provided to demonstrate advancement of design vision for the area as a whole:

1. Conceptual Site Plan for all Building Sites and Park Sites within that Phase of the Final Development Plan, consisting of Site Massing Plan (Volume II, Section 1.4), Massing Strategy (Volume II, Figure 1B.1), Conceptual Building Heights (Volume II, Figure 1B.4), Context Building Heights (Volume II, Figure 1B.5), and Site Aerials (currently in Volume I, Figures 2.9a-2.9d), supplemented by comparative examples of massing strategies in similarly scaled urban districts.

2. Block Guidelines (Volume II, Figures 1L.6a-1L.26b) for the buildings and open spaces within that phase.

ii. With the Design Review submission for each Building Site, the following updated PUD-level information shall be provided:

1. Updated Site Development Program for the entire PUD describing the final development characteristics of that Building Site along with any updated characteristics of other Building Sites, and summarizing the development status of each Building Site and Park Site.

2. Any dimensional relief approved for the Building Site in this PUD Special Permit.

3. Updated Aggregate Development Program, including any requested updates to approved uses or allocation of uses along with any requests for Minor Amendment.
4. Updated Site Development Plan showing the final proposed boundary lines for the subject Building Site(s) and/or Park Site(s).

iii. Scaled and dimensioned drawings and illustrations shall be provided at a level of detail necessary to depict how the building, site features, and uses within them will relate to their context, including at a minimum:

1. Site plan(s) depicting landscape features including hardscape and vegetated surfaces, trees and other plantings (including tree removals per Condition #12), fences, outdoor furniture and lighting, pavilions and other open-air structures, bicycle parking, activity spaces, public art, signage and wayfinding elements, green infrastructure, mechanical equipment located on-site, circulation routes for pedestrians, bicycles, and other vehicles, roadways and/or sidewalks adjacent to the Building Site incorporating any changes planned within the PUD or by the City, perimeter conditions on adjacent sites, building access and egress points, ground story uses, utility connections and similar features located on the perimeter of the building, and any other design elements, and clearly delineating which areas are intended to be publicly accessible.
2. Building plans including floor plans of each level of the proposed building, roof plan, elevations, and cross-sections, depicting all exterior building features including mechanical systems and enclosures, Green Roof Area, and Solar Energy Systems, façade materials, windows, screening walls and devices, exterior wall vents, lighting fixtures, and general locations and areas of signage.
3. Perspective views and three-dimensional drawings from significant vantage points, including public streets from which the building and site will be visible at a distance, as well as pedestrian views from all sides of the building to illustrate how the building will relate to the adjacent public realm and overall urban context.

iv. Materials and studies describing environmental impacts shall be provided, including:

1. Studies of wind, shadow, and glare impacts of proposed buildings on adjacent streets, Building Sites, and Open Spaces; as well as any plans to help mitigate these effects. Consistent with the Citywide Design Guidelines, studies of wind and shadow impacts shall be required only for Building Sites where building heights exceed one hundred (100) feet.
2. Green Factor materials required at the Special Permit/Development Review phase, consistent with Condition #12 of this Decision.
3. Green Building materials required at the Special Permit/Development Review phase, consistent with Condition #12 of this Decision.
4. Flood Resilience materials, consistent with Condition #12 of this Special Permit.
5. Where applicable in accordance with Condition #12.f., an updated evaluation of opportunities for shared stormwater infrastructure.
6. For non-residential buildings only, a preliminary acoustical report demonstrating compliance of the building with all applicable noise requirements.

v. Narrative materials providing insight into the design and programming intent, including at a minimum:

1. In the case of a building with residential use, a housing unit program describing the mix of unit types by size and number of bedrooms.
2. A summary report on guidance provided by the Neighborhood Uses and Open Space Advisory Committee responding to the topics in Condition #5.e. and how the proposed design responds to each topic, pursuant to Condition #5.
3. For Park Sites, Green Connectors, and other Publicly Beneficial Open Spaces, the updated Open Space Gap Analysis described in Condition #4.f and applicable City guidelines for Privately Owned Public Spaces (POPS) at the time of review.

4. For sites including structured parking, an analysis of parking ratios as described in the Transportation Mitigation Program attached as Appendix G.

e. Presentation Materials. The following materials shall be presented at the Planning Board meeting:

   i. A presentation with graphics providing a high-level overview of the design materials provided.

   ii. A physical, contextual scale massing model of the relevant sector of the PUD, depicting the Building Site that is being presented for review and the building and key features of Building Sites and Park Sites within and surrounding the site (including sites with contexts proposed as part of this PUD), as applicable.

   iii. A palette of all proposed façade materials and significant landscape materials, including colors and textures.

f. Design Review Considerations. During the Design Review process, the Planning Board will consider the following City objectives, but designs do not need to meet every specific objective to be approved if they are found to meet the objectives as a whole:

   i. The vision and goals of the Envision Alewife District Plan (2019) and the Principles of the Alewife Zoning Working Group (2023).

   ii. The Alewife Design Guidelines (2023), Citywide Urban Design Guidelines (2025), Design Guidelines for Multifamily Housing (2025, where applicable), Open Space and Recreation Plan (2025) and Citywide Urban Design Objectives in Section 19.30 of this Zoning Ordinance.

   iii. The considerations in the CDD Urban Design Appendix for PB-410 attached as Appendix F.

g. City Department Review.

   i. Technical Standards. Design elements on a Building Site or Park Site requiring technical review for compliance with City requirements or standards, such as parking facilities, bicycle parking facilities, loading facilities, bicycle and vehicular access and egress, public bicycle sharing stations, stormwater management systems and Green Building materials (per Section 22.20), must be reviewed by applicable City departments (which may include CDD, DOT, DPW, or others) at a conceptual design stage before the Design Review submission is made to the Planning

Board. Before a building permit or certificate of occupancy is issued, final plans must be reviewed by City departments for compliance with applicable standards and requirements.

ii. Public Improvements. Any public improvements associated with development on a Building Site or Park Site, including but not limited to construction of street segments or infrastructure within the Development Plan, must be reviewed and approved by applicable City departments at a conceptual design stage before being reviewed by the Planning Board. After Planning Board approval, the Permittee shall prepare and submit 75% design drawings of any public improvements for review and comment by applicable City departments before completing final construction drawings for approval. Before a building permit is issued, all applicable City departments must either certify that the design of any public improvements associated with a Building or Park Site have been approved, or certify that the permit may be issued before final approval, which would occur at a later stage of development.

h. Materials Mock-Up. Prior to the final selection of colors and textures for façade materials, the Permittee shall erect a mock-up of an exterior wall section on or near the Building Site and/or Park Site (where applicable) to be reviewed by the Community Development Department for comment. Members of the Planning Board shall be notified when the mock-up is erected and given an opportunity to view the materials and transmit any comments to the Community Development Department within two weeks of notification.

4. **Open Space**

a. Upon completion of all improvements authorized by this Special Permit, approximately 12 acres of Publicly Beneficial Open Space shall be provided in the PUD as depicted in the "Conceptual Open Space Plan" of the Final Development Plan and attached as part of Appendix D, meeting the requirements of Section 20.1100.5.4.2 of the CZO. This Publicly Beneficial Open Space shall be located at the ground level.

b. The Final Development Plan shall include "Green Connectors" as depicted in the "Conceptual Open Space Plan" of the Final Development Plan and attached as part of Appendix D.

c. As required by Section 20.1100.5.4.2, the Publicly Beneficial Open Space that is designated as Publicly Accessible, including Green Connectors, shall be generally accessible to the public for the purposes for which the space is

designed and approved by the Planning Board. Before or at the time of submitting plans for Design Review for any Park Site or Building Site incorporating open space denoted as Publicly Accessible in Appendix D, the Permittee shall submit to the City a draft deed restriction, covenant, or other mutually agreed-upon legal mechanism guaranteeing ongoing public access. Applicable City standards for Privately Owned Public Spaces (POPS) shall be incorporated into any such legal mechanism, subject to mutual agreement. The legal mechanism shall be executed and recorded at the Middlesex South Registry of Deeds and a copy placed on file with CDD prior to the completion of the Publicly Beneficial Open Space, unless the City and Permittee extend the timeframe for execution by mutual agreement.

d. Open space amenities that are intended to primarily serve occupants of a building and are not intended to provide scenic, recreation, pedestrian amenity or similar benefits to the general public shall not be considered Publicly Beneficial Open Space for the purpose of meeting the requirements of Section 20.1100.5.4.2 of the CZO, but shall be reviewed as part of the Design Review process for a Building Site.

e. The Permittee shall be responsible for the continued maintenance of all privately owned Publicly Beneficial Open Space. Pathways in areas denoted as Publicly Accessible shall be kept clear of ice and snow, as per applicable City of Cambridge regulations and as established in any legal mechanisms as described above. The contact information for all open space maintenance companies shall be provided to DPW and any other relevant City staff for long-term coordination.

f. The Permittee shall provide an Open Space Gap Analysis, updated as necessary from any prior versions, as part of the Design Review submission for a Park Site or a Building Site with Publicly Beneficial Open Space intended to meet the requirements of Section 20.1100.5.4.2 of the CZO. The Open Space Gap Analysis shall include the following:

    i. A diagrammatic map showing existing and proposed open space, labeling their programmatic elements, within the Development Parcel and within a 5-minute and 10-minute walk of the Development Parcel, including public spaces and private open spaces that have been built or proposed in the area.

    ii. A written narrative describing how the programming of proposed open spaces helps to fill needs that are unmet or undermet in the

neighborhood, considering existing occupants and visitors as well as projected users such as people who will live or work in the Alewife Quadrangle area.

g. Open Space Phasing and Process Requirements

i. Certification of Open Space Completion. Prior to issuance of a certificate of occupancy for any Building Site, CDD shall certify that Publicly Beneficial Open Space required to be completed before or concurrently with that Building Site according to the Phasing provisions in Condition #6 has been constructed in substantial conformance with the approved design. If the Publicly Beneficial Open Space is substantially completed except for plantings that cannot be completed due to seasonality, CDD may authorize the issuance of a certificate of occupancy but may require a bond or other security for the open space to be completed.

ii. Acreage Milestone. No building permit shall be issued for any Building Site in Phase 2B until construction of the Publicly Beneficial Open Space in all prior phases or subphases has commenced and is proceeding continuously toward completion. No certificate of occupancy shall be issued for the final Building Site in Phase 2B until all approved Publicly Beneficial Open Space has been certified as complete, or the Permittee has provided a bond or security for the future completion of that open space.

iii. Performance Guarantee for Delayed Delivery. If at the time Design Review approval is sought for any Building Site in a given Phase, and the open space required in any prior Phase has not yet been completed, the Planning Board may provide Design Review approval and approve modifications to the Phasing Plan pursuant to Conditions #3, #6, and #16, but may require a bond or other security for the open space to be completed.

5. **Neighborhood Uses and Site Activation**

a. Neighborhood Uses shall be provided as described and illustrated in the Final Development Plan. In addition, the Planning Board may authorize any additional ground-floor space to be occupied by Neighborhood Uses by Minor Amendment pursuant to Condition #16 of this Decision.

b. Before the first Design Review submission authorized by this PUD Special Permit, the Permittee shall form a Neighborhood Uses and Open Space Advisory Committee in accordance with Section 20.1100.8.5.5.3(h) of the CZO.

c. Members of the Neighborhood Uses and Open Space Advisory Committee shall include, at a minimum: representatives from CDD with responsibilities for economic opportunity and development, arts and cultural planning, and urban design; at least two representatives who are Alewife neighborhood residents; and at least one representative from the Cambridge Arts Council.

d. The Neighborhood Uses and Open Space Advisory Committee shall meet approximately twice per year, or as needed to review conceptual designs of Building Sites and Park Sites incorporating Neighborhood Uses and/or Publicly Beneficial Open Space and to provide ongoing input on programming and activation of those spaces.

e. At its meetings, the Neighborhood Uses and Open Space Advisory Committee shall provide guidance to the Permittee on the following topics:

   i. Types of Neighborhood Uses that exist and that are currently needed to support a dense, walkable neighborhood.

   ii. The design of spaces intended for approved Neighborhood Uses and potential future Neighborhood Uses.

   iii. The design, connectivity, and activation of proposed open spaces.

   iv. Activation strategies and other programming approaches to Neighborhood Uses and Publicly Beneficial Open Space.

   v. Areas that provide opportunities for public art and how public art may be integrated into the design of individual Building Sites and Open Spaces.

   vi. Cultural spaces and facilities that will support neighborhood activation and cohesiveness.

   vii. Other topics related to the success of Neighborhood Uses and Publicly Beneficial Open Space in meeting the objectives of the AOD-Q District.

f. In the Design Review process, the Permittee shall report on how the design and programming strategies for a site incorporating Neighborhood Uses or Publicly Beneficial Open Space have been informed by input from the Neighborhood Uses and Open Space Advisory Committee.

6. **Timing and Phasing**

a. Commencement. This Special Permit shall be governed by the provisions of Chapter 40A of the Massachusetts General Laws (M.G.L.) and Section 10.46 of the CZO, which establish the time within which construction authorized by the Special Permit must commence. With respect to the requirements of Section

12.40 of the CZO, the Planning Board grants the Permittee the right to start construction within two (2) years of the date of filing this Decision with the City Clerk (not including the time required to pursue or await the final adjudication of an appeal under Section 17 of M.G.L. c. 40A), hereby allowing the extension permitted under Section 12.41 for good cause, such good cause being demonstrated by the Permittee because of the unusually large size and scope of the PUD, the need to complete Design Review for any Building Site, and the need to obtain third party permits and approvals for the project. The Planning Board may approve subsequent extensions of the time for commencement as Minor Amendments pursuant to Condition #16 of this Decision, not to exceed two (2) years per extension, upon determination of good cause demonstrated by the Permittee.

b. Completion. In accordance with the Final Development Plan, construction of the PUD shall be completed within thirty (30) years of the date of the issuance of this Special Permit, provided that if construction on a particular phase has commenced within thirty (30) years, such phase shall be entitled to a certificate of occupancy so long as construction is diligently carried through to completion. Any extension of time beyond thirty (30) years shall be submitted in writing to the Planning Board and shall require a written determination from the Planning Board as to whether the extension constitutes a Major or Minor Amendment in accordance with the procedures set forth in Condition #16 of this Decision.

c. Phasing

   i. The approved Phasing Program contains two phases and four sub-phases – 1A, 1B, 2A, and 2B – attached as Appendix E.

   ii. Each phase and sub-phase shall consist of the buildings, open spaces, streets and/or street improvements, utilities, and other physical improvements as set forth in the Final Development Plan (subject to modification as authorized by this Special Permit) located on or immediately adjacent to and serving the Building Sites and Open Spaces within a particular phase or sub-phase, in addition to the public improvements set forth in the Transportation Mitigation Program attached as Appendix G, and infrastructure and land conveyance as set forth in the Final Development Plan.

   iii. Modifications to the Phasing Program may be approved by the Planning Board as Minor Amendments pursuant to Condition #16 of this Decision,

provided that all other Conditions of this Special Permit and requirements of the CZO continue to be met.

iv. In general, construction of approved buildings on commercial Building Sites within Phase 2 shall not commence until the residential uses, Neighborhood Uses, open space, public improvements, and infrastructure in Phase 1 have been completed. However, the Planning Board may approve modifications to the phasing of commercial development by Minor Amendment as set forth above.

v. Residential Building Sites, Park Sites and other open spaces, Neighborhood Uses, and public infrastructure and improvements may commence earlier than indicated in the approved Phasing Program, but may not commence later than indicated in the approved Phasing Program without first obtaining a Minor Amendment from the Planning Board as set forth above.

vi. In the event that construction of a phase has commenced but subsequently ceases, causing a Building Permit to lapse prior to the delivery of required public benefits, improvements, or mitigation associated with that Phase, then the Planning Board may withhold authorization of a building permit for development in a future phase until construction has recommenced, or the required public benefits, improvements, or mitigation has been delivered, or until this Special Permit has been amended to authorize a change to the Final Development Plan.

vii. While the construction of accessory parking facilities may precede the establishment of the uses that are served by such parking facilities, parking spaces that have been constructed in excess of the number of spaces authorized for the uses completed and occupied at that time shall be made physically inaccessible to users in a manner approved by DOT. However, the Permittee shall be allowed to use such excess spaces for parking by construction workers that are actively working on the Development Parcel until the uses to be served by the parking facilities are completed and occupied. All parking spaces shall be subject to the provisions of Condition #8.

d. Interim Uses. While development of the PUD is underway, existing uses may be maintained on sites that are not intended to be developed until later in the Phasing Program. Substantial changes to existing uses, or new interim uses not

proposed in the Final Development Plan, shall be subject to Planning Board approval.

7. **Conveyance of Land for Municipal Use**
   a. The DPW Site shall be conveyed to the City of Cambridge prior to the issuance of the first building permit for any new building using the Additional Height provided in Section 20.1100.5.2.5 of the CZO. The site shall be conveyed in a manner acceptable to the City. The Permittee shall prepare all documents necessary to transfer these facilities to the City.
   b. Physical and legal access to the DPW Site shall be provided to the City of Cambridge at the time of conveyance, in a manner acceptable to DPW and consistent with the approved Final Development Plan, and maintained at all times during the construction of the Final Development Plan. Temporary access may be provided upon initial conveyance, and permanent access shall be established prior to the issuance of a certificate of occupancy for the final Building Site completed in Phase 2, unless an extension is mutually agreed to by the Permittee and the City.
   c. As set forth in Condition #2, this Special Permit waives certain building and site design standards for the DPW Site development. The final building and site design for the DPW Site may vary from what is depicted in the Final Development Plan. Such changes may be approved without a Major or Minor Amendment during Design Review for the DPW Site.
   d. Materials to be submitted for Design Review for the DPW Site shall be submitted by the City of Cambridge and shall be consistent with required submission materials set forth in Condition #3, except for the updated Final Development Plan materials in Conditions #3.d.i. and #3.d.ii. CDD may waive other individual submission material requirements, subject to the Planning Board's approval at the time of Design Review.
   e. The conveyance and interim conditions of the DPW Site and connections to the site authorized by the Special Permit shall conform with all related standards and conditions in the Transportation Mitigation Program attached as Appendix G.

8. **Transportation and Parking**
   a. The Permittee shall be required to implement the Transportation Mitigation Program included with the memo issued by DOT to the Planning Board dated 9/15/2026, attached and incorporated into this Special Permit Decision as

Appendix G. Conformance with all provisions of the Transportation Mitigation Program shall be subject to review and certification by DOT.

b. This Special Permit shall be conditioned on continued compliance with the Parking and Transportation Demand Management (PTDM) Plan approved by the City on August 12, 2026, as it may be amended in the future with approval by the City in accordance with the PTDM Ordinance.

c. A maximum of 4,431 off-street parking spaces are permitted, including up to 14 surface parking spaces on the DPW Site, in addition to 51 on-street parking spaces on streets intended to remain private. All parking shall be subject to the applicable conditions in Appendix G.

d. Bicycle parking shall be provided within each development site in accordance with Section 6.100 of the Zoning Ordinance. Approximately 3,076 long-term bicycle parking spaces and 442 short-term bicycle parking spaces shall be provided in total, subject to revision based on the final program of uses within any Building Site or Park Site.

e. Improvements to the network of pedestrian and bicycle connections in the area shall be constructed, studied, or otherwise supported as indicated in Appendix G.

9. **Infrastructure**

a. The Permittee shall be responsible for the design and installation of all necessary infrastructure and utility improvements both on and off the site needed to support the approved construction on any site within the PUD.

b. Any and all necessary infrastructure improvements that are public or shall be conveyed as public shall be designed to meet all requirements and standards of the City of Cambridge and its relevant departments, as well as all legal requirements with regard to the design and installation details of the improvements as if all facilities were to be installed in City streets.

c. Roadways.

i. The Planning Board approves, in concept, the 40-Scale Roadway Plan as presented in the Final Development Plan materials and as described in the Transportation Mitigation Program in Appendix G. In accordance with the Transportation Mitigation Program, the 40-Scale Roadway Plan will continue to be developed, and a revised plan shall be provided for DOT review and Planning Board approval before the first building permit is issued for development authorized by this Special Permit. Minor

adjustments to street design details may be approved as part of the Design Review process.

ii. The Permittee shall responsible for constructing or reconstructing all roadways as established in the final 40-scale plan, subject to all relevant conditions established in Appendix G and approval by all relevant City departments.

iii. Public streets or portions of any public street shall be conveyed to the City of Cambridge in a time and manner acceptable to the City. The Permittee shall prepare all documents necessary to convey public streets to the City.

iv. The Wilson Road Extension shall be constructed and conveyed as a public street as recommended in Appendix G.

d. Utilities.

i. The Permittee shall prepare, for review and approval by DPW, a Utility Enabling Master Plan for the PUD that includes a narrative, graphics and plans as needed to support the items listed below:

1. The anticipated utility demands for all public and private utilities, including but not limited to: stormwater, sewer, water, gas, electric and telecommunications.

2. The project's anticipated development timeline for when demands would come online.

3. Proposed infrastructure sizing, routing, and upgrade requirements to support the full PUD build-out for all listed utilities.

4. A summary of the implementation and phasing of the utility work throughout the development of the PUD and how it would relate to the construction of buildings and roadways (public and private).

5. Summary of Energy Network Planning discussions as set forth in Condition #12.e.

ii. The Utility Enabling Master Plan shall initially be submitted for review and approval by the DPW as part of the first Design Review submission of the PUD, and shall be updated as needed with each subsequent Design Review.

iii. Prior to the issuance of a building permit for any Building Site, the Permittee shall submit a plan of all utilities to be conveyed to the City,

including a timeline for proposed construction, completion, and conveyance, subject to approval by relevant City departments.

iv. Where any utility is to be conveyed to the City of Cambridge, it shall be done in a time and manner acceptable to the City. The Permittee shall prepare all documents necessary to transfer these facilities to the City.

e. Public Shade Trees.

i. Trees located in the public right of way are subject to the provisions of M.G.L. Chapter 87. All tree removals and impacts on these Public Shade Trees shall be permitted under the provisions of those laws, which may include a public hearing.

ii. The Permittee may choose to schedule a single public hearing for all of the Public Shade Trees, but no Public Shade Tree shall be removed until there is an active City of Cambridge construction permit (including a building permit, demolition permit, excavation permit, or similar permit) issued for construction that impacts the tree, except in a circumstance where an applicable law or regulation requires the removal of a tree before a permit is issued.

iii. All Public Shade Trees impacted by the PUD shall be clearly identified as part of any Design Review Process under the provisions of the PUD.

iv. Mitigation of caliper inches of Public Shade Trees shall be calculated at the time of the tree's removal, in compliance with the timing provisions above, irrespective of the size of the tree when approval for removal is obtained through the public hearing process.

10. **Major Infrastructure Component**

a. To meet the qualifications of an Infrastructure PUD as set forth in Section 20.1100.7.3 of the CZO, this Special Permit authorizes the completion of a publicly-accessible pedestrian/bicycle bridge connection across the railroad right-of-way between the AOD-Q District and the AOD-6 District as generally shown in the Final Development Plan. The bridge at the proposed location will also require approval by the MBTA.

b. As the MBTA is currently conducting a study of its facilities at this location, including a study of an Urban Rail concept that could bring higher frequency, more rapid transit-like service to the area in the long-term, this Special Permit authorizes modifications to the conceptual design shown in the Final Development Plan as may be necessary to satisfy the needs of the MBTA while

providing an equivalent pedestrian/bicycle connection. Such modifications may include the incorporation of an MBTA rail station, which also qualifies as Major Infrastructure in Section 20.1100.7.3 of the CZO.

c. If the Major Infrastructure includes an MBTA station, then the Permittee may meet the qualifications of an Infrastructure PUD by completing any portion or portions of the station that would enable the pedestrian and bicycle crossing of the rail line in an equivalent manner to the approved Final Development Plan, or by contributing to the construction of the station in a manner that is at least equivalent to the cost of completing the pedestrian/bicycle bridge concept included in the approved Final Development Plan if the MBTA or other public agency has committed to completing a pedestrian and bicycle crossing as part of the station development. Development of the PUD shall remain consistent with zoning requirements relative to the Major Infrastructure component.

d. Within 12 months of the issuance of this Special Permit, or longer by mutual agreement of the Permittee, MBTA, and City, the Permittee shall submit a cost estimate for the pedestrian/bicycle connection as currently proposed for City and MBTA review and approval for completeness and reliability. The MBTA or the City may request modifications or clarifications before approval. If the Major Infrastructure is provided through a contribution to the MBTA, the minimum equivalent contribution shall include a construction escalation factor, to be taken from an industry standard, calculated from the date of issuance of this Special Permit to the time of making the contribution.

e. The Permittee shall coordinate with the City and the MBTA to establish the details of an agreement or set of agreements that will enable the construction of the required Major Infrastructure. No more than 3 years after the issuance of this PUD special permit, the three parties shall provide an update to the Planning Board explaining the progress of discussions and any agreements that have been reached. If a final agreement has not been reached on the final Major Infrastructure concept at that time, annual updates shall be provided to the Planning Board.

f. After the 3-year study period but not later than the completion of Design Review for a building that would exceed 50% of the aggregate non-residential GFA in the PUD, the Permittee shall provide an Infrastructure Report prepared in consultation or partnership with the MBTA and the City containing, at minimum, the final type of facility (pedestrian/bicycle bridge and/or passenger rail station), location, conceptual design, method of participation by the Permittee, and timeline for design and construction.

g. Components of the Infrastructure Report that are the responsibility of the Permittee, including the location, design, and timeline of any structures to be constructed independently by the Permittee or the timeline for the Permittee's contribution to the MBTA, shall be approved by the Planning Board prior to issuance of a building permit for a building that would exceed 50% of the aggregate non-residential GFA in the PUD. Components of the Infrastructure Report that are the responsibility of the MBTA, including station design, shall be reviewed by the Planning Board for comment.

h. If there are substantial changes to the Infrastructure Report after review by the Planning Board, the Permittee shall be responsible for reporting those changes promptly to the Planning Board in coordination or partnership with the MBTA.

i. Construction of the Major Infrastructure shall commence before the issuance of a certificate of occupancy for over 50% of the non-residential GFA in the PUD and must be substantially completed before the issuance of a certificate of occupancy for over 75% of the non-residential GFA of an approved Final Development Plan. Per Section 20.1100.7.3.2 of the CZO, the Planning Board may approve adjustments to the timing as necessary due to factors beyond the control of the Permittee, including but not limited to delays in completing MBTA facilities.

j. If the Major Infrastructure proceeds as a stand-alone pedestrian/bicycle crossing that is not part of another facility owned and operated by the MBTA or another public agency, then such a crossing shall be conveyed to the City of Cambridge in a time and manner acceptable to the City. The Permittee shall prepare all documents necessary to convey such crossing to the City.

k. Completion of the Major Infrastructure shall be subject to other requirements in the Transportation Mitigation Program in Appendix G.

11. **Housing**

a. In accordance with Section 20.1100.7.3.2 of the CZO, construction of the required residential GFA shall have commenced prior to or simultaneous with the issuance of the final Certificate of Occupancy for more than sixty percent (60%) of the non-residential GFA on the Development Parcel.

b. Residential development authorized by this Special Permit shall be subject to the Inclusionary Housing provisions of Section 11.203 of the CZO. If a future amendment to the CZO is adopted that establishes new Inclusionary Housing Requirements with standards for applicability that would include residential development within the PUD, then the amended Inclusionary Housing

Requirements will apply as set forth in the amended provisions of the CZO. Prior to the issuance of a building permit or certificate of occupancy for each residential building, the Housing Department will certify to the Superintendent of Buildings that the applicable requirements of Section 11.203 of the CZO are met, including the recording of any required covenants pursuant to Section 11.203 of the CZO.

c. The non-exempt GFA of new non-residential uses meeting the definition of an Incentive Zoning Project shall be subject to the requirements of Section 11.202 of the CZO. Prior to the issuance of a certificate of occupancy for each building containing such non-residential uses, the Housing Department shall certify to the Superintendent of Buildings that the applicable requirements of Section 11.202 of the CZO are met.

d. The number of dwelling units approved in the Final Development Plan is approximate; minor changes to the number of dwelling units are permitted, subject to design review approval, if zoning requirements related to residential GFA continue to be met.

12. **Sustainable Design and Development**

a. Green Building Requirements.

i. The requirements of Section 22.20 of the CZO shall apply to each Building Site in the PUD. If the requirements of Section 22.20 in effect at the issuance of this Special Permit are superseded by a duly enacted amendment to the CZO, the amended provisions shall apply to any Building Site that has yet to receive Design Review approval pursuant to Condition #3 of this Decision. Building Sites that have already received Design Review approval before an amendment to Section 22.20 is enacted have the option to follow the requirements applicable at the time of Design Review approval if construction begins within two (2) years of Design Review approval.

ii. Pursuant to Condition #3 of this Decision, the Design Review submission for each Building Site shall include the materials required to be submitted with a Special Permit or Development Review application under Section 22.20. Subsequent review procedures at the building permit and certificate of occupancy stages shall be followed pursuant to Section 22.20.

b. Green Roofs.

i. Pursuant to Section 22.30 of the CZO, the Planning Board hereby grants the Special Permit to reduce the required Green Roof Area for any building in the PUD, subject to the Planning Board's review of each Building Site at the time of Design Review application.

ii. Pursuant to Condition #3 of this Decision, the Design Review submission for each Building Site shall include an analysis of proposed Green Roof Area, including detailed architectural plans and a narrative summary of how each Building Site shall meet the Green Roof requirements to the extent practicable.

iii. At the time of Design Review, the Planning Board may approve a design with reduced Green Roof Area upon finding that it is unable to fully meet the requirements of Section 22.30 of the CZO, and the Permittee shall provide the required contribution to the Cambridge Affordable Housing Trust pursuant to Section 22.35.3 prior to the issuance of a certificate of occupancy for that Building Site.

c. Flood Resilience Standards.

i. The Planning Board hereby grants the requested Special Permit to modify certain requirements of the Flood Resilience Standards in Section 22.80 of the CZO to permit some occupiable spaces to not be passively protected at the 10% Long Term Flood Elevation (LTFE), subject to the following conditions.

ii. As part of the Design Review submission for each Building Site, the Permittee shall submit documentation required by Section 22.80 of the CZO at the Special Permit or Development Review stage. This documentation shall identify the specific spaces that do not meet the Flood Resilience Standards (occupiable spaces not passively protected from the 10% LTFE).

iii. Based on the documentation provided, DPW will provide confirmation to the Planning Board if the design is consistent with the intention of the Flood Resilience Standards and if requiring these spaces to meet those standards creates a hardship or adversely impacts the design of adjacent spaces. If the spaces cannot meet the standard, DPW will determine if any additional provisions should be required to improve the resilience of the spaces, including but not limited to non-passive protections and signage, which may be incorporated as conditions into the Planning Board's approval of the design.

iv. At the time of the PUD, the "Floodviewer 2025" is the map of record establishing the LTFEs for the full build out of the PUD. Should a revised Floodviewer be promulgated in accordance with Section 22.80, the Permittee may choose to use the LTFEs in effect at the time of PUD approval or may use the revised LTFEs by indicating which version is being used in the Design Review submission for any Building Site. If the design of a Building Site is approved using a revised version of the LTFEs, then all subsequent Building Sites shall use the revised version when they enter the Design Review stage. Furthermore, if the Permittee chooses to use a revised Floodviewer that establishes a lower 10% LTFE than the version in effect at the time of PUD approval such that a special permit to modify the standards is no longer necessary, then the modifications approved by this Special Permit shall no longer be in effect.

d. Green Factor Standard.

i. The requirements of Section 22.90 of the CZO shall apply to the full Development Parcel. Individual Building Sites and Park Sites shall not be required to demonstrate a compliant Cool Score on each site alone, provided that the broader Development Parcel's compliance with Green Factor Standards upon the completion of the PUD is verified at each stage of development.

ii. Pursuant to Condition #3 of this Decision, the Design Review submission for each Building Site and each Park Site shall include documentation required at the Special Permit or Development Review stage by Section 20.90. Subsequent review procedures for Building Sites shall be followed at the building permit and certificate of occupancy stages pursuant to Section 20.90. Review procedures for Park Sites shall be followed before or concurrently with the review of Building Sites that are being designed and built concurrently per the phasing provisions in Condition #6 of this Special Permit.

iii. Prior to the issuance of a certificate of occupancy for the final Building Site completed in Phase 1, documentation shall be provided demonstrating that all development within Phase 1 is compliant with Green Factor Standards.

iv. Prior to the issuance of the final certificate of occupancy in Phase 2, documentation shall be provided demonstrating that the entire Development Parcel is compliant with Green Factor Standards.

e. Energy Network Planning

i. Prior to Design Review for the first building in each development sub-phase (1a, 1b, 2a, and 2b), or at least once every two years, whichever is more frequent, the Permittee shall meet with City staff and Eversource Distributed Generation and Clean Technologies teams to discuss electric load, capacity, and energy systems under consideration.

ii. The Permittee shall continue to coordinate with Eversource and shall participate in any utility study conducted by the City or Eversource to evaluate feasibility for developing and/or connecting to a thermal energy network in the Alewife Quadrangle area. Participation shall include close communication and reasonable information sharing to the best of the Permittee's ability.

f. Stormwater Management.

i. The Permittee shall obtain a Stormwater Control Permit from the Department of Public Works prior to the start of construction of each building in the PUD or as otherwise required by City regulations.

ii. The Design Review submission for any building or open space in the areas identified for potential shared stormwater infrastructure, including Mooney Green, Mooney West, and New Main Street, shall include an updated evaluation of opportunities for shared stormwater infrastructure. Should shared infrastructure not be proposed, a detailed explanation of the project's conditions and constraints that could not support it shall be provided.

g. Private Property Tree Protection.

i. Impacts and removals to private property trees shall be reviewed and permitted in accordance with the Tree Protection Ordinance, where applicable, and the certified Tree Study submitted as part of the Final Development Plan, subject to the following additional provisions.

ii. No private property trees inside of the presented Phase 2 limits of the project area shall be removed until commencement of Phase 2 of the PUD.

iii. The Tree Study shall be updated at a frequency of no less than every 10 years including but not limited to an update of existing tree sizes, identification of new trees that have become subject to the Tree Protection Ordinance due to growth, status of completed tree removals and mitigation, and proposed changes to mitigation as required.

iv. The updated Tree Study shall be submitted for review and certification by the DPW Urban Forestry Division. The date of the Tree Study shall be the date on which the updated Study is approved by the Urban Forestry Division.

v. The Tree Mitigation proposal does not currently include any payment into the Tree Fund, as tree loss is being mitigated by plantings. If the Tree Study is revised or updated to include payment into the Tree Fund as mitigation, payment will be based on tree caliper inch costs current at the time of the certification of the Updated Tree Study.

vi. Tree removals and proposed mitigation shall be clearly identified in the Design Review submission for any Building Site or Park Site. The Design Review submission shall include the current Tree Study, certified less than 10 years from the date of the Design Review submission.

vii. All tree removals reviewed under the Certified Tree Study shall obtain a Tree Removal Permit for administrate tracking.

viii. No permit shall be issued for a tree removal until there is an active City of Cambridge construction permit (which may include a building permit, demolition permit, or excavation permit) issued for construction that impacts the removed tree.

ix. At the time of applying for a tree removal permit, the Permittee shall provide the scope and timeline of mitigation for the specific tree(s) being removed. If mitigation is proposed outside of the area under active permit that warrants removal, or more than 5 years in the future from the date of the tree removal, a bond shall be posted in accordance with the provisions of the Tree Protection Ordinance to cover the cost of the mitigation and will be held until the mitigation is complete.

x. The DPW Urban Foresty Division will certify that the above conditions are met as necessary and has discretion to coordinate with the Permittee on setting clear and efficient administrative processes to enforce the conditions set forth above.

13. **Noise**

a. All buildings within the PUD, and all construction activity pursuant to this Special Permit, shall conform to the requirements of the City of Cambridge Municipal Noise Ordinance, Chapter 8.16 of the Cambridge Municipal Code.

b. Prior to and as a condition of the issuance of a certificate of occupancy for a new non-residential building, the Permittee shall provide to CDD and ISD an acoustical report, including field measurements, demonstrating compliance of the building with all applicable noise requirements.

14. **Construction Management**

a. Prior to the issuance of a building permit or demolition permit related to the development of a Building Site within the PB-410 Development Parcel, the Permittee shall prepare a new or updated Construction Management Program consistent with the requirements of Section 18.20 of the CZO, which shall be reviewed by DOT, DPW, ISD, and any other relevant departments as deemed appropriate by the City. The Construction Management Program must be approved by relevant City departments prior to the issuance of such building or demolition permits.

b. The Construction Management Program shall include the elements listed in Section 18.20 of the CZO, with particular attention to ensuring safe and convenient pedestrian and bicycle access.

c. The Construction Management Program shall include the following additional items, at a minimum:

i. A plan for site remediation, where required, in accordance with local, state, and federal requirements.

ii. Identification of all work to take place in the public right of way, including but not limited to potential impacts to existing public shade trees and Significant Trees as defined in the Tree Protection Ordinance that are to be retained.

iii. A community outreach program including, at a minimum, the following elements:

1. An identified point of contact, including email and telephone contact, to respond to community questions and feedback throughout the construction process; and

2. Established days and hours of anticipated construction, consistent with all local and state regulations; and

3. A system for communicating ongoing project updates, which may include a web page, email list, social media presence, telephone updates or other direct outreach, and/or other measures; and
4. A minimum of one sign posted on-site each street-facing portion of the Building Site, legible from the public way, providing the information above along with a brief description of the project, an expected completion date (to be kept up-to-date throughout the construction process), and a rendering of the street-facing elevations.

15. **Subdivision**

a. The Planning Board approves the subdivision of the PB-410 Development Parcel into the Building Sites and Open Spaces as illustrated in the Final Development Plan, as it may be amended in accordance with the conditions of this Special Permit. Final dimensions shall be established at the time of Design Review for each Building Site and Open Space.

b. All subdivision of lots, including subdivision to establish any city or private street, pedestrian pathway, pedestrian bridge, bicycle path, open space or park, or other infrastructure component, shall occur consistent with Section 20.110.5.3.5 of the CZO.

c. In the event that the Permittee intends to subdivide any portion of the PB-410 Development Parcel into smaller lots, including but not limited to vertical air-rights subdivisions of Building Sites, the Permittee shall file a copy of the subdivision plan with CDD for inclusion in the record of this PUD.

d. In the event that, after subdivision, a Building Site or Open Space is transferred into separate ownership from the remainder of the PUD, the conditions of this Special Permit shall continue to apply to the new owner as a successor Permittee. Any proposed modifications to a separately owned portion of the PB-410 Development Parcel that would make the PUD as a whole non-compliant with the conditions of this PUD shall require an Amendment to this Special Permit. If a violation of the conditions of this Special Permit is attributable to a separately owned portion of the PB-410 Development Parcel, the City may take zoning enforcement action against the owner of that portion of the Development Parcel and not against owners of other portions of the Development Parcel who have not contributed to the violation.

16. **Amendments**

a. Except where a change is explicitly authorized as a Minor Amendment in this Decision, the Planning Board shall determine whether a proposed change is considered a Major Amendment or Minor Amendment pursuant to Section 12.37 of the CZO.

b. Minor Amendments. A Minor Amendment to this Decision shall be approved by an affirmative vote of at least five (5) members of the Planning Board after consideration of the proposed change, enumerated on the agenda, at an appropriately noticed meeting of the Planning Board. Minor Amendments that impact specific Building Sites or Open Spaces may be approved at the same appropriately noticed meeting of the Planning Board as the Design Review for the respective Building Site and/or Open Space. In approving a Minor Amendment, the Board shall issue a written determination that:

   i. The change is generally consistent with the standards for a Minor Amendment set forth in Section 12.37 of the CZO; and

   ii. The change does not violate applicable Sections of the CZO, or if the change requires relief pursuant to a special permit or variance, such relief has been granted; and

   iii. The change will not substantially alter the Findings upon which this Special Permit Decision is based.

c. Major Amendments. Notwithstanding the provisions of Article 12.0000 and Section 20.1100 of the CZO, any Major Amendment shall only be granted after an affirmative vote of at least five (5) members of the Planning Board and only after the proposed change has been advertised as a new Special Permit subject to the procedural requirements of Section 10.40 of the CZO. The Planning Board shall consider the substance of the change as presented in the amendment application documents and may disregard aspects of this PUD Special Permit that are not relevant to the proposed change. Upon granting a Major Amendment, the Board shall issue written Findings that the amended portion(s) of the Final Development Plan remain in conformance with all special permit criteria applicable to the PUD. However, if the Board finds that a requested Major Amendment to this Special Permit constitutes a substantial alteration to the intent, purpose, and substance of this Special Permit as a whole, such Major Amendment shall be considered under the procedures established in Article 12.000 and Section 20.1100 of the CZO as if it were a new Development Proposal requiring the submission of all new application materials.

d. Conditions. Upon issuing any Major or Minor Amendment the Planning Board may impose additional conditions intended to ensure conformance with any applicable requirements, standards, and/or criteria set forth in applicable Sections of the CZO and this Special Permit Decision.

Voting in the affirmative to grant the requested Special Permits were Planning Board Members H Theodore Cohen, Mary Flynn, Mary Lydecker, Diego Macias, Tom Sieniewicz, Ashley Tan, and Carolyn Zern, constituting at least two thirds of the members of the Board.

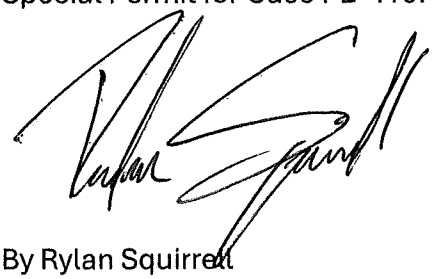
For the Planning Board,



Tom Sieniewicz, Chair

A copy of this decision PB-410 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

Pursuant to Section 12.36.4 of the City of Cambridge Zoning Ordinance, Healthpeak OP, LLC agrees to the conditions attached to this Decision approving the granting of a PUD Special Permit for Case PB-410.



By Rylan Squirrell
Director – Investments & Portfolio Management
Authorized Representative of Healthpeak OP, LLC
By: Healthpeak Properties, Inc., its managing member

A copy of this decision PB-410 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision has been filed on November 9, 2026 with the Office of the City Clerk, by Swaathi Joseph, duly authorized representative of the Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty days have elapsed since the above decision was filed in the office of the City Clerk and:

_____ no appeal has been filed; or

_____ an appeal has been filed within such twenty days.

The person exercising rights under a duly appealed special permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone. This certification shall in no event terminate or shorten the tolling, during the pendency of any appeals, of the periods provided under the second paragraph of G.L. c. 40A, §6.

Date: _____ _____, City Clerk

Appeal has been dismissed or denied.

Date: _____ _____, City Clerk

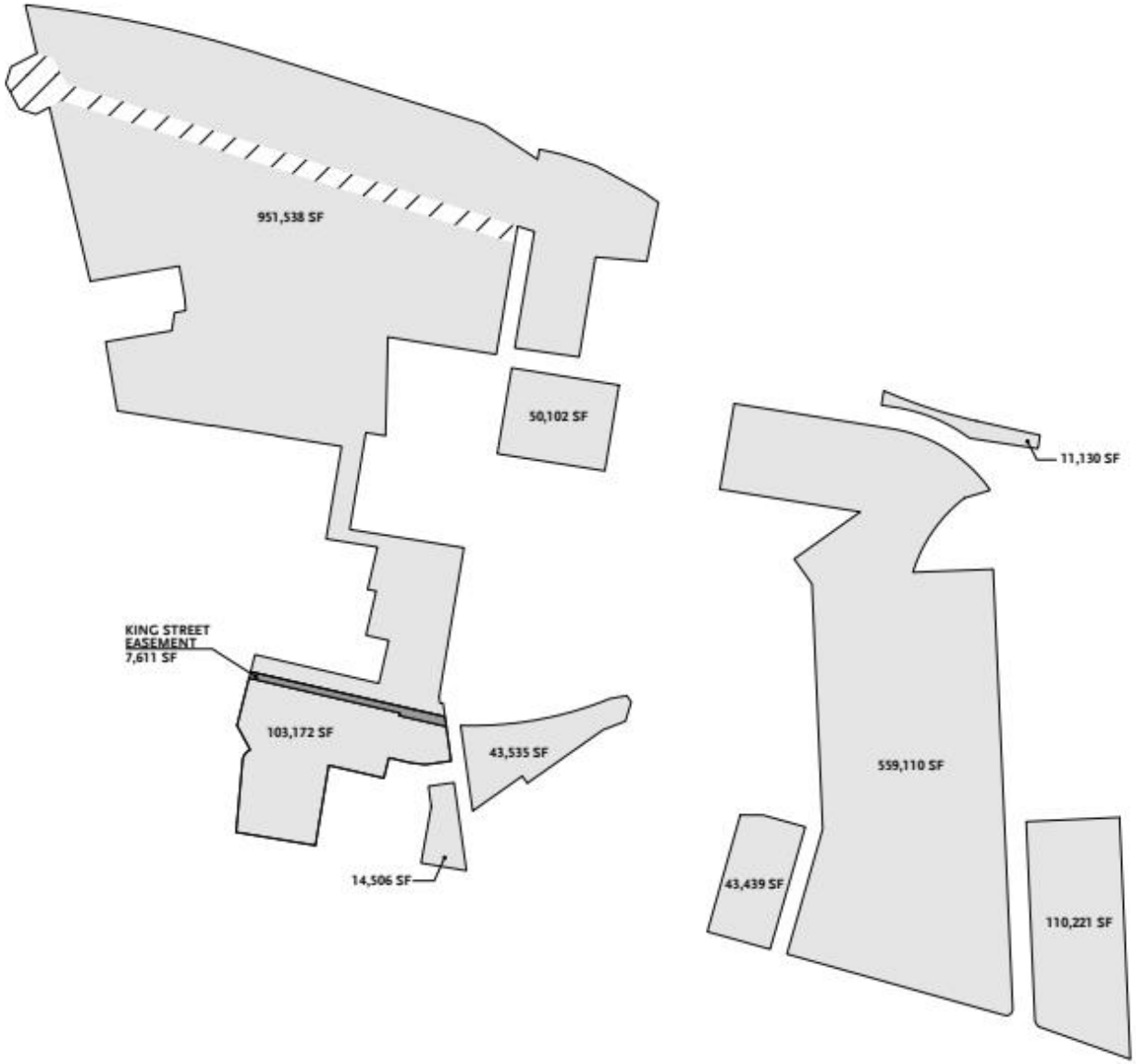


Figure 1A.1: Development Parcel

Healthpeak PUD Master Plan | Cambridge, MA

Table 1-1 Development Program by Building Site - Revised[1]

Bldg #	Existing Use to Remain SF [2]	Residential Use SF (units)	Technical Office/Office Use SF [3,4]	Retail/ Neighborhood Use SF	Vehicle Parking Spaces Proposed Supply[5]	Vehicle Parking Spaces Anticipated Allocation	Min. Long-Term Bike Parking Spaces[6]	Min. Short-Term Bike Parking Spaces[6]	*Notes:*
C1			294,000			P1	76	18	
C2			294,000			P1	76	18	
C3			294,000			P2	76	18	
C4			288,000	7,000		P2	76	23	
C5			292,000			P2	76	18	
C6			301,000			P2	78	18	
C7			380,000	9,070		P3/R3/R4	100	30	
C8			378,000	9,070		P3/R3	100	30	
R1		196,650 (201)			160	R1	210	20	
R2		400,000 (446)		7,000	330	R2	468	50	
R3		389,850 (399)		25,000	320	R3	422	60	
R4		357,650 (366)		14,000	300	R4	385	48	
R5		242,650 (248)			170	R5/R4	259	25	
R6		59,800 (61)				P4	63	6	
R7		347,300 (355)				P4	372	36	
R8		253,000 (220)			165	R8	232	25	
P1					620	-	-	-	*Parking Garage*
P2					856	-	-	-	*Parking Garage*
P3					861	-	-	-	*Parking Garage*
P4					635	-	-	-	*Parking Garage*
E1	84,500					359 spaces in P4	Existing	Existing	*Existing Medical Bldg.*
Easement [5]						15 spaces in P4			*Existing Easement*
E2				4,500		8 spaces in P2	Existing	Existing	*Existing Retail*
E3	109,000					254 spaces in P3	Existing	Existing	*Existing Office Bldg.*
Municipal Service Facility Project			35,000 [4]		14	14 spaces in Municipal Service Parcel	6	1	*Future Municipal Service Facility Project*
On-Street Private [7]					51	On-Street			*On-Street*
Total	193,500 SF	2,246,900 SF (2,300 units)	2,556,000 SF	75,640 SF	4,482 spaces		3,076 spaces	442 spaces	

1. Proposed building SF are approximate and reflect a conceptual program for planning purposes only. Actual parking counts and final areas will be determined through subsequent design and engineering and are subject to change.
2. Includes building area to remain: 109,000 SF of office use at 10 Fawcett Street and 84,500 SF of medical office use at 725 Concord Avenue. This figure is before the application of specifically permitted GFA exemptions.
3. Assumes a development-wide ratio of 50% General Office and 50% Technical Office/Lab use for all commercial buildings, except the Municipal Service Facility Project.
4. Includes approximately 35,000 SF in connection with the Municipal Service Facility Project, which is anticipated to be exempt GFA pursuant to Section 20.1100.5.1.4.1(a) of the City's Zoning Ordinance.
5. Includes a total of approximately 636 existing parking spaces to remain (approx. 359 spaces at 725 Concord Ave, 254 spaces at 10 Fawcett St, 15 spaces within an easement adjacent to 725 Concord Ave, and 8 spaces at 110 Fawcett St).
6. Bicycle Parking Guide 2013 (cambridgema.gov); assumed average of retail and restaurant rates for active use SF. Bicycle parking supply is determined by zoning, not the PTDM Plan.
7. The 51 on-street spaces provided on private ways that are intended to be open to public travel; final space allocation will be confirmed after streets are designed and approved and curbside uses are assigned.

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

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.



Figure 1A.7: Site Development Plan - Uses

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Figure 1A.8: Site Development Plan - Gross Floor Area

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Figure 1A.5: Site Development Plan - Street Network

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Figure 1A.2: Street Ownership Plan

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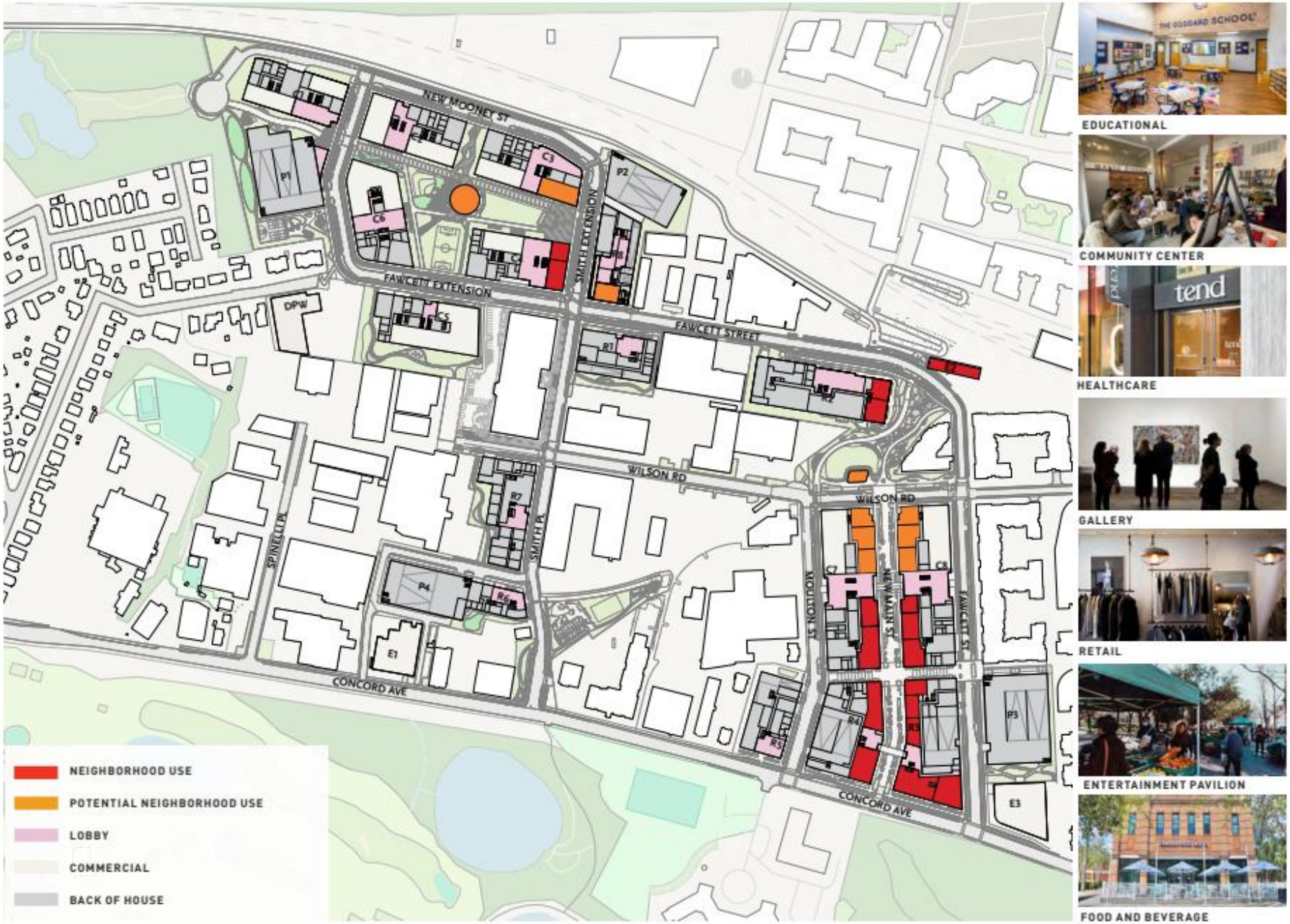


Figure 1F.2: Ground Floor Activation - Proposed Conditions

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

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CATEGORY OF OPEN SPACE	ACRES
BEND PARK:	APPROX. 1.62 ACRES
GATEWAY PARK:	APPROX. 1.09 ACRES
POCKET PARK:	APPROX. 1.01 ACRES
MOONEY GREEN:	APPROX. 2.86 ACRES
MAIN STREET PLAZA:	APPROX. 0.35 ACRES

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

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Figure 1E.4: Open Space Plan - Publicly Beneficial Open Space

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

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Figure 1H.1A: Preliminary Phasing Plan - Phase 1A

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Figure 1H.1B: Preliminary Phasing Plan - Phase 1B

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Figure 1H.2A: Preliminary Phasing Plan - Phase 2A

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0 200 400ft



Figure 1H.2B: Preliminary Phasing Plan - Phase 2B

Healthpeak PUD Master Plan | Cambridge, MA

CITY OF CAMBRIDGE | CDD Community Development

To: Planning Board

From: Community Development Department (CDD) Staff

Date: September 15, 2026

Re: PB-410 Healthpeak PUD – Urban Design Appendix

Healthpeak – CDD Urban Design Appendix

Introduction

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

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

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

Intended Use of this Appendix

This Appendix is intended to establish a framework by which future development within the PUD can be designed, evaluated and reviewed. It ties together urban design concepts and guidelines

common to the City's various planning and design efforts within the Alewife Quadrangle (and citywide, as applicable) over the last several decades.

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

Overall Urban Design Principles for the Quadrangle

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

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

Clarification of the PUD's Design Intent

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

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

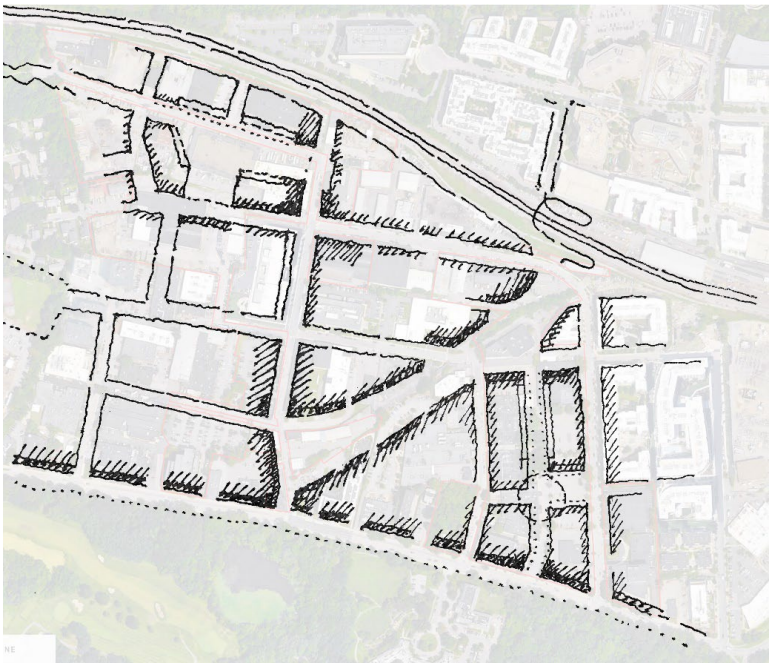
These updated drawings and diagrams should follow the suggestions described below.

"Massing Strategy" Plan

The updated Massing Strategy plan should be a graphicly clear and simple drawing that conveys the organization of the PUD's public realm by depicting its interconnected network of public

spaces. It should simplify the "Massing Strategy" Plan (the Final Development Plan's Volume 2, Figure 1B.1), to a figure/ground diagram that emphasizes the open spaces of the PUD's public realm—its streets, parks, and other public spaces—in contrast to the relative solidity of its urban blocks.

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



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



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

"Block Guidelines" Diagrams

Staff recommend that the updated Massing Strategy plan be supplemented by updated building massing diagrams. They should add to the "Block Guidelines" (provided in the Final Development Plan's Volume 2, Figure 1L.6a and following) to show the PUD's buildings in diagrammatic context of the proposed adjoining streets, parks, and other open spaces, and of the general massing of their proposed neighbors. They should depict the buildings' responses to their contexts by indicating features such as:

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

Updated Aerial Views

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

Comparisons to Comparable Districts

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

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

Guidelines for Open Spaces

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

General Recommendations

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

Recommendations for the PUD's Public Open Spaces

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

Mooney Green

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

Bend Park

1. To achieve the Alewife District Plan's and the Alewife Design Guideline's integrative vision of the Quadrangle, the following urban design considerations are critical:
   a. Gateway Park and Bend Park should initiate the realization of the Diagonal Park as a unifying space at the center of the Quadrangle. It should be the shared central space that will draw the subdistricts to its north and south together by the continuity and integrity of its form.
   b. Bend Park and Gateway Park should be conceived together as the ends of the Diagonal Park, shaped by the massing and siting of the buildings around them and the layout of their ground planes and plantings to provide coherent and connective open spaces in the short term, and ultimately to be integral to the Diagonal Park's full length.
2. As the landscape design of Bend Park is further developed, consideration should be given to how its form and path system can be more responsive to pedestrian desire lines, and to how it will serve as a common shared space for the buildings around it.
3. As the detailed topography of Bend Park and the new segment of Wilson Road is developed, consideration should be given to potentially raising grade levels in them to facilitate access to first floor uses in buildings R2, C7, and C8 and to enhance pedestrian movement between New Main Street and Bend Park.

New Main Street and New Main Plaza

1. As the streetscape of New Main Street is more fully developed, consider providing consistently aligned street trees along it.
2. New Main Plaza is depicted as a pedestrian street running between Fawcett and Moulton Streets. As it is more fully developed, consideration should be given to providing a broader

space along its length, a park or a square either at its intersection with New Main Street, or along its eastern or western portions.

3. To strengthen their character as a pedestrian focused streets, consider ways to provide more neighborhood uses in the adjoining buildings.

The Gateway Park Area

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

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

Green Connectors

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

Guidelines for Built Form and Building Sites

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

Built Form: Site Layout and Design

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

1. Buildings should frame and shape public spaces – streets, parks, squares, and plazas – by defining their edges.
2. In general, the streetwall facades of buildings should be located directly on the sidewalk: at the edge of the 5-foot-deep "Build-To-Zone" (established by zoning) that is closest to the centerline of the street, except in cases where residential units are in the first floors of the building. The intent is that building facades directly engage the sidewalk and the uses in their first floors (regardless of whether private or publicly accessible) visually contribute to the streetscape, rather than be separated from the sidewalk by a buffer of vegetation or other site features.

3. A variety of strategies are available to promote engagement between buildings (and their first floor uses) and the public sidewalk, including locating well-designed building facades directly on the sidewalk and entrance courtyards recessed into the building's mass. See the Alewife Design Guidelines for more information, and the section below regarding "Connectivity".
4. Wherever possible, locate required short-term bicycle parking in entry forecourts or in side yards, rather than between the building's front facade and the sidewalk.
5. To facilitate the cooperation between buildings that will create coherent urban blocks, the distances between one building and the next along streets should generally be minimized. The landscape treatment of spaces between buildings should generally maintain a sense of the building's front façade plane across the side yards.
6. Consider the needs for subsurface stormwater storage and surface infiltration features, including the areas required for each, early in the design process and coordinate them with landscape plans.
7. Garage and loading dock access should be handled as unobtrusively as possible.
8. Site security functions should be designed as integral components of the landscape design.
9. Streets, whether vehicular, shared, or pedestrian, should generally maintain consistent sections: sidewalks, parking zones, tree planting zones, travel lanes, and curbs should generally align along their lengths.
10. Vegetated buffers between building facades and the sidewalk should be avoided except where there are first floor residential units. Instead, preferentially locate building facades directly on the sidewalk, and provide green open space in recessed entry forecourts or in the interior of the block.
11. To contribute to the PUD's sense of place, the character of landscape materials—trees, planting standards, street furniture, lighting, paving, etc.—should be consistent throughout the PUD.

Built Form: Architectural Massing, Facades, and Character

Massing and Facades

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

1. The massing and facades of the PUD's buildings should define the streets, parks, and other open spaces they face, and collaborate with their neighbors to create coherent blocks.
2. The heights of streetwalls should be sufficient to frame the street, park, or square they address as three-dimensional volumes (regardless of whether these spaces are within or

outside the PUD's boundary). In general, streetwalls should be approximately as tall as the facade-to-façade widths of the streets, with any stepbacks above this height.

3. For buildings facing parks or other large open spaces, taller streetwalls are appropriate.
4. To frame adjacent streets, parks, and squares, and to emphasize the horizontal continuity of the pedestrian realm, buildings should address them with generally planar facades or facades dominated by repetitive elements.
5. In response to critical locations of the Quadrangle's public realm, such as major intersections and thresholds of connection between open spaces, and/or to provide focal points for visual axes and landmarks for the Quadrangle as a whole, buildings should present judiciously designed special massing and façade elements, such as towers that emphasize vertical continuity.
6. To create legible urban blocks, buildings should collaborate with their neighbors on adjoining sites by placing priority on their street-facing facades and distinguishing them from their side facades.
7. Courtyard building typologies should be considered to provide seating areas and accommodate short-term bicycle parking, to break up the massing of large buildings, and to enrich the pedestrian experience with plantings and public art.
8. In general, the facades of pedestrian frontage zones should be in the same plane as the streetwall facade zone above.
    a. Pedestrian frontage zone facades projected in front of the plane of the streetwall facade zone above should generally be avoided.
    b. Where first floor facades are recessed behind the plane of the streetwall facade, they should be recessed to a depth of no more than half the height of the recess, whether it is a single story or two stories tall.
9. Neighborhood and similar active uses should be provided in as much of first floors as possible.
10. Where possible at residential buildings, multiple entrances should be provided to units on street-facing facades.
11. Particular care should be taken in the design of pedestrian frontage zone facades, providing visual detail and high-quality materials and relating to pedestrian scale at lobbies and neighborhood uses, at portions of facades occupied by private spaces, and at service rooms, loading docks, and blank walls.

Architectural Design of Parking Structures and Loading Docks

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

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

Lighting

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

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

Bird Safety

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

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

Northwest Sector – the Mooney Green Area:

1. The masses of the four buildings around Mooney Green Mooney Green (C2, C3, C4, and C6) do not quite define the perimeter of an urban block, a perimeter with meaningful entrances through it to the central Green. They seem in plan and as depicted in the "Block Guidelines" to be aloof from each other and from the open space of the Green.
    a. To give the Green a stronger form and more memorable character, consider how the buildings around it could be developed as collaborative members of a coherent urban block rather than presenting as independent free-standing objects. In addition, the buildings across Fawcett Extension and Smith Place (G2, R8, R1, and C5) should be designed as the initial members of future urban blocks on the parcels that adjoin them outside of the PUD. As the designs of these buildings are further developed in the Design Review phase, consideration should be given to strategies such as:
        i. Designing the buildings framing Mooney Green to respond to their double-fronted condition: that they face both inward to Mooney Green and outward to the streets that bound the Mooney Green block. Consideration could be given to differentiating the massings, characters, and/or façade designs of the buildings' two fronts to reinforce the distinct qualities of the park and the streets.
        ii. Creating sympathetic relationships between adjoining buildings, including by the distinctions made between the façades and massings of street-facing facades and side façades, designing their ends to define side yards between them as thresholds of entry between the area's bordering streets and the block's central Green.
        iii. As the area is further developed, consider wherever possible providing neighborhood uses in the buildings frame it in addition to the public amenities and facilities incorporated in its landscape design.
        iv. Designing building massing and facades (together with landscape design) to create gracious entrances to Mooney Green through the spaces between the buildings.
2. To give the buildings on Fawcett Street and Smith Place more direct relationships to their streets, consider raising the grades of the Fawcett Extension and the Smith Extension (with gentle slopes) to near the first-floor levels of the buildings.
3. As suggested in its "Block Guidelines" drawings (Volume 2 figure 1L.11b), the building at the southeast corner of the Mooney Green Block (C4) provides the opportunity to create a

landmark for pedestrians approaching on Fawcett Street and Smith Place by means such as a significant vertical element at its corner. In the design of its first-floor facades, consideration should be given to creating an inviting entrance to Mooney Green, creating a sense of arrival at the intersection of the Smith and Fawcett, and defining the plaza at the eastern end of Mooney Green.

4. As the siting and configuration of building R1 are developed, consideration could be given to providing a streetwall located directly on the sidewalk except where an elevated sidewalk is needed, and to instead providing alternate means of accessing the building's elevated first floor lobby, such as a recessed forecourt.

Northeast Sector – the Bend Park Area

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

Southeast Sector - the New Main Street Area

1. As the buildings in the New Main Street Area enter the Design Review phase, the following urban design considerations are critical:
    a. In the designs of buildings C7 and C8, consider ways that they can positively frame the segment of Wilson Road they face, and provide their ground floor active uses with direct presences on the street.

b. In the designs of buildings R3, R4, and R5, consider ways they can respond to the scale and importance of Fresh Pond Reservation and Concord Avenue and create a sense of entry to the Quadrangle. Possibilities include providing a strong architectural edge of tall vertically continuous facades along Concord Avenue and, at buildings R3 and R4, creating a sense of gateway/entrance to New Man Street at Concord Avenue.
c. In the design of the buildings fronting onto New Main Plaza, consider ways to provide additional active and/or neighborhood uses along the ground stories.

Southwest sector - the Gateway Park Area

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

Connectivity Between the PUD's Buildings and its Sidewalks

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

1. The elevation of occupied first floors above existing grade, while essential as a flooding protection measure, poses a challenge to the connectivity between first floor uses and the sidewalks in front of them. The Alewife Design Guidelines note several strategies in response, some of which the FDP adopts:
    a. At New Main Street, the FDP proposes that the level of the street and sidewalk be raised to near first floor level. As the detailed topography of the PUD is developed, this option could be considered for additional streets where Healthpeak owns parcels on both sides: the new segment of Wilson Road, Smith Place Extension north of Fawcett Street, and Fawcett Street extension west of Smith Place. In these locations it appears that a level close to that of the building's first floors could be achieved with gentle slopes.
    b. In other locations, the FDP proposes the construction of elevated walkways along building facades to give access to first floor spaces.
        i. In locations where multiple public entrances are near each other, such as entrances to building lobbies and adjacent retail spaces, these elevated walkways will provide access and create synergy between adjoining uses.
        ii. In locations without publicly accessible first floor spaces, however, elevated walkways will needlessly separate building facades and private first floor spaces from the street. The intervening buffer of ramps, low walls, planting, terraces,

bicycle parking, etc. that they will create between the street-level sidewalk and the building will weaken the streetwall's ability to frame the street.

iii. Successful examples of elevated first floors in Cambridge and Boston demonstrate that their presence directly adjacent to the sidewalk is not detrimental to the pedestrian experience, that it in fact contributes to it by bringing the visual detail of facades directly to the pedestrian zone and by providing closer views into occupied spaces.

iv. As the siting and configurations of the PUD's buildings are more fully developed, consideration should be given to limiting elevated walkways as much as possible to the actual frontages of lobbies and neighborhood uses where other strategies to provide access to these uses are not feasible. In other locations, consideration should be given to locating building facades directly on the sidewalk.

v. Where elevated walkways are needed, it is critical that access to them be convenient, related to natural pedestrian desire lines, and provide universal accessibility. To minimize their disruption to the continuity of the streetwall, consider accommodating steps and ramps up to them within their depths, rather than extended from their ends.

c. As the design of buildings and their sitework is further developed, other means of ascending to elevated first floors should be considered, such as:

i. Lobbies located at sidewalk level that provide interior steps and ramps up to the elevated first floors.

ii. Entry forecourts, recessed into the building's mass, that incorporate steps and ramps as part of their landscape design.

iii. See the Alewife Design Guidelines for suggestions regarding these types of alternatives.

2. Similarly, consideration should be given to minimizing the use of building setbacks for the purpose of accommodating short-term bicycle parking by instead prioritizing alternative locations, such as in forecourts facing the street or rear courtyards.

Design Review Criteria – Park Sites

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

1. How the Park Site design is consistent with applicable planning documents, including but not limited to Envision Cambridge, the Open Space and Recreation Plan 2025, the Alewife District Plan 2019, the Alewife Design Guidelines 2023, and the Citywide Design Guidelines 2026.

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

Design Review Criteria – Built Form and Building Site Design

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

1. How the Building Site design is consistent with applicable planning documents, including but not limited to Envision Cambridge, the Alewife District Plan 2019, the Alewife Design Guidelines 2023, The Design Guidelines for Multifamily Housing 2025, and the Citywide Design Guidelines 2026.
2. Building massing, the locations of pedestrian entrances, the locations of garage and loading entrances, the locations of neighborhood/active uses, locations of parking,
3. The architectural design of building facades, with special attention to the ground level and significant corners.
4. The definition and shaping of streets and other open spaces on and adjoining the Healthpeak property (whether existing or planned) by the building's massing and the design of its facades.
5. The inclusion, location, and design of spaces for Neighborhood Uses, and how those spaces support a cohesive, holistic neighborhood.

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

Appendix I

Healthpeak PUD Transportation Mitigation Program

September 15, 2026

Revised October 7, 2026

Revisions reflect modified and final commitments made by Healthpeak at the September 15, 2026, hearing, and small administrative edits to correct grammatical typos.

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Introduction

This document outlines the transportation impact conditions associated with the Healthpeak PUD and the Planning Board Special Permit. These conditions form one component of a broader, comprehensive transportation program for the Project. Taken together, the full program includes:

1. Zoning requirements.
2. Parking and Transportation Demand Management (PTDM) Plan.
3. PUD and Large Project Review Special Permit Transportation Mitigation.

This document provides detailed descriptions of the transportation mitigation commitments required under the PUD and Large Project Review Special Permit (Item 3 above). For context and clarity, it also includes a brief summary of key zoning requirements and the PTDM Plan to illustrate how all elements work together to support a coordinated, comprehensive transportation strategy for the Project.

The final PTDM Plan is included as Appendix II.

1.0 Zoning-Related Transportation Conditions

1.1. New Pedestrian and Bicycle Bridge Connection (Infrastructure PUD Special Permit)

Healthpeak's commitment to build the pedestrian and bicycle bridge is a Special Permit zoning condition that allows them to exceed the Base Zoning District limits on Gross Floor Area (GFA) and Floor Area Ratio (FAR), subject to Planning Board approval. The new bridge is therefore directly linked to these zoning requirements. The bridge is among the most important elements of the Project under zoning. It will serve as the development's "front door" for people walking and biking and will reduce the time to walk or bike between the Quadrangle and Alewife MBTA station, compared to existing conditions. Great care and attention should be given to the design and connectivity of the walking and biking environment at both bridge landings.

The pedestrian and bicycle bridge must meet the zoning requirements and the following parameters.

- The conceptual and final designs of the bridge should be coordinated with and approved by the City and MBTA.
- The proponent, City, and MBTA should agree on a framework and timeline for establishing a bridge location with the timing dependent on the zoning requirements and MBTA planning and operational considerations.

- If the bridge is free-standing, the City will own and operate the bridge. If the bridge is incorporated into a commuter rail station circulation, the MBTA will own and operate the bridge.
- The location of the bridge must not preclude any future MBTA right-of-way or commuter rail expansion or station projects.
- A final agreement on the ownership and maintenance of the bridge shall be completed prior to the completion of the bridge.
- Healthpeak must grant public access over their property, as needed, for the public to gain access to any public facilities, such as a future transit station or other, based on a mutually agreed upon location with the MBTA and City of Cambridge in conjunction with the property owner.
- The MBTA has not approved a bridge location, therefore the bridge design included in this Final Development Plan is premature and has not been accepted by the City. Any future design must be approved by the City and the MBTA, and should meet all current City and MassDOT standards for bicyclist and pedestrian bridges. The final design location and design shall be acceptable to the City, Healthpeak, and the MBTA.
- Healthpeak will either design a bridge with City-approved design and build it free-standing in a location mutually agreed upon with the City and the MBTA, or will contribute an amount, as agreed to with the City and MBTA, to the construction of a bridge integrated with an MBTA rail station. The amount shall be based on MBTA station designs and shall be for elements related to the bridge crossing included in the station.

Timing:

The bridge must meet the Infrastructure PUD requirements of the AOD-Q zoning requirements. Construction shall commence before the issuance of a certificate of occupancy for over 50% of the non-residential GFA and will be substantially completed before the issuance of a certificate of occupancy for over 75% of the non-residential GFA of an approved Final Development Plan. Following substantial completion of the Proposed Bridge, it is intended that the City will assume ownership, operation and maintenance obligations for the Proposed Bridge. Maintenance of private property approaches should be completed by property owners, or Healthpeak.

The due dates for the bridge commencement and completion are the latest dates to complete those steps. Healthpeak is strongly encouraged to complete the bridge sooner rather than later, as feasible.

1.2 Conveyance of Land

Roadways should be conveyed to the City as generally anticipated in the Final Development Plan and as approved by the City.

Unlike the proposal in Healthpeak's Final Development Plan, City staff recommend City ownership of Wilson Road because it is an important east-west collector, distributing trips and providing access to parcels, including those not owned by Healthpeak, within the Quadrangle. Even as a City street, Wilson Road may still be closed for special events, in coordination with Healthpeak's proposed privately owned New Main Street, under the City's normal special event process. The final determination on the ownership of the road can be made during its final design and construction.

Healthpeak shall maintain and repair any component of the ROW that is on its property for as long as it is an easement, until such time that the City takes the property and permanent maintenance responsibility is determined. Considerations for non-standard street materials, such as pavers, and sidewalk materials can be reviewed during design review.

Timing

The general timeline and framework for the conveyance of streets to the City shall be part of the Final Development Plan and carried out in an orderly manner as streets are reconstructed. The conveyance of streets (fee or easement interest) shall also include any maintenance agreements with the City and be coordinated with the 40-scale roadway plan.

2.0 Parking and Transportation Demand (PTDM) Plan (City Ordinance 10.18)

Because the Project is creating new non-residential parking spaces, the requirements of the City's PTDM Ordinance 10.18 apply. The ordinance requires the Project to obtain an approved PTDM Plan from the City's PTDM Planning Officer to minimize parking demand associated with the Project and reduce single-occupancy vehicle trips in and around Cambridge.

The approved PTDM Plan is attached in **Appendix II.** Key commitments include:

- Single-Occupancy Vehicle (SOV) commitments: The Project will maintain an SOV mode share of no more than 40% for Office/Lab employees, no more than 40% for Neighborhood Use employees, and no more than 29% for Retail/Neighborhood Use patrons.
- Charge market rate for parking for all users, consistent with the recommendations of the Alewife District Plan.
- Provide funding and space for six Bluebikes stations with approximately 150 total docks, according to the schedule and locations described in the PTDM Plan.
- Provide the benefits of Alewife TMA membership to all employees.
- Provide funding to support studies for Alewife TMA shuttle operations at the start of each development phase.

- Provide ongoing funding for Alewife TMA shuttle service that will enable the TMA to increase frequencies (starting with the first commercial building in Phase 1) and expand service to midday and weekends (starting with the first commercial building in Phase 2).
- Provide robust programs and subsidies to support employee use of sustainable transportation modes.
- Provide a suite of programs to support sustainable mode choices by patrons of the neighborhood uses.
- Conduct annual transportation monitoring.

Timing:

Due dates are described in the PTDM Plan.

3.0 PUD and Project Review Special Permit Transportation Mitigation

To offset the Planning Board transportation criteria exceedances and transportation impacts of the Project documented in the January 6, 2026, Traffic Impact Study (TIS), the Project shall have the following conditions:

3.1 40-Scale Roadway Plan

As determined and approved by the City in the final 40-scale plan, the Project will construct or reconstruct the following roadways, including sidewalks, bicycle facilities, transit stops and amenities, pavement markings, and signage.

Reconstruct/Construct: Fawcett Street, Moulton Street, Smith Place, Wilson Road, New Mooney Street, New Main Street, Smith Place Extension, Adley Road and Fawcett Street Extension.

The Project will:

- Install separated bicycle facilities on all reconstructed or newly constructed streets as approved by the City.
- Provide generous sidewalks and clear, safe crosswalks (including mid-block crossings where appropriate), continuous sidewalks, high-visibility crossings, and aligned multi-use paths that directly connect to existing bicycle facilities and crosswalks on major streets and parkways.
- Provide a bicycle/pedestrian connection to Loomis Street.
- Provide a bicycle/pedestrian connections to the 55 Wheeler Street development project's "Mews."

As an element of the PUD Master Plan, the 40-scale plan submitted as part of the Final Development Plan is a good starting point, subject to the following conditions and expectations:

Given the expected long-buildout horizon of the PUD (10 to 20+ years), changes to the 40-scale plan are likely over time.

DOT finds that elements of the 40-scale plan require further design development, including, but not limited to:

- **Continue to work to make the travel lanes as narrow as possible to accommodate excellent bicycle and pedestrian facilities, but also allow for truck access.**
- **Circulation changes may be appropriate.** All streets in the proposed 40-scale plan provide two-way travel for motor vehicles, which can constrain walking and biking facilities. The City is open to one-way circulation on some streets and blocks as a strategy to narrow rights-of-way in order to accomplish one or more of the following goals: minimize paved surfaces, maximize permeable surfaces, enable Healthpeak and the City to establish smaller ROW easements, and enhance the quality and comfort of active transportation networks, shuttle stops, and/or curbside uses.
- **Wilson Road Extension should be a public street.** Wilson Road is a critical mobility connection, as described in Section 1.2.
- **Improve the connection between the pedestrian and bicycle bridge and the Watertown-Cambridge Greenway.** The north-south portion of Fawcett Street will bridge the gap in the regional shared-use path network. The design of this street should prioritize this non-motorized connection and improve the legibility of its role as an extension of the shared-use path network.
- **The eastern Fawcett Extension bend needs more clarity.** This is a critical and complicated junction of a major street, potential landing for the walking and biking bridge, and the open space shared-use path. The footprints of buildings R2 and E2 constrain space available to make this a safe and comfortable point of connection.
- **The western Fawcett Extension bend needs more clarity.** This is a critical and complicated junction of a major street, the primary east-west walking and biking connection, access for a Public Works facility, access for C5 and C6 garage and loading, and the future site of an extended Spinelli Place.
- **Consider porous materials.** Buffer zones, paths, and separated bike lanes may be constructed of porous material to better manage stormwater while providing accessibility surfaces.

DOT recommends the following parameters:

- Final decisions for all public rights-of-way shall be made by the City.
- Key dimensions of the roadways include maximum travel lane width (as approved by DOT), minimum plowable width for bike lanes (7 feet), and, as outlined in the Citywide Urban

Design Guidelines for Cambridge, Corridor preferred widths for sidewalks (10 feet), Neighborhood Main Street preferred width for sidewalks (8 feet), and preferred width for separated bike lanes (6.5 feet).

- After the issuance of the Building Permit for each building, open space, or supportive infrastructure (i.e., the bridge) small adjustments to geometric elements of the plan can be approved by DOT. For changes that DOT believes to be significant changes to the previously approved 40-scale plan, the change should be approved by the Planning Board as a Minor or Major Change Amendment based on City guidance.
- Any MBTA bus stop locations on Concord Avenue should use the MBTA Bus Stop Design Guide (2025) or latest version for necessary information on dimensions, layout, and accessibility requirements. Final MBTA bus stop design will be submitted to City staff for approval during the 40-scale plan review process.
- Shuttle stop locations on internal Quadrangle streets should follow City design guidance, which may include in-lane stops, while referring to Public Right-of-Way Accessibility Guidelines, Massachusetts Architectural Access Board, and sidewalk accessibility dimensions listed in the MBTA Bus Stop Design Guide (2025). Temporary materials, like Zicla(tm) Vectorial platforms, may meet the need to accommodate stop location and design changes during the phases of development. Stop design should adjust to the size and model of shuttle buses, which may also change over time. Final shuttle stop design will be submitted to City staff for approval during the 40-scale plan review process.
- It is expected that Healthpeak shall maintain shuttle and bus stops, sidewalks, bicycle facilities, bicycle parking, and paths of access to bikeshare stations that abut its property whether it is on their property or City right of way. (e.g., snow removal in bicycle facilities).
- Because there are various options for a future Smith Place roadway, including bicycle facilities on one side or both sides of the street, and circulation options for various streets (e.g., Fawcett Street, Moulton Street, etc.), there could be interim and final roadway conditions for streets overtime, based on construction phasing, abutting parcel ownership, changes to roadway circulation, or other conditions. Healthpeak shall be responsible for design and construction of any interim and final roadway plans until the issuance of the Final Occupancy Permit for the final building in the PUD, in accordance with customary City practice. All interim roadway plans shall be accessible and should prioritize safe and comfortable conditions for people walking and biking.

Timing:

The phasing and construction or reconstruction of roads shall be approved by the City.

Healthpeak shall submit the 40-scale plan to DOT for review and approval of general roadway width, street design, and cross sections before submitting them to the Planning Board. The 40-

scale plan shall be approved by the Planning Board prior to issuance of the Building Permit for the first building.

Roadway details will need to be reviewed and approved by DOT and DPW at three stages:

1. Design Review (establishing limits of work and general concept)
2. Building Permit (details)
3. 6 months before the road construction work actually happens for final review and approval (conformance with conditions from previous review and current street conditions)

A maintenance agreement shall be completed with Department of Public Works (DPW) prior to the issuance of Final Occupancy Permit (excluding TCO) for each building or as approved by DPW and DOT.

3.2 Parking Plan

Parking supply

The PUD Project shall have the following parking conditions:

- The PUD Project will have a maximum of 4,482 parking spaces (including approximately 51 on-street spaces on Healthpeak's property, approximately 14 employee spaces on the DPW yard, and 15 spaces governed by an easement for use by 733 Concord Avenue).
- No more than 1.0 space/1000 square feet (sf) for General Office in aggregate, and no more than 1.1 space/1000 sf for any individual newly constructed building.
- No more than 0.8 space/1000 sf for Technical Office use.
- No more than 1.5 space/1000 sf for Neighborhood uses.
- No more than 0.75 space/unit for Residential uses in aggregate.
- As the Project is built out, Healthpeak will monitor and evaluate opportunities for additional shared parking and lower parking ratios such as:
    - A future maximum supply of 3,960 spaces due to existing leases turning over.
    - A future maximum supply of 3,708 spaces if monitoring finds that the maximum parking demand for General Office is less than 1 space/1,000 sf, as described below.

At no time shall parking spaces be available exceeding the maximum parking ratios for any land use at the site (except for existing land uses to remain, as described in the Final Development Plan and the existing parking conditions below), unless approved by DOT. Any excess parking spaces built before buildings are occupied shall be made physically inaccessible to parking, such as roped off or physical barriers, provided however, that

Healthpeak shall be allowed to use such excess spaces for parking by construction workers that are actively working on the Development Parcel.

- **Existing parking to remain until existing tenant turnover**: The Final Development Plan preserves approximately 636 parking spaces for existing land uses, due to existing tenant lease agreements: 254 spaces for E3 tenants at P3, 359 spaces for E1 at P4, 15 easement spaces and 8 spaces for E2 at P2. As spaces turn over to new tenants, parking allocations shall be restructured to align with the districtwide shift toward lower single-occupancy vehicle travel and reduced parking demand, such as:
    - E3 (10 Fawcett St): The parking supply for E3 shall be reduced by 5% of the then-existing parking supply each time a new lease for 20,000 square feet or more is enacted, to no more than 139 spaces, consistent with the site's commitment to keep SOV trips below 40% for general office employees. The same applies to renewed leases if the existing lease has no parking obligation preventing this.
    - If E1 is converted to any use other than Medical Office in the future, the maximum number of parking spaces for E1 shall be reduced toward reaching the site's commitment to keep SOV trips below 40% for general office employees, based on future discussions and agreements between Healthpeak and the City, based on the specific tenant that is being considered at the time. For conversions to neighborhood uses other than medical office, the maximum parking ratio for E1 shall be no more than the zoning maximum for such uses.

- **Additional shared parking**: Healthpeak shall continue to evaluate and implement opportunities to share parking among land uses with complementary peaks (such as residential and office/lab) to reduce the total number of built parking spaces and their impact on the built environment. In particular:
    - If P2 is built before R1 and/or R8, locate parking for these residential buildings within P1 and share these spaces with the Mooney Street area Quadrangle cluster of commercial buildings instead of within each residential building. Reduce the total number of built parking spaces in the PUD to account for the shared spaces.
    - If R5 is developed as multi-family residential, parking within R5 shall be shared with nearby commercial buildings such as C7 and C8, and the parking supply at P3 shall be reduced by approximately 80 spaces.

- **Ongoing evaluation of parking ratios**: As part of design review for the first building containing residential parking in each sub-phase (1A, 1B, 2A, 2B) and for each parking structure (P1, P2, P3, P4), Healthpeak shall study parking occupancy within the Quadrangle for the land uses that will use that parking facility. The applicant shall determine whether then-current peak-time demand (excluding leased tenant square

footage from the utilization rate if Healthpeak demonstrates that square footage is not utilized or under-utilized) is 15% lower than the maximum allowed parking ratio, and adjust the proposed parking as agreed upon by the City and Healthpeak. Changes might include reducing the number of parking spaces needing to be constructed in new garages. The scope of the parking demand study shall be developed with and approved by DOT and will cover no less than three years for each evaluation period.

Timing:

Described above.

3.3 Concord Avenue Corridor Design and Construction (long-term)

Healthpeak has become a major landowner along the Concord Avenue corridor, which provides the only vehicular access to and from the proposed development. The existing design of Concord Ave. cannot accommodate the additional trips of the Healthpeak development without a significant review and multimodal upgrade of roadway operations.

Healthpeak shall contribute $2 million to the City to complete the Concord Avenue Corridor Study and 100% design plans for Concord Ave. between the Belmont town line at the Concord Avenue/Blanchard Road/Griswold Street intersection and the rotary at Alewife Brook Parkway at Concord Ave.

The $2 million will be used by the City to perform a study, with Healthpeak's input, and produce a 100% design that will include a full planning and outreach process, conceptual layouts for DOT and stakeholder review, data collection and survey, and design for long-term traffic signals at corridor intersections, where deemed necessary. Alternatives should include, but not be limited to, a shared-use path on the south side of Concord Ave., bus lanes and/or bus queue jump lanes, turn lanes where appropriate, accessible bus stops (including floating bus stops, where necessary), and locations for bikeshare stations. Because Healthpeak does not own all frontages along this section of Concord Ave., a phased approach will be considered that builds Project frontages and sets the long-term vision for the corridor. Healthpeak shall follow the final design plan when constructing any parcel abutting Concord Avenue.

For the Concord Ave/Blanchard Road/Griswold Street intersection, the study/design will contemplate replacing all traffic signal equipment at the intersection to help manage Project trips, accommodate upgraded separated bicycle facilities on Concord Avenue including connecting to Belmont and all routes, new bicycle signal heads if needed, bus priority and bus stop design, including safe treatment of the fifth Griswold Street approach. DOT will operate and maintain the intersection.

For the rotary at Alewife Brook Parkway at Concord Ave, the study/design will evaluate improvements that can be passed along to Department of Conservation and Recreation to consider. Ideas might include additional and improved pedestrian crossings, improved separated bicycle facilities, dedicated bus lanes, bus queue jump lanes, and other potential additions or changes to circulation lanes to increase person-throughput in the rotary.

Healthpeak shall contribute funds to the City to reconstruct Concord Ave. from the City line to the rotary, exclusive of rotary. The timing and amount of funds and escalation rate are discussed below. The agreed upon dollar amount and indexed cost increase over time establishes the Concord Avenue Corridor Reconstruction Cap. The Federal Highway Administration publishes the National Highway Construction Cost Index (NHCCI) quarterly. The NHCCI, tracks overall cost changes in highway construction, including materials, labor, equipment, contractor overhead, and profit. https://data.transportation.gov/Research-and-Statistics/NHCCI/r94d-n4f9/about_data. When payment is ready to be made, the NHCCI escalation factor would apply from a 2026 starting point.

Concord Avenue intersections will also need some short-term improvements, as described in sections 3.4 and 3.5. These improvements should be designed to not preclude the long-term reconstruction of Concord Ave.

Timing:

The $2 million contribution for study/design and bid documents should be paid to the City prior to the issuance of the Building Permit for the 1st commercial building, or any building that abuts Concord Avenue.

Healthpeak shall contribute $10 million in 2026 dollars plus the NHCCI escalation rate, to the City for the reconstruction of Concord Avenue prior to the Building Permit for either R3, R4, C7, or C8 (buildings located in the Raytheon campus), whichever is first.

From Issuance of Special Permit for either R3, R4, C7, or C8 (buildings located in the Raytheon campus, whichever is first) to December 31, 2040:

- The escalation rate used to calculate the construction contribution amount will be determined quarterly and will be the lesser of i) 4.0%, or ii) NHCCI.

After December 31, 2040:

- The escalation rate used to calculate the construction contribution amount will be determined quarterly and will be the lesser of i) 4.5%, or ii) NHCCI.

The intent behind increasing the rate from 4.0% to 4.5% after ~13 years, is to encourage Healthpeak to provide the City with the necessary funds for construction earlier in the project.

Since the escalation timeline is uncapped and it's uncertain what the lab market will look like that far into the future, Healthpeak may contribute funds to the City for the reconstruction of Concord Ave. earlier, if it chooses. This is an additional incentive for Healthpeak to contribute the dollars earlier in the project.

Healthpeak would be allowed to fund the reconstruction contribution at any time provided that funding occurs no earlier than 24 months after Healthpeak funds the $2 million study/design contribution and no later than prior to the Building Permit for either R3, R4, C7, or C8 (buildings located in the Raytheon campus), whichever is first.

3.4 Short-Term Improvements: MBTA Bus Stops and Intersections along the Concord Avenue Corridor

Healthpeak shall design and construct short-term improvements to existing MBTA bus stops and various intersections along the Concord Avenue corridor, as approved by DOT. The goal of this work is to ensure that short-term improvements do not preclude future modifications recommended through the Concord Avenue corridor study, design, or eventual reconstruction.

It is acknowledged that certain short-term improvements may need to be modified, relocated, or replaced as part of future corridor work. For example, replacement of existing flashing beacons with Rectangular Rapid Flashing Beacons (RRFBs) at Concord Avenue/Smith Place may require future modification if that intersection is later fully signalized.

Healthpeak should provide design plans and implement DOT-approved short-term improvements for the four intersections listed below at a total cost not to exceed $300,000.

Healthpeak should undertake the following improvements at all listed intersections:

- Update and upgrade intersection warning, regulatory, and guide signage.
- Refresh, update, and/or adjust pavement markings (crosswalks, thermoplastic markings, preformed thermoplastic stencils, green bike lanes, etc.).
- Optimize signal timing, splits, and phases at the signalized intersections of Concord Avenue/Moulton Street and Concord Avenue/Fawcett Street.
- Install real-time bus arrival signs (either installed in shelters or on separate poles).
- Solar-powered, pole-mounted bus stop lighting.

In addition, the following location-specific improvements should be undertaken, as part of the total $300,000 cost noted previously, as approved by DOT:

1. Concord Avenue / Spinelli Place

- Replace existing flashing beacons with RRFBs.

- Add a bench and/or shelter at the inbound and outbound bus stops, if feasible, in coordination with the City and relevant property owners or agencies (such as the Conservation Commission for the reservation side of Concord Avenue.

2. Concord Avenue / Smith Place

- Replace existing flashing beacons with RRFBs as an interim short-term pedestrian improvement.
- Reconstruct the pedestrian ramp on the northwest leg of the intersection, replacing the existing apex ramp with separate ADA-compliant pedestrian ramps.
- Add a bus shelter and update the existing bench at the inbound bus stop.
- Coordinate with the City to determine whether the property owner (currently a Burger King restaurant) would allow installation of a bench and/or shelter behind the sidewalk for the outbound bus stop.

3. Concord Avenue / Moulton Street

- Install Audible Pedestrian Signal (APS) equipment.
- Add a shelter and bench at the outbound bus stop, located behind the sidewalk on Healthpeak property, if feasible.
- Evaluate, and if approved by DOT, install dedicated left-turn and right-turn pockets with pavement markings.
- Install or update ADA-compliant ramps.

4. Concord Avenue / Fawcett Street

- Add a bench, if feasible, at the outbound stop located adjacent to Healthpeak property and a long-term tenant.
- Evaluate, and if approved by DOT, install dedicated left-turn and right-turn pockets with pavement markings.

Timing

Subject to the $300,000 cost cap, all short-term improvements described in this Section 3.4 should be completed prior to issuance of the final Certificate of Occupancy for the 2nd building constructed within the PUD, unless DOT approves an alternative schedule.

3.5 Mid-Term Improvement: Evaluation and Potential Signalization of Concord Avenue / Smith Place

In addition to the short-term improvements described in Section 3.4, Healthpeak should evaluate the potential full signalization of the Concord Avenue/Smith Place intersection as a separate mid-term improvement.

Healthpeak shall conduct or update a traffic signal warrant analysis for the Concord Avenue/Smith Place intersection, using then-current traffic volumes and other applicable criteria required by DOT and relevant transportation standards.

If a warrant analysis determines that a traffic signal is warranted, and DOT approves the installation, Healthpeak shall design and install a traffic signal at Concord Avenue/Smith Place at that time, subject to DOT review and approval.

If the broader Concord Avenue corridor reconstruction commences before a traffic signal is warranted or approved at Concord Avenue/Smith Place, then the potential signalization of the Concord Avenue/Smith Place intersection shall instead be evaluated and incorporated, as appropriate, into the corridor reconstruction design.

Whether implemented as a stand-alone mid-term improvement or as part of the broader Concord Avenue corridor reconstruction, any signalization of Concord Avenue/Smith Place shall be designed so that it does not conflict with reasonably anticipated future corridor improvements, including pedestrian, bicycle, transit, roadway, and accessibility upgrades.

Cost:

Healthpeak should provide design plans and implement the DOT-approved signal installation for the Concord Avenue/Smith Place mid-term improvement, if warranted and approved by DOT, at a total cost not to exceed $500,000. If the signal is installed as a mid-term item or as part of the Concord Avenue reconstruction, it is a separate stand-alone item, and the costs shall not be subtracted from the agreed upon cap for the Concord Avenue reconstruction funds.

Timing:

Healthpeak to conduct or update the traffic signal warrant analysis for the Concord Avenue/Smith Place intersection prior to the commencement of each of Phases 1B, 2A, and 2B, unless DOT approves an alternative schedule.

3.6 Multiuse Path (on south side of tracks)

A new multiuse path has been envisioned on the south side of the MBTA's Fitchburg Line Commuter Rail tracks for a long time as an important east/west off-road connection for pedestrians and bicyclists. The envisioned multi-segment path would eventually extend from Blanchard Road to a future Fitchburg Crossing bicycle-pedestrian bridge at Danehy Park. This path will connect multiple destinations here in a similar way as the Belmont Community Path does on the north side of the tracks.

The multiuse path is envisioned in three segments.

Segment 1: **New Mooney Street area Blair Pond entry to Smith Place**

Healthpeak should build a single multi-use path on its property, in lieu of separate bike lanes on each side of Mooney Street. The path should be minimum 12' with 2' clear shoulders, located on Healthpeak property. However, if necessary, the path could include MBTA property if allowed by the MBTA.

Healthpeak should also create concept plans showing how a path could be extended to Blanchard Road. Two options exist by using Department of Recreation and Conservation (DCR) and Town of Belmont property, and/or using MBTA property. Healthpeak should hold discussions with property owners as needed to get conceptual agreement on options or identify issues needing further discussion.

The path design for Segment 1 on Healthpeak property should be brought to 100% design and receive all approvals and permits, including City staff concurrence. Healthpeak shall build and maintain the path segment and associated lighting, including clearing the path of snow and ice.

If necessary, Healthpeak will design and construct an interim path before MBTA agreement is obtained and also show what the path would look like if the path is widened onto MBTA property.

Segment 2: Smith Place to the Pedestrian/Bicycle Bridge

Healthpeak shall also complete conceptual design of Segment 2 of the multi-use path on the south side of the railroad tracks between Smith Place and the future pedestrian bicycle bridge. The conceptual design options shall include both using MBTA property, and using private property, or a combination of both. The path should be built on Healthpeak property wherever feasible, for example, on P2. If MBTA approves a path design on its property, then Healthpeak shall complete final design and construct the path with appropriate connections to other path segments. Healthpeak shall maintain the path and associated lighting.

Segment 3: Pedestrian/Bicycle Bridge to Alewife Brook Parkway

Healthpeak shall complete a feasibility study for a multiuse path with up to three design concepts, showing land needed, constraints and opportunities for each option for a path on private and/or public property from the end point of Healthpeak's path at the currently shown landing of the bicycle/pedestrian bridge, up to and under the Alewife Brook Parkway Bridge to the future Fitchburg Crossing bridge at Danehy Park. This should be done with the intent to connect to the paths planned as part of the Fitchburg Crossing Project.

Timing:

Segment 1 of the path in the Mooney Street area shall be completed when adjacent Mooney Street infrastructure is created as shown in final approved 40 scale plans.

For Segment 2, conceptual design options for this segment of path shall be completed prior to the Final Certificate of Occupancy of the 3rd commercial building or within a year of Segment 1, whichever is sooner.

For Segment 3, Healthpeak shall complete the feasibility study for this segment prior to the Final Certificate of Occupancy of the 3rd commercial building or within a year of Segment 1, whichever is sooner.

3.7 Connection from Fawcett to the "Mews" at 55 Wheeler Street

Healthpeak shall complete a pedestrian and bicycle connection between Fawcett Street and the "Mews" at 55 Wheeler Street.

Healthpeak shall provide a public pedestrian and bicycle access easement for the connection and maintain the path connection (i.e., snow and ice removal).

Timing:

If feasible, a temporary pedestrian/bicycle connection on the north side of parcel P3 should be open for public use prior to issuance of Building Permit for the first building in Phase 2 or sooner, as approved by the City.

Design for the final connection should be approved as part of the P3 Building Permit. Final connection should be completed prior to issuance of the Final Certificate of Occupancy, for P3 or sooner, including public pedestrian/bicycle easement for public access.

3.8 Terminal Road/Wheeler Street Connection

Healthpeak should conduct an origin / destination (O/D) study to understand the transportation impacts of where trips begin and end, if a Terminal Road connection were created. Healthpeak will conduct an O/D study costing up to $150,000. Scope must be approved by the City.

The O/D study should evaluate the connection for: (i.) pedestrian and bicyclists only, (ii.) pedestrians, bicyclists, and shuttle buses only, and (iii.) pedestrian, bicyclists, shuttle buses, and general traffic. The results of the study will inform the City's determination for a preferred Terminal Connection design.

Healthpeak should also contribute $500,000 towards advancement of the Terminal Road/Wheeler Street Connection or construction.

Timing:

Conduct the O/D study prior to issuance of a Building Permit for the 2nd building in Phase 1A.

Contribute $500,000 toward advancement or construction of the Terminal Road/Wheeler Street Connection Project at such point when the City has opportunity to advance construction, such as obtaining necessary property rights, buying land, or putting the project out to bid.

3.9 EV Charging Network

I. Parking Structures. Twenty-five percent (25%) of parking spaces in parking structures (P1-P4) will have EV charging stations installed (dual head Level 2 chargers) upon construction completion, and the remaining 75% of parking spaces will have conduit (not wiring) to support the future installation of additional Level 2 chargers to serve the remainder of the parking spaces.

II. Residential Building Sites. Ten percent (10% of parking spaces in residential Building Sites (R1-R8) will have EV charging stations installed upon construction completion, and the remaining 90% of parking spaces will have conduit (not wiring) to support the future installation of additional Level 2 chargers to serve the remainder of the parking spaces.

III. On-Street Parking. Fifteen percent (15%) of new or improved public on-street parking spaces will have EV charging stations, to be installed across three (3) EV charging clusters across the Development Parcel. These clusters shall integrate EV charging for vehicles with charging stations for e-bikes, scooters, and other micromobility devices. Final locations of EV charging stations must be approved by DOT.

    The goal is to have a minimum of 15% of on-street parking, not including privately owned roads, and have EV charging available. Since EV charging requires installing infrastructure under sidewalks or other areas, the 15% minimum could be concentrated in areas where sidewalk reconstruction is taking place, as approved by City staff.Final locations for EV charging locations and hubs can be adjusted in coordination with the City. Timing of the installation of EV stations and/or hubs may also be adjusted by DOT.

    Public EV charging can also be accommodated in parking facilities if the EV charging stations are open to the public in lieu of or in addition to on-street EV charging stations, as approved by DOT.

Healthpeak should set aside space needed to ensure sufficient future capacity in electrical panel and transformer, in order to support future installation of chargers for all parking spaces.

Healthpeak should regularly track use of the EV charging stations and increase the number of installed stations to meet/slightly exceed demand such that there is always available capacity for EV charging as the number of EVs expands.

Timing:

Prior to a Final Certificate of Occupancy for any parking structure P1-P4, as described above.

Prior to a Final Certificate of Occupancy for any residential building sites R1-R8, as described above.

For public EV charging stations, at least three (3) locations should be included in the 40-scale plan. The EV locations or "EV cluster" shall be completed as follows:

> 1st EV cluster (minimum four (4) EV spaces for auto and four (4) for e-bikes, and other devices due prior to completion of the first parking facility.
>
> 2nd EV cluster (minimum four (4) EV spaces for autos and four (4) for e-bikes and other devices due prior to Phase 1B.
>
> 3rd EV cluster (minimum four (4) EV spaces for auto and four (4) for e-bikes, and other devices due prior to Phase 2B.

3.10 Residential Transportation Demand Management (TDM) Measures

To encourage the use of walking, biking, transit, carsharing, and micromobility forms of transportation instead of single occupancy vehicle travel, Healthpeak shall offer the following TDM measures to the Residential buildings:

- Make available a minimum of 3 carshare parking spaces for a vehicle-sharing company (such as Zipcar) in each shared parking zone. As demand dictates, additional carsharing vehicles may be added over time.
- To establish the habit of using public transit, advertise and offer a 100% subsidy for the cost of a bus/subway LinkPass (currently $90/month) for two consecutive months to each adult member of each household upon move-in. For rental units, this requirement renews each time a new household moves in.
- Offer a one-year Bluebikes membership (Gold Level) to each adult member of each household upon move-in. For rental units, this requirement renews each time a new household moves in. This benefit will end after one year for the household and begins anew upon unit turnover.
- Provide and maintain air pumps and other bike tools in the bicycle storage room.
- Provide electrical outlets in long-term bike parking rooms for charging e-bikes, e-scooters, or other small electric mobility devices. The number and locations of outlets will comply with the City's Bike Parking Guidelines.

- Do not charge residents fees for bicycle parking, lockers, battery storage, or e-mobility device charging stations, if provided.
- Join the Alewife TMA and provide all residents with access to TMA programs including ride-matching, emergency ride home, carpool incentives, and on-demand bicycle repair services.
- Contribute to the Alewife TMA Loop Shuttle at the TMA's standard rates for each residential building beginning with its Certificate of Occupancy, and provide fare-free access for all residents. Make additional contributions to improve and expand TMA Shuttle service as described in the PTDM Plan.
- To align with the recommendations of the Alewife District Plan, charge residents market rate for parking. Charge for parking separately from the residential rent, in order to remind tenants of the cost of owning a vehicle.
- Install a real-time multimodal transportation display screen in the lobby of each building to help people decide which mode to choose for each trip (transit, carsharing, vehicle, Bluebikes bikeshare, etc.).
- Designate a transportation coordinator (TC) for the site to manage the TDM program. The TC will be on-site during a minimum of 2 hours per week and will:
    - Oversee the marketing and promotion of transportation options to all Project residents and respond to individual requests for information in person and via email and telephone.
    - Post their email and phone information in a central and visible location where all residents can access it.
    - Be the liaison between the Project and transportation organizations including, but not limited to, the MBTA, Alewife TMA, and City of Cambridge.
    - Participate in any TC training offered by the City of Cambridge.
    - Conduct annual transportation monitoring as required by DOT.
    - The TC will compile and distribute up-to-date information explaining all transportation options to all new residents as part of their New Resident Packet (some items are available for purchase from DOT). The packets will contain information on the range of options available to any programs to support the use of these options.
- Residential Transportation Monitoring: Healthpeak will conduct a transportation monitoring program that includes annual monitoring of mode splits, biennial garage driveway counts, biennial counts of parking space utilization (vehicles and bikes) and a detailed survey of the residents with regard to their pattern of trips, auto and bicycle ownership and where the residents customarily store such vehicles overnight. All surveys and counts to be designed and conducted in a manner approved by DOT.

Timing:

Demonstrate how the residential TDM condition has been met and/or will be met prior to the issuance of a Certificate of Occupancy for residential buildings.

3.11 Construction Management Plan

A construction Management Plan (CMP) shall be approved by DOT.

Timing:

Prior to issuance of each Building Permit for each building and any roadway or infrastructure and utility work.

3.12 Loading Dock Management and Operations Plan

Provide a Loading Dock Management and Operations Plan to be approved by DOT.

Healthpeak shall monitor loading dock operations, and if those operations create concerns for public users or public infrastructure (e.g., vehicles blocking other users or parking illegally), Healthpeak will work with the City to resolve the issues.

Timing:

A Loading Dock Management and Operations Plan shall be submitted prior to the issuance of a Certificate of Occupancy for each building and maintained on an ongoing basis. The plan may be amended from time to time by DOT.

3.13 Future MBTA Rail Station:

Healthpeak must grant public access over their property, as needed, for the public to gain access to any public facilities, such as a future transit station or other, based on a mutually agreed upon location with the MBTA and City of Cambridge in conjunction with the property owner.

Timing:

Legal access must be granted for construction and permanently to the public prior to the Building Permit for the station and/or bridge.

3.14 Bridge Landing on north side and connections to Cambridgepark Drive

The bridge, wherever its final location and whether its constructed by Healthpeak or MBTA as part of a station, needs to have legal and convenient access on both approaches in the Quadrangle, and to Cambridgepark Drive.

In coordination with City staff, Healthpeak shall complete concepts, then final design, and eventually construction of access from the bridge landing on the north to Cambridgepark

Drive. The concepts should be off-road, comfortable, as direct as possible and attractive for all non-motorized users. The study should review all easement options that the City has secured through other Special Permits.

Healthpeak and City staff should agree on a chosen concept for a final design. Complete final design with regular coordination with staff. City Law Department should approve the chosen concept for correct legal access for the public, which shall be the responsibility of Healthpeak. Healthpeak should maintain any bridge approaches on private property or arrange for them to be maintained by others.

Timing:

A study of the concepts shall be completed within 6 months of agreed-upon landing areas with MBTA and the City. Final design shall be completed prior to a bridge final design. Construction shall proceed concurrently with a bridge, timed so that the path connections to Cambridgepark Drive are ready when the bridge opens.

3.15 Pedestrian and Bicycle Connection to Loomis Street

Healthpeak shall design and fund the pedestrian/bicycle connection to Loomis Street in coordination with the design of the Fawcett Street Extension road network.

The connection is envisioned in the Alewife District Study and provides new walking and biking connections to serve new land uses.

This connection shall not facilitate motor vehicle travel to/from Loomis Street. A connection that lands in the DPW Yard or parking lot will also not be permitted.

The path shall meet City standards for width, materials, and accessibility and improvements to existing connections, including accessible sidewalks on Loomis Street.

The Pedestrian and Bicycle connection shall be maintained (repairs, refreshing markings, sweeping, snow/ice removal, etc.) by Healthpeak in perpetuity

Timing:

The path connection should be open at the completion of the Fawcett Street Extension, including pedestrian and bicycle easement for public access.

3.16 Overall Comments on Timing and Phasing Considerations

Notwithstanding the phasing requirements, a Certificate of Occupancy may be issued prior to the completion of the street construction or reconstruction, or updated infrastructure, as reasonably approved by DOT, in the event that the work is substantially complete or delayed due to circumstances that are not within the reasonable control of Healthpeak.

Substantially complete condition can exclude final paving, signage, striping and landscaping as reasonably approved by DOT for functional reasons.

All work in public ways is subject to the grant of all necessary approvals, licenses or other rights from the City of Cambridge and/or other parties.

City of Cambridge
Department of Public Works

John F. Nardone, Commissioner

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August 25, 2026

TO: Planning Board
FROM: James Wilcox, PE
City Engineer

RE: Healthpeak PUD Master Plan: Final Development Plan

We are in receipt of the Healthpeak PUD Master Plan Final Development Plan Application for the proposal to redevelopment in the Alewife neighborhood, dated June 2026. We have reviewed the materials and have presented below some comments related to the interests of the Department of Public Works.

Generally, the DPW anticipates that the redevelopment will have the ability to achieve compliance with all our Department's standards and requirements. The Healthpeak team has engaged with the DPW on the topics discussed below, has demonstrated an understanding of the DPW's standards and has been a willing partner in the advancement of the design to support our questions and concerns.

As with any PUD the project and site-specific designs will undergo more detailed review through the Design Review Process and a thorough engineering review in advance of a permit for construction. At this phase of a development the DPW has identified things that we will be looking for in those advanced designs and, as needed, to establish processes or procedures to facilitate efficient and predictable reviews for the build out of the PUD.

Please find below comments and discussion related to the relevant items under the purview of the DPW. We also have included recommended Special Conditions, in italics, for the Planning Boards consideration in such case the Board moves to approve the PUD at the next hearing and provided an attached Appendix A that pulls the conditions from this memo for administrative clarity.

Project Phasing and Construction:
With any phased development of this kind, the Applicant should be aware that at the completion of any phase/building the project shall be in compliance with all DPW standards. The DPW is always willing to consider innovative shared infrastructure solutions, particularly if they can reduce the projects' impacts on the environment and community. That said, the phasing of the project shall allow for completion of any shared solutions in a manner that maintains the projects

compliance with DPW regulations throughout the build-out of the PUD. The DPW anticipates utilizing the PUD's Design Review Process to confirm the PUD's compliance with all relevant regulations. The DPW also will review each project through standard construction related permitting such as Building Permit, Certificate of Occupancy, Stormwater Control Permits and construction related permits.

Stormwater Management:

Under the City Land Disturbance Regulations, the Applicant will need to obtain a Stormwater Control Permit from the Department of Public Works prior to the start of construction of each building or phase. The permit requirements cover the stormwater quality and quantity design standards, the long-term operation and maintenance of any proposed stormwater management system, and the construction phase erosion and sedimentation control plans.

The Final PUD Submission acknowledged the City standards and the requirements of the Stormwater Control Permit; it also provided some additional clarifications related to comments that the DPW presented in response to the Preliminary PUD. In general, the discussion provided and information demonstrates the Applicant team's understanding of the City's Stormwater Standards. Some specific items that the DPW would like to highlight include:

- Each PUD building, structure or land disturbance activity will be subject to a thorough and complete engineering review at the time of construction permit applications. The PUD Application presented design constraints and assumptions that supported the presented schematic design. DPW would note that issuance of a PUD Special Permit does not approve any specific utility design, constraint or assumption. For example, we acknowledge that soil conditions can vary and some areas may not be suitable for infiltration but will confirm site specific soil conditions and the potential for infiltration as part of the engineering review associated with construction phased permits.

- As requested in the DPW review of the Preliminary PUD, the Applicant acknowledged that there may be opportunities for shared stormwater infrastructure between buildings of the PUD. The areas that were identified specifically were the areas around the Mooney Street loop road and the buildings along the proposed New Main Street. We support these concepts and encourage the Applicant to advance these ideas as the designs are progressed.

- The Application again mentions the use of green stormwater infrastructure and creative stormwater management solutions, like rainwater harvesting and re-use, but does not provide any specific examples or plans for implementation as part of the PUD. The DPW will continue to encourage the Applicant to look for ways to reduce the projects impacts on the City Infrastructure through innovative stormwater management practices.

As noted, Stormwater Management review for the buildout of the PUD will be subject to a detailed engineering review as part of existing City permitting processes. Consistent with the discussion above, should the Board issue the PUD Special Permit, the DPW would suggest a special condition, provided below, to support the advancement of the regional or shared stormwater management

concepts.

- *Design Review Submission for ANY building or open space in the areas identified for potential shared stormwater infrastructure, Mooney Green, Mooney West and New Main Street, shall include updated evaluation of opportunities for shared stormwater infrastructure. Should shared infrastructure not be proposed, a detailed explanation of the project's conditions and constraints that could not support it shall be provided.*

Sanitary Sewer:
The Application has indicated that the project will result in an estimated net increase in sewer flow of approximately 700,000 gallons per day, at full build out. Consistent with previous comments, the phasing and duration of the buildout will bring this additional flow to the City's Infrastructure over a span of decades and will need to be evaluated at each building permit for localized impacts.

The PUD will trigger the requirement for Inflow and Infiltration (I/I) mitigation. The standard for this mitigation is for the project to remove 4 times the net increase in sanitary sewer flow to the system by removing the I/I sources in the sewer network. The City continues to work with the Healthpeak team to identify the I/I sources in the system that can be removed to support this mitigation requirement.

On-going infrastructure modeling that the City is working on cooperatively with the Applicant team has identified some sources of I/I within the project neighborhood. The DPW anticipates that the mitigation requirement for project will include a combination of projects to remove identified sources of I/I along with payment to the City to support larger efforts that will mitigate I/I. I/I Mitigation shall be managed through the Building Permit process. The DPW anticipates the I/I Mitigation volumes, commitment to completing identified projects and/or payment to the City to support I/I removal at the time of Building Permit Application. Projects to remove the required I/I shall be completed in advance of the Certificate of Occupancy for each building.

DPW Public Utility Infrastructure Model:
The Healthpeak team has acknowledged the importance of understanding how the PUD will relate to the DPW's infrastructure goals including improvements to stormwater runoff quality and quantity, long term control of combined sewer overflows, elimination of illicit connections, and general conditions of aging infrastructure. For almost two years, the Healthpeak team has been working with the Engineering Division and our consultants to investigate, model and evaluate the capacity and condition of our infrastructure systems around the PUD. With their support, the DPW has updated and refined our model of the sewer and drainage infrastructure in the Alewife area and have been working to:

- Identify existing condition deficiencies and/or capacity constraints in the infrastructure
- Calculate the volume and rate of existing I/I in the sewer network
- Identify impacts of additional flows by the proposed development

The local sewer and drain capacity will be evaluated as building construction is permitted, but we know that downstream connection points to the MWRA regional sewer system experience capacity issues as they convey flows to this combined sewer system. While the PUD will increase net sewer flows to City infrastructure, the mitigation requirements, sewer storage tanks for

instances of surcharge and other potential mitigation measures will provide improvements to the City's system and will support regional efforts related to the Long Term CSO Control Plan. Similarly, by meeting the current Stormwater Management Standards for runoff quantity and quality the PUD will provide storage and treatment for stormwater for sites that under existing conditions have no stormwater mitigation.

As the project advances through the Design Review and Building permit phases, , the DPW will continue to work with the Healthpeak team and use infrastructure modeling and condition assessment to identify additional improvements and mitigation to support the services to the Buildings and also support improvements to the City's Infrastructure system as a whole. In the immediate future the DPW will schedule another meeting with the Applicants teams to continue the conversation related to regional infrastructure modeling and expectations as the project advances.

Private Utilities:
The DPW noted as part of our review of the Preliminary PUD that we will need to have clearer understanding of the projects' needs related to private and public utilities services and support. The Final Application provided some additional discussion that indicated that coordination has commenced with the utility providers and that discussions would continue. With the size of this development, the expected duration of the buildout and amount of roadway infrastructure changes and reconstruction, the DPW is advocating for a path forward that will ensure that improvements and infrastructure needs are planned and phased in a manner that is efficient and minimizes impacts to the community.

To support this request as the project moves forward the DPW is respectfully requesting that the Applicant prepare a Utility Enabling Master Plan to provide clear documentation of the projects demands for all public and private utilities. The DPW Public Utility Modeling discussion outlined above along with the schematic design information provided in the Application, highlights that the Applicant is already undertaking these important utility planning steps with the DPW related to sewer and drainage, but we are looking to understand that the same conversations will be on-going with other utility providers like Cambridge Water, Eversource Gas and Electric, tele-communication providers, etc.

The goal of this working plan will be to understand each utility's ability to provide service to the PUD Development and to plan for the potential upgrades or infrastructure needs that the increase in loading may warrant. The Plan, which we would anticipate would be updated over time and with changes to anticipated loads and planned phasing, would allow for the providers, the City and the Development team to ensure that utility work is being planned in conjunction with the proposed roadway improvements and other likely redevelopment projects in the area.

Consistent with the discussion above the DPW would suggest a special condition, provided below, to support the development of this plan:

- *The Applicant shall prepare, for review and approval by the DPW, a Utility Enabling Master Plan for the PUD Development. Plan shall include narrative, graphics and plans as needed*

to support items listed below.

- *Plan shall include, at a minimum:*
  - *The projects anticipated utility demands for all public and private utilities, including but not limited to: stormwater, sewer, water, gas, electric and telecommunication*
  - *The project's anticipated development timeline for when demands would come online*
  - *Masterplan level proposed infrastructure sizing, routing and upgrade requirements to support the full Build-out for all listed utility*
  - *A summary of the PUD plan for implementation and phasing of the utility work and how it would relate to the construction of buildings and roadway (public and private) work.*
  - *Plan should be coordinated with Energy Network Planning discussions, planning and any related special conditions of the PUD Special Permit as outlined in the Community Development Department memo to the Board.*

- *Initial Plan shall be submitted for review and approval by the DPW as part of the first Design Review application of the PUD, and should be updated as needed with each subsequent Design Review.*

Resiliency to Flooding:

The Final PUD Application presents a discussion related to how the project proposes to meet the Flood Resiliency Zoning Standards and the Applicant has submitted the proposal for formal review under the Flood Resilience Compliance Confirmation. The documentation indicates that the PUD will be able to meet all the Standards associated with the protection required from the 1% LTFE (Long Term Flood Elevation) and many of the Standards associated with the 10% LTFE. The Application is requesting a Special Permit for relief from the Standards, as is allowed by Zoning with a positive recommendation from the City Engineer. The specific request for relief is for some occupiable spaces (dog washrooms and bike storage) not be passively protected to the elevation of the 10% LTFE.

After review and consideration and as allowed in the Zoning Ordinance, the City Engineer supports issuing the Special Permit under the Flood Resiliency Standards for the specifically mentioned occupiable spaces not meeting the provisions of Section 22.84.1 (a) that require the spaces be passively protected from the 10% LTFE. The DPW continues to advocate for all developments to meet the Flood Resiliency Standards, but also acknowledges the challenges associated with doing so. Thus, should the Board advance the issuance of the PUD Special Permit and includes the Special Permit specific to Flood Resiliency, we have included below a recommended condition of this approval that will allow for review of each building and space at the time of Design Review. The condition will support the consideration of each of these specific spaces as the design has advanced and in context with adjacent road and site features to reconfirm that the spaces cannot meet the Flood Resiliency Standards without hardship or design considerations that impact the functionality of the space or the relationship to the adjacent roads or open spaces.

The DPW issued the Flood Resilience Conformance Compliance Confirmation on August 25, 2026,

consistent with the support of the Special Permit and the Conditions noted above.

To support the planned long-term build out of the PUD, the DPW also recommends that any PUD approval address the potential for updates to the projected flood elevations and impacts to the PUD Parcels into the future. It is our understanding that approval of the PUD will establish and hold the currently jurisdictional LTFE's, as presented in the Cambridge Floodviewer 2025, as the design elevations for the full build out. As allowed by Zoning, the Floodviewer Map may be updated as climate change projections evolve, regional flood protection infrastructure improvements are implemented or as advancements in modeling are made. The DPW would support the Applicant's ability to design to any updated LTFEs, especially if the designs can meet the Zoning Standards with structures that better relate to the adjacent urban spaces. Please see below a recommended condition that will allow this flexibility moving forward.

DPW Recommends the Conditions below be included in the PUD Decision:

- *Flood Resiliency Special Permit: At such time of each Design Review, the Applicant shall submit a Flood Resilience Compliance Confirmation for any Structure that triggers section 22.80 of the Zoning Ordinance. As part of this confirmation, the Applicant shall identify any of the specific spaces that do not meet the Flood Resiliency Standards (Occupiable spaces not passively protected from the 10% LTFE) under the granted Special Permit. At this time the DPW will confirm if the design is consistent with the intention of the Flood Resiliency Standards. This review will include a confirmation that requiring these spaces to meet the Standard creates a hardship or adversely impacts the design of adjacent spaces. If the spaces cannot meet the standard, DPW will determine if any additional provisions shall be required to improve the resiliency of the spaces, including but not limited to non-passive protections and signage.*

- *Jurisdictional Floodviewer Map: At the time of the PUD, the Floodviewer 2025 is the map of record that established the LTFE's for the full build out of the PUD.*

    - *Should the Floodviewer be updated, as is allowed by Zoning, the Applicant may choose to use the revised mapped elevations under the following provisions;*
        - *Flood Resilience Compliance Confirmation at any Design Review or other public hearing process under the PUD, shall request the use of the revised mapping.*
        - *Once any Flood Resiliency Compliance Confirmation has been issued for the PUD under an updated Floodviewer, any parcel without an approval through the Design Review process, shall also advance under the updated maps.*
        - *Any option to choose to advance under an updated FloodViewer that lowers the 10% LTFE from the elevation in the FloodViewer 2025, for which relief from the 10% LTFE Standard was granted, shall negate that granted relief by the Special Permit under the Flood Resiliency Zoning. Any additional relief shall be requested consistent with Zoning Requirements.*

Urban Forest:

The Applicant has submitted a Tree Study that was certified by the Superintendent of Urban Forest and Landscape and the City Arborist in October of 2025. The plan demonstrates that proposed tree removals will be mitigated through plantings of new trees that will exceed the caliper inches of trees removed. As requested in the DPW's review of the Preliminary PUD, the Applicant has worked with the Urban Forestry Division to outline the process of review and permitting tree removals and mitigation as the long-term buildout of the PUD is advanced. The Applicants discussion provided in the 8/4/26 Supplemental Information Memorandum provided the general plan for this process.

The Urban Forestry Division agrees with the general proposal outlined in this memo. The improved plans for the review and approval of tree removals and mitigation will:

- support the maintenance of existing canopy until such time construction will impact the tree
- ensure that mitigation caliper inches are determined based on the size of the trees near the time of removal
- provide assurance that mitigation will be provided in a timely manner after the tree removal

In general agreement with the Applicant proposal the DPW recommends the Special Conditions below be included in the PUD Decision:

- *<u>Public Shade Trees:</u> Trees located in the Public Right of Way are jurisdictional under MGL Chapter 87. All tree removals and impacts on these Public Shade Trees shall be permitted under the provisions of those laws, which may include a Public Hearing.*
    - *The Applicant may choose to schedule a single public hearing for all the Public Shade Trees , but no Public Shade Tree shall be removed until there is an active construction permit (Building Permit, Demolition Permit, Excavation Permit, etc.) that impacts the Tree.*
    - *All Public Shade Trees impacted by the PUD shall be clearly identified as part of any Design Review Process under the provisions of the PUD.*
    - *Mitigation of caliper inches of Public Shade Trees shall be calculated at the time the trees removal, in compliance with the timing provisions above, irrespective of the size of the tree when approval for removal is obtained through the Tree Hearing process.*

- *<u>Private Property Trees:</u> Impacts and removals to trees jurisdictional under the Tree Protection Ordinance shall be reviewed and permitted under that ordinance and the certified Tree Study with the following additional provisions:*
    - *No private property trees inside of the presented Phase 2 limits of the project area shall be removed until commencement of Phase 2 of the PUD.*
    - *Tree Study shall be updated at a frequency of no less than every 10 years including but not limited to an update of existing tree sizes, identification of new trees that have reached jurisdictional size, status of completed tree removals and mitigation and proposed changes to mitigation proposal as required.*

- *Updated Tree Study shall be submitted for Review and Certification to the Urban Forestry Division. Date of Tree Study shall be the date on which the updated Study is approved by the Urban Forestry Division.*
- *Tree Mitigation proposal does not currently include any payment into the Tree Fund, as tree loss is being mitigated by plantings. If the Tree Study is revised or updated to include payment into the Tree Fund as mitigation, payment will be based on tree caliper inch costs current at the time of the certification of the Updated Tree Study.*

- *Tree Removals and proposed mitigation shall be clearly identified as part of any Design Review under the provisions of the PUD. Design Review Submission shall include current Tree Study, certified less than 10 years from the date of the Design Review Filing.*
- *All Tree removals reviewed under the Certified Tree Study shall obtain a Tree Removal Permit for administrate tracking.*
  - *No permit will be issued for a Tree Removal until there is an active construction permit (Building Permit, Demolition Permit, Excavation Permit, etc.) that impact the tree.*
  - *At Tree Removal Permit Filing, the Applicant shall provide the scope and timeline for the mitigation for the specific tree(s) being removed. If mitigation is proposed outside of the area under active permit that warrants removal OR will happen more than 5 years from the date of the Tree Removal, a bond shall be posted, consistent with the provisions of the Current Tree Protection Ordinance, to cover the cost of the mitigation and will be held until the mitigation is complete.*

- *The Urban Foresty Division shall have the right to coordinate with the Applicant on the administrative processes for the conditions noted above to improve clarity or efficiency as the PUD is built out.*

Proposed Road Street Sections / 40-Scale Plans:
The Applicant provided roadway sections and 40-scale plans that have been the subject of an interdepartmental review. The DPW will continue to work with the Cambridge Department of Transportation as they engage with the Healthpeak team on the road network.

DPW will ensure that proposed rights-of-way are established to include all road section elements that are intended to support public mobility, space for vehicle, bicycle and pedestrian travel and other spaces as outlined in the area planning and zoning documents (like tree planting zones and green stormwater infrastructure). As space for these uses is allocated on new and existing roadways, as part of the review of the submitted 40-scale plans, DPW confirms that right-of-way widths are acceptable to the City.

Through the Design Review and Building permit process, DPW will work with the Applicant and other City Departments on the detailed design and layout of new and existing improved roads. The Applicant will be required to conform to all City Standards at the time of the road

reconstruction including requirements for stormwater management to support City Infrastructure and regulatory goals.

Infrastructure and Public Benefits:

DPW Lot:

The PUD proposes that Healthpeaks will convey a 1.27-acre lot to the City that is intended to serve as a DPW Municipal Facility. Since the Preliminary PUD Application, the DPW has prepared a feasibility level design and layout of a potential Municipal Use for the provided lot. The results of the massing study are presented as part of the PUD Application.

The actual plans for the buildout of this lot for a municipal use will go through a full design review process with the Board that will include public review and comment on the proposal. As with any City Project, the DPW also anticipates a community process that will engage the neighbors and interested parties in the design specifics of the site.

The conveyance of the land will be under the review of the Law Department and the provisions of the Zoning and the PUD conditions. The DPW looks forward the transfer of the land and the future design and review of the municipal use for the site to support us continuing to provide high level services to the Cambridge Public.

Pedestrian Bridge:

The DPW supports the Healthpeak proposal for the eventual establishment of a bridge crossing over the MBTA Fitchburg Line Tracks to provide for pedestrian and bike connections. DPW has participated in on-going conversations related to the proposal with the MBTA and other City Departments. Under the Cambridge Department of Transportation, we will continue to advocate for the advancement of the proposal and remind the Applicant that the DPW should be included in all relevant discussions as they relate to the design of the bridge. Should the City will take on ownership and maintenance of the bridge, the details of the design will be critical for the DPW to ensure the long-term viability for the City to maintain the infrastructure.

Conclusion

We look forward to working with the Healthpeak team on the advancement of this PUD project as they have already demonstrated a willingness to engage with the City on the details of the project. DPW review of the engineering specifics will continue through the building permit phases of each proposed structure but hope to have considered and advanced the items noted above to allow for clarity in the expectations and process as the project is built out.

Please feel free to contact me with any questions or concerns related to the comments or information provided above.

Sincerely,

James Wilcox, P.E.
City Engineer

Appendix A

DPW Draft Recommended Special Permit Conditions

August 25, 2026

Stormwater Management:

- *Design Review Submission for ANY building or open space in the areas identified for potential shared stormwater infrastructure, Mooney Green, Mooney West and New Main Street, shall include updated evaluation of opportunities for shared stormwater infrastructure. Should shared infrastructure not be proposed, a detailed explanation of the projects conditions and constraints that could not support it shall be provided.*

Private Utilities:

- *The Applicant shall prepare, for review and approval by the DPW, a Utility Enabling Master Plan for the PUD Development. Plan shall include narrative, graphics and plans as needed to support items listed below.*
    - *Plan shall include, at a minimum:*
        - *The projects anticipated utility demands for all public and private utilities, including but not limited to: stormwater, sewer, water, gas, electric and telecommunications*
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that do not meet the Flood Resiliency Standards (Occupiable spaces not passively protected from the 10% LTFE) under the granted Special Permit. At this time the DPW will confirm if the design is consistent with the intention of the Flood Resiliency Standards. This review will include confirmation that requiring these spaces to meet the Standard creates a hardship or adversely impacts the design of adjacent spaces. If the spaces cannot meet the standard, DPW will determine if any additional provisions shall be required to improve the resiliency of the spaces, including but not limited to non-passive protections and signage.

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    - *All Public Shade Trees impacted by the PUD shall be clearly identified as part of any Design Review Process under the provisions of the PUD.*

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  - *No private property trees inside of the presented Phase 2 limits of the project area shall be removed until commencement of Phase 2 of the PUD.*
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