Agenda

Alewife
Quadrangle Scenario – *as presented April 27, 2017*

- What we heard

Urban Design Framework
- Connectivity
- Uses

Shopping Center
- Proposed Uses
- Phasing

Discussion
**Quadrangle** Key comments from Alewife Working Group, April 27, 2017

Move housing away from industrial uses, or buffer with commercial

Consider higher density housing along Concord Ave

Clarify truck routes, pedestrian paths, and bike paths

Consider how connectivity can be strengthened

<table>
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<tr>
<th>Total GFA at 100% buildout</th>
<th>5.61m SF</th>
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<tr>
<td>District FAR</td>
<td>1.56</td>
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<tr>
<th>Total GFA at 60% buildout</th>
<th>3.36m SF</th>
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<tr>
<td>- New housing</td>
<td>1,080 units</td>
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<tr>
<td>- Office / lab space</td>
<td>1.78m SF</td>
</tr>
<tr>
<td>- Ground floor active uses</td>
<td>31,100 SF</td>
</tr>
<tr>
<td>- Industrial space</td>
<td>387,120 SF</td>
</tr>
</tbody>
</table>

- Accessory Retail Zone
- Industrial/Commercial Hybrid
- Retail (Mixed-use)
- Commercial
- Residential
- Open Space
Alewife: The Quadrangle and Shopping Center

- Alewife Quadrangle
- Alewife Shopping Center
Shopping Center: Existing Conditions

- No connection between the Quadrangle & Trader Joe’s or the Fresh Pond Mall.
- No clear connection to the between Concord Avenue & Fresh Pond Mall.
- No connection between the shopping center and New Street.
- Connection between Fresh Pond Mall & Trader Joe’s difficult for pedestrians & cyclists.
Shopping Center: Key Objectives

• Encourage forms of development, mix of uses, and range of improvements that will facilitate and encourage walking, biking and transit use and reduce the growth of auto trips.
• Better integrate the entire area through new pedestrian paths, roadways, green spaces and bridges.
• Minimize the negative impact of new development on the adjacent residential neighborhoods while introducing new amenities and services that will benefit the residents of those neighborhoods.
• Introduce a significant component of residential living and support retail services to enhance the area’s appeal for all who come to work, shop, and live.
• Create an identity and sense of place for Shopping Center, and the whole Alewife District, that parallels the development of the historic urban centers that characterize much of Cambridge.
Alewife: Existing street network
Alewife: Proposed street network
Shopping Center: Precedents

Assembly Square, Somerville

Hancock Mixed Use Residential Housing, Los Angeles
Shopping Center: Building Types

**Commercial Prototype**

- Floorplate: 28,800 SF
- Building Width: 120 Feet
- Actives uses comprise ¼ of the ground floor with the remain area dedicated to commercial office.
- Located close to the Alewife MBTA.

**Garage Wrapped with Residential Prototype**

- Residential Floorplate: 17,200–24,800 SF
- Garage Floorplate: 28,800–43,200 SF
- First floor dedicated to active uses with loading space in garage.
- Residential faces primary streets.

**Residential Prototype**

- Residential Floorplate: 8,500–16,500 SF
- First floor may be dedicated to actives uses, depending on location.
- Residential wraps surface parking with covered deck.

**Low Density Residential Prototype**

- Typical Residential Floorplate: 2,860–3,500 SF
- Matches recently constructed types residential units on Bay State Road.
Shopping Center: Existing Conditions
Shopping Center: Existing Street Network
Shopping Center: Proposed Street Network
Shopping Center: Buildings unlikely to change
Shopping Center: Base Zoning

**Shopping Center: Base Zoning**

- **IA-1**
  - 1.25 / 1.5 res. FAR
  - 45ft res. max. height

- **BA / AOD-5**
  - 1.0 / 1.75 res. FAR
  - 35ft / 45ft res. max. height
  - Special permit 1.25 / 2.0 FAR & 70/85-ft max. height

**Key BA/AOD-5 Implications**

- A special permit increases density (FAR) by 0.25 for all uses.
- A special permit increases the maximum height to 55 feet for all uses or 70 to 85 feet for residential uses.
- Pooled Parking is allowed through special permit and is exempt from gross floor area provisions.

**Parkway Overlay District**

- Requires a 25’ setback.

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**Scope Boundary**

- Parkway Overlay District requires a 25’ setback.
# Alewife Zoning Requirements (Shopping Center)

<table>
<thead>
<tr>
<th>Zoning Code</th>
<th>Maximum Height</th>
<th>Setbacks</th>
<th>FAR</th>
<th>Open Space Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BA/AOD-5</strong></td>
<td>35 ft or 45 ft</td>
<td>Front &amp; Side = 0 ft, Rear = 20 ft or H+L/5</td>
<td>1.0 or 1.75</td>
<td>15%</td>
</tr>
<tr>
<td></td>
<td>residential</td>
<td></td>
<td>residential</td>
<td></td>
</tr>
<tr>
<td>*Special Permit</td>
<td>55 ft (70 ft/85 ft)</td>
<td>*Special Permit Front, Side, Rear = 10 ft</td>
<td>1.25 or 2.0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>residential</td>
<td></td>
</tr>
<tr>
<td><strong>Industrial A-1</strong></td>
<td>45 ft</td>
<td>Front = 0 ft, Side = 0 ft or H+L/7 if adjacent to residential Rear = 0 ft or H+L/5 if adjacent to residential</td>
<td>1.25 or 1.5</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Residential B</strong></td>
<td>35 ft</td>
<td>Front = 15 ft, Side = 7'-6&quot; per side or 20 ft sum total Rear = 25 ft</td>
<td>0.5</td>
<td>40%</td>
</tr>
<tr>
<td><strong>Residential C-1</strong></td>
<td>35 ft</td>
<td>Front = 10 ft or H+L/4, Side = 7'-6&quot; or H+L/5 Rear = 20 ft or H+L/4</td>
<td>0.75</td>
<td>30%</td>
</tr>
<tr>
<td><strong>Residential C-1A MXR</strong></td>
<td>45 ft</td>
<td>Front = 10 ft, Side = 0 ft or H+L/7 Rear = 0 ft or H+L/5</td>
<td>1.25</td>
<td>15%</td>
</tr>
<tr>
<td>*Special Permit</td>
<td>-</td>
<td>Front, Side, Rear = 10 ft</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
# Shopping Center: GFA Estimates

<table>
<thead>
<tr>
<th>Existing</th>
<th>Special Permit at 55 ft</th>
<th>Scenario at 55 ft</th>
<th>Scenario at 70 ft</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing GFA</strong></td>
<td>758,010 SF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>District FAR</td>
<td>0.42</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Existing GFA</strong></td>
<td>758,010 SF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>– Housing Units</td>
<td>147 units</td>
<td></td>
<td></td>
</tr>
<tr>
<td>– Commercial (Includes Active Uses)</td>
<td>535,800 SF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>– Industrial</td>
<td>67,680 SF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking Spaces</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open Space</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Gross GFA at 100% Buildout</strong></td>
<td>~2.50m SF</td>
<td>~1.67m SF</td>
<td>~2.16m SF</td>
</tr>
<tr>
<td>District FAR</td>
<td>1.32</td>
<td>0.88</td>
<td>1.13</td>
</tr>
<tr>
<td><strong>Gross GFA at 60% Buildout</strong></td>
<td>~1.61m SF</td>
<td>~1.13m SF</td>
<td>~1.42m</td>
</tr>
<tr>
<td>– Housing Units</td>
<td>~1,250 units</td>
<td>~750 units</td>
<td>~1,000 units</td>
</tr>
<tr>
<td>– Ground Floor Active Uses</td>
<td>~173,050 SF</td>
<td>~146,800 SF</td>
<td>~146,800 SF</td>
</tr>
<tr>
<td>– Commercial Office</td>
<td>~239,550 SF</td>
<td>~193,100 SF</td>
<td>~227,700 SF</td>
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<tr>
<td>Parking Spaces</td>
<td>~1,400 spots</td>
<td>~900 spots</td>
<td>~1,200 spots</td>
</tr>
<tr>
<td>New Open Space</td>
<td>~14,800 SF</td>
<td>~14,800 SF</td>
<td>~14,800 SF</td>
</tr>
<tr>
<td>Max. Height Studied</td>
<td>55' (70'/85')</td>
<td>55'</td>
<td>70'/85' res.</td>
</tr>
</tbody>
</table>

Max. Height Studied: 55' (70'/85') res.

Scenario at 55 ft

City of Cambridge

Envision Cambridge

Alewife Working Group - June 8, 2017

environ.cambridgema.gov
Shopping Center: Scenario at 55’

Proposed Land Use

- Mixed-use Commercial
- Residential
- Mixed-Use Residential
- Open Space (Proposed)
- Parking Garage

Gross GFA at 100% buildout: ~1.67m SF
District FAR: 0.88

Gross GFA at 60% buildout: ~1.13m

- New housing: ~750 units
- Ground floor active uses: ~146,800 SF
- Commercial Office: ~193,100 SF

Parking Spaces: ~900 spots
New Open Space: ~14,800 SF
Shopping Center: Scenario at 55’

<table>
<thead>
<tr>
<th>Proposed Land Use</th>
<th>Gross GFA at 100% buildout</th>
<th>District FAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mixed-use Commercial</td>
<td>~1.67m SF</td>
<td>0.88</td>
</tr>
<tr>
<td>Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mixed-Use Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open Space (Proposed)</td>
<td></td>
<td></td>
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<tr>
<td>Parking Garage</td>
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<tr>
<th>Proposed Land Use</th>
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<td>Commercial Office</td>
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- **Gross GFA = ~63,400 SF**  
  FAR = 1.43  
  New Housing = ~60 units

- **Gross GFA = ~777,650 SF**  
  FAR = 1.05  
  New Housing = ~520 units

- **Gross GFA = ~143,000 SF**  
  FAR = 0.88  
  New Housing = ~130 units

- **Gross GFA = ~172,300 SF**  
  FAR = 1.06  
  New Housing = ~120 units

- **Gross GFA = ~65,900 SF**  
  FAR = 1.33  
  New Housing = ~70 units

- **Gross GFA = ~139,900 SF**  
  FAR = 1.46  
  New Housing = ~140 units
Shopping Center: Scenario at 55’ Parking

Garage Parking:
- Min. Required: ~860 spots (4 floor garages with 1 floor for loading only)
- Max. Allowed: ~1,200 spots

Min. Required:
- ~850 spots
- ~70 spots
- ~140 spots
- ~150 spots

Max. Allowed:
- N/A
- N/A
- N/A
- ~160 spots

Parking Ratios

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<tr>
<td>Residential</td>
<td>1 per dwelling unit</td>
<td>N/A</td>
</tr>
<tr>
<td>Commercial Office</td>
<td>1 per 800 SF</td>
<td>1 per 400 SF</td>
</tr>
<tr>
<td>Retail</td>
<td>1 per 750 SF</td>
<td>1 per 375 SF</td>
</tr>
</tbody>
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District Minimum: ~1,450 spots
District Maximum: ~1,900 spots
Scenario at 100%: ~1,500 spots
Shopping Center: Scenario at 55’

Building Heights
- Meet or are below 55ft in the BA/AOD-5 district.
- Meet As-of-Right Zoning limits (45ft) in the IA-1 district.
- Step down towards existing residential neighborhood.

Building Heights
- 71–85’
- 56–70’
- 46–55’
- 31–45’
- 30’ or Less
Shopping Center: Scenario with 70’

Building Heights
- Meet or are below the Special Permit Zoning limits (70ft/85ft residential) in the BA/AOD-5 district.
- Meet As-of-Right Zoning limits (45ft) in the IA-1 district.
- Step down towards existing residential neighborhood.

Building Heights
- 71–85’
- 56–70’
- 46–55’
- 31–45’
- 30’ or Less
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### Existing GFA at 100% Buildout

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### Max. Height Studied

- 55' 70'/85' res.  

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<tr>
<td>Scenario at 70 ft</td>
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Shopping Center: Proposed Open Space and Connectivity

10 min (0.41 miles) to T station

Existing
- Pedestrian Paths

Planned
- Multi-use Paths
- Bike Connections

Proposed
- Separated Bike Paths
- Crosswalks
Alewife: Connectivity - Planned

Off-street Pedestrian Paths
Off-street Multi-use Paths
On-street Bike Connections
Separated Bike Paths
Crosswalks
Alewife: Connectivity - Planned

- On-street Bike Connections
- Separated Bike Paths
- Crosswalks
- New Streets
- Off-street Pedestrian Paths
- Off-street Multi-use Paths
Alewife: Connectivity - Proposed

- Off-street Pedestrian Paths
- Off-street Multi-use Paths
- On-street Bike Connections
- Separated Bike Paths
- Crosswalks
Fresh Pond Mall: Phasing Option A

Phase One: Relocates Whole Foods along tracks and adds two residential buildings against Danehy Park.

Phase Two: Redevelops former Whole Foods site and associated parking lot. New public plaza added at main entrance.

Phase Three: Redevelops recently constructed retail/office building and associated parking lot.

Fresh Pond Mall Phases:
- Phase 1
- Phase 2
- Phase 3
Fresh Pond Mall: Phasing Option B

**Phase One:** Redevelops the center of the site, primary parking garage, and public plaza first to stage the future surrounding redevelopment.

**Phase Two:** Relocates Whole Foods along tracks and adds two residential buildings against Danehy Park.

**Phase Three:** Redevelops former Whole Foods site and associated parking lot.

Fresh Pond Mall Phases

- Phase 1
- Phase 2
- Phase 3
Alewife: The Quadrangle and Shopping Center

Existing Land Use
- Residential
- Commercial
- Mixed-use Retail
- Industrial
- Institutional
- Open Space
- Transit/Utility/Other
Alewife: The Quadrangle and Shopping Center

Proposed Land Use
- Residential
- Commercial
- Mixed-use Retail
- Mixed-use Industrial
- Institutional
- Open Space (Proposed)
- Transit/Utility/Other
Alewife: The Quadrangle and Shopping Center