



MXD INFILL DEVELOPMENT CONCEPT PLAN

RESPONSE TO COMMENTS

CAMBRIDGE, MASSACHUSETTS
ISSUED NOVEMBER, 2016

SASAKI

SUBMITTED TO

Cambridge Community Development Department
City Hall Annex
344 Broadway
Cambridge, MA 02139

The Cambridge Redevelopment Authority
255 Main Street, 4th Floor
Cambridge, MA 02142

APPLICANT

Boston Properties Limited Partnership
800 Boylston Street, Suite 1900
Boston, MA

PREPARED BY

SASAKI / VHB In association with: BOSTON PROPERTIES

NOVEMBER 2016

THE CONSULTANT TEAM

Sasaki
VHB

Master Plan
Permitting

Pickard Chilton
Solomon Cordwell Buenz
Perkins + Will
Sasaki
VHB
The Green Engineer
RWDI
Haley & Aldrich

Commercial Building A - 145 Broadway
Residential Buildings North and South (Blue Garage)
Commercial Building B - 250 Binney Street
District / Project Landscape Architects
Traffic Engineering / Civil Engineering
Sustainability
Environmental Science
Geotech

1. PROPOSED DEVELOPMENT PLAN

RESPONSE TO COMMENTS

IDCP RESPONSE TO COMMENTS

CHAPTER 1 DEVELOPMENT PROGRAM

R1.1 145 BROADWAY (COMMERCIAL BUILDING A)

R1.1.1 RETAIL AND ACTIVE USE IN LOBBY: Applicant received several comments and questions about the configuration of the lobby, retail and active use space. The lobby entrance is designed to be oriented toward the corner of Broadway Park both to provide an active use element and to provide further strength to the concept of reconfiguring Broadway Park as an open plaza that connects the entrances of 145 Broadway, 105 Broadway and the South Residential Tower as shown in **FIG. R1.1.1A**, ensuring an active plaza, all times of the day. An updated ground floor plan for 145 Broadway that relocates the garage shuttle elevators to the interior of the building **FIG R1.1.1B**. The result is increased glass line along the park for the northeast retail suite. In addition, the plan provides for outdoor seating along Broadway to increase the active use edge percentage from the 68% detailed in the MXD IDCP August 09, 2016 submission to 75% see **FIG. R1.1.1C**. The retail will be designed with flexibility to ensure multiple options for entrances to accommodate various uses and potential demising plans. **FIG. R1.1.1C** Represents the concept plan's active frontage on Broadway being Retail and Consumer Services or Active Public Gathering Space for a cohesive response to the proposed developments and the public realm

ZONING REFERENCE: 14.38 Active Ground Floors. The ground floor of newly constructed buildings utilizing 50,000 square feet or more of Infill GFA, where that ground floor fronts onto Main Street, Broadway or Ames Street, must be occupied by (i) Retail and Consumer Service uses, as listed in Section 14.21.3, or (ii) active public gathering space (whether enclosed or open), along a minimum length of seventy-five percent (75%) of the building façade along this frontage. Dimensional variations and alternate uses may be approved by the Planning Board upon determining that the specific uses and designs proposed are consistent with the purpose and intent of this Section 14.36. Alternatively, if a Concept Plan provides for the redevelopment of existing buildings to include new Retail and Consumer Service uses along the ground floor of any of the identified street frontages, then the Planning Board may permit a reduction in the required length of active street frontage for new buildings for up to fifty percent (50%) of the length of new active street frontage provided in existing buildings and only if the Board finds that it results in a better outcome for the District as a whole.

Exhibit Reference: FIG. R1.1.1A, FIG. R1.1.1B, FIG. R1.1.1C

Comment Reference: CRA6, CRA 9, CRA14, CDD6, CDD7

R1.1.2 WEST FAÇADE ON GALILEO AND BROADWAY: Applicant received comments and questions about the west façade and its form as a gateway. The relative simplicity of the west facade is intended to contrast with the interlocking joinery of the eastern façade and makes a definitive marker on the prominent corner of Galileo and Broadway that will be further supported by lighting and facade articulation further defined in design review. As requested in the comments, a study was conducted to review the impact of a second “puncture” on the Western facade **FIG. R1.1.2**. Applicant advocates for the preservation of the Western façade with a single “puncture” and welcomes additional feedback during the design review process on how the proposed façade and lighting articulation will reinforce the gateway concept.

Exhibit Reference: FIG. R1.1.2

Comment Reference: CRA1, CRA2, CRA10, CDD3

R1.1.3 MASSING AND CANTILEVERS: Applicant received comments about the impact of the 145 massing and cantilevers on the western service drive and Broadway Park. Applicant has made active efforts to ensure 145 Broadway is not only designed to ensure internal usability and flexibility but is also visually interesting from the street with multiple expansions and contractions. In addition, the design as proposed provides a distinctive and interesting approach to the scaling goals that are part of the K2 datum height and podium guidelines. Applicant has reviewed the proposed massing in the context of creating a functional and interesting building, along with K2 guidelines and concerns over cantilevers expressed in the comments. **FIG. R1.1.3A** and **FIG. R1.1.3B** shows a massing that reduces the cantilevers along the western service drive by 10 feet, reorients the southeast cantilevers towards the street to create visual connection and still maintains the interest and scaling inherent in the original design intent.

Exhibit Reference: FIG. R1.1.3A, FIG. R1.1.3B

Comment Reference: CRA3, CRA4, CDD4, CDD5, CDD9, CRABoard9

R1.2 250 BINNEY STREET

R1.2.1 FLOOR PLATE SIZE: Applicant has received comments regarding the size of the floor plates at of 250 Binney Street. The 250 Binney building is being designed to support programmatic flexibility for both potential office and laboratory tenants. In the current market context, both within the Kendall Square submarket and the broader Boston market, many creative and technology firms are seeking large, open floor plates in order to foster connectivity and communication between their workforce and ease of configuration for a variety of space planning possibilities. The typical floor plate at 250 Binney Street is targeted at 30,000 Gross Square Feet, which is consistent with current market demand. The floor plate is also a product of efficient and effective core to exterior wall dimensions that foster the kind of programmatic flexibility necessary to be competitive in the market and attract excellent long-term tenants.

Exhibit Reference: FIG. R1.2.1

Comment Reference: CDD14, CRA2, PLNBoard10, PLNBoard13, CRABoard10, CDD13

R1.2.2 MASSING: Applicant has received comments about the massing and form of 250 Binney Street. Two comments were received regarding the Binney Street façade, the proposed overhang and the pedestrian experience along the street. As shown in **FIG. R1.2.2**, a number of design evolutions have been made to address these concerns. The entire Binney Street façade has been pulled south 5'-3" to provide more setback from the property line and street (**A**). The first two floors have also been pulled in on the northern and western sides to allow for increased pedestrian circulation and to create a more generous arcade (**A'**) and gathering space on the site across from the Binney Park. In addition, the edge of the western façade element has been pulled south to create a deeper reveal between two of the volumes and a more cohesive relationship with the opposite end of the revised western façade. Lastly, as further discussed below, the proportions of the overhanging volume have been adjusted to make it feel more integrated into the overall design. Other comments focused on the height of the podium component along the 6th Street Connector and the length of the eastern façade. **FIG. R1.2.2** shows proposed massing modifications designed to address these concerns. The podium has been increased from 2 to 3 stories (**B**) and the projecting volume at the corner of Binney Street and the 6th Street Connector has been modified to pull the intersection point between the two eastern volumes further south (**C**). This had the effect of decreasing the uninterrupted length of the eastern façade and by differentiating the two components, creating a dynamic and visually interesting corner at Binney Street. Additionally, comments were received on the proximity of the southern façade to the abutting building and the uninterrupted length of the western façade along the service drive. As shown in **FIG. R1.2.2**, to address these comments, the southern façade has been angled in at the center (**D**) creating more visual separation along the pedestrian connector and giving the façade more movement. Along the western façade, the team has modified the design to include an inset corner at the southwest corner of the building. This strategy helps to break down the massing and length of the façade (**E**).

Exhibit Reference: FIG. R1.2.2, FIG. R1.2.3

Comment Reference: CDD12, CDD15, CRA1

R1.2.3 HEIGHT: 250 Binney Street has been designed with flexible floor to floor heights to allow for multiple possible configurations of the on-floor mechanical systems that may be necessary depending upon whether the building is used as an office, a laboratory, or both. To respond to concerns raised about height, the number of stories has been reduced to twelve and the maximum height of the last occupied floor has been reduced from 200' to 183', as shown in **FIG. R1.2.3** and **FIG. R1.2.4** this reduction will allow the building to respond more sensitively to the surrounding context (**F**). In comparison to other proposed buildings on Binney Street the end façade has much less impact given the relative width.

Exhibit Reference: FIG. R1.2.2, FIG. R1.2.3, FIG. R1.2.4

Comment Reference: PLNBoard10, PLNBoard13, CRABoard10, CDD13

R1.2.4 LOADING DOCKS: CDD staff has noted that the curb cut at the loading dock is wider than the 30' recommended by K2. The loading dock has been thoughtfully located at the interior most corner of the site, off of the internal service drive, which protects it from view from the public streets. It is located directly adjacent to the garage access, so that the impact of these two uses on the overall façade and pedestrian experience can be minimized as much as possible. The design will include loading dock doors and additional design measures have been implemented to minimize its visual impact along the service drive, such as recessing it from the primary façade and forming the streetscape to minimize the curb cut as much as possible. A buffer has been added between the garage entry and the loading dock and the curb cut has been narrowed to 30' by extending the sidewalk zone further south and angling the drive leading to the loading dock. **FIG. R1.2.1**

Exhibit Reference: FIG. R1.2.1

Comment Reference: CD17

R1.3 RESIDENTIAL BUILDINGS

R1.3.1 BALCONIES: Applicant received three suggestions that the residential buildings include balconies. As indicated in the Residential Facades and Fenestration Guidelines, the residential buildings will provide balconies. The exact size and location will be included with the Design Review submission for the residential buildings. **FIG. R1.3.1** represents a conceptual study of the North Residential building with such proposed balconies in the slots per the design guidelines.

Exhibit Reference: FIG. R1.3.1, Design Guidelines: Residential Facades and Fenestration Guidelines
Comment Reference: CRA3, CDD11, PLNBoard2

R1.3.2 RESIDENTIAL LOBBIES: Applicant received multiple questions and comments about the proposal for two, separate lobbies for the South Residential building. The space for ground floor use in the South Residential building is tightly constrained by the locations of parking circulation ramps required within the Blue Garage and shows as **FIG. R1.3.2** Further, the internal programming of the lobby, including USPS required package room dimensions and ADA access dimensions, results in a lobby size that is well below comparably sized lobby spaces as presented in **FIG. R1.3.2A** for a Condo Lobby comparison and **FIG. R1.3.2B** for a Rental Lobby comparison. The lobbies as designed are already constrained by dimensional requirements. Consolidation or further reduction from the proposed lobby size would call into question the viability of the residential project which is a critical element to creating a successful and dynamic mixed use development. A letter from our residential brokerage and marketing expert describing the necessity of the two-lobby proposal is included in the **Appendix: Exhibit A**. In addition, the lobbies are separated to allow for different maintenance and elevator service contracts between a condo home owners association and a multifamily property owner who often have different standards and requirements. For clarity, there is no distinction between affordable and market rate housing lobbies. The lobbies are distinguished by the 'for rent' housing and the 'for sale' housing, both of which contain an equal proportion of affordable and market rate units.

Exhibit Reference: FIG. R1.3.2, FIG. R1.3.2A, FIG. R1.3.2B
Comment Reference: CRA33, PLNBoard15, CDD9

R1.3.3 EXTERIOR CHARACTER OF RESIDENTIAL BUILDINGS: CRA staff asked for further clarity on whether the two, proposed residential buildings will look similar or distinct. Applicant proposes that the two buildings be visually distinct from each other but consistent with the proposed Residential Facades and Fenestration Guidelines. The specifics of the exterior of the building will be further detailed in the required Design Review process for each building.

Exhibit Reference: Design Guidelines: Residential Facades and Fenestration Guidelines
Comment Reference: CRA4

R1.3.4 CHARACTER OF BINNEY STREET FRONTAGE: The CRA staff has inquired about the relationship of parking within the Blue Garage to the Binney Street façade. **FIG. R1.3.1** represents a conceptual study of the proposed North Residential building with the parking masked in the same building fenestration. Screening elements will be consistent with the design guidelines for parking structure screening.

Exhibit Reference: FIG. R1.3.1, Design Guidelines: Residential Facades and Fenestration Guidelines/Adapted Garage Structures
Comment Reference: CRA5

R1.3.5 BLUE GARAGE FAÇADE: Applicant received multiple comments with differing points of view on treating the Blue Garage façade. Applicant proposes a combination of landscaping and graphic treatments on the east face of the garage focusing on the surfaces visible from the proposed east-west pedestrian connections. Additional enclosure or screening of the garage has the potential to require substantial lighting and mechanical upgrades to the Blue garage which would substantially increase equipment requiring energy consumption which is inconsistent with overall district sustainability goals. Applicant proposes that the specific nature of these treatments be included as part of the Design Review process for the South Residential building in Phase II. Potential percent examples of strategies to enliven the façade of the Blue Garage are included in the Design Guidelines: Adapted Garage Structures.

Exhibit Reference: Design Guidelines: Adapted Garage Structures
Comment Reference: CRA 25, CDD10, CRABoard11

R1.3.6 BLUE GARAGE BICYCLE PARKING LOCATION: Applicant has received multiple comments about the location of long term residential bike parking in the Blue Garage. As shown in attached **FIG. R1.3.6A**, a location for 10% of the total long term bike parking is located on the ground floor in addition to a plan to accommodate the existing car and van pool parking spots, EV charging stations and accessible vehicle parking spots. Applicant proposes that the exact location within the first floor for long term bike parking be reviewed as part of the Design Review process for the South Residential building. **FIG. R1.3.6B** represents the remaining long term bike parking distributed in accordance with the phases of the North and South Residential Buildings.

Exhibit Reference: FIG. R1.3.6A, FIG. R1.3.6B
Comment Reference: PLNBoard20, CRA15, TPT3.

R1.3.7 BICYCLE TRANSPORTATION ROUTES: CRA staff advocated for the continued study of the transportation routes of bicycles from the site to short and long term bike parking. Applicant proposes that further study of bicycle routes beyond what was specified in the MXD IDCP Submission of August 9, 2016 take place during the Design Review process for each individual building. In general, Applicant is committed to providing efficient bicycle routes that allow for safe circulation and prevent potential safety hazards and conflicts between pedestrian, vehicle and bicycle circulation.

Exhibit Reference: N/A

Comment Reference: CRA 14

R1.3.8 EXACT LOCATIONS OF SHORT AND LONG TERM BIKE PARKING: TP&T staff recommended additional specific information about the location of short and long term bike parking facilities. **FIG. R1.3.6A** In addition to details included in the MXD IDCP submission of August 9, 2016 and the details that will be provided as part of the required PTDM plan, applicant will present specific location for all long and short term parking locations during Design Review of each building. **FIG. R5.3.3** shows a combined long and short term bike location plan with existing and proposed Hubway locations.

Exhibit Reference: FIG. R1.3.6A, FIG. R5.3.3

Comment Reference: TPT4

R1.4 INNOVATION SPACE

R1.4.1 CONCEPTUAL DESIGN AND OPERATIONAL DETAILS: CRA and CDD staff memos requested additional detail about the character and operation of the innovation space at 255 Main Street. Conceptual details on the character and phasing of the innovation space can be found in **FIG. R1.4.1- FIG. R1.4.4** Additional details about the entry design and interior character will be included as part of a separate Design Review Packages prepared specifically for the Innovation Space at 255 Main Street. Identity and entry opportunities are represented in **FIG. R1.4.4**

In addition, the specific operations plan will be presented at the Design Review phases. Specifics in operation depend upon whether Boston Properties manages the Innovation space directly or subleases the space to a third party operator of innovation space. As required by zoning, the MXD IDCP plan commits that a portion of the space will be offered at below market rate.

Exhibit Reference: R1.4.1 - R1.4.4

Comment Reference: CDD34, CRA6

R1.5 URBAN DESIGN

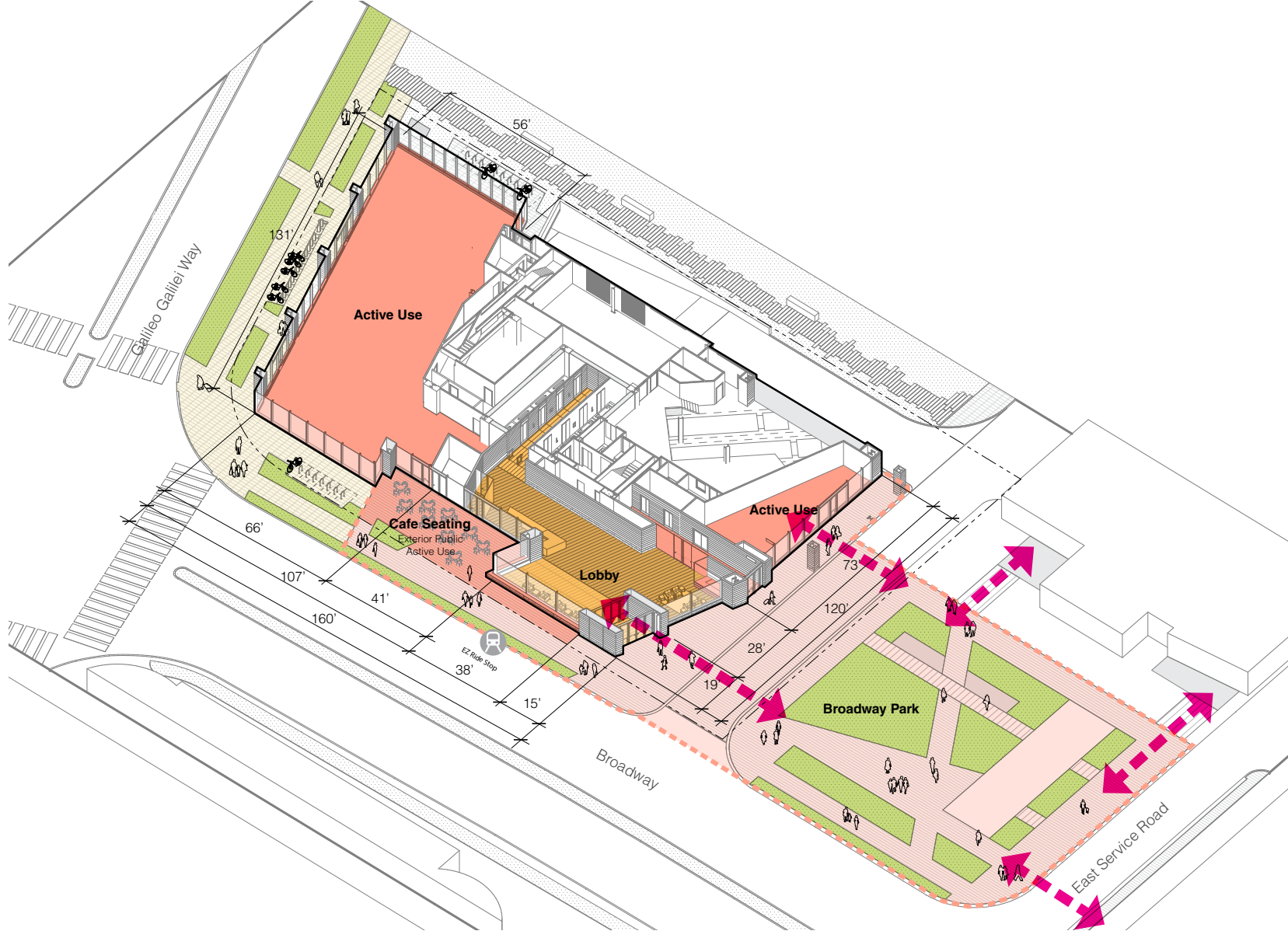
R1.5.1 DISTANCE VIEWS OF THE PROJECT: The CRA Board has requested additional massing views of the project from various distances, especially the South Residential tower. **FIG. R1.5.1A-F** represents views from similar locations to the requested views from 88 Ames Street Residences Project. Massing views include the proposed MIT PUD Projects to represent the future context of the MXD proposed buildings.

The views are listed as follows:

- FIG. R1.5.1A MASSING VIEW KEY**
- FIG. R1.5.1B VIEW FROM HARVARD BRIDGE LOOKING NORTH**
- FIG. R1.5.1C VIEW FROM CHARLES RIVER ESPLANADE LOOKING NORTH**
- FIG. R1.5.1D VIEW FROM LONGLELLOW BRIDGE LOOKING WEST**
- FIG. R1.5.1E VIEW FROM 1-93 LOOKNIG SOUTH**
- FIG. R1.5.1F VIEWS ON BROADWAY AND BINNEY STREET**

Exhibit Reference: R1.5.1 A-F

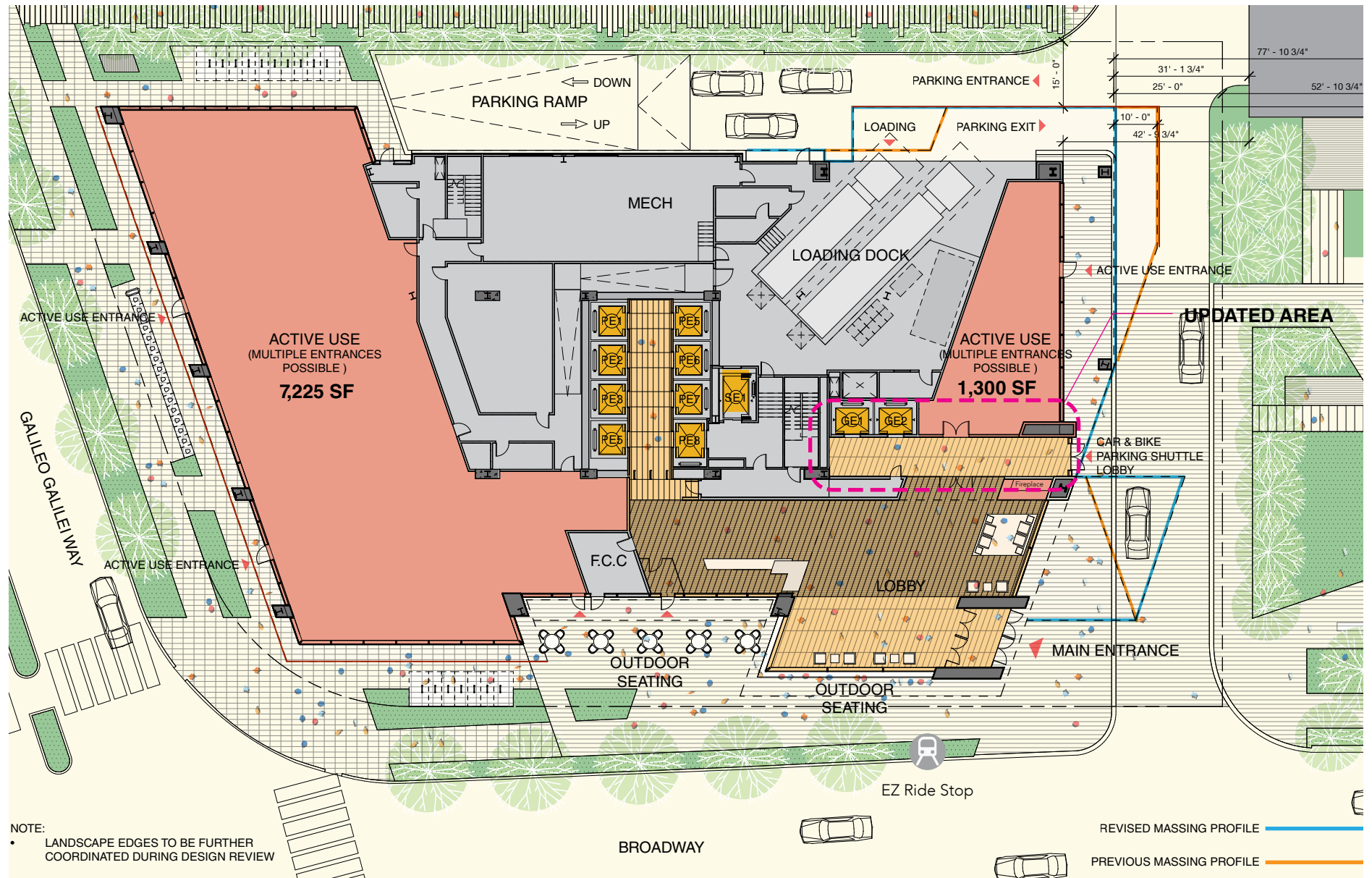
Comment Reference: CRABoard5

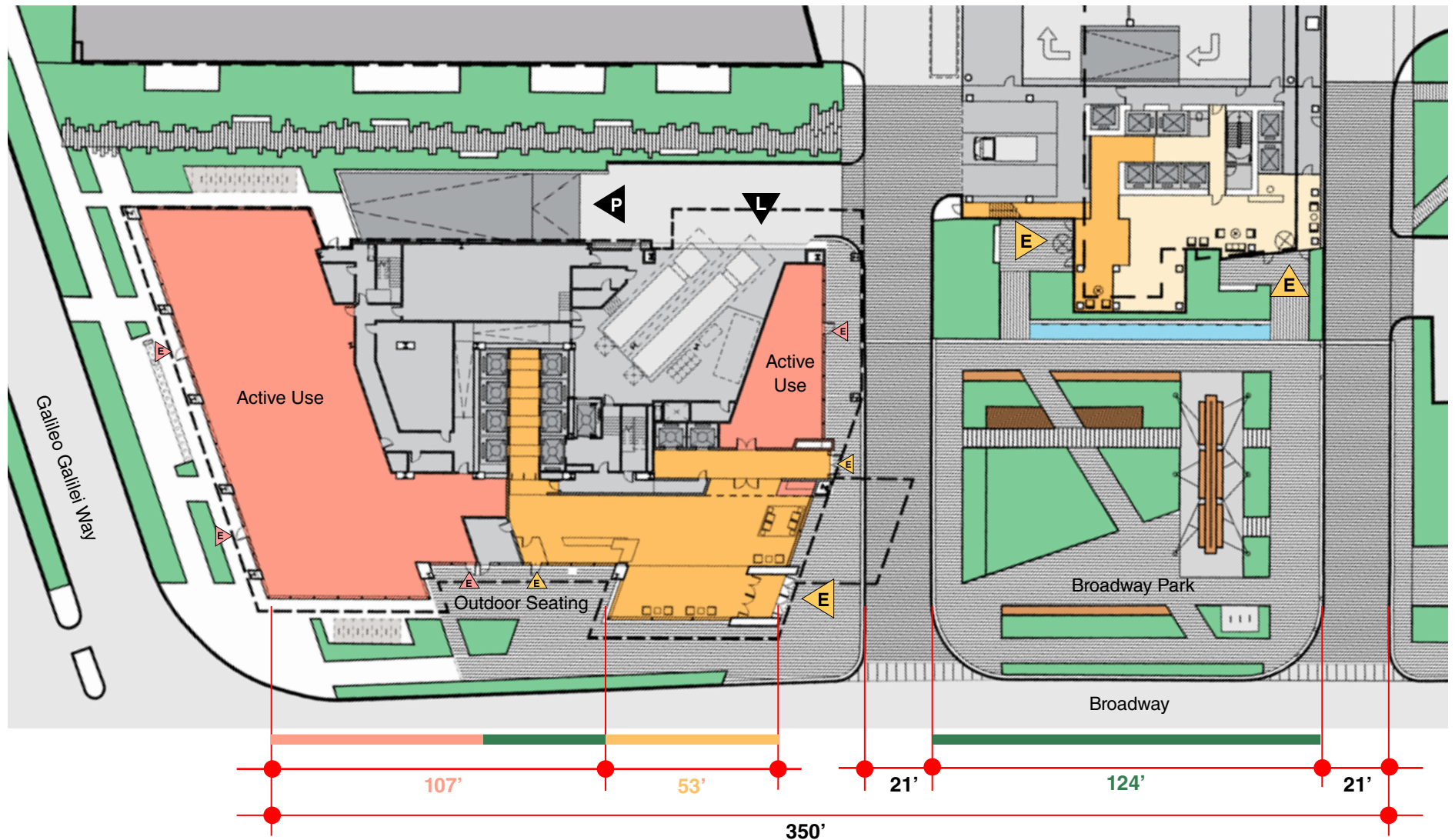


COMMERCIAL BUILDING A (145 BROADWAY)

RETAIL AND ACTIVE USE

FIGURE. R1.1.1B

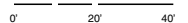


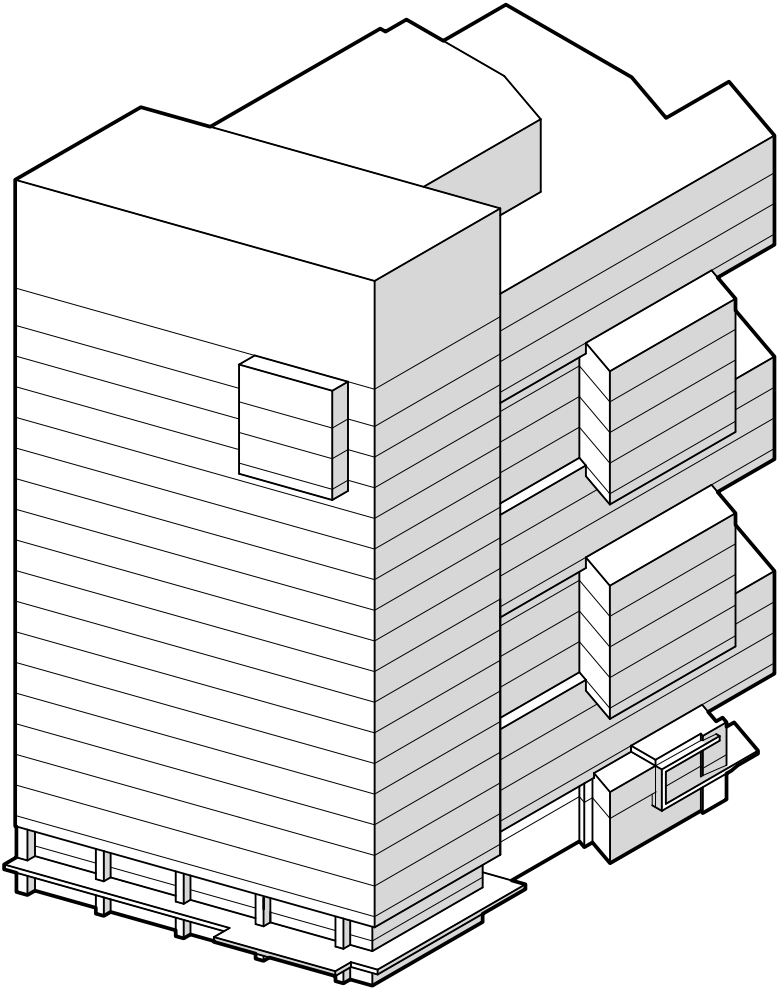
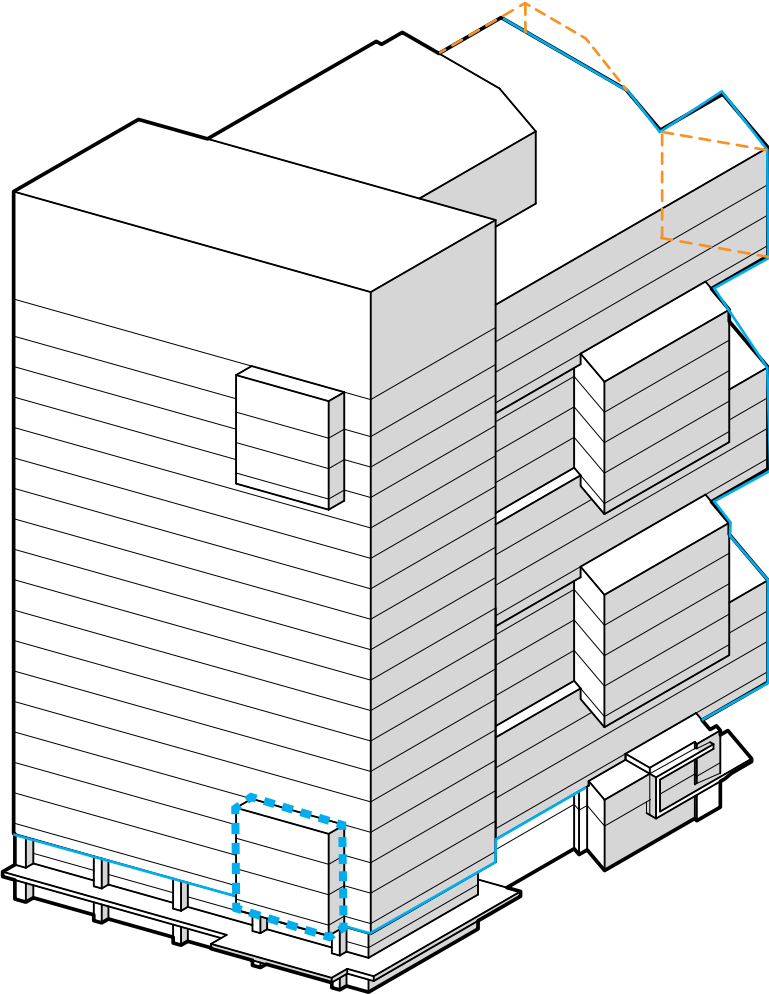


REQUIRED (i) *Retail and Consumer Service* uses, as listed in Section 14.21.3, or (ii) *active public gathering space* (whether enclosed or open), along a minimum length of seventy-five percent (75%) of the building façade along this frontage.
 $350' - 21' - 21' = 308'$ 75% of 308' = 231'

PROVIDED $107' + 124' = 231'$ (75%)

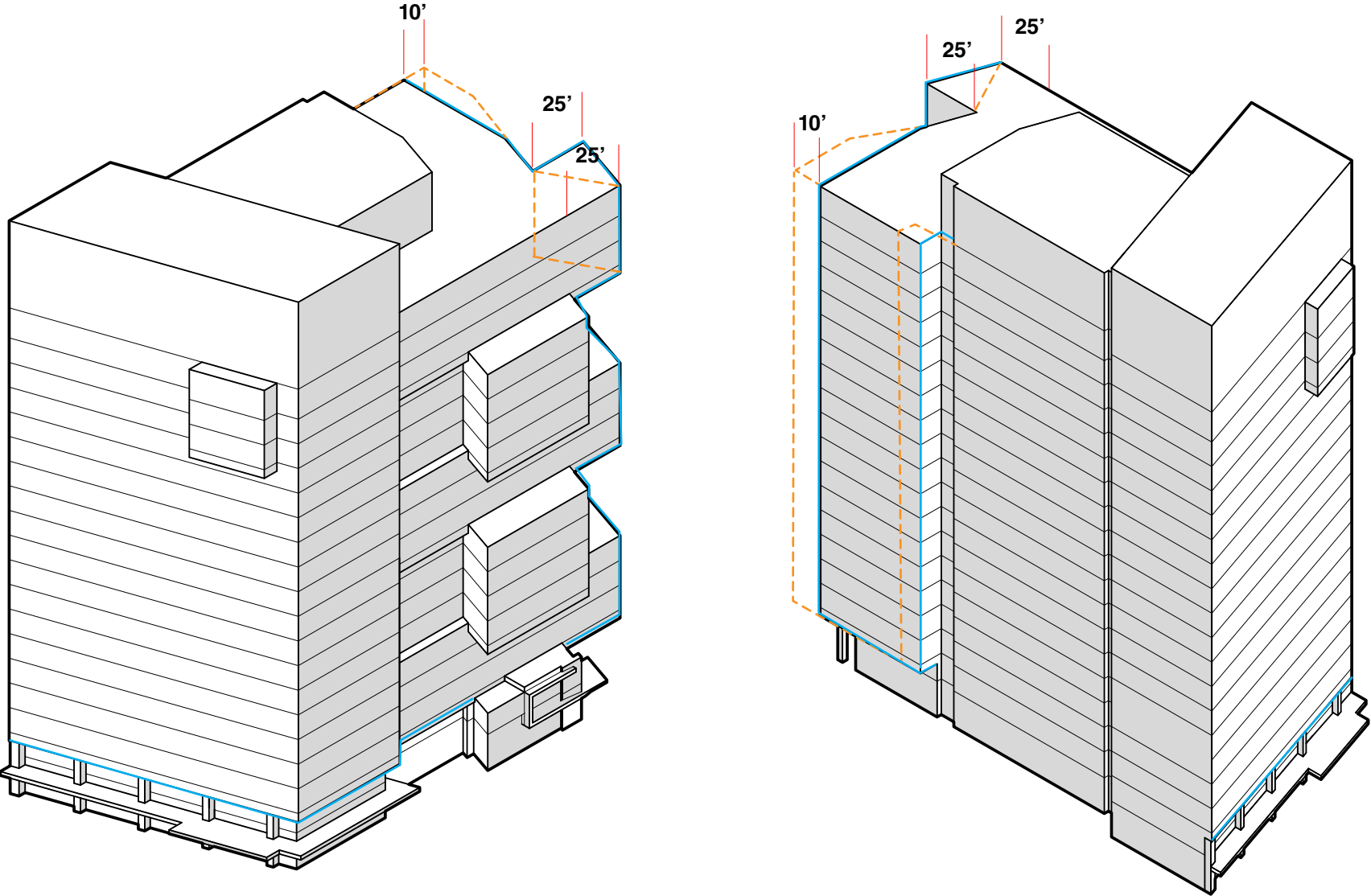
- Lobby
- Active Use
- Active Public Gathering Space
- Parking Entrance
- Loading
- Entrance (per use type)





Preferred Option provides for one Western Facade "puncture"

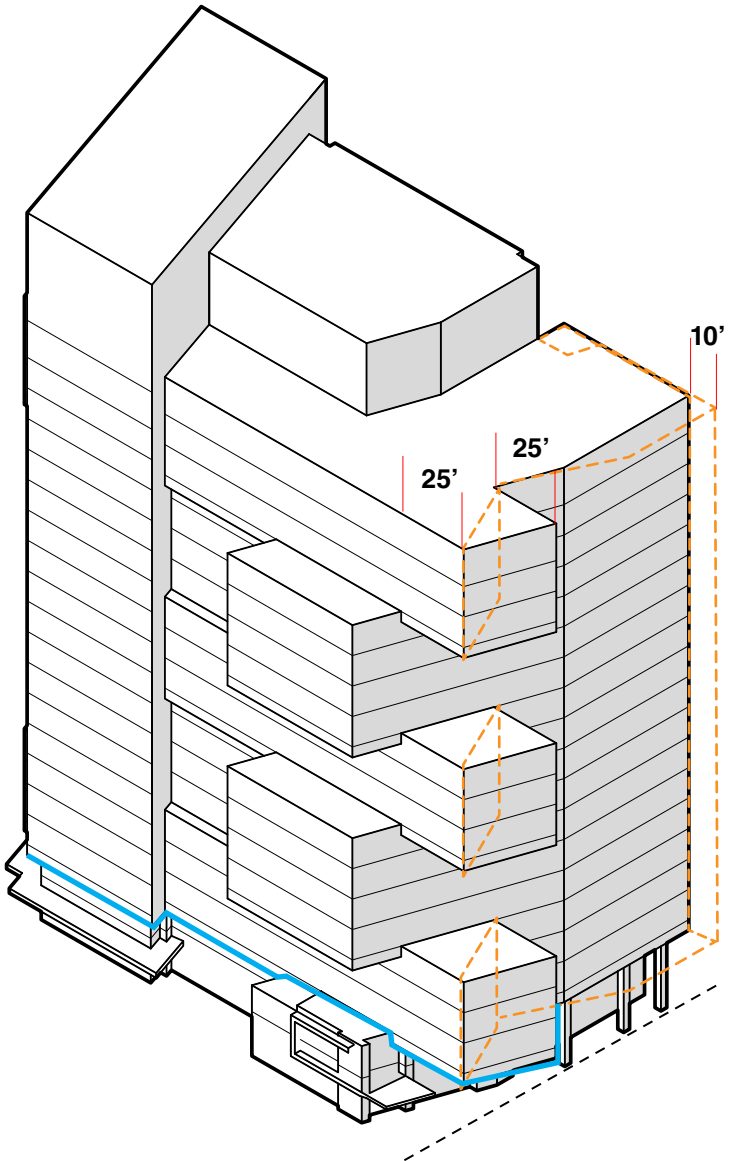
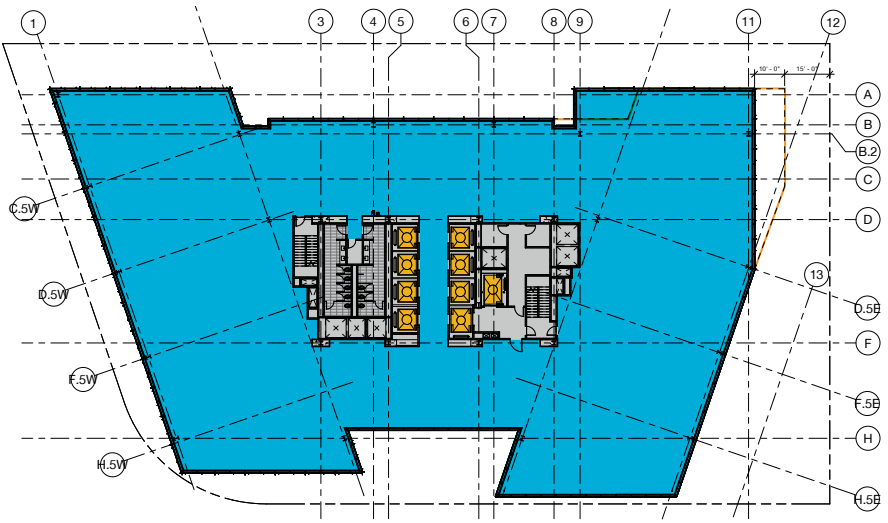
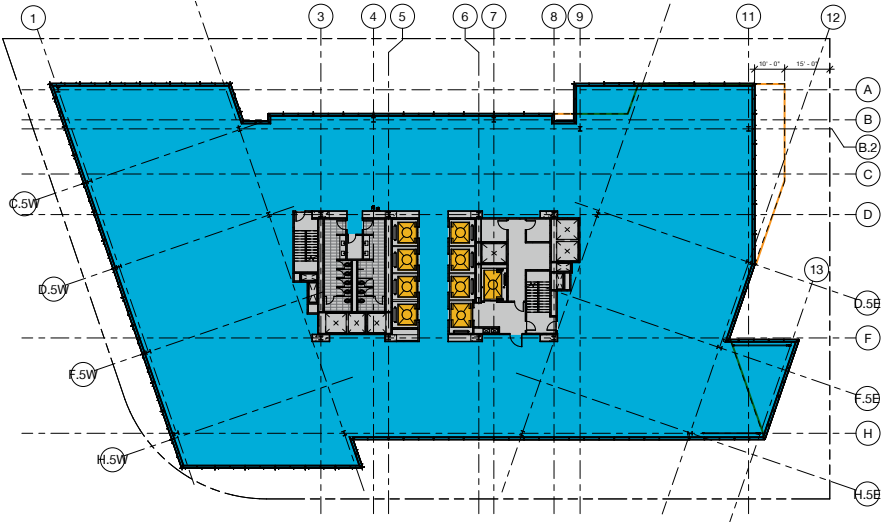
- Revised Massing Profile
- - - Revised Massing Profile Study
- - - Previous Massing Profile



— Revised Massing Profile
- - - Previous Massing Profile

COMMERCIAL BUILDING A (145 BROADWAY): MASSING AND CANTILEVERS

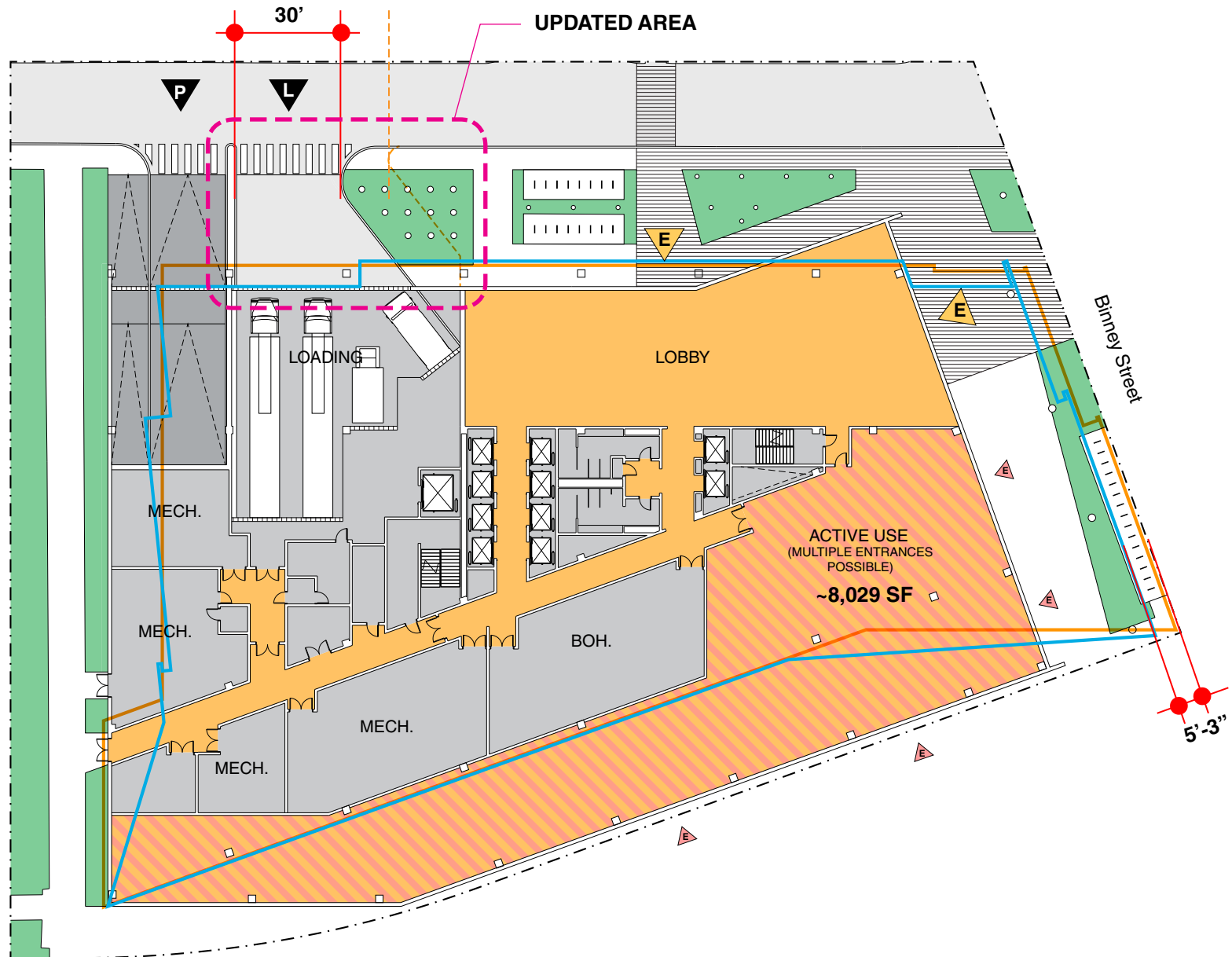
FIGURE. R1.1.3B



— Revised Massing Profile
 - - - Previous Massing Profile

COMMERCIAL BUILDING B (250 BINNEY STREET)

FIGURE. R1.2.1



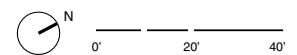
— Revised Massing Profile
 — Previous Massing Profile

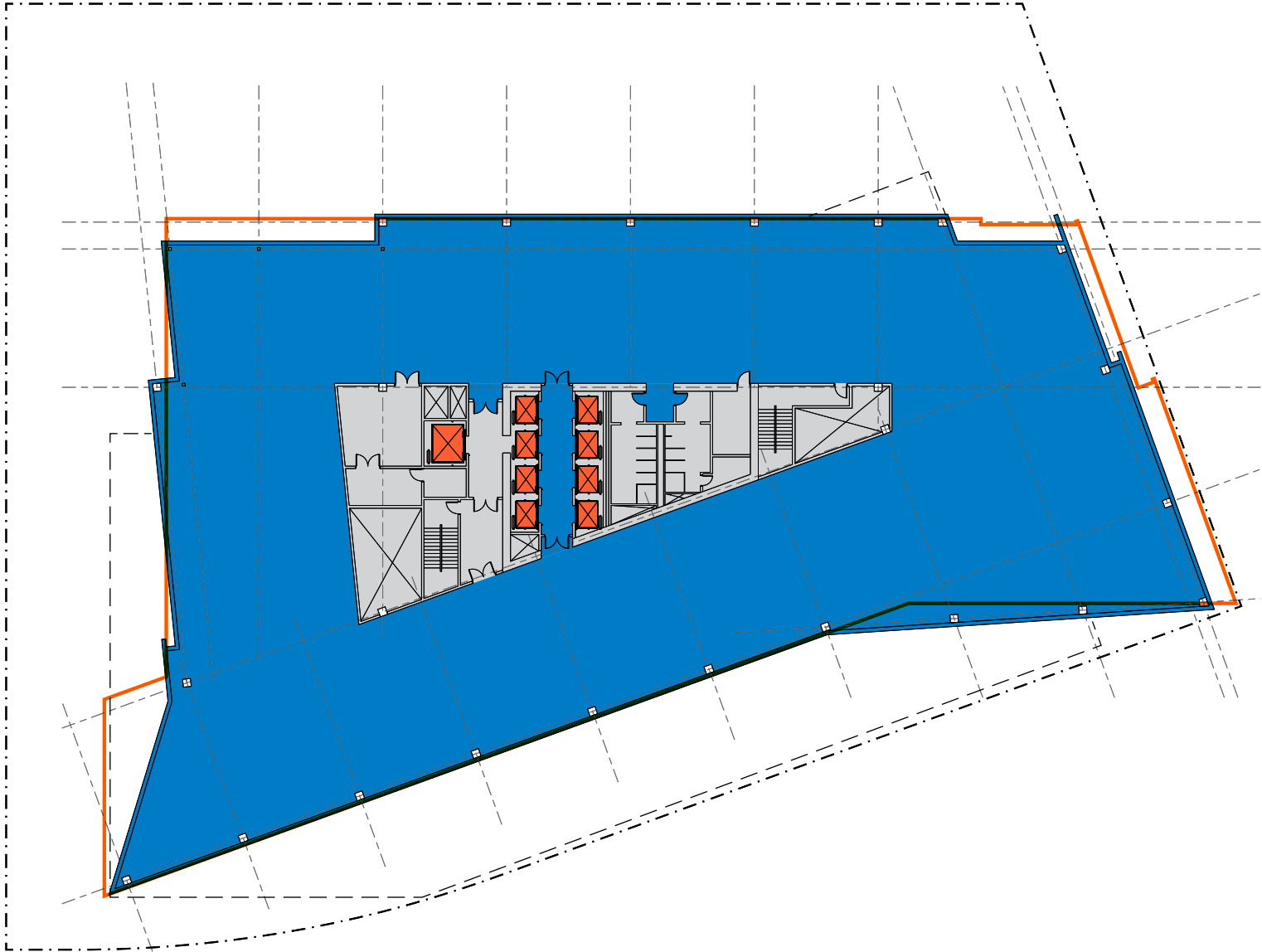


▼ P Parking Entrance
 ▼ L Loading

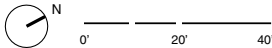


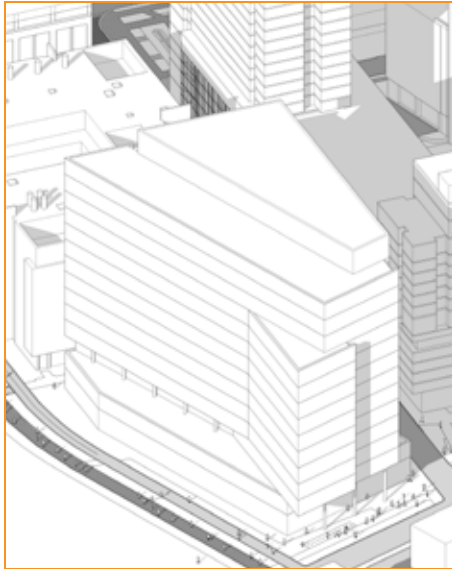
▼ E Entrance (per use type)



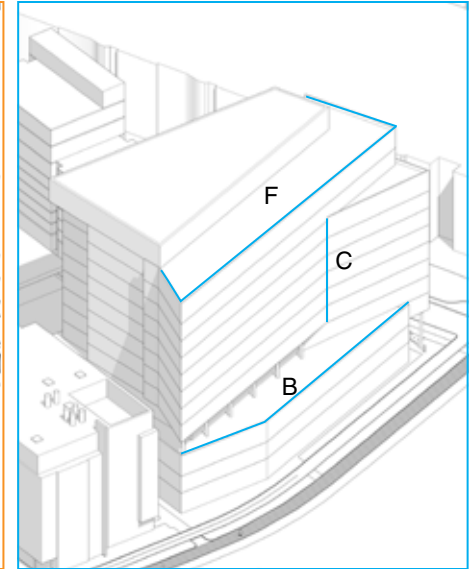
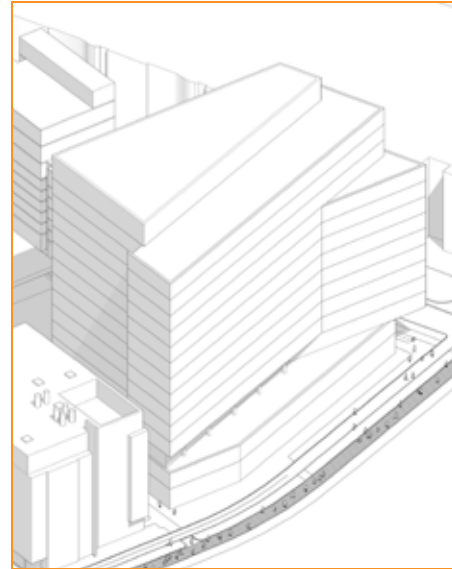
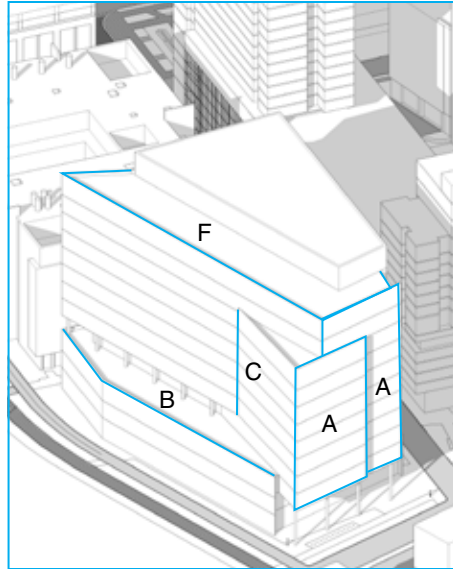


— Revised Massing Profile
— Previous Massing Profile

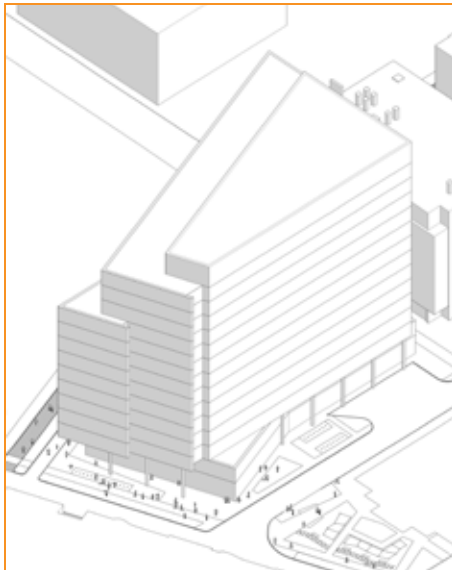




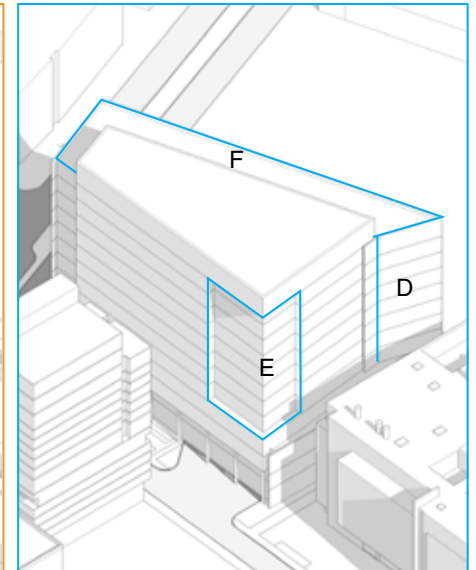
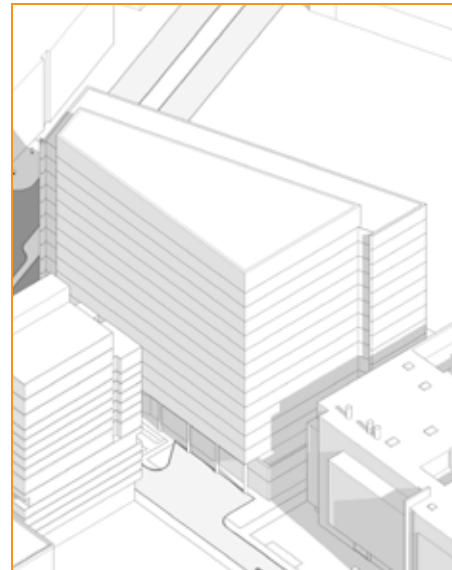
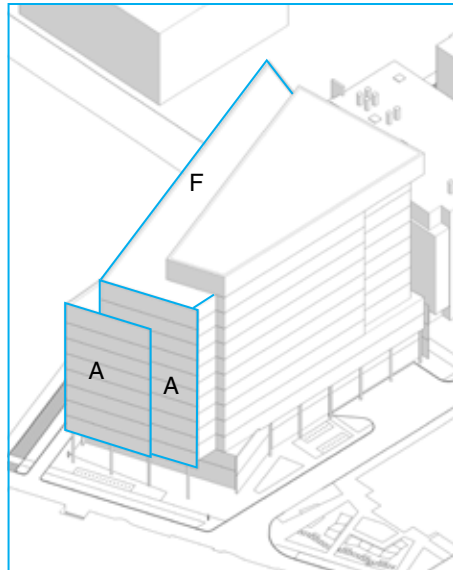
VIEW FROM THE NORTH EAST



VIEW FROM THE SOUTH EAST



VIEW FROM THE NORTH WEST

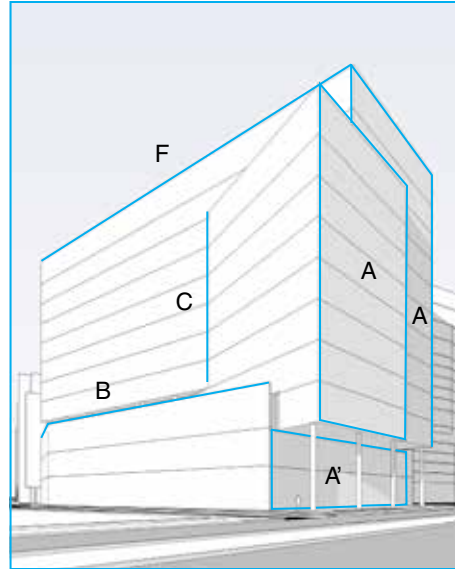


VIEW FROM THE SOUTH WEST

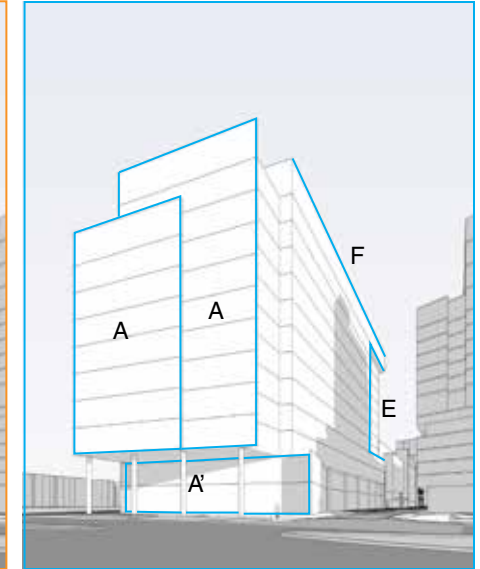
— Revised Massing Profile
— Previous Massing Profile



PODIUM INCREASED FROM 2 TO 3 STORIES



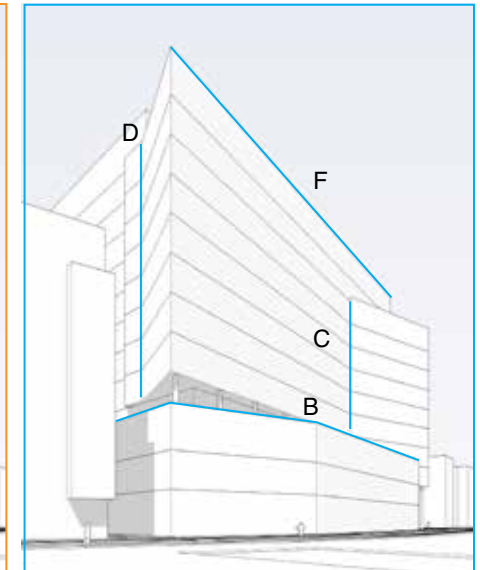
SETBACK FROM BINNEY STREET



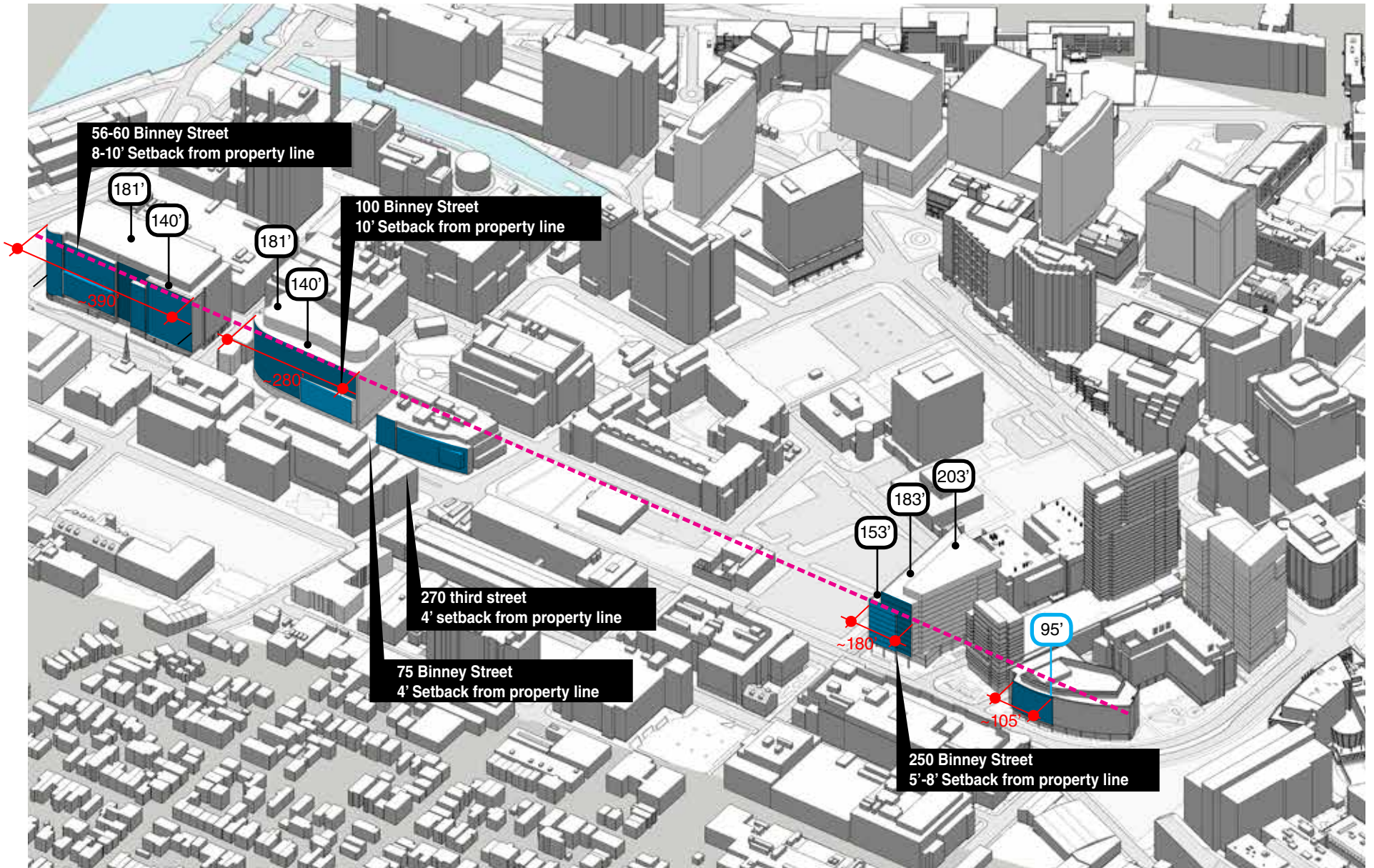
INCREASED PEDESTRIAN CONNECTION WITH LARGER ARCADE



PROJECTING VOLUME AND INTERSECTION BROUGHT FURTHER SOUTH



— Revised Massing Profile
 — Previous Massing Profile



RESIDENTIAL BUILDINGS

RESIDENTIAL BALCONIES AND PARKING GARAGE FACADE TREATMENT

FIGURE R1.3.1



GLASS AT BASE

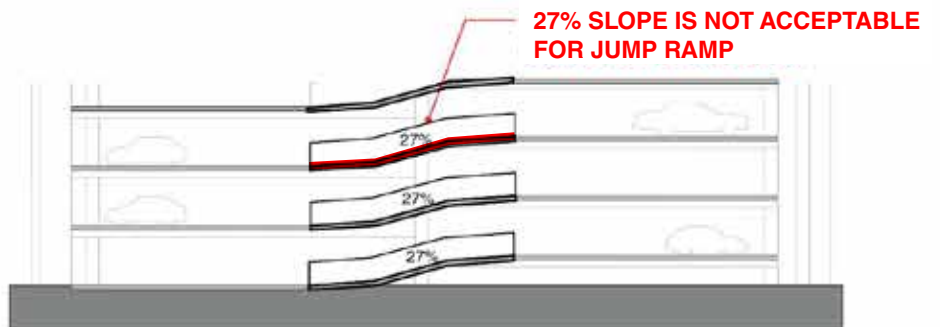
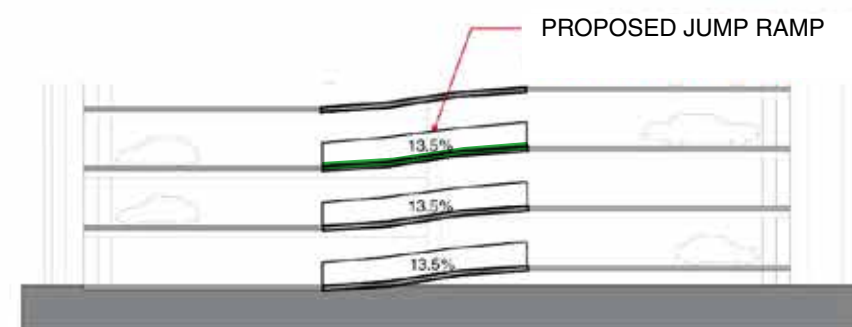
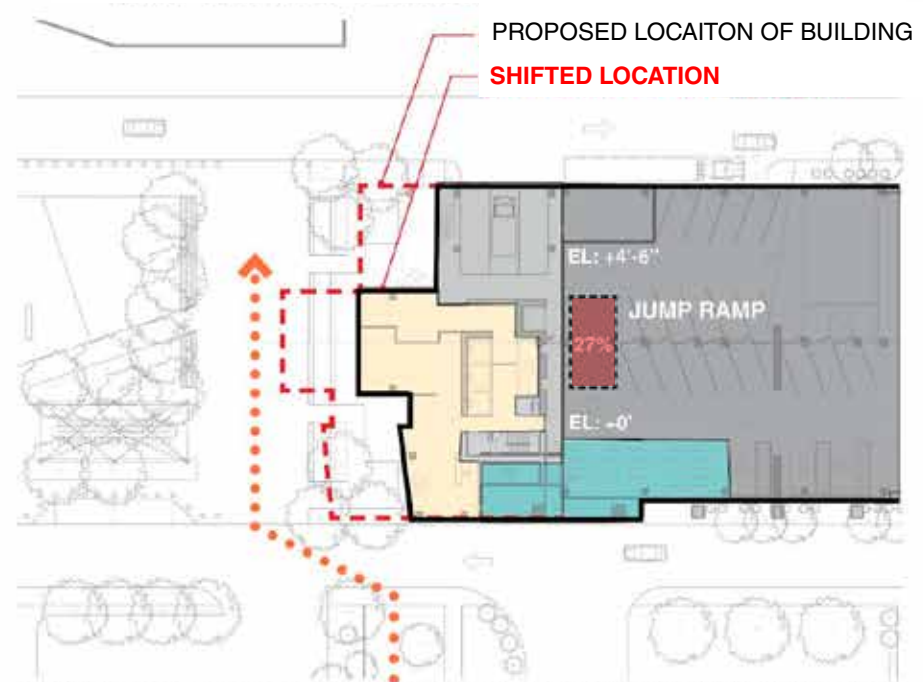
PRECAST OR PHENOLIC PANELS WITH PUNCHED OPENINGS



PROPOSED CONDITIONS

SHIFTED BAY STUDY

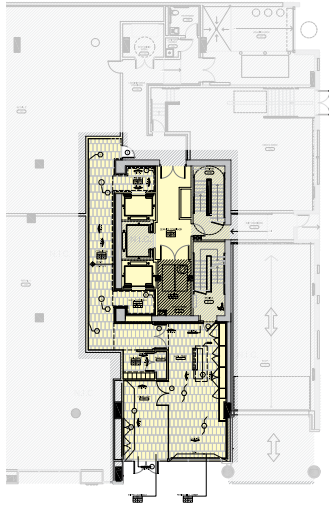
BAY SHIFTED ONE STRUCTURAL BAY NORTH



SECTION THROUGH PROPOSED JUMP RAMP

SECTION THROUGH JUMP RAMP STUDY

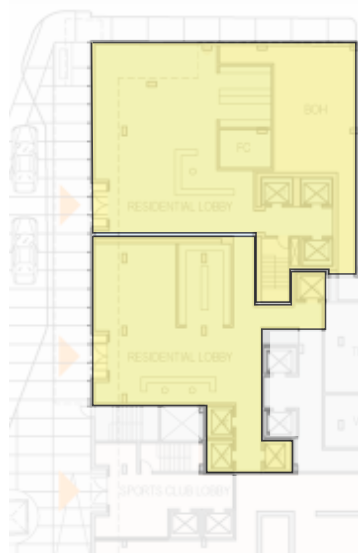
ELM & STATE
CHICAGO, IL



AREA: 2,500 GSF

UNITS: 35 CONDO

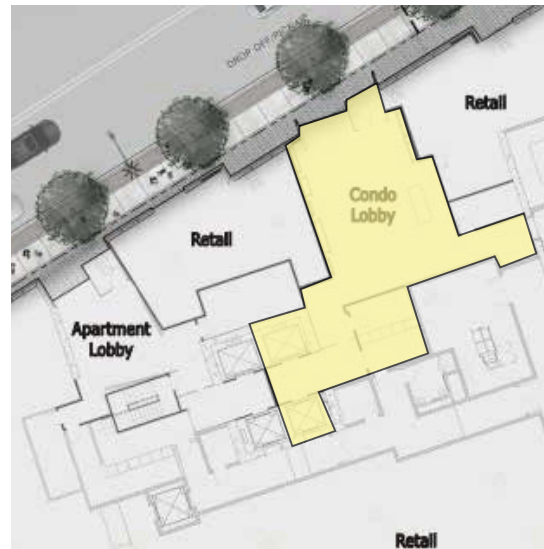
MILLENNIUM TOWER
BOSTON, MA



AREA: 3,100 GSF CONDO HIGH
2,200 GSF CONDO LOW

UNITS: 442 CONDO

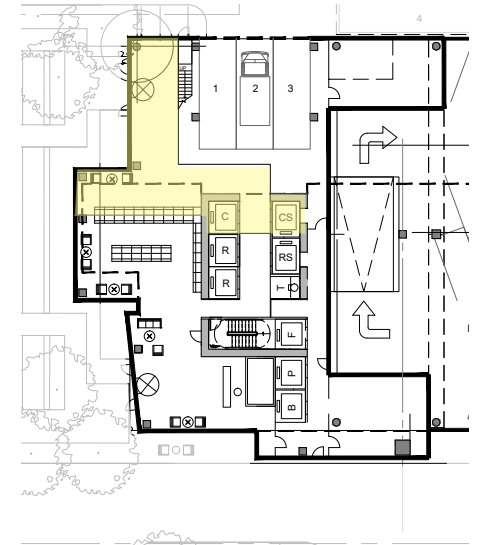
PIERCE
BOSTON, MA



AREA: 2,780 GSF RENTAL
3,120 GSF CONDO

UNITS: 240 RENTAL
109 CONDO

135 BROADWAY
CAMBRIDGE, MA



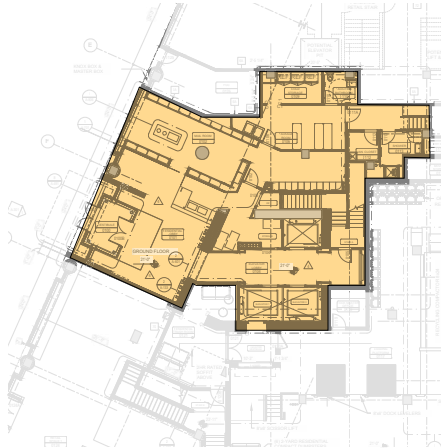
AREA: 2,750 GSF RENTAL
1,400 GSF CONDO

UNITS: 312 RENTAL
84 CONDO

RESIDENTIAL BUILDINGS: RENTAL LOBBY COMPARISON

FIGURE R1.3.2B

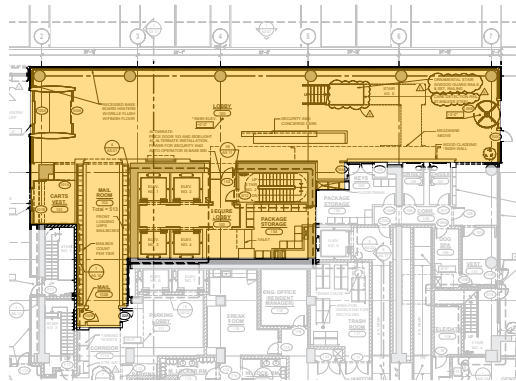
88 AMES
CAMBRIDGE, MA



AREA: 3,150 GSF

UNITS: 280

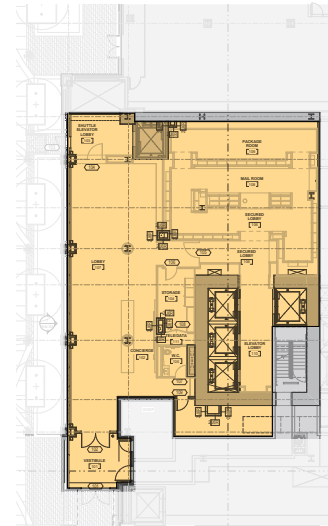
500 LAKESHORE DRIVE
CHICAGO, IL



AREA: 5,100 GSF

UNITS: 500

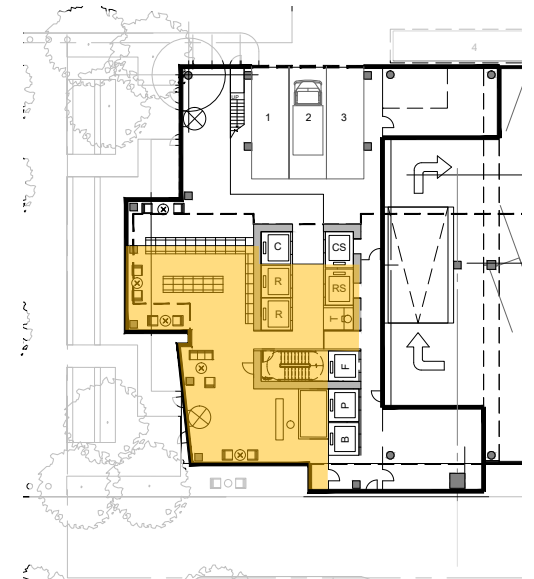
BOSTON GARDEN
BOSTON, MA



AREA: 5,600 GSF

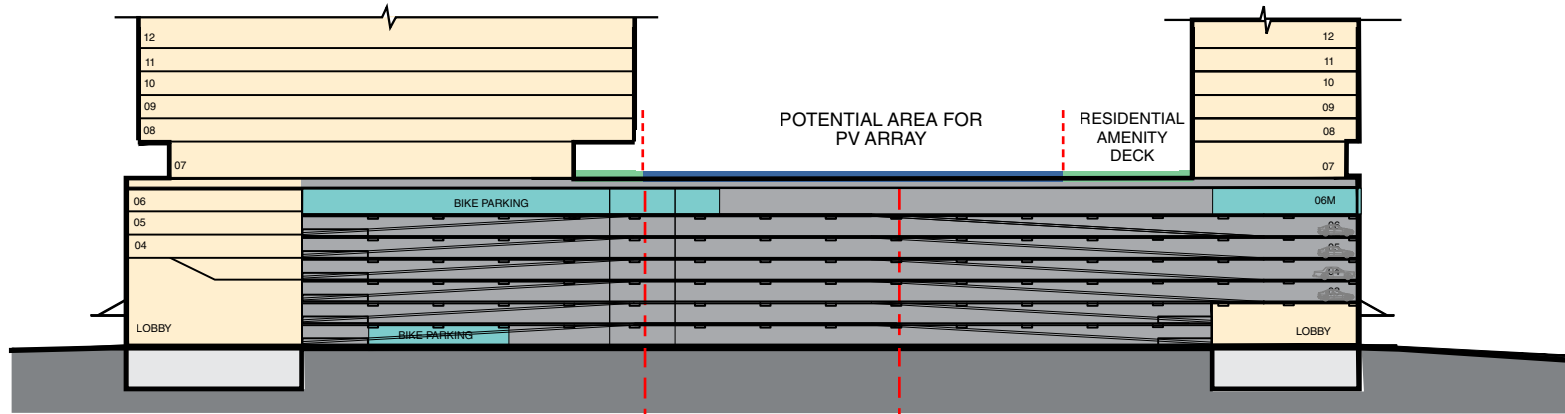
UNITS: 440

135 BROADWAY
CAMBRIDGE, MA



AREA: 2,750 GSF RENTAL
1,400 GSF CONDO

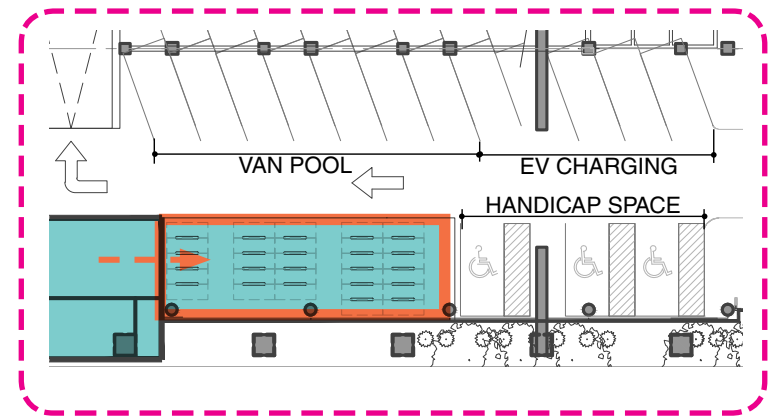
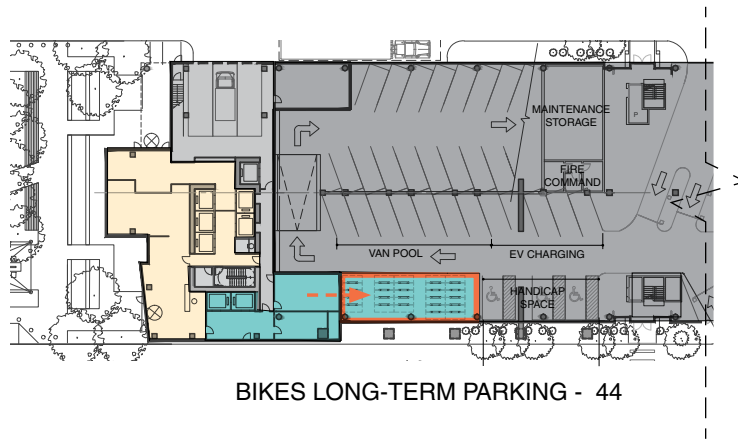
UNITS: 312 RENTAL
84 CONDO



SECTION AT PODIUM

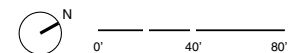
SOUTH EXPANSION JOINT

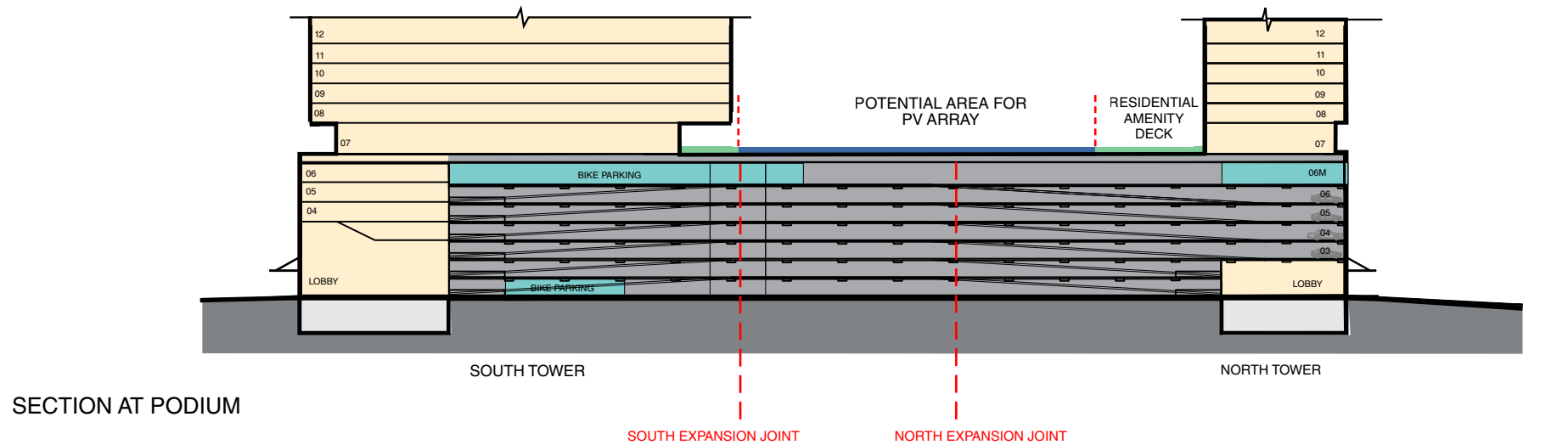
NORTH EXPANSION JOINT



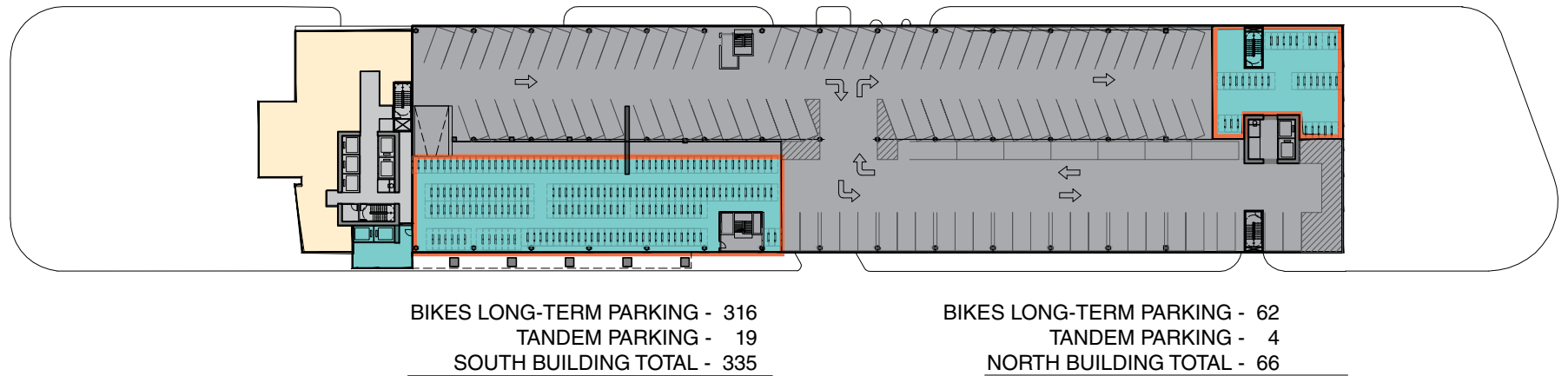
- Long Term Bicycle Parking
- Bicycle Access

- Parking
- Residential
- Green Roof / Amenity





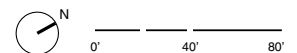
SECTION AT PODIUM



SHORT TERM PARKING LOCATED IN EAST-WEST CONNECTOR

- Long Term Bicycle Parking
- > Bicycle Access

- Parking
- Residential
- Green Roof / Amenity



INNOVATION SPACE

CONCEPTUAL OPERATION PLAN OPTIONS

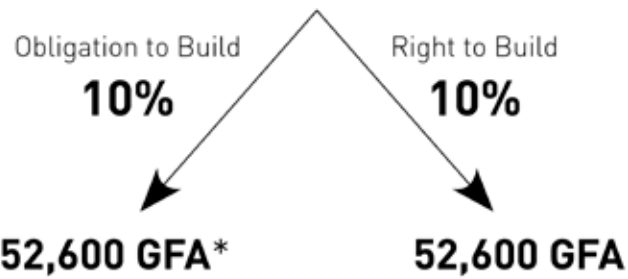
FIGURE R1.4.1

600,000 GFA Total New Commercial Density

- 60,000 GFA Dedicated to Whitehead

- 14,000 GFA Dedicated to Broad Institute

526,000 GFA Available New Commercial Density



* To be delivered simultaneously with 145 Broadway

OPERATIONAL PLAN OPTION 1



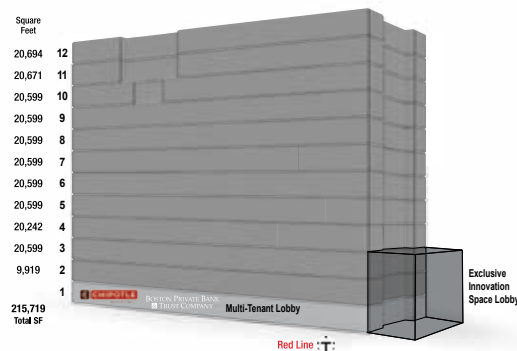
Boston properties manages the Innovation space directly

OPERATIONAL PLAN OPTION 2



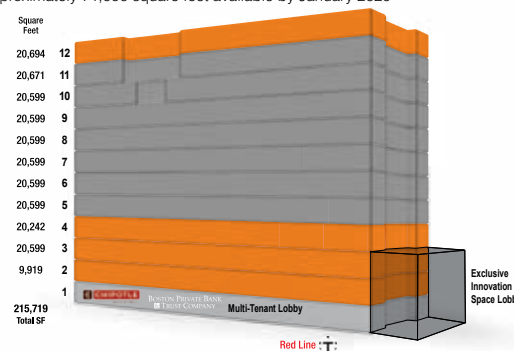
Boston properties hires / subleases the space to a potential or existing third party operator of innovation space

255 MAIN STREET- EXISTING



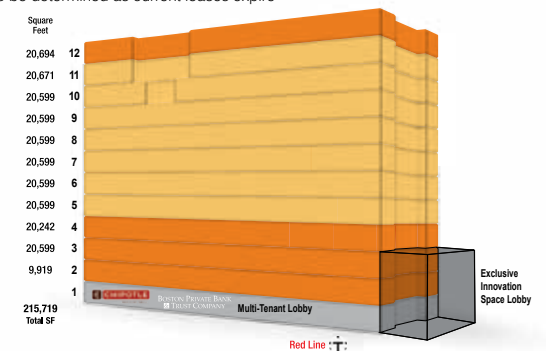
255 MAIN STREET - PHASE I

Approximately 71,000 square feet available by January 2020



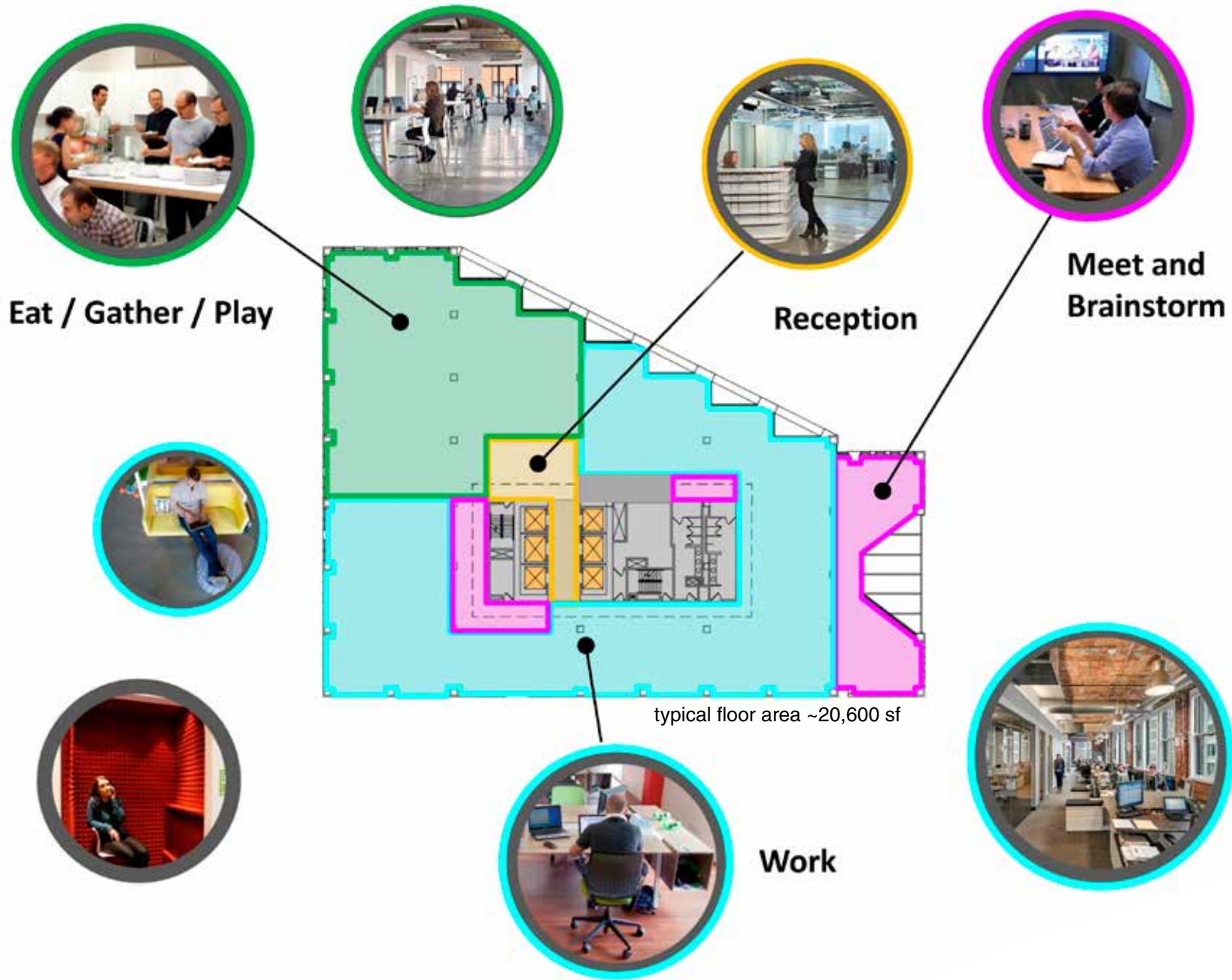
255 MAIN STREET - PHASE II

To be determined as current leases expire



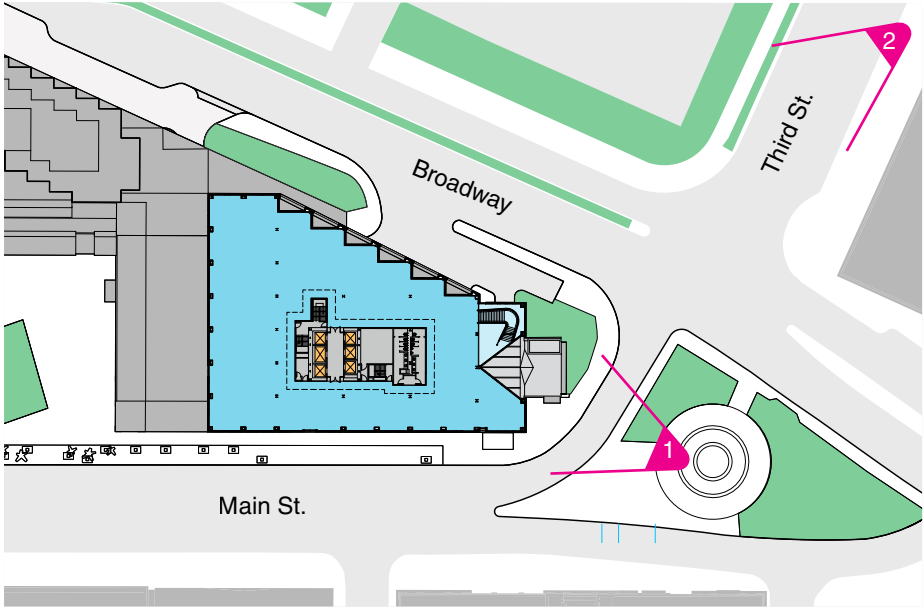
Phasing and percentage of Innovation space will be in conjunction with the GFA of Commercial Buildings





INNOVATION SPACE: ENTRY AND IDENTITY OPPORTUNITIES

FIGURE R1.4.4



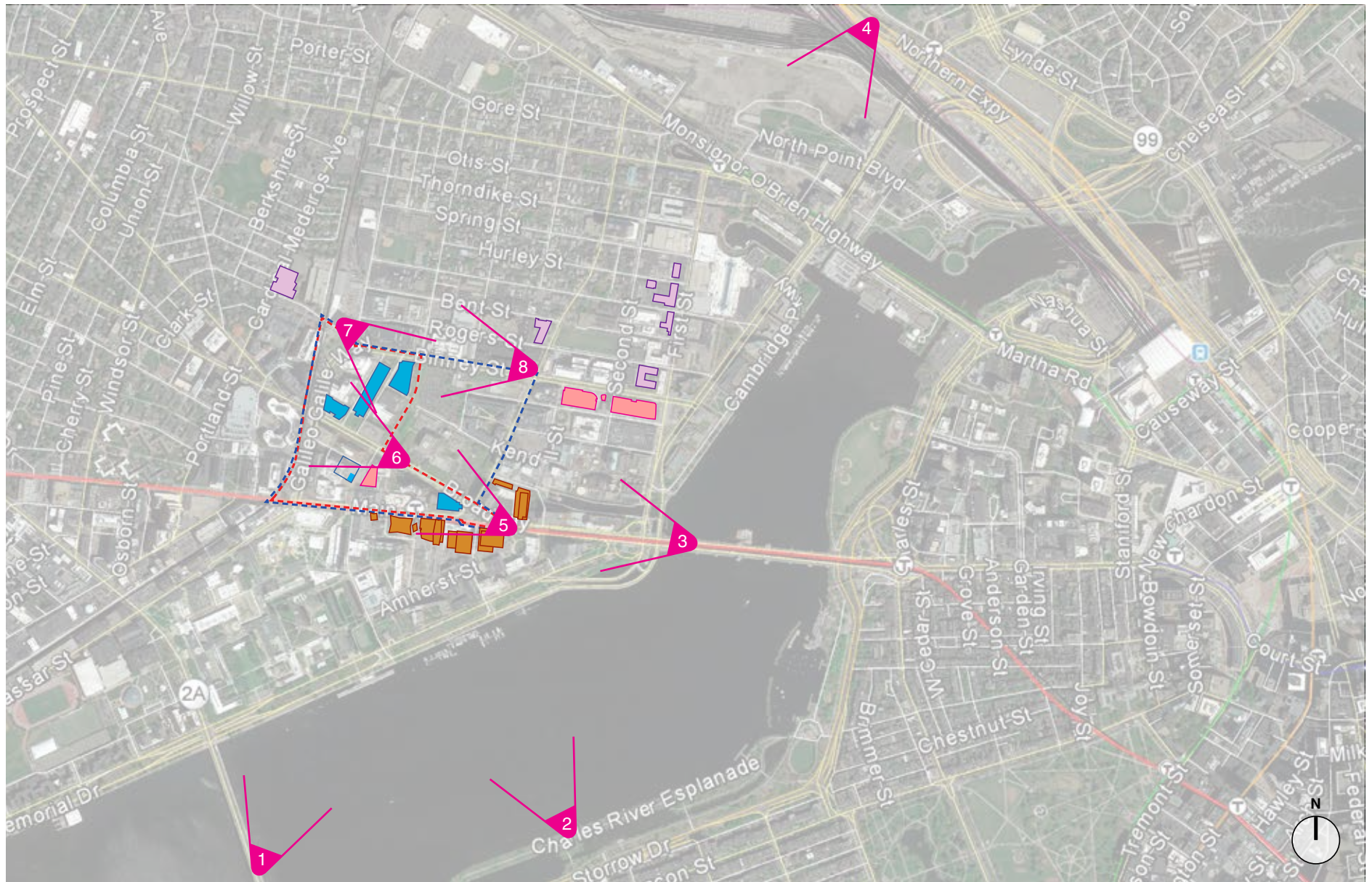
URBAN DESIGN MASSING VIEWS

PROPOSED BUILDINGS CONCEPT MASSING

FIGURE R1.5.1



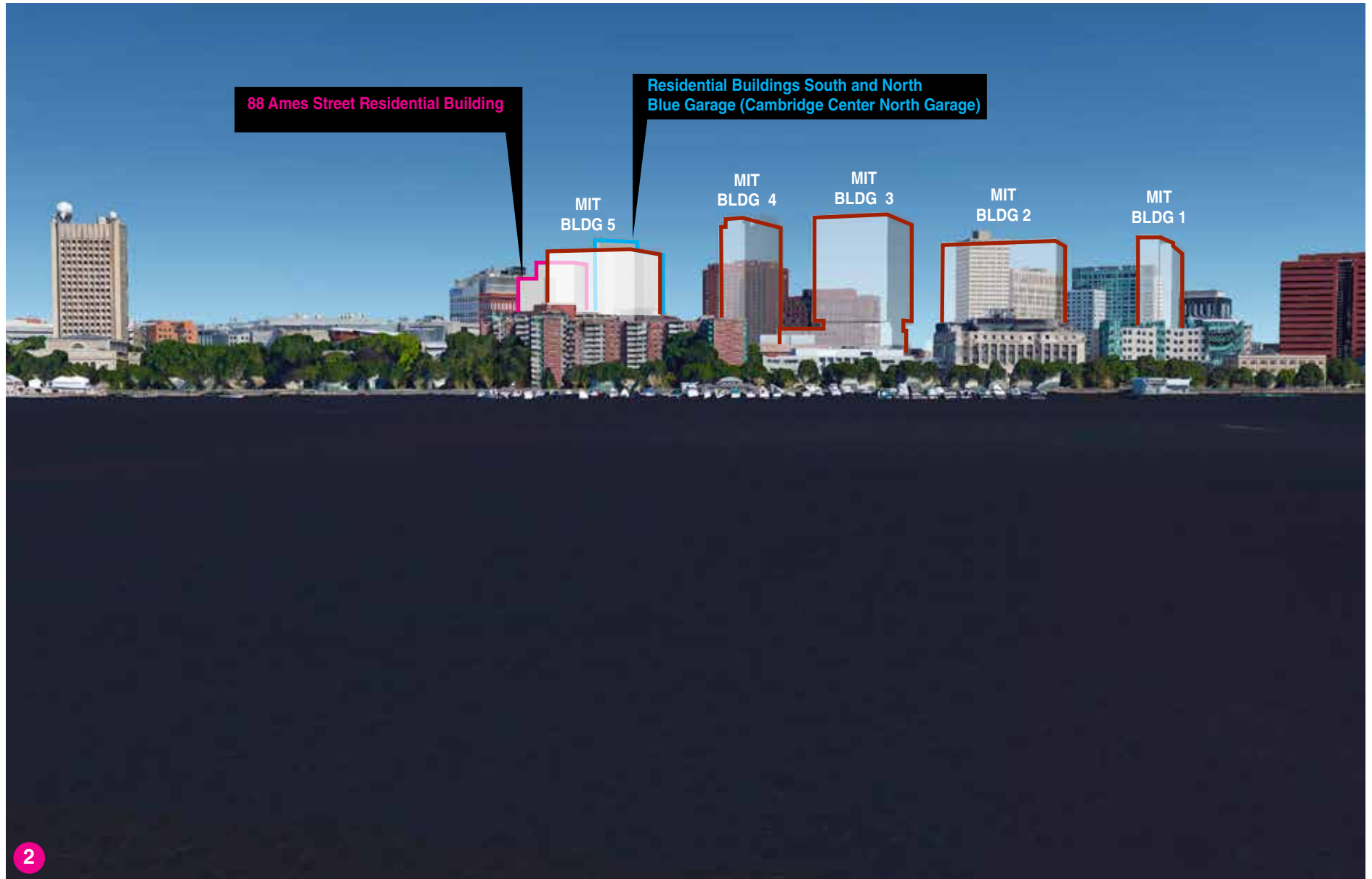
- Permitted Under Construction
- Proposed MIT Noma/Soma
- Proposed Buildings





- | | |
|--|---|
| Permitted Under Construction | MXD Boundary |
| Permitted Projects | KSURP Boundary |
| Proposed MIT Noma/Soma | Proposed MXD Building |




- Proposed MIT Noma/Soma
- Proposed MXD Buildings



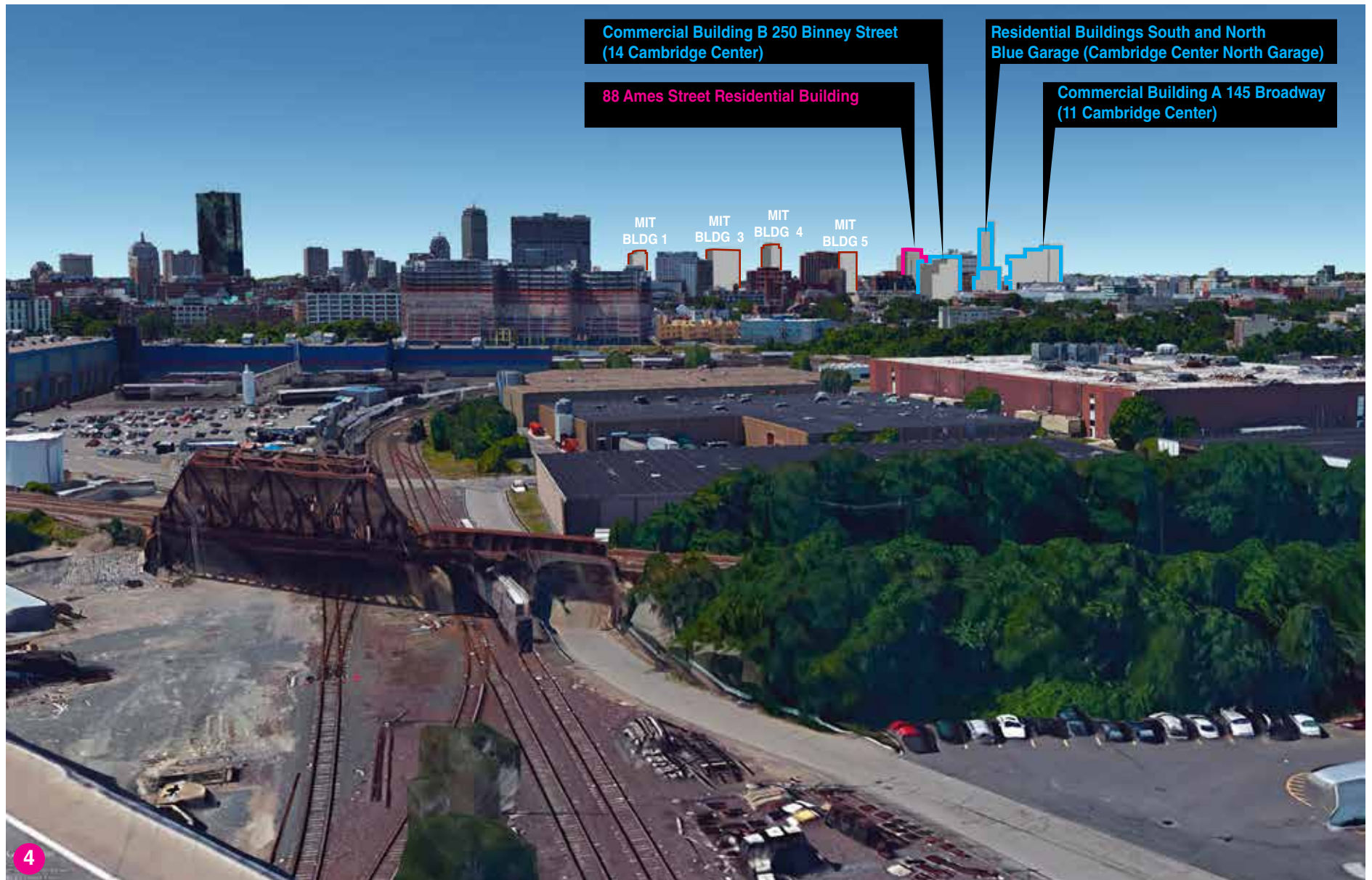
 Permitted Under Construction

 Proposed MIT Noma/Soma

 Proposed MXD Buildings



- Proposed MIT Noma/Soma
- Proposed MXD Buildings



Permitted Under Construction

Proposed MIT Noma/Soma

Proposed MXD Buildings



Proposed MIT Noma/Soma
Proposed MXD Buildings

3. OPEN SPACE PLAN

RESPONSE TO COMMENTS

IDCP RESPONSE TO COMMENTS

CHAPTER 3 OPEN SPACE

R3.1 BLUE GARAGE ROOF

Applicant received several comments and questions about whether the Blue Garage will include open space for residents and what other uses may be considered in areas that are not private. As shown in **FIG. R3.1.1**, the Blue Garage will include two, separate private open spaces immediately abutting each residential project on the north and south sides of the garage. The area in between both open spaces is proposed as a solar array that will provide energy generation specifically for the residential projects.

Exhibit Reference: FIG.R3.1.1, FIG.R3.1.1B

Comment Reference: CRABoard3, CRABoard7, PLNBoard18, CRA10, CRA26,

R3.2 BROADWAY PARK

R3.2.1 LEVEL OF DESIGN OF PARKS: Applicant received a comment that the north and south parks are not designed thoroughly enough and that the parks should include moveable chairs.

Applicant agrees that the design is not finished but recommends that public spaces undergo the next stage of design at the time of Design Review of their associated phase consistent with the MXD IDCP Chapter 9 Phasing Plan and approved as a condition of that phase. For example, the 6th Street connector would be presented and reviewed during Design Review for Commercial Building A and approved as a condition of Phase I. This process will allow for the conceptual design of the parks to be approved with the IDCP but will also provide for additional review in the future, as the phases get developed, that can accommodate potential changes in community needs or preferences.

Exhibit Reference: N/A

Comment Reference: PLNBoard4

R3.2.2 EMERGENCY CALL BOXES: Applicant received a public request that Broadway Park include Emergency Call Boxes. Broadway Park will include an Emergency Call Boxes. A proposed location has been identified for the concept plan and can be subject to further review during Design Review.

Exhibit Reference: FIG.R3.2.2

Comment Reference: Public1

R3.2.1 DIAGONAL PATHWAYS: Applicant received different comments about the diagonal pathways and desire lines through the park. Applicant notes the comments and is willing to study desire lines further but recommends that this level of review occur at the time of design review for Phase II consistent with the MXD IDCP Chapter 9 Phasing Plan.

Exhibit Reference: FIG.R3.2.1
Comment Reference: CDD6, CRABoard4

R3.2.4 COMMUNITY TABLE LOCATION: Applicant received a comment that the location of the community table should be studied. Applicant notes the comments and is willing to study table composition and location further but recommends that this level of review occur at the time of design review for Phase II consistent with the MXD IDCP Chapter 9 Phasing Plan.

Exhibit Reference: N/A
Comment Reference: CDD8

R3.2.5 PARK PLANTINGS: Applicant received a public comment stating that the lush nature of the existing park should be preserved. Applicant notes the comment and is willing to provide further details on plantings but recommends that this level of review occur at the time of design review for Phase II consistent with the MXD IDCP Chapter 9 Phasing Plan.

Exhibit Reference: N/A
Comment Reference: Public5

R3.2.6 EXTENSION OF WEST SERVICE DRIVE PAVEMENT: Applicant received a comment about extending the plaza paving condition further North along the West Service drive to create connection with the pathway located to the North of 145 Broadway. **FIG 3.2.2** shows the extension of the paving.

Exhibit Reference: FIG R3.2.2
Comment Reference: CDD7

R3.3 PLAN FOR OTHER OPPORTUNITIES FOR PUBLIC REALM WITHIN MXD

Applicant received a request to define other areas in the MXD where other property owners may explore public realm enhancements as part of a broader planning framework. **FIG R3.3.1** shows future potential areas of public realm enhancement that may be considered by other property owners. Applicant will coordinate with other property owners but is not recommending specific plans or proposing any of the areas shown in Applicant's proposal other than those listed in Section 3.2.

Exhibit Reference: FIG R3.3.1, IDCP revisions 3.2 Proposed Open Space
Comment Reference: CDD1, CRA11

R3.4 ENCLOSED WINTER GARDEN SPACE

Applicant was asked to explore the possibility for other enclosed indoor spaces similar to the Winter garden that was explored in earlier proposals. During many community meetings, Applicant heard that there was a strong preference TO maintain as much open space as possible. As a constrained urban infill site, there are many demands on the limited ground floor space and Applicant is unable to locate a suitable space for indoor public gardens.

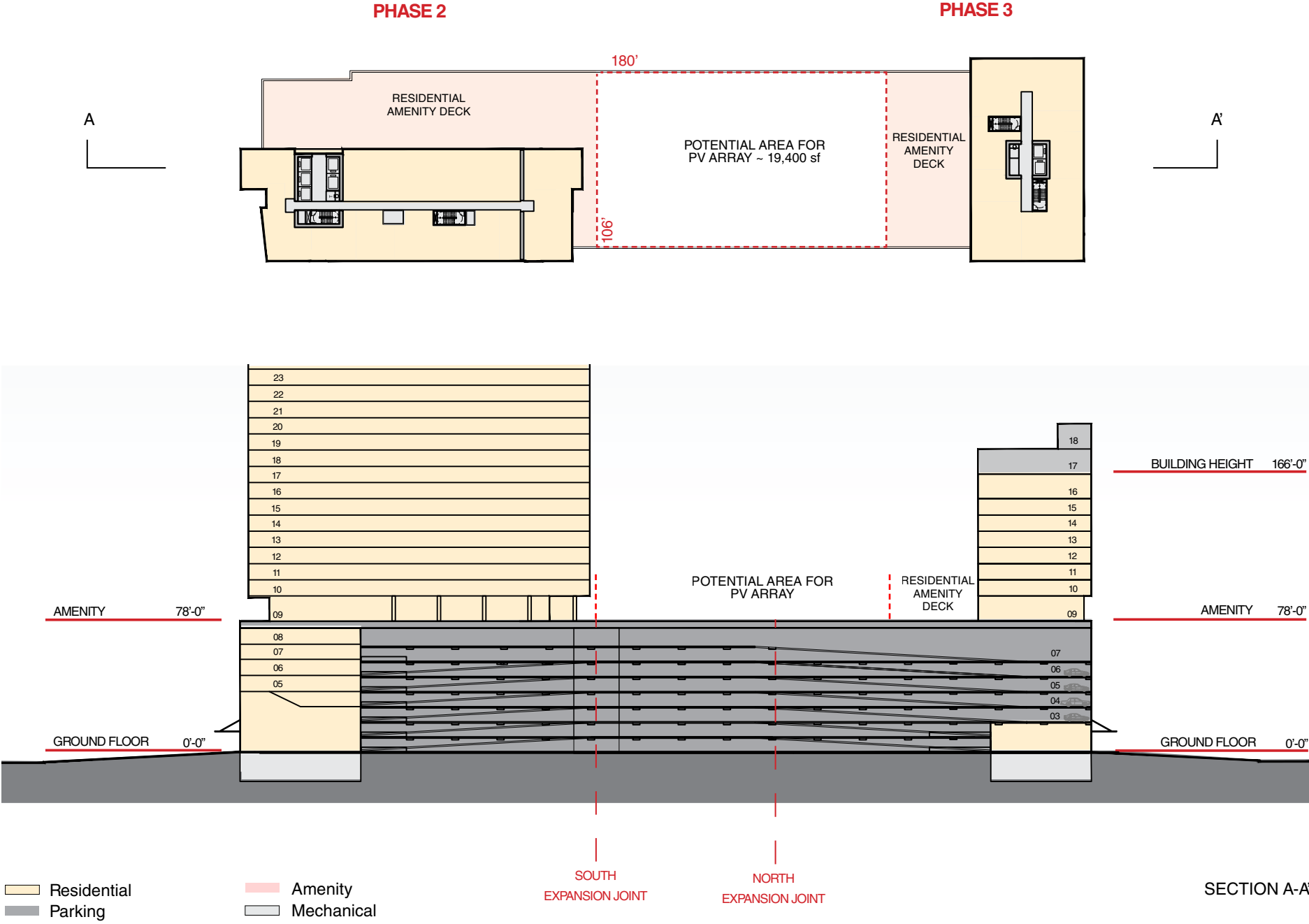
Exhibit Reference: N/A

Comment Reference: PLNBoard19

BLUE GARAGE ROOF

POTENTIAL PV ARRAY LOCATION

FIGURE R3.1.1



MARCH 21ST

9AM



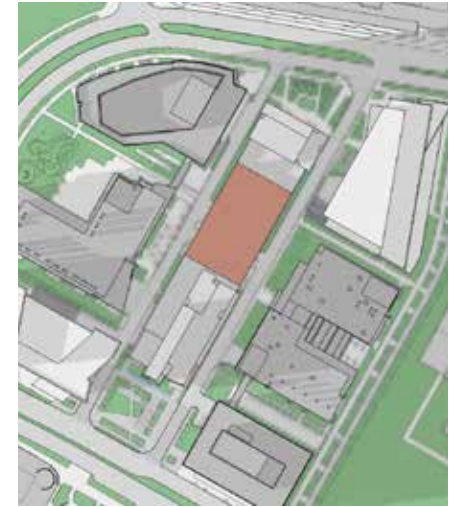
12 PM



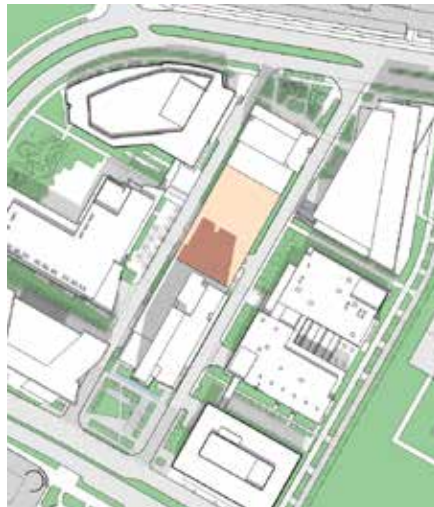
3 PM



5 PM



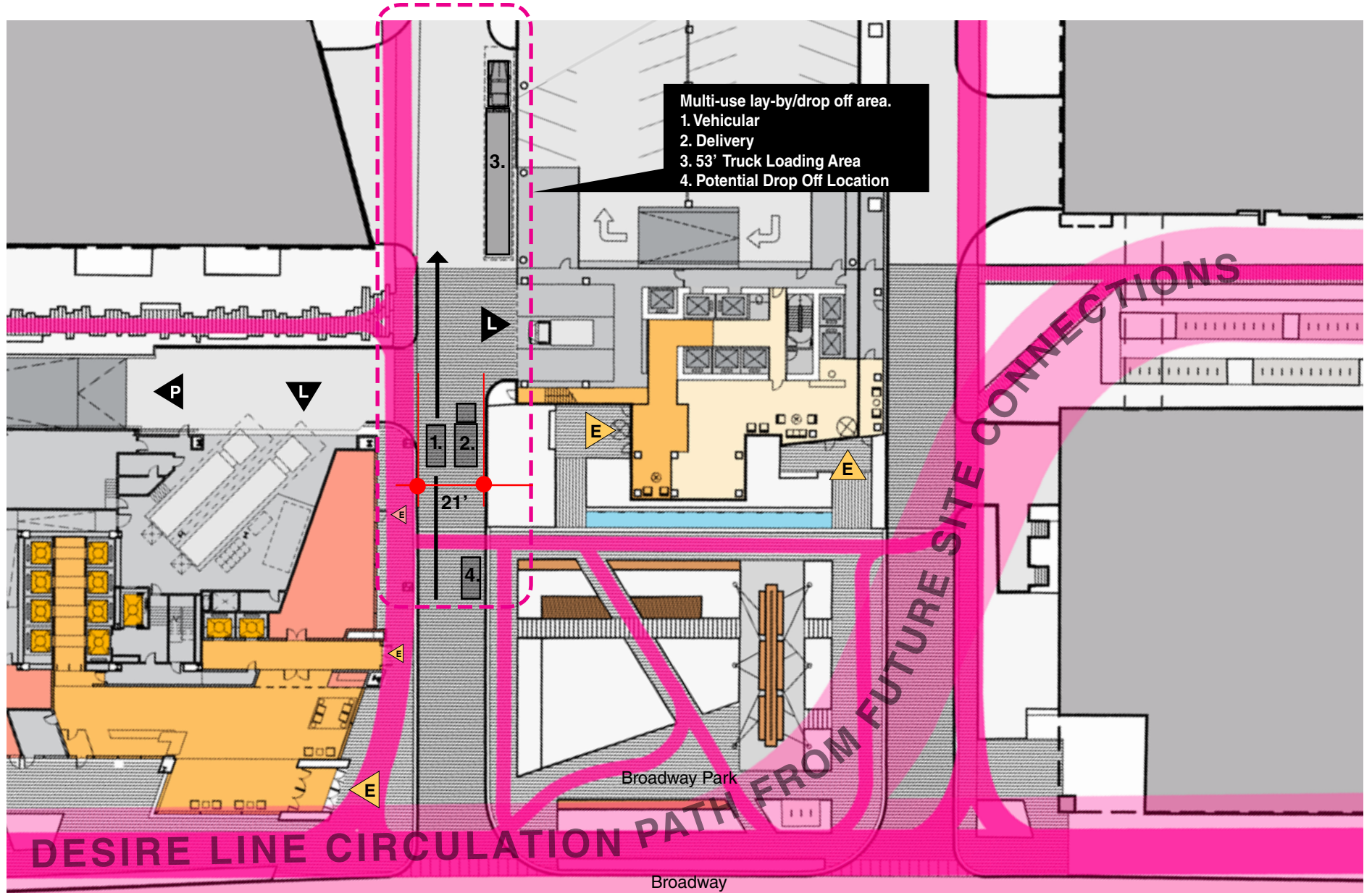
JUNE 21ST



BROADWAY PARK

BROADWAY PARK: PEDESTRIAN ACCESS AND CIRCULATION PLAN: PATHWAYS

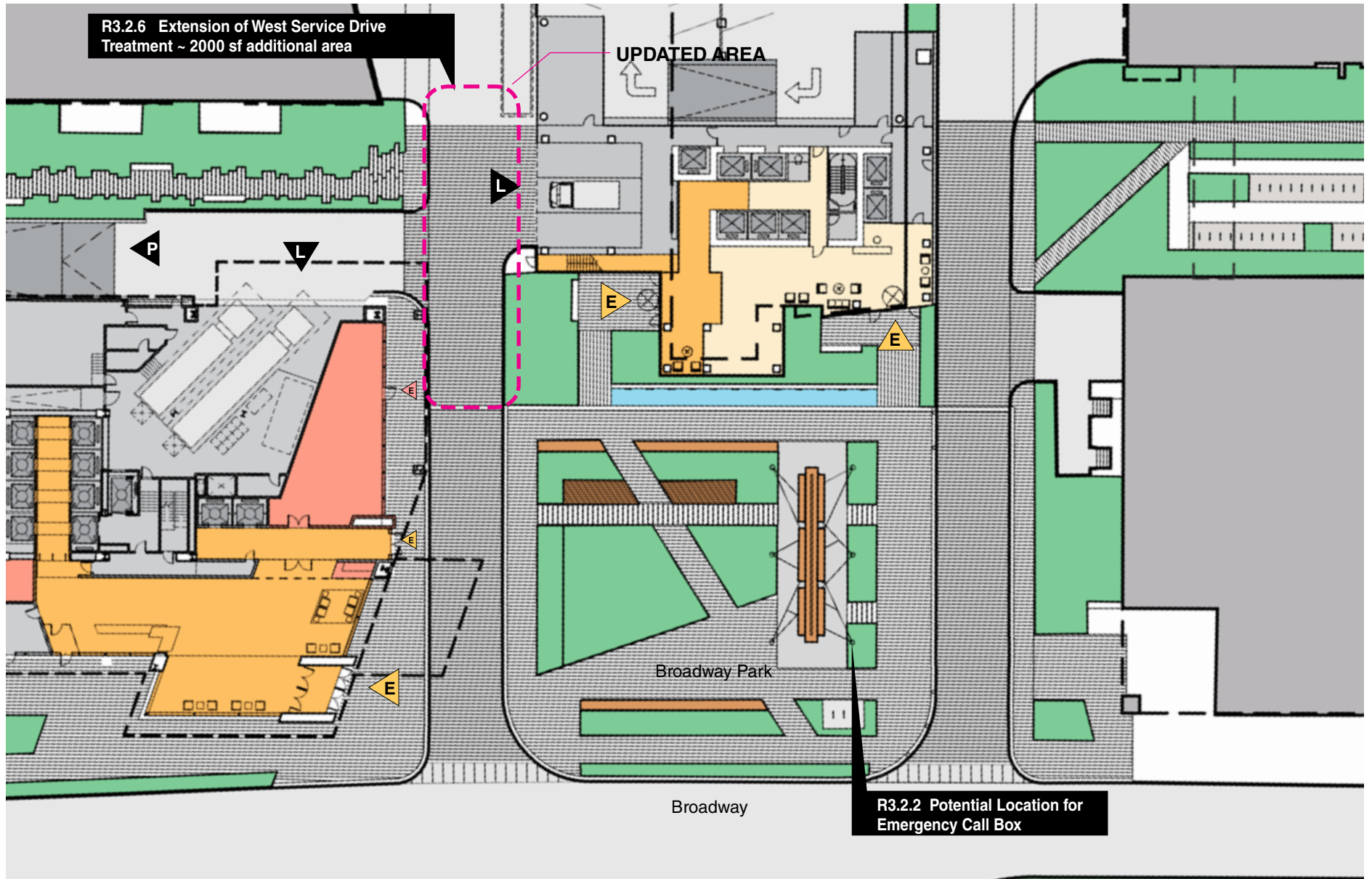
FIGURE R3.2.1



-

GROUND LEVEL

0' 20' 40'

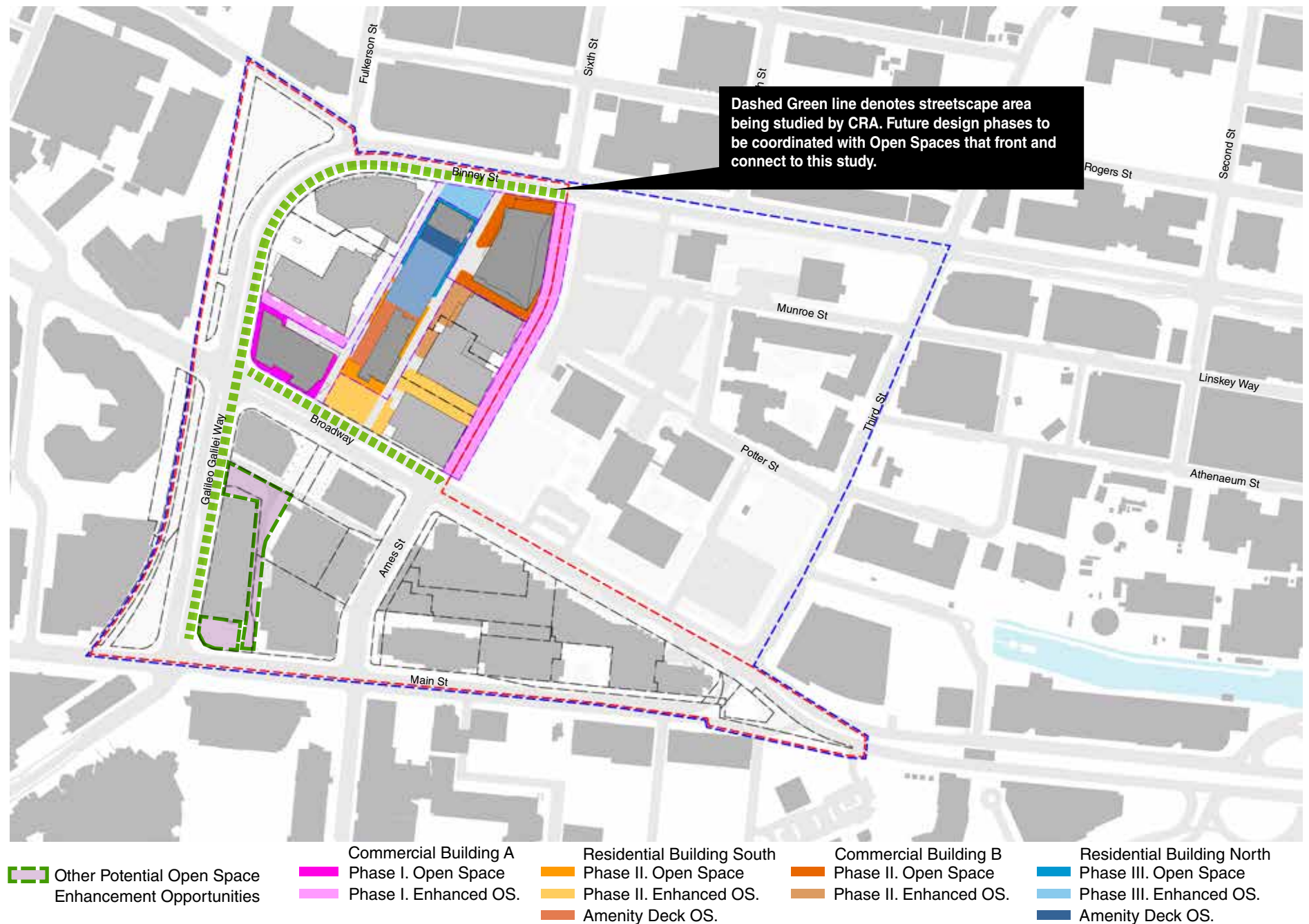


- Lobby
- Active Use
- P Parking Entrance
- L Loading
- E Entrance (per use type)

GROUND LEVEL

N

0' 20' 40'



4. RETAIL PLAN

RESPONSE TO COMMENTS

IDCP RESPONSE TO COMMENTS

CHAPTER 4 RETAIL

R4.1 RETAIL MARKET ANALYSIS BOUNDARY

Applicant was asked to clarify the boundaries of the market analysis that was provided. **FIG R4.1.1** supplements the IDCP maps included on page 165 of the MXD IDCP submitted on August 9, 2016.

Exhibit Reference: FIG.R4.1.1

Comment Reference: CRA7

R4.2 RETAIL VIABILITY

Applicant received a number of comments expressing concern about retail viability in light of existing low traffic areas at 250 Binney, high rents, dining amenities provided by companies within their office buildings and the general idea that Kendall has reached a saturation point for food service.

Applicant also has concerns about general retail viability but believes the continued growth of the neighborhood, the addition of residential space and the potential future development of the Volpe site offer opportunities that will strengthen future retail viability. Further, the concerns being expressed in comments reflect a common understanding that the MXD has materially less traffic than Main Street and, even after being built out, will likely reflect a lower market rent. Applicant is also aware that some employers provide dining amenities but observes that employees often regard these amenities principally as a time saving conveniences and not a preferred dining option, minimizing their potential adverse impact on surrounding retailers. Finally, Applicant agrees that there are abundant dining options in the market area and is planning the proposed retail space with as much flexibility as possible in terms of space division, options and infrastructure should other viable retail opportunities present themselves at the time of marketing and leasing. Retail is a very dynamic use with constantly changing concepts and consumer preferences. Applicant will continue to monitor the evolution of Kendal Square's retail market to maximize the potential for complementary uses within the market area and consistent with the requirements found in Article 14.

Exhibit Reference: N/A

Comment Reference: CRA21, CDD33, PLNBoard22

R4.3 RETAIL RETROFITS AT 105 BROADWAY, 150 BROADWAY AND 255 MAIN STREET

Applicant was asked to provide further detail about the future potential retail at 105 Broadway, 150 Broadway and 255 Main Street. As previously stated, these retail spaces are not part of this proposal and were included at the direction of CRA staff for the purposes of district wide planning. If in the future these spaces are converted to retail, they would require substantial retrofits. Both 105 Broadway and 150 Broadway's lobbies are above sidewalk grade and will likely require accommodations for accessibility that could potentially include ramps but will be subject to future design efforts. The retail at 255 Main Street is a potential two story opportunity located behind a set of decommissioned venting louvres. The space is comparatively shallow but could accommodate a limited restaurant or café use, convenience or service retail or other boutique or dry goods uses. Additional details about 255 Main Street can be found on page 164 of the MXD IDCP submitted on August 9, 2016.

Exhibit Reference: N/A

Comment Reference: CRA9, CRA23

R4.4 SIZE OF RETAIL SPACES

Applicant received a comment indicating that 250 Binney should restrict its retail suite sizes to 3,000 square feet to ensure local retail and a comment asking Applicant to identify where larger blocks of space could be located to accommodate larger retailers (including grocery and pharmacy) should other recent proposals for the district not achieve the anticipated uses in their proposals. The retail spaces are being designed for maximum flexibility to ensure they will be responsive to the evolution of the retail market and with a clear understanding of the community preference for local retail, nighttime uses and convenience retail like drycleaners, pharmacy and barber shops or salons. At this time, Applicant does not propose any specific division of space within the two larger retail spaces on the west side of 145 Broadway and east side of 250 Binney in order to preserve the opportunities for larger retail or multiple smaller retailers depending on the future conditions of the constantly evolving retail market. **FIG R1.1.1B** shows the areas for Active Use/Retail at 145 Broadway being approximately 7,225 sf and 1,300 sf respectively. **FIG R1.2.1** shows the areas for Active Use/Retail at 250 Binney Street of approximately 8,029 sf.

Exhibit Reference: FIG.R1.1.1B, FIG.R1.2.1

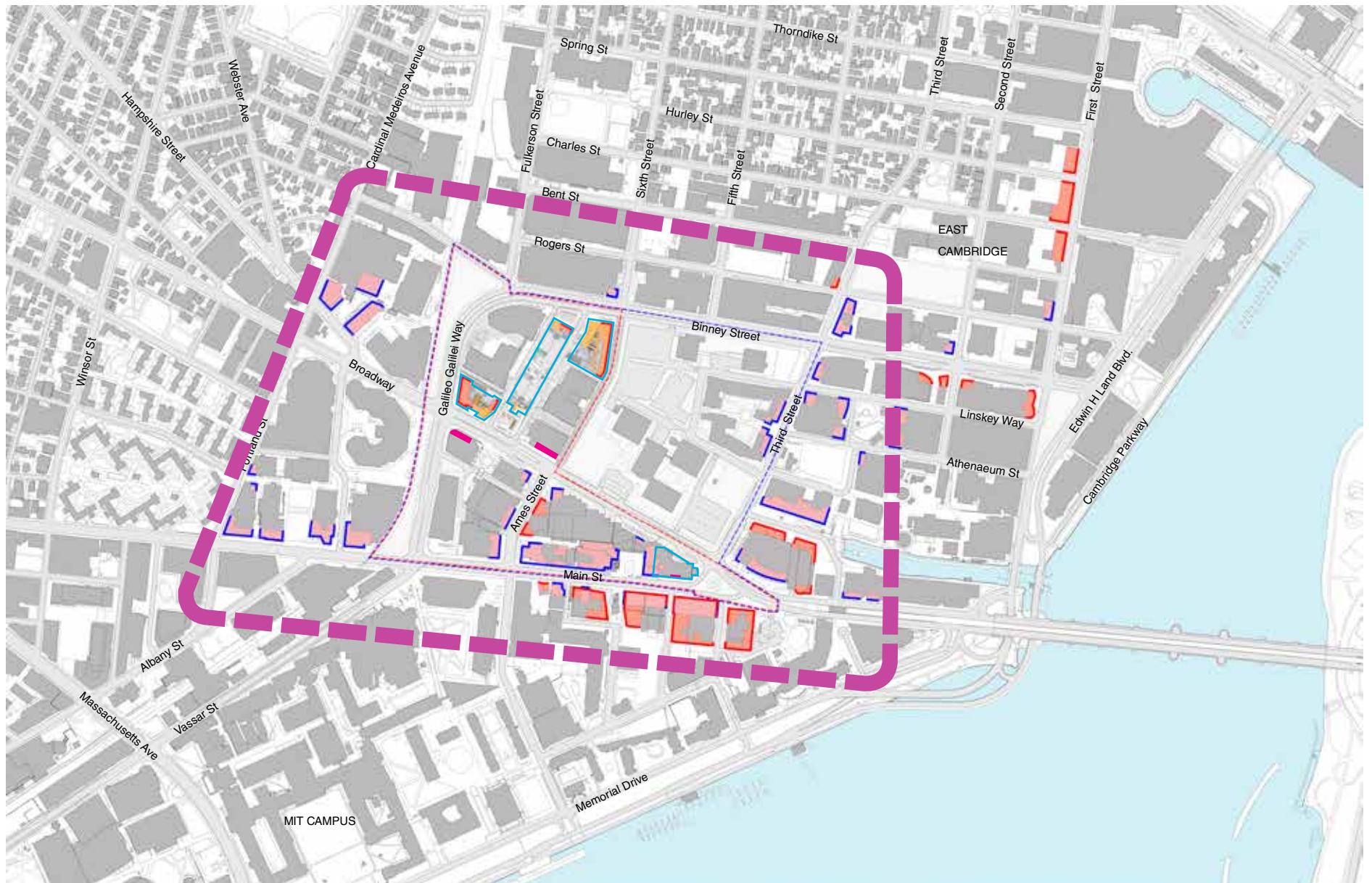
Comment Reference: CRA22, CDD32

R4.5 RETAIL AND ACTIVE USE REQUIREMENTS IN ARTICLE 14

Applicant was asked to provide cross references to other chapters in the MXD IDCP submission of August 9, 2016 related to the active use requirements and whether the retail spaces are being designed and programmed as exempt retail spaces. Additional information about active use edges can be found in the MXD IDCP submission of August 9, 2016 in Chapter 1.3.1 Overall Vision, Chapter 1 Development Components page 45, page 58, page 71 and Chapter 4. The retail spaces are being designed with flexibility for multiple potential uses including uses that qualify as Exempt Commercial Space under Article 14. However, it is premature to commit to programming at this stage as most retailers will not commit to space until the physical space is built. Also, retail concepts and consumer preferences constantly change based on broader trends and local market dynamics. The Applicant will continue to monitor the retail market throughout the development of the proposed project.

Exhibit Reference: N/A

Comment Reference: CRA8



- Existing Retail
 - Proposed Retail (by others)
 - Future Potential Retail
- Proposed Project Retail
- Retail Market Analysis Boundary
 - MXD Boundary
 - KSURP Boundary

5. TRANSPORTATION

RESPONSE TO COMMENTS

IDCP RESPONSE TO COMMENTS

CHAPTER 5 TRANSPORTATION

In addition to the responses below, applicant is completing the required PTDM plan and providing and the technical memo updating the Trip Generation as discussed with TP&T.

R5.1 WALK WAYS AND SERVICE DRIVES

Applicant received various comments about the East and West Service Drives that serve as the primary loading and vehicular access through the site and how they might be modified to enhance the pedestrian experience. **FIG. R5.1.1** shows a typical section of the East Service Drive. Applicant reviewed the width of the sidewalks and service drives and determined that the existing sidewalk width is adequate to service current and future projected pedestrian requirements. More importantly, the width of the service drives needs to be maintained to allow for traffic to continue to circulate in the event of a drop off, breakdown or fast delivery. While technically one lane service drives, the existing width ensures that any of the aforementioned events can occur and traffic is able to continue to circulate without causing back up onto city streets. **FIG. R5.1.2** shows truck turning studies for different truck sizes and illustrates the fact that the service drives need to maintain their current width for operations. Applicant will provide additional signage and site furnishings, including benches, to enhance the pedestrian experience.

Exhibit Reference: FIG. R5.1.1, FIG. R5.1.2

Comment Reference: CDD3, Barry3, CRA 16

R5.2 PARKING LOCATION AND PUBLIC ACCESS

Applicant received questions on whether the Blue Garage as well as the garage at 145 Broadway and 250 Binney Street are planned to be publicly accessible **FIG. R5.2.1** and where visitor parking will be accommodated. The Blue Garage is publicly accessible and currently has 500 spaces allocated for commercial use. 145 Broadway and 250 Binney Street are not planned for public use but will be designed to accommodate visitor parking. The parking for the residential buildings is planned in the Blue Garage. Additional specific information on parking will be provided in the PTDM plan to be submitted by Applicant.

Exhibit Reference: FIG. R5.2.1

Comment Reference: CRA13, CRA27, CRA28, TPT2

R5.3 PEDESTRIAN CIRCULATION

Applicant received various comments about internal pedestrian pathways and circulation within the project particularly as it relates to pedestrian circulation from east to west. **FIG. R5.3.1A** and **FIG. R5.3.1B** shows the proposed pedestrian circulation plan that is deliberately designed to reinforce activation of the parks, ensure retail viability and provide paths to logical connection points within the district, for example the corner of Galileo and Broadway. The existing pedestrian path, **FIG. R5.3.2** through the center of the Blue Garage will be enhanced to include new signage and a differentiated paving pattern to reinforce the crosswalk across the service drives. Applicant proposes that additional design of the Blue Garage pedestrian path and the pathways on the east west connectors take place during the Design Review of the phase that is outlined in the MXD IDCP phasing plan in Chapter 9 as a condition of Design Approval.

Exhibit Reference: FIG. R5.3.1A, FIG. R5.3.1B, FIG. R5.3.2

Comment Reference: CDD4, CDD5, TPT1, CRA30

R5.4 LOADING MANAGEMENT PLAN

Applicant was asked to provide a service/loading management plan to minimize the amount of time when loading doors are open. Applicant will commit to providing a service/loading management for each of the residential and commercial buildings prior to issuance of a building permit for each building. This is consistent with the Applicant's recent project at 88 Ames Street.

Exhibit Reference: N/A

Comment Reference: CRA31

R5.5 TURNING RADIUS

Applicant received the comment that the turning radius from Binney into the site was too large. The radius of that connection is designed to accommodate deliveries from trucks with 53' trailers as shown in **FIG. R5.5.1**

Exhibit Reference: FIG. R5.5.1

Comment Reference: PLNBoard16

R5.6 PEDESTRIAN ACCESS TO BLUE GARAGE

Applicant received comments requesting clarification on pedestrian access to the Blue Garage both during and after construction. The construction access plan will be developed in Phase II with other construction logistics plans in conjunction with other factors including vehicular traffic, bicycle circulation, construction staging and safety considerations that require further details that will be submitted through the Design Review Process. Pedestrian access for the Blue Garage in the final built condition is shown in **FIG. R5.2.1** with further refinement to occur when the Residential Projects submit a full Design Review package.

Exhibit Reference: FIG.R5.2.1

Comment Reference: CRA32, CRA30

R5.7 DROP OFF LOCATIONS

Applicant was asked to provide greater detail on visitor and delivery drop off for the residential and commercial projects. As shown on **FIG. R3.2.1**, a multi-use lay-by/drop off area is planned for the West Service drive in Phase II. This area is designed to accommodate a truck with a 53' lay by area as well as taxi and ride share drop offs, short term deliveries and pedestrian loading and unloading. In addition the service drives that exist today are designed to be wide enough to accommodate drop offs, breakdowns or deliveries while allowing for the continued circulation of traffic.

Exhibit Reference: FIG. R3.2.1

Comment Reference: CRA29

R5.8 HUBWAY AND SHORT TERM BIKE PARKING

Applicant was asked to provide further information on the location of Hubway stations and provide for greater clarity on short term parking. **FIG. R5.8.1** shows the location a 27 dock Hubway built into the existing planter structure along Broadway in front of 150 Broadway and an expanded Hubway dock along the existing locating at Binney Street. In addition, **FIG. R5.8.1** shows the short term bike parking for 145 Broadway has been distributed in smaller pods along Galileo and Broadway to accommodate for multiple, potential, future retail entrances. Further, short term bike parking that is part of the requirement for 145 Broadway and the South Residential building have been moved into Broadway Park at the direction of CDD staff. Short term Bike parking that is part of the requirement for the North Residential has been moved into Binney Park as well. The final location of the short term bike parking in both the Broadway and Binney Parks will be in a visible location and agreed upon during Design Review for the Phase II and III open spaces.

Exhibit Reference: FIG.R5.8.1

Comment Reference: TPT5

R5.9 ON GOING CRA ACTIVITY

Applicant was asked to include information about some of the Cambridge Redevelopment Authority's ongoing activities including traffic monitoring and the redesign of surrounding roadways. As required and further described, in the MEPA submission and approvals, the Cambridge Redevelopment Authority has made an ongoing commitment to continue to monitor and report on traffic and transportation data. In addition, the CRA has commissioned planning studies associated with the surrounding streetscape. **FIG. R3.3.1**

Exhibit Reference: FIG.R3.3.1

Comment Reference: CRA17, CRA18

R5.10 KSTEP

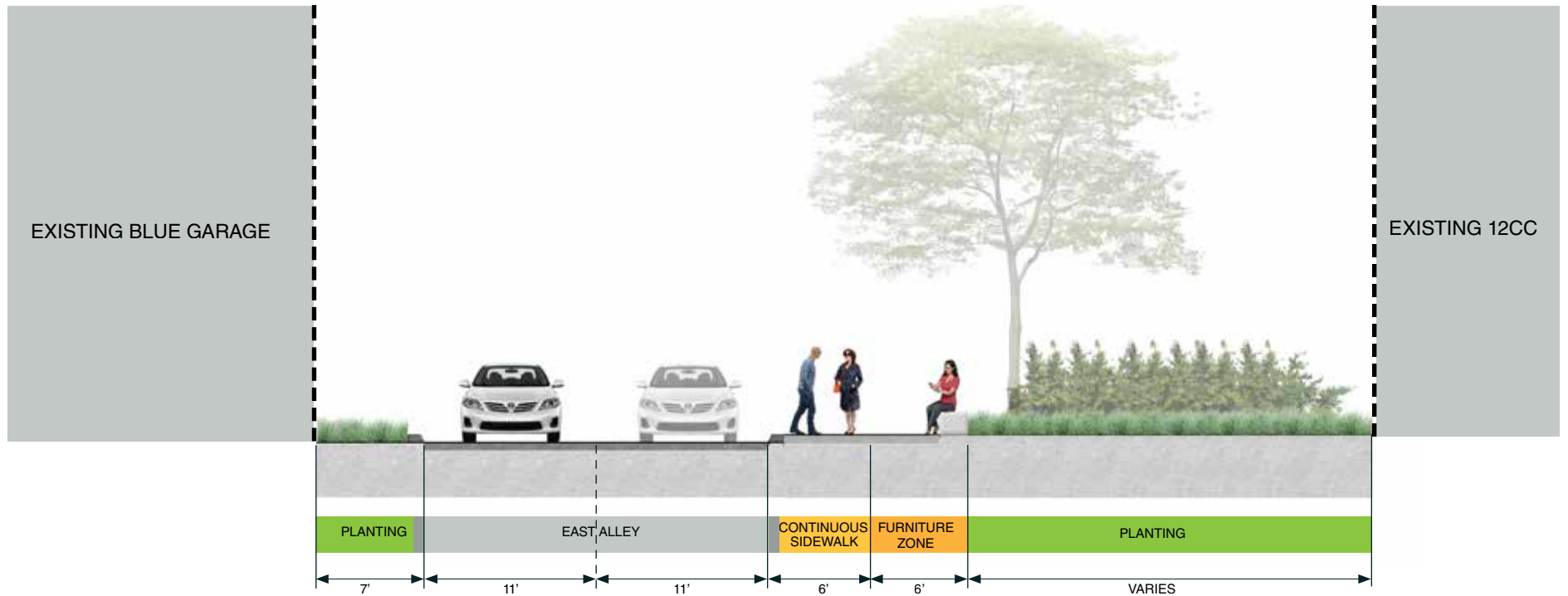
Applicant received a public comment about the use of KSTEP funds and various potential transit enhancements recommendations including a rubber tire bus from Sullivan Square to Kenmore Square via Kendall Square. Further, applicant received recommendations about encouraging tenants to engage in various behavioral and incentive programs, like charging full price for parking and requiring employers to provide transit passes to employees. Applicant acknowledges the comments and notes that the use of KSTEP funds is governed by the multiple parties in the MOU and that the Applicant will be working with the City to establish a PTDM plan that will address employer and tenant transit commitments.

Exhibit Reference: N/A

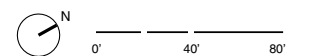
Comment Reference: TPT6, Public2

EAST SERVICE DRIVE SECTION THROUGH TYPICAL WALKWAY

FIGURE R5.2.1

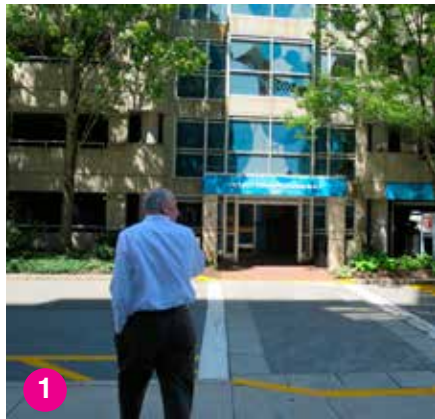


- Circulation Routes
- Lobby
- Active Use



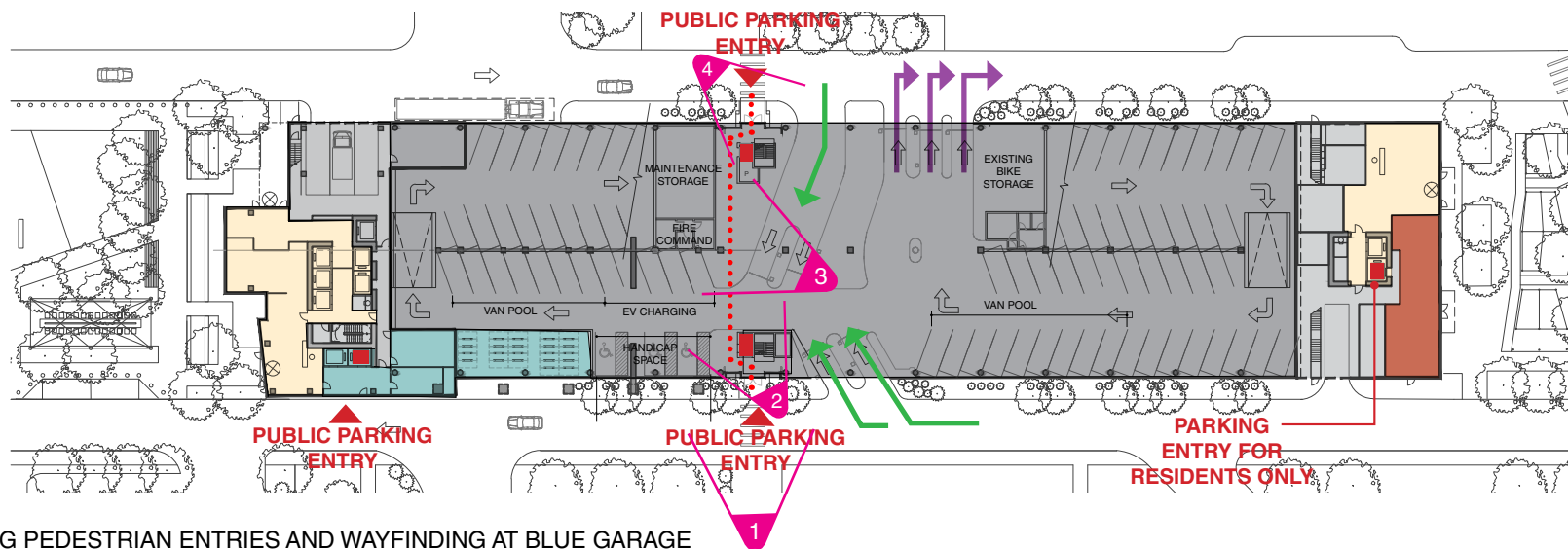
PUBLIC PARKING PEDESTRIAN ENTRIES

FIGURE R5.2.1



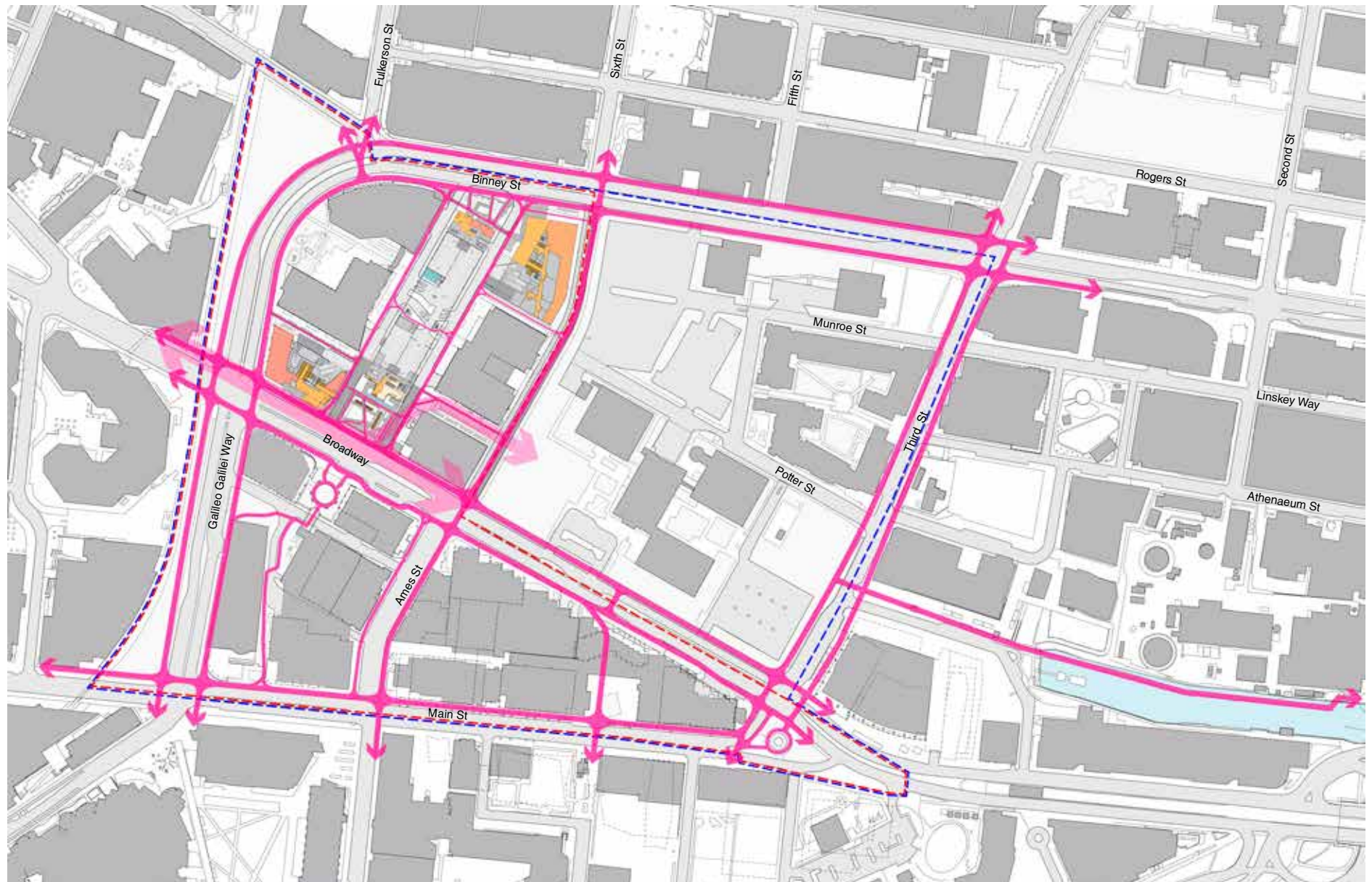
EAST SERVICE DRIVE ENTRY

WEST SERVICE DRIVE ENTRY

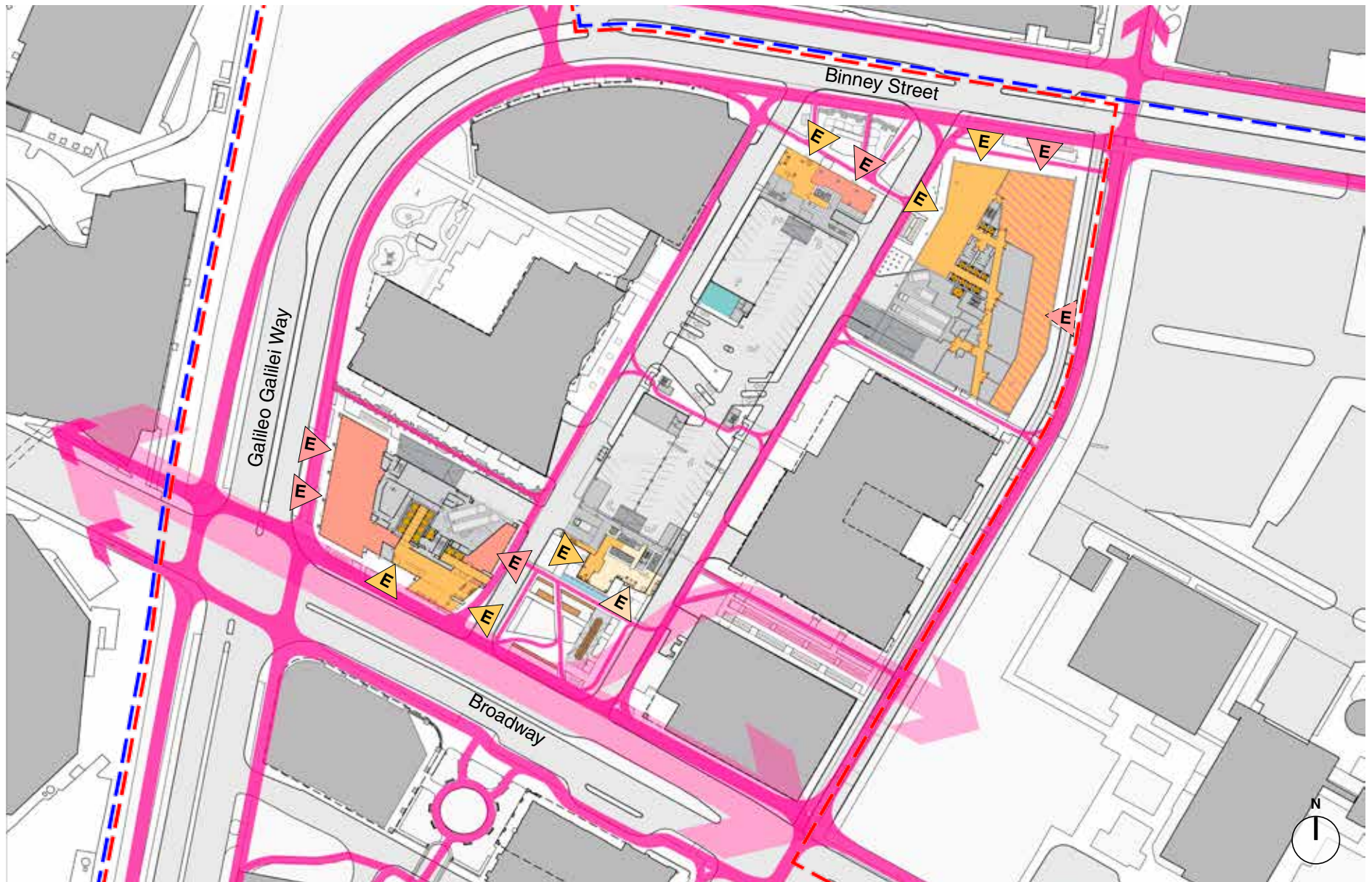



EXISTING PEDESTRIAN ENTRIES AND WAYFINDING AT BLUE GARAGE

- Vehicular Circulation Entry
- Vehicular Circulation Exit
- Pedestrian Entry





- █ Circulation Routes
- █ Lobby
- █ Active Use



 Circulation Routes

 Lobby

 Entrance (per use type)

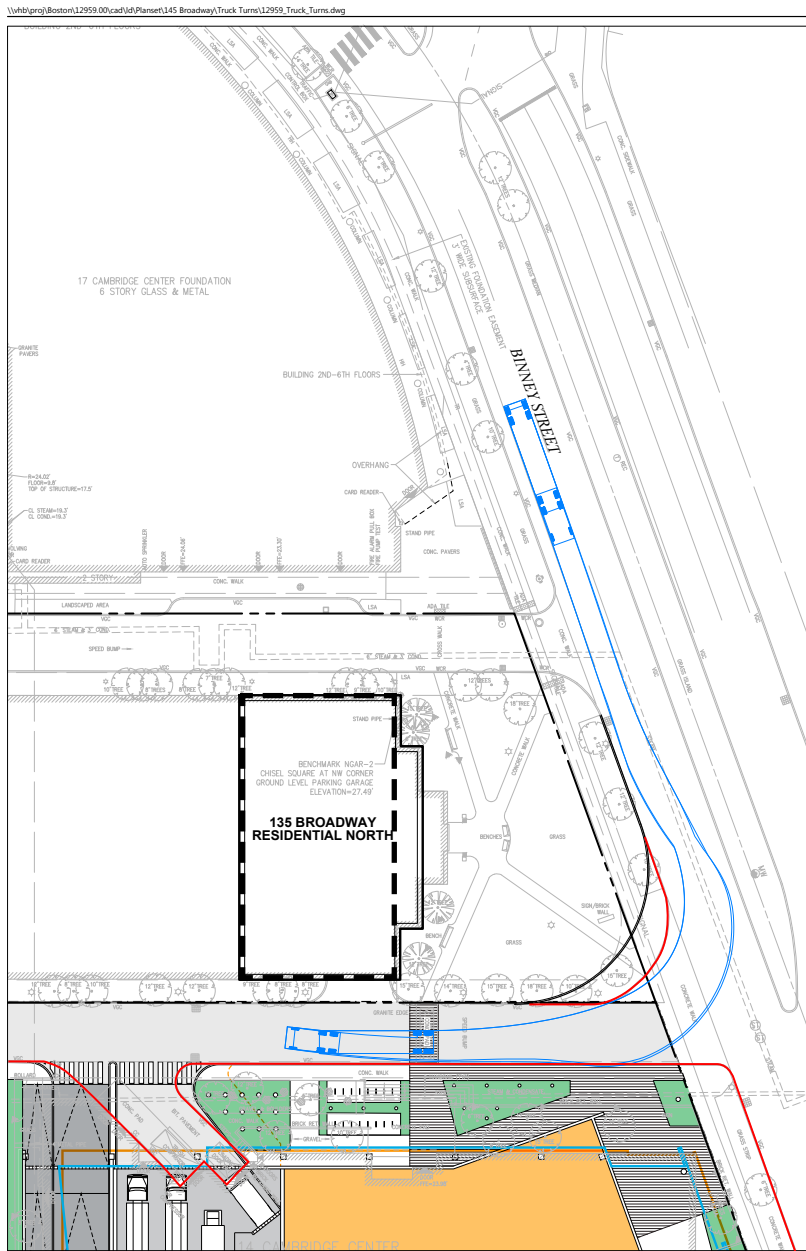
 Potential Entrance (per use type)

 Active Use

TRUCK TURNING RADIUS STUDY WB 50 TRUCK

TRUCK TURNING RADIUS STUDY WB 67 TRUCK

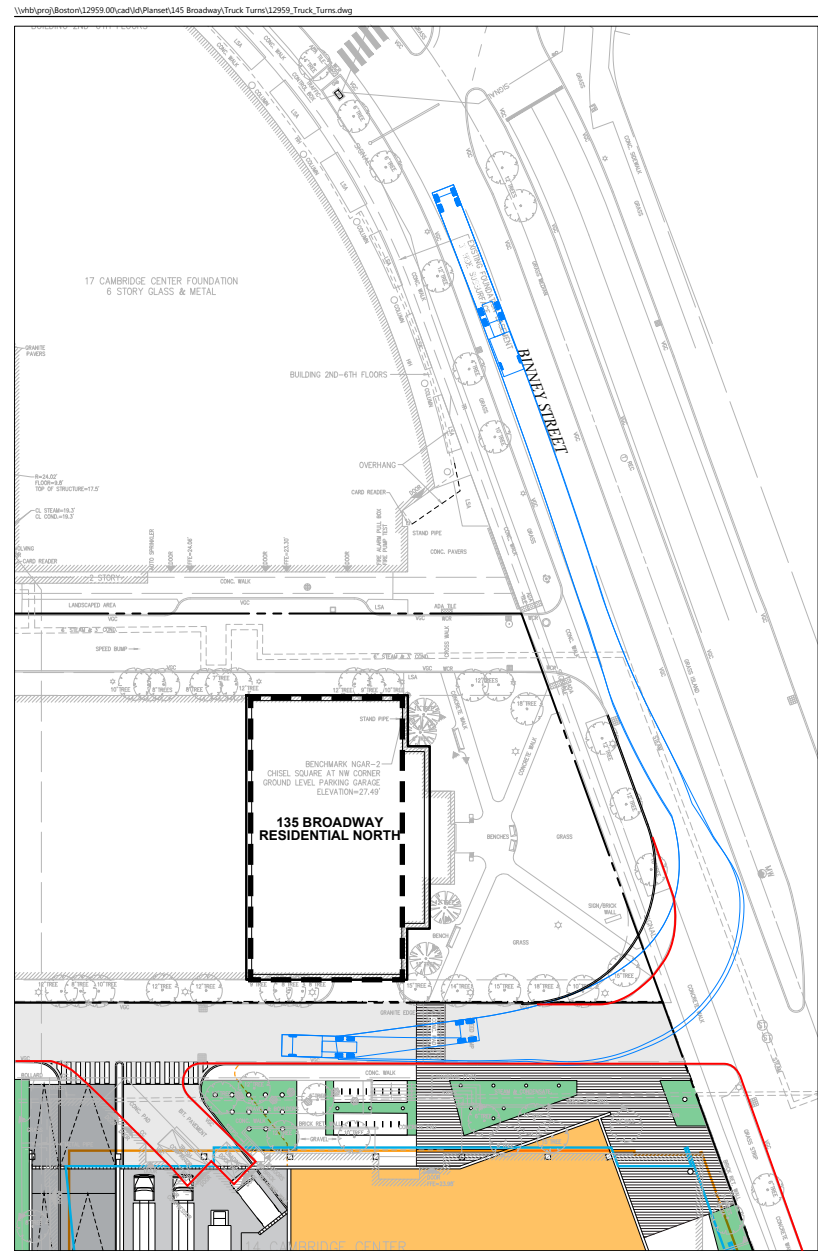
FIGURE R5.1



— Existing Curb

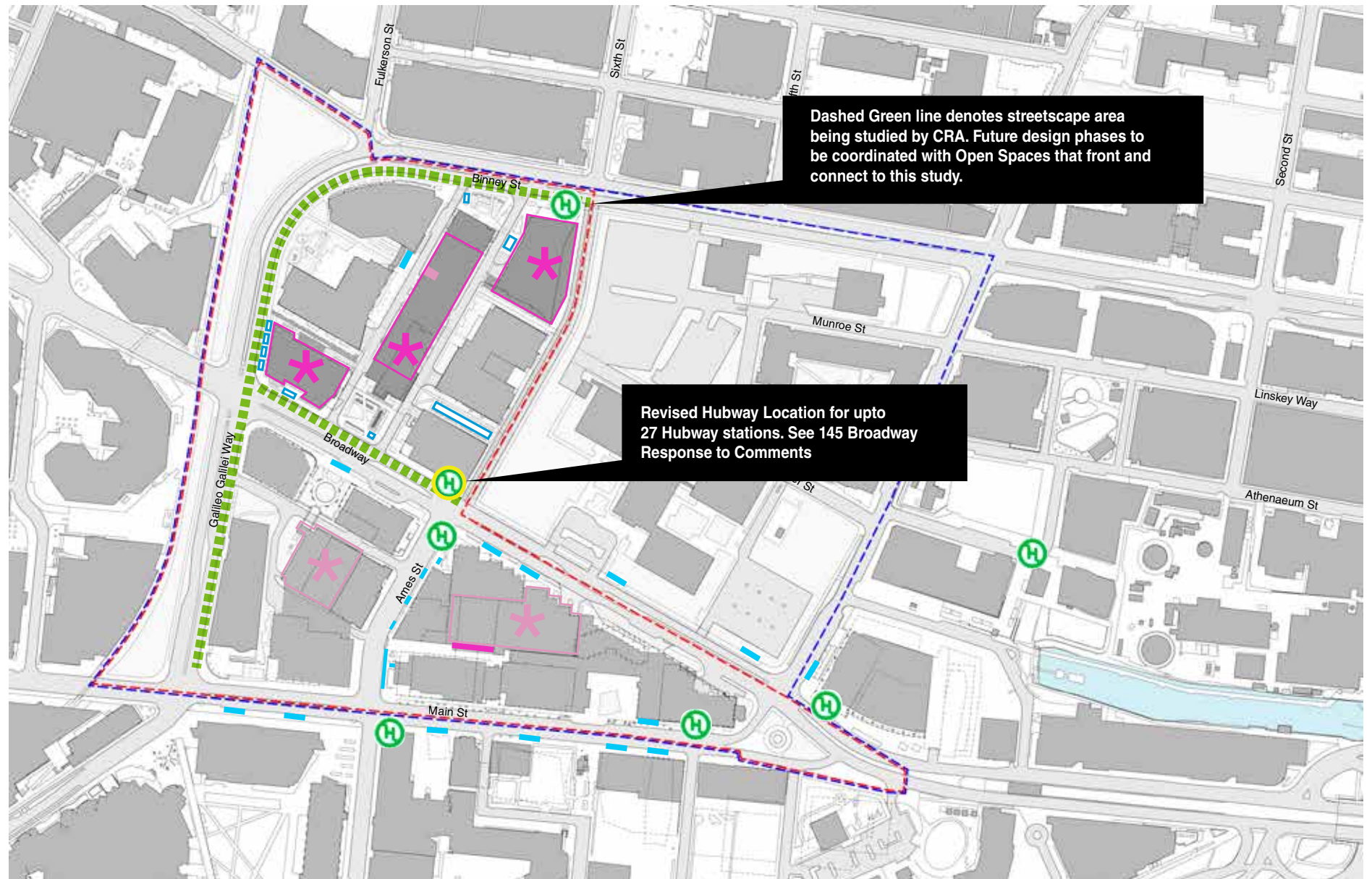
vhb Truck Turns - WB-50
Binney Street
Cambridge, MA

10/31/2016



vhb Truck Turns - WB-67
Binney Street
Cambridge, MA

10/31/2016



- ▬ Existing Short Term Bike Parking
- ▬ Existing Long Term Bike Parking
- ▬ Proposed Short Term Bike Parking
- ▬ Proposed Long Term Bike Parking
- ✱ Within Parking Structure
- Ⓜ Hubway Existing Locations
- Ⓜ Hubway Proposed Potential Locations

6. INFRASTRUCTURE

RESPONSE TO COMMENTS

IDCP RESPONSE TO COMMENTS

CHAPTER 6 INFRASTRUCTURE

R6.1 STORMWATER

Applicant received comments and a letter about storm water management. To manage the storm water, the landscaping guidelines and current plans call for indigenous drought resistant plantings and pervious paving surfaces, where possible, to maximize the opportunities for storm water retention and infiltration onsite. The specifics on planting schedules and locations will be provided during Design Review of the appropriate phase. In addition, each project will provide a proportionate amount of I&I mitigation that will be determined in consultation with the Department of Public Works after Design Review and prior to the issuance of a Certificate of Occupancy. Finally, as part of the district solution to storm water both Commercial Building A and B will provide onsite water storage tanks that will retain storm water and be used as process make up water for each building's cooling tower. In the event of overflow, injection wells will ensure that outflow to the City storm water system is minimized.

Exhibit Reference: N/A

Comment Reference: Public3, PLNBoard23

R6.2 GROUNDWATER IMPACTS

Applicant received an inquiry about potential impacts that foundations may have on groundwater deflection. **Appendix: Exhibit B** is a letter from our Geotechnical Engineer, Haley & Aldrich, stating that the foundation designs present no adverse impact to the ground water.

Exhibit Reference: N/A

Comment Reference: PLNBoard3

R6.3 CAPACITY STUDY

Applicant received a letter from the Department of Public Works about a metering program to evaluate current flow conditions. Applicant awaits additional details but is prepared to evaluate existing flow conditions.

Exhibit Reference: N/A

Comment Reference: DPW2

7. ENVIRONMENTAL IMPACTS

RESPONSE TO COMMENTS

IDCP RESPONSE TO COMMENTS

CHAPTER 7 ENVIRONMENTAL IMPACTS

R7.1 WIND ANALYSIS

Applicant received general questions about wind and comments about the sufficiency of the desktop wind study provided in the MXD IDCP submission from August 9, 2016. Chapter 7 of the MXD IDCP included a selection of the desktop wind model run by RWDI on the initial massing of all four proposed buildings. In addition to these select elements of the analysis, the entire desktop study can be found in the appendices located on the CD rom attached in the back sleeve of the MXD IDCP book and submitted electronically to the Community Development Department. Applicant understands the concern about wind, however, wind tunnel analysis is sensitive to changes in massing. Accordingly, Applicant proposes that each building provide a wind tunnel analysis during Design Review after massing has been approved as part of the Infill Development Concept Plan and at a time when the building design can be appropriately altered to respond to a wind tunnel study. For the purposes of comparison, Applicant has included a wind tunnel analysis of existing summer and winter conditions **FIG. R7.1.2** serve as a baseline for future review.

Exhibit Reference: FIG.R7.1.1, FIG.R7.1.2

Comment Reference: CRABoard13, PLNBoard6

FIGURE R7.1.1



**Wind Tunnel Study Model
Existing**

Kendall Square Masterplan – Cambridge, MA

Figure No. 1a

Project #1603158

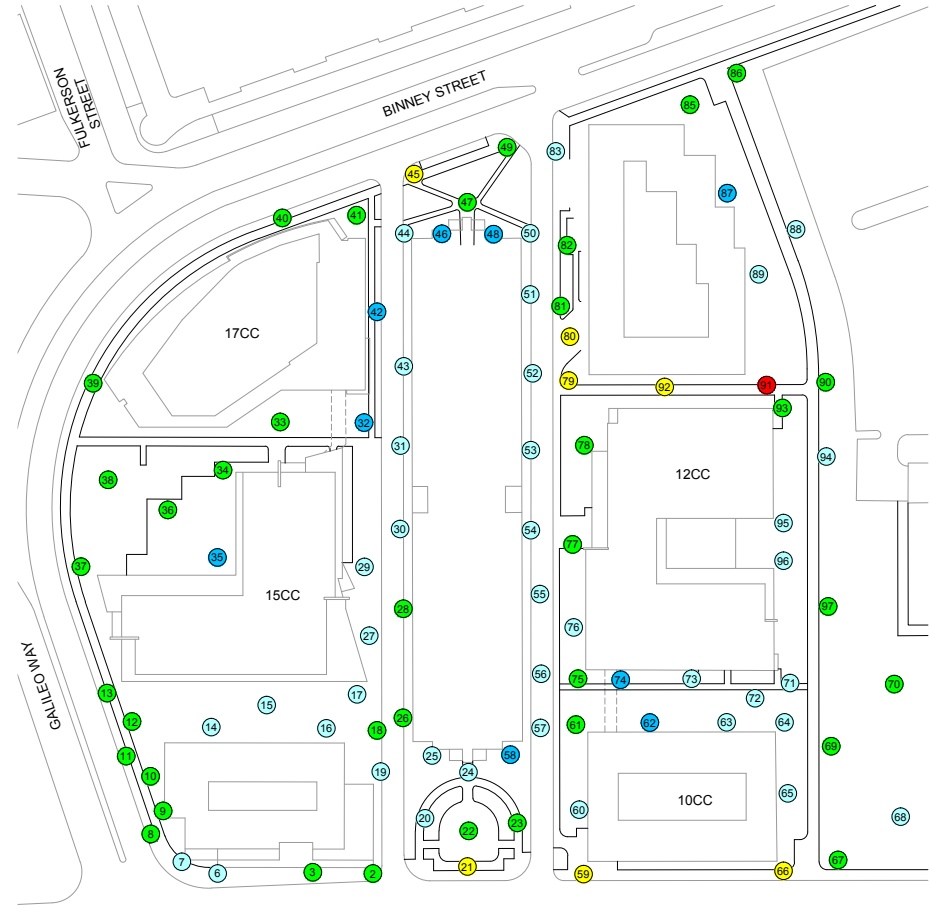
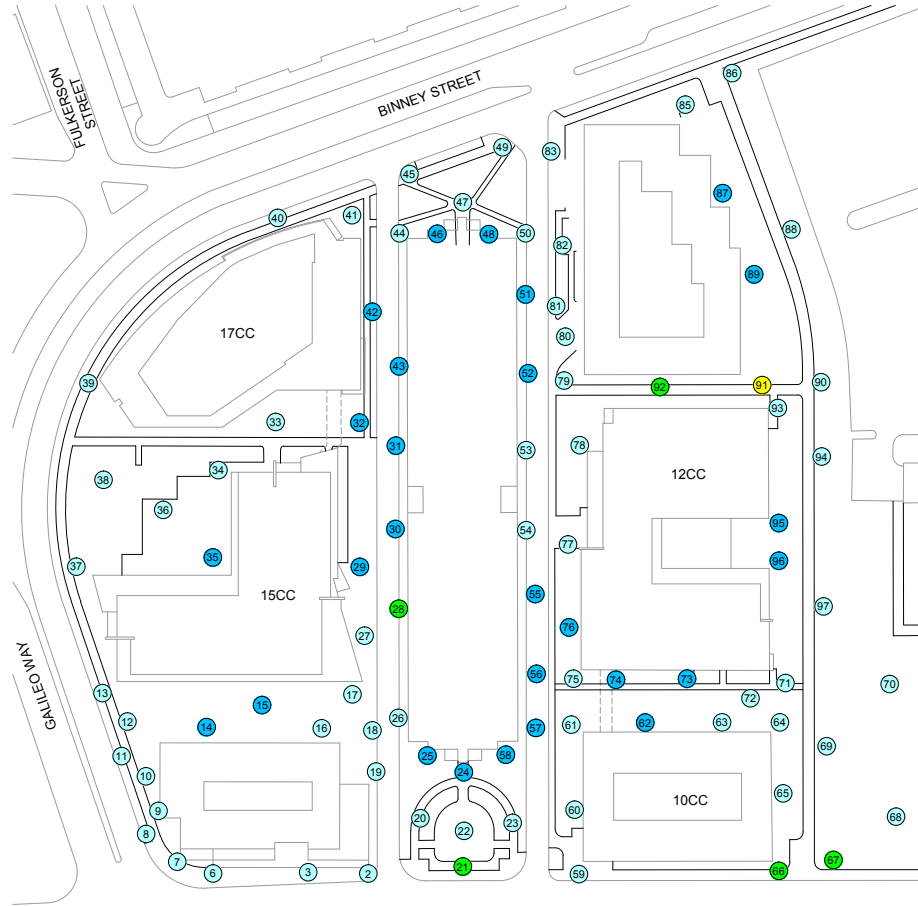
Date: October 25, 2016



PEDESTRIAN WIND CONDITIONS: EXISTING SUMMER

PEDESTRIAN WIND CONDITIONS: EXISTING WINTER

FIGURE R7.1.2



LEGEND:

COMFORT CATEGORIES:

- Sitting
- Standing
- Strolling
- Walking
- Uncomfortable

SENSOR LOCATION:

- Grade Level

0 60 120ft

Pedestrian Wind Comfort Conditions - Existing Summer (May to October, 6:00 to 23:00)

True North Drawn by: ck Figure: 3a

Approx. Scale: 1"=120'

Date Revised: Oct. 25, 2016

Kendall Square Masterplan - Cambridge, MA Project #1603158

LEGEND:

COMFORT CATEGORIES:

- Sitting
- Standing
- Strolling
- Walking
- Uncomfortable

SENSOR LOCATION:

- Grade Level

0 60 120ft

Pedestrian Wind Comfort Conditions - Existing Winter (November to April, 6:00 to 23:00)

True North Drawn by: ck Figure: 4a

Approx. Scale: 1"=120'

Date Revised: Oct. 25, 2016

Kendall Square Masterplan - Cambridge, MA Project #1603158

8. SUSTAINABILITY

RESPONSE TO COMMENTS

IDCP RESPONSE TO COMMENTS

CHAPTER 8 SUSTAINABILITY

R8.1 RESILIENCE

Applicant received inquiries about the plans to mitigate flooding associated with the potential 2030 100 year storm and 2070 100 year storm. As shown on page 206 Figure 6.4 of the MXD IDCP submission of August 9, 2016, the site benefits from an existing elevation that projects little to no flooding throughout the site. However, as also shown on the plan, the surrounding streets are projected to retain standing water. Applicant is exploring raised floors in transformer and switch gear rooms to add additional clearance from potential floodwaters subject to review and approval by applicable utility providers. Additionally, Applicant may employ mobile, water filled or other type of temporary dam solutions as a secondary precaution to prevent potential flooding of the garage structure or major entrances. Ultimately, the recovery for any building will be dependent upon the duration and severity of a potential weather event but the combination of the natural elevation benefits and strategies listed above will allow for an efficient recovery.

Exhibit Reference: FIG.6.4 IDCP p 206

Comment Reference: DPW3, DPW4, PLNBoard5, CDD29

R8.2 INNOVATIVE SUSTAINABILITY DETAILS

Applicant received inquiries about specific and creative sustainability strategies being proposed. In addition to the proposed solar array over a portion of the Blue Garage as well as the storage and use of Storm water in cooling towers, Applicant has provided additional details on Sustainability Guidelines in this IDCP Response Submission that will apply to Design Review for all future buildings. Given the relatively distinct nature and proposed use of each building and the zoning requirements for further review, the creative and in depth sustainability strategies will be specifically outlined as part of the Design Review process. The concepts and guidelines listed in the MXD IDCP submission from August 9, 2016 and in this response, are intended to outline possibilities and standards that each building will follow in future submissions.

Exhibit Reference: N/A

Comment Reference: CRABoard2

R8.3 GREEN ROOF AND SOLAR GENERATION

Applicant was requested to provide an approach on balancing solar and green roofs. Green roof and solar generation cannot exist in the same, exact space and serve their intended purpose. The exact balance and presence of either or both green roofs and solar generation facilities will depend upon the solar conditions that apply to each building. **FIG. R3.1.1** shows the balance between solar and occupied, green roof top space that applies to the Residential Buildings on the North Garage. In general, green roof treatments will be concentrated on roof top areas that are in shade but still allow for plant growth but are less productive potential locations for solar generation. Additionally, solar facilities may be vertically installed on rooftops with proper solar orientation. Details for Commercial Building A and B will be provided during Design Review.

Exhibit Reference: FIG.R3.1.1

Comment Reference: CDD21

R8.4 COGENERATION FEASIBILITY STUDY

Applicant was requested to provide a specific time frame for a feasibility study to use the existing cogeneration facility located onsite. The cogeneration facility is not owned by the Applicant but is instead a privately-owned facility that would require approval and consent from the existing owner. Applicant will commit to completing the study as part of the Design Review for Commercial Building B in phase II.

Exhibit Reference: N/A

Comment Reference: CDD22

R8.5 STRETCH CODE

Applicant was asked whether the 2017 Stretch Energy Code will be employed. All buildings will comply with the newly adopted Stretch Energy Code for 2017.

Exhibit Reference: N/A

Comment Reference: CDD23

9. PHASING PLAN

RESPONSE TO COMMENTS

IDCP RESPONSE TO COMMENTS

CHAPTER 9 PHASING

R 9.1 OPEN SPACE PHASING

Applicant received multiple requests for clarification on the phasing of each open space related to the project including the parks and east to west pedestrian connector paths. A color-coded plan showing greater detail of the open spaces that will accompany each building and phase is represented in **FIG. R9.1.1** for Phase I, **FIG. R9.1.2** for Phase II and **FIG. R9.1.3** for Phase III. Also, describing the Open space related to project phasing is **IDCP revisions 3.2 Proposed Open Space**. Each phase indicates the required open space per allotted GFA for that phase and demonstrates that through provided open space and enhanced existing open space that each phase provides more than the necessary open space area.

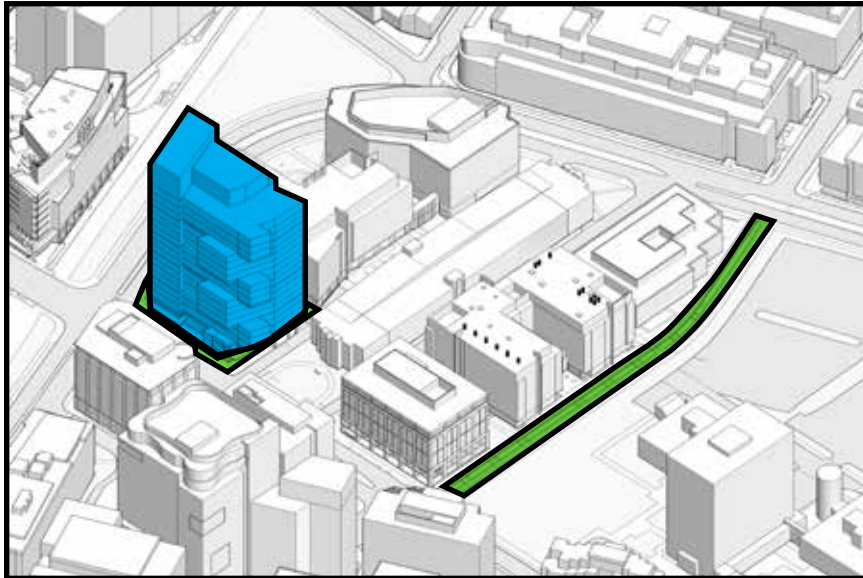
Applicant proposes that a greater detail of design, beyond what is shown in the MXD IDCP August 9, 2016 submission accompany each building phase based on **IDCP revisions 3.2 Proposed Open Space**. For example, the 6th Street connector Design Review would accompany the Commercial Building A-Phase I Design Review process. This approach would allow the design of the proposed open spaces to evolve at the same time as the building associated with that phase, ensuring continuity in the evolution of design ideas and community interests.

Exhibit Reference: FIG.R9.1.1, FIG.R9.1.2, FIG.R9.1.3, IDCP revisions 3.2 Proposed Open Space

Comment Reference: CDD18, CDD19, DPW1, CDD2

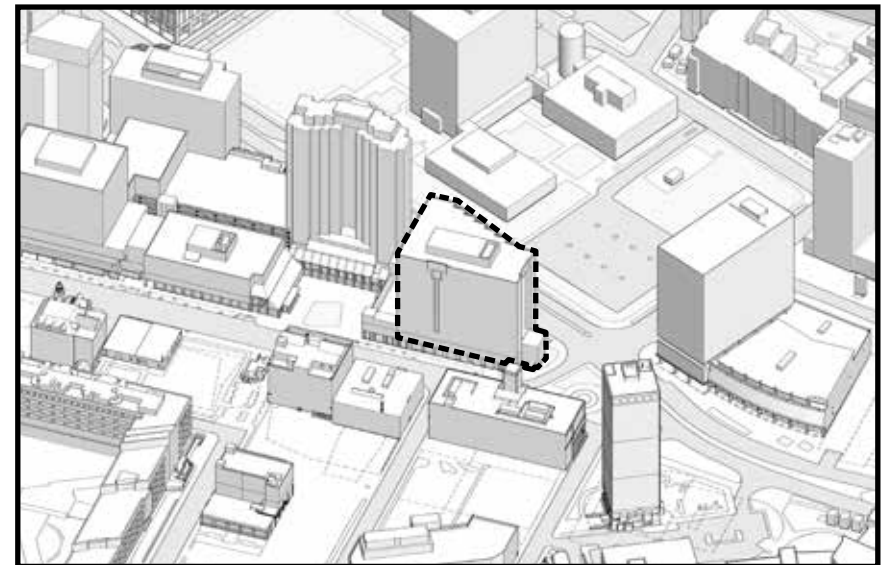
PHASE 1

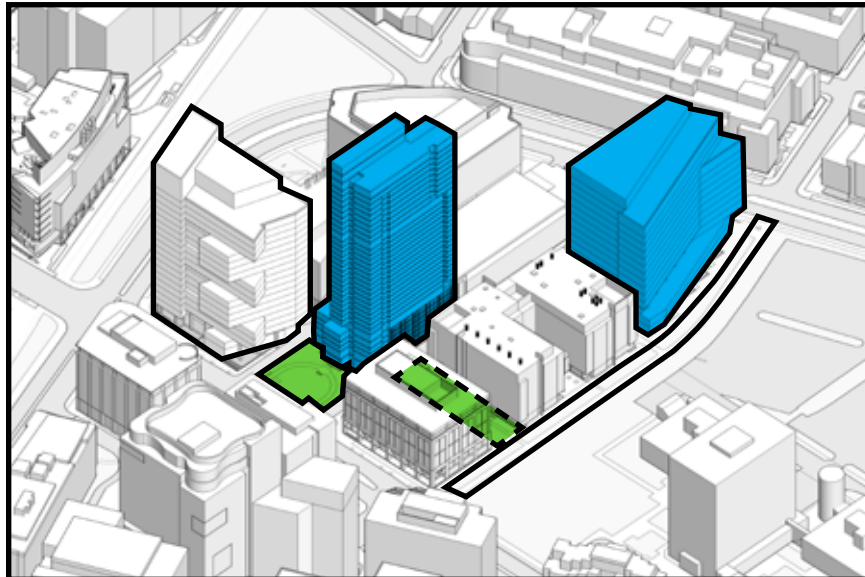
FIGURE R9.1.1



PROJECT PHASING FORECAST									
	2016	2017	2018	2019	2020	2021	2022	2023	2024
Phase 1	█								
Phase 2			█						
Phase 3							█		

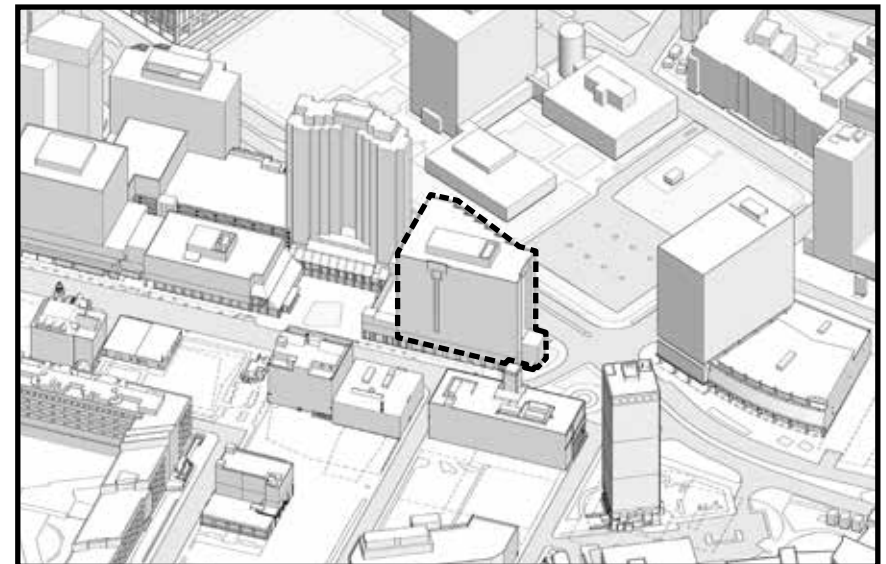
PHASE 1 will consist of the demolition of the existing building at 145 Broadway and the construction of the Commercial Building A. In addition Phase 1 will include the planned enhancements to the 6th Street Connector and the East/West connector to the west of the West Service Drive. Innovation Space will be made available in 255 Main Street. As required by zoning, the MXD IDCP plan commits that a portion of the space will be offered at below market rate.





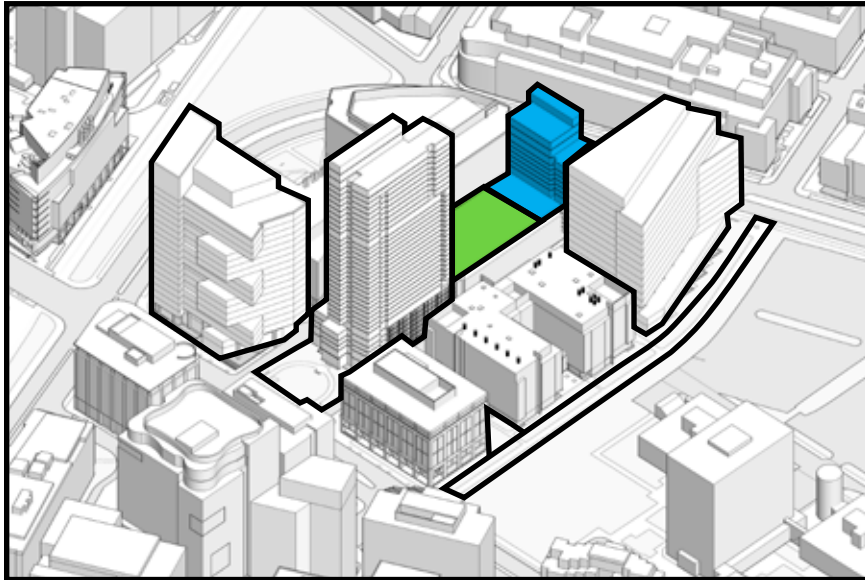
PROJECT PHASING FORECAST									
	2016	2017	2018	2019	2020	2021	2022	2023	2024
Phase 1	█								
Phase 2			█						
Phase 3							█		

PHASE 2 will consist of both the Residential Building South and Commercial Building B which will likely start construction at different times depending on site logistics, relative complexity of each building, and market conditions. The Residential Building South will require demolition and reconfiguration of the south side of the Blue Garage. Commercial Building B will require demolition of the existing building at 250 Binney. Phase 2 will also include the planned enhancements to Broadway Park and the East / West Connectors from the 6th Street Connector. The remaining Innovation Space will be provided in conjunction with the completion of Commercial Building B at 250 Binney Street.



PHASE 3

FIGURE R9.1.3



PROJECT PHASING FORECAST									
	2016	2017	2018	2019	2020	2021	2022	2023	2024
Phase 1	█								
Phase 2			█						
Phase 3							█		

PHASE 3 will consist of the demolition and reconfiguration of the north portion of the Blue Garage and the construction of Residential North Building. Phase 3 will also include the planned enhancements to Binney Park.



10. DESIGN GUIDELINES

RESPONSE TO COMMENTS

IDCP RESPONSE TO COMMENTS

CHAPTER 10 DESIGN GUIDELINES

R10.1 DESIGN GUIDELINES

R10.1.1 DESIGN GUIDELINES: CDD staff has requested the addition of more information about the architectural and urban design character of the building façade treatments.

The additional guidelines are listed as follows:

- FIG. R10.1.1A** **GARAGE STRUCTURES**
- FIG. R10.1.1B** **COMMERCIAL FACADES AND FENESTRATION
(STREET LEVEL CONDITIONS/ CURTAIN WALL PANELS)**
- FIG. R10.1.1C** **COMMERCIAL FACADES AND FENESTRATION
(GLAZED VOLUMES/ OPAQUE WALL AREAS)**
- FIG. R10.1.1D** **RESIDENTIAL FACADES AND FENESTRATION GUIDELINES
(STREET LEVEL CONDITIONS)**
- FIG. R10.1.1E** **RESIDENTIAL FACADES AND FENESTRATION GUIDELINES
(UPPER LEVEL CONDITIONS)**

Exhibit Reference: R10.1.1 A-E

Comment Reference: CDD20

LANDSCAPE MATERIALS GUIDELINES

EXISTING / ADAPTED GARAGE STRUCTURES

FIGURE R10.1.1A



Within the MXD district, recent developments have proposed to mask existing garage structures with new building proposals. For exposed parking garage surfaces, murals and screening devices or the continuation of building facade fenestration can be introduced when appropriate to mask or enliven these existing structures without impacting necessary open area for ventilation of the garage functions.

Within existing parking structures opportunities for enhanced wayfinding graphics can be applied to surfaces for greater pedestrian safety and information

COMMERCIAL FACADES AND FENESTRATION GUIDELINES

STREET LEVEL CONDITIONS:



CURTAIN WALL PANELS:

FIGURE R10.1.1B



Transparency at the ground floor level reveals the activity within the building, extending the public realm and enlivening the streetscape.



Variation in glazing types, frame depths and scale s of horizontal and vertical expressions heightens visual interest.

COMMERCIAL FACADES AND FENESTRATION GUIDELINES

GLAZED VOLUMES:



OPAQUE WALL AREAS:

FIGURE R10.1.1C



Above: Reveals and recesses in the facade breakdown the proportions of large facades. Below: Plane changes on the facade allow opportunities for exterior spaces and introduce a smaller scale of inhabitation on the facade.

Introducing solid wall cladding embeds the scale of occupants and interior spaces on the elevations in addition to allowing for complementary materials to the urban context.

RESIDENTIAL FACADES AND FENESTRATION GUIDELINES

STREET LEVEL CONDITIONS:

FIGURE R10.1.1D



Transparency at the ground floor highlights the residential lobby and animates the streetscape.



Well lit visible lobbies at the ground floor are designed to be the entrance to someone's new home. By creating a transparent and welcoming lobby, a strong sense of activity that is very inviting can be established along the street.



A podium and tower expression is enhanced through material changes and various breaks in the building. This strategy helps to reduce the scale of the building as it comes to the ground floor.

RESIDENTIAL FACADES AND FENESTRATION GUIDELINES

UPPER LEVEL CONDITIONS:

FIGURE R10.1.1E



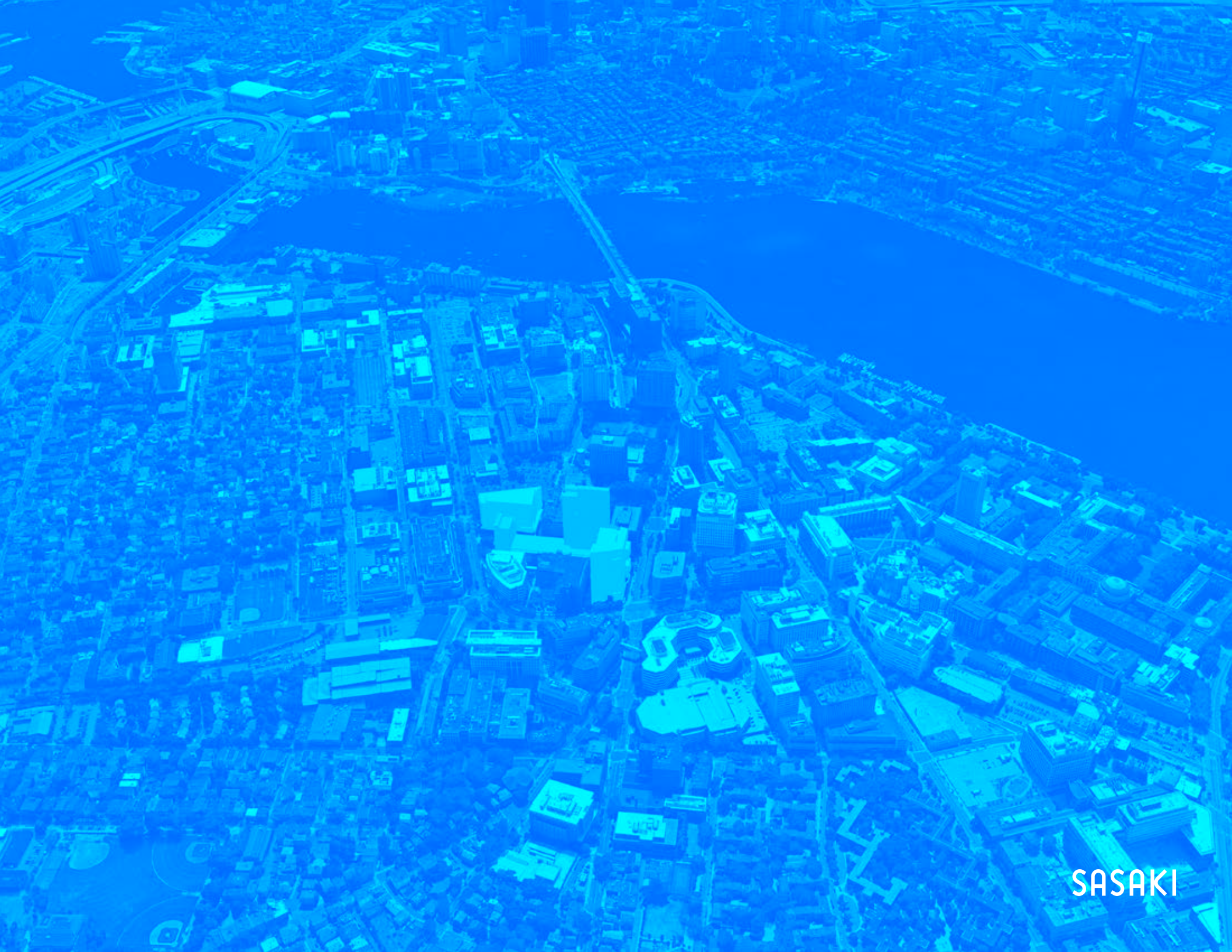
Inset balconies create visual interest and relief in large facades helping to break down the scale of the building as well as providing an outdoor space for residents to enjoy.



Punched window openings in the facade is a sustainable design approach that seeks to increase energy efficiency to meet the energy code and LEED requirements; while also respecting adjacencies to surrounding buildings. This is achieved through a combination of window glass and opaque materials which can be used architecturally to create interesting visual patterns.



Horizontal spandrels and other pattern facades can be used to accentuate thinner proportions within the building. These strategies work in combination to break down the scale of the mass.



SASAKI