



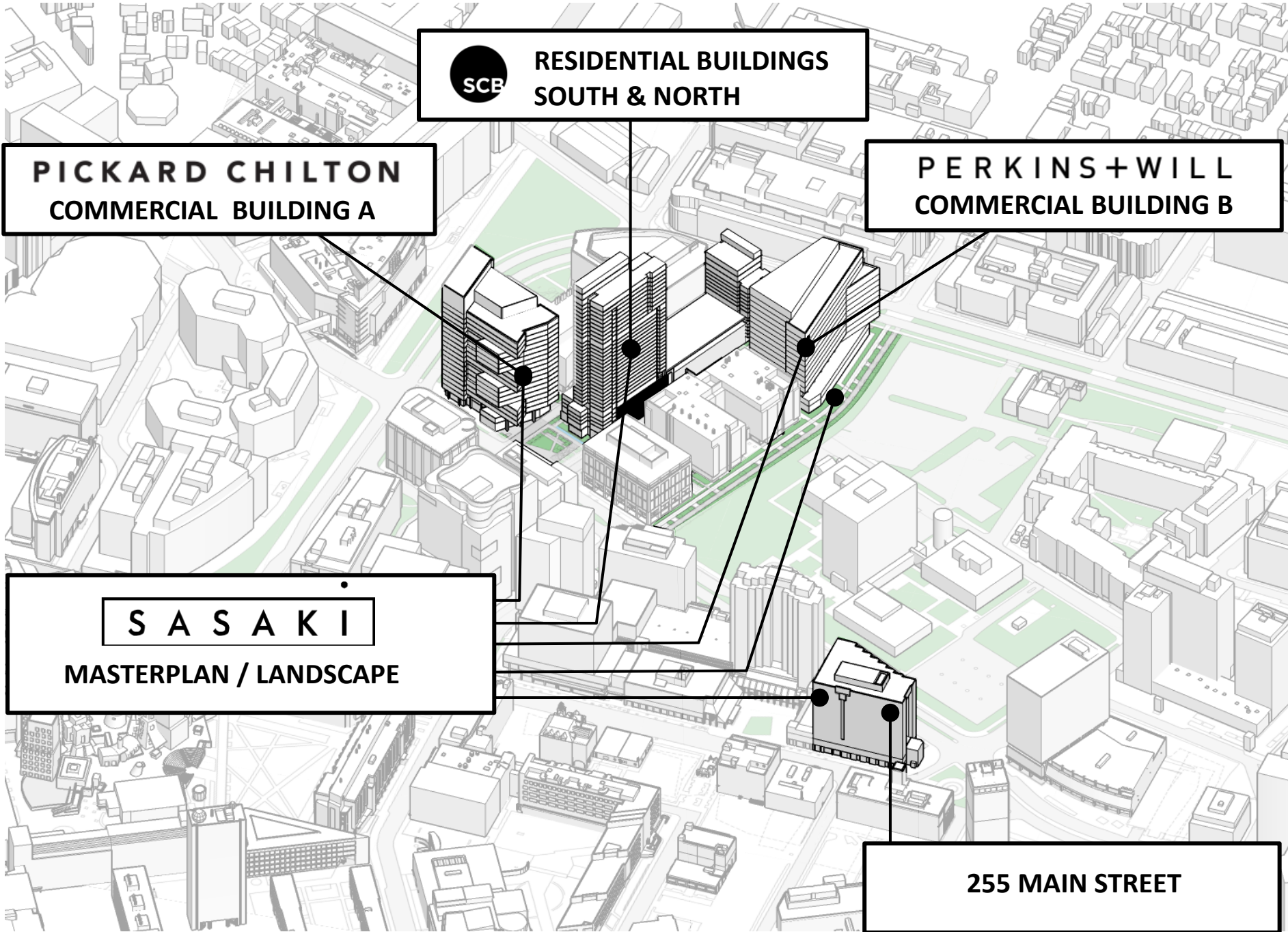
**MXD**  
**INFILL DEVELOPMENT**  
**CONCEPT PLAN**

**JOINT MEETING**  
**CAMBRIDGE PLANNING BOARD / CRA BOARD**

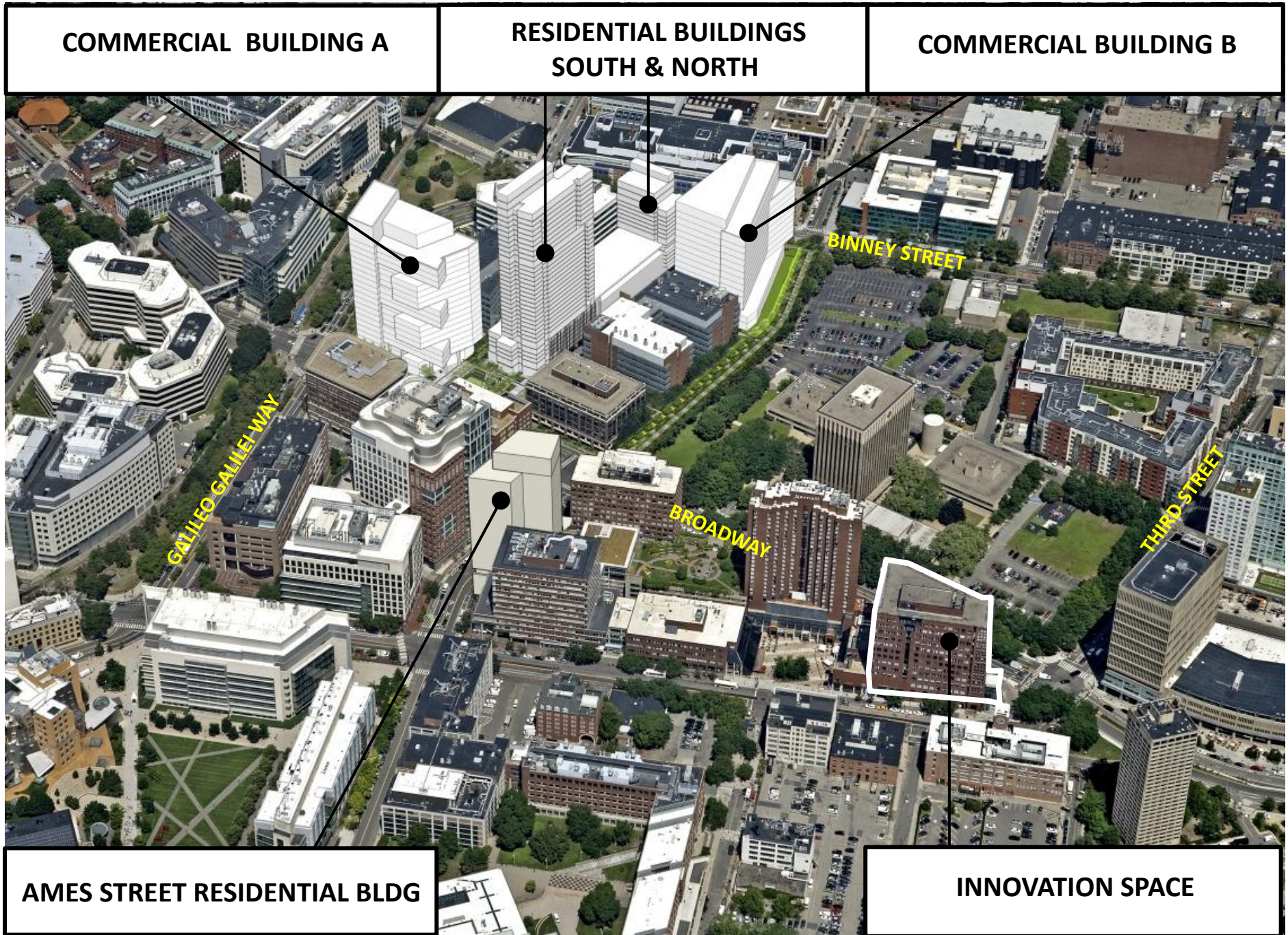
**Tuesday, September 20, 2016**

**SASAKI**

# PROPOSED DEVELOPMENT TEAM

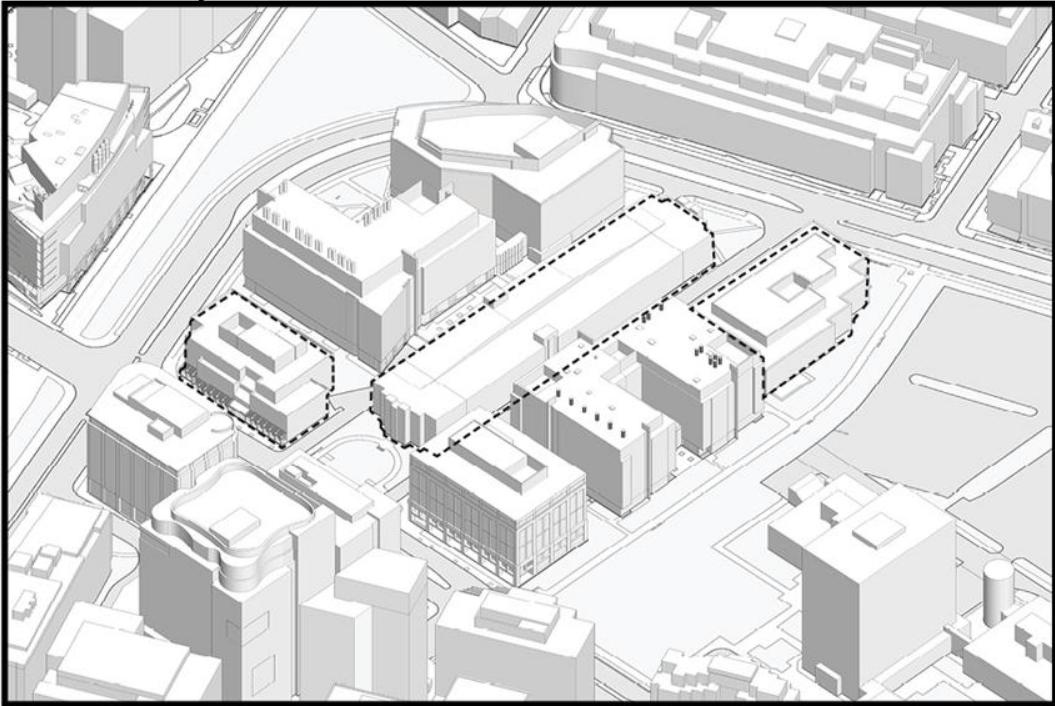


# PROPOSED DEVELOPMENT



# PHASING: Existing Conditions

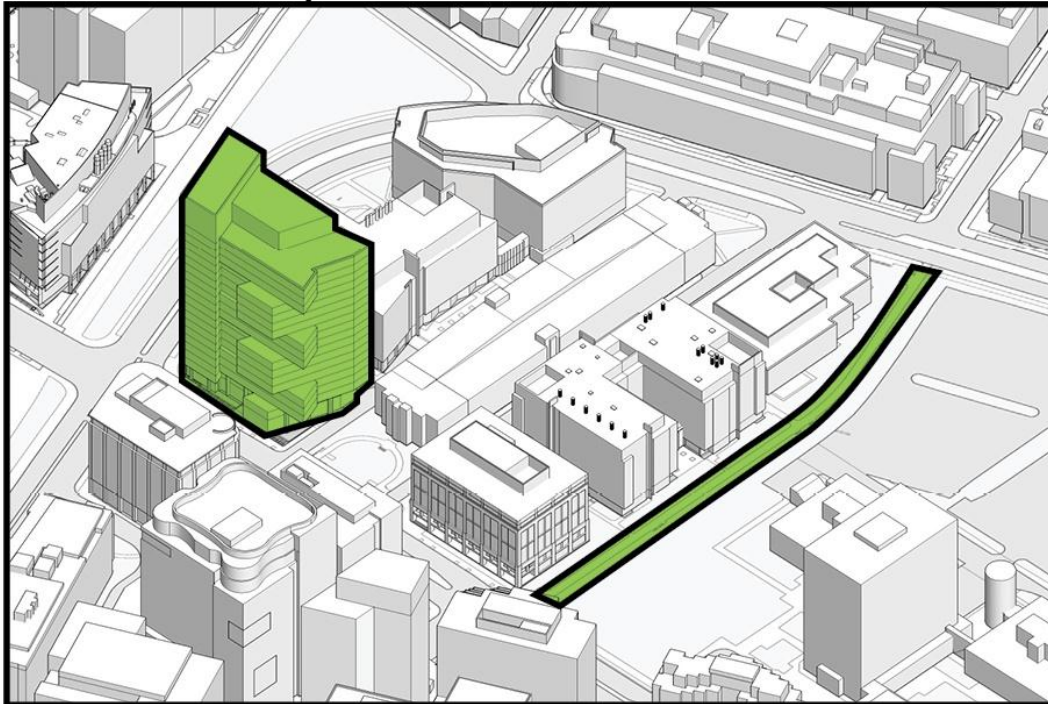
PROJECT PHASING FORECAST									
	2016	2017	2018	2019	2020	2021	2022	2023	2024
Phase 1	█								
Phase 2			█						
Phase 3							█		



EXISTING

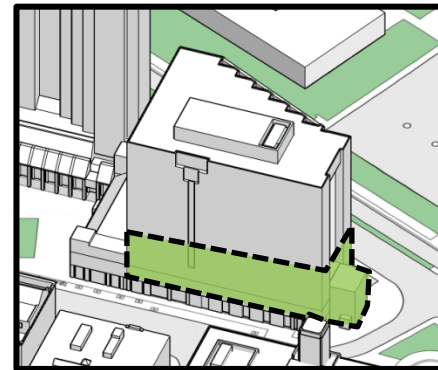
# PHASING: Phase 1

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



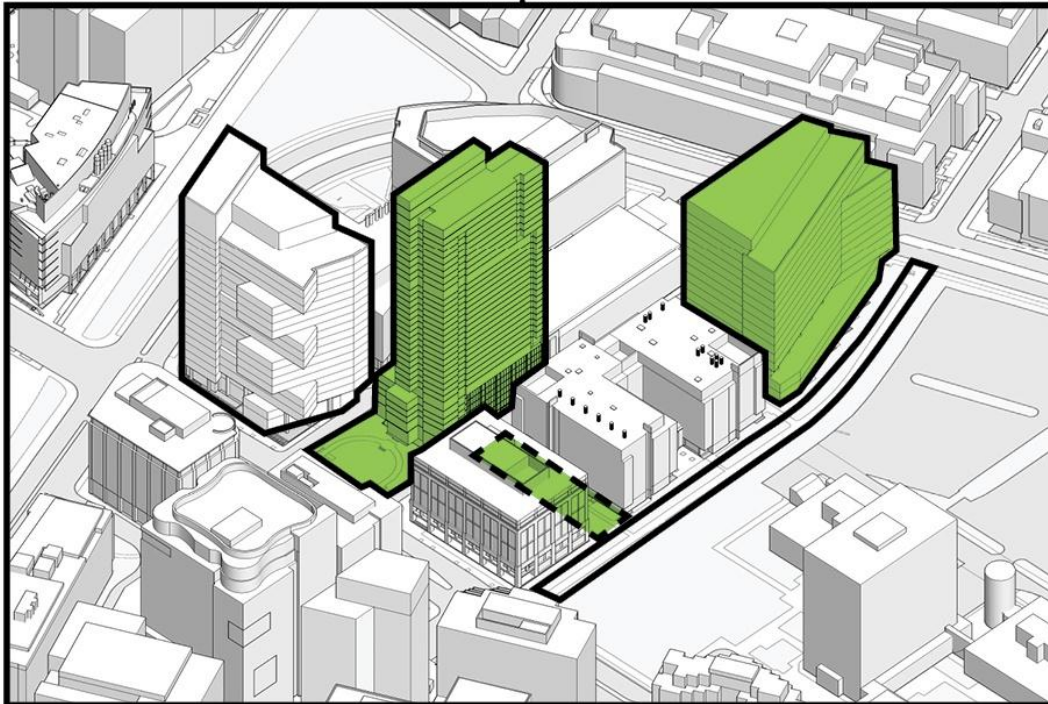
**PHASE 1** will consist of the demolition of the existing building at 145 Broadway and the construction of the Commercial Building A. Innovation Space at 255 Main Street will be in pace with Commercial Building A

In addition Phase 1 will include the planned enhancements to the 6th Street Connector.



# PHASING: Phase 2

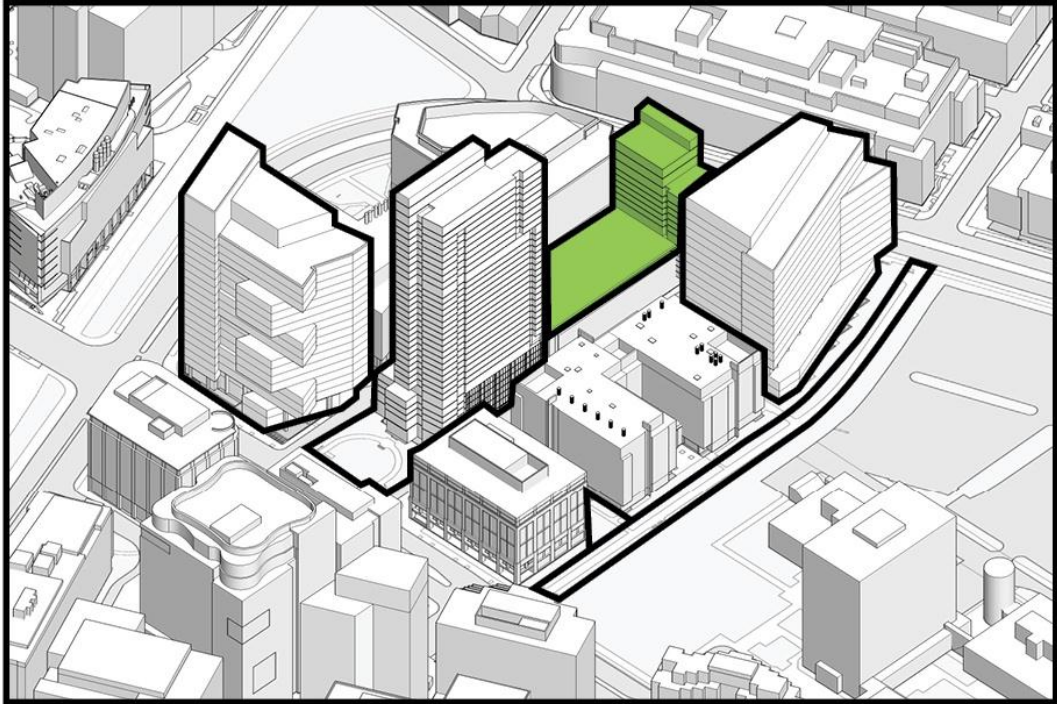
PROJECT PHASING FORECAST									
	2016	2017	2018	2019	2020	2021	2022	2023	2024
Phase 1	█								
Phase 2			█						
Phase 3							█		



**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. Remaining Innovation space will be in pace with Commercial Building B.

# PHASING: Phase 3

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



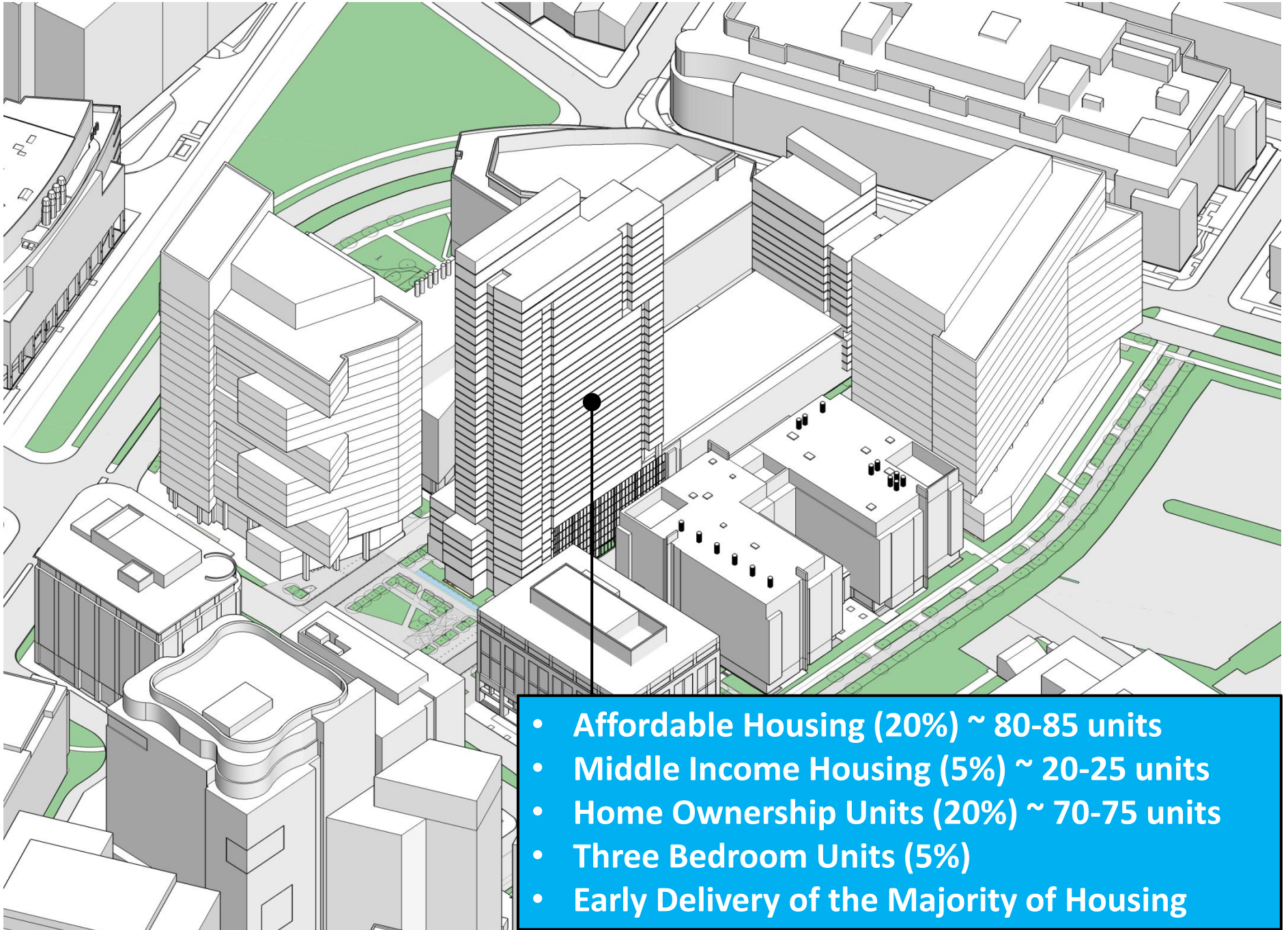
**PHASE 3** will consist of the demolition and reconfiguration of the north portion of the Blue Garage and the construction of Residential North Building. Phase 3 will also include the planned enhancements to Binney Park.

# SUMMARY OF MEETINGS

- **October 13, 2015** Presentations to Planning Board and the Kendall Square Association
  - **November 5, 2015** CRA Board adopts revisions to KSURP (v2))
  - **November 10, 2015** Planning Board makes recommendations to City Council
  - **November 19, 2015** Public hearing of the City Council Ordinance Committee
  - **December 01, 2015** CRA Board makes additional revisions based on Ordinance Committee hearing (v3)
  - **December 3, 2015** Continued public hearing of the City Council Ordinance Committee – forwarded to the full Council
  - **December 7, 2015** Full City Council Meeting
  - **December 16, 2015** CRA Board makes final set of revisions based on full City Council meeting (v4)
  - **December 21, 2015** City Council adopts KSURP Amendment and MXD Zoning
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- **March 16, 2016** CRA Board Meeting on Open Space Plan
  - **April 13, 2016** East Cambridge Planning Team (ECPT) – Open Space
  - **April 27, 2016** CRA Design Review Committee presentation on Massing and Program
  - **May 18, 2016** CRA Board – Sustainability Strategy Discussion
  - **June 8, 2016** East Cambridge Planning Team (ECPT) – Massing and Sustainability Presentation
  - **June 15, 2016** CRA Board – Presentation on circulation, streetscape, and parking
  - **June 23, 2015** CDD Staff – Bicycle Committee Meeting
  - **June 28, 2016** Planning Board – Project Overview
  - **July 12, 2016** Kendall Square Association Lunch and Learn
  - **July 19, 2016** Public Open House and Workshop on Concept Plan
  - **July 20, 2016** CDD Staff – Workshop with Traffic Parking & Transportation Department
  - **July 28, 2016** CRA Board Meeting – Urban Design and Concept Plan Overview
  - **August 9, 2016** IDCP SUBMITTED
  - **August 30, 2016** CDD Staff – IDCP Q&A
  - **September 13 2016** Kendall Square Association – IDCP Lunch and Learn
  - **September 14 2016** East Cambridge Planning Team (ECPT) – IDCP Overview
  - **September 20 2016** Joint meeting Cambridge Planning Board / CRA Board



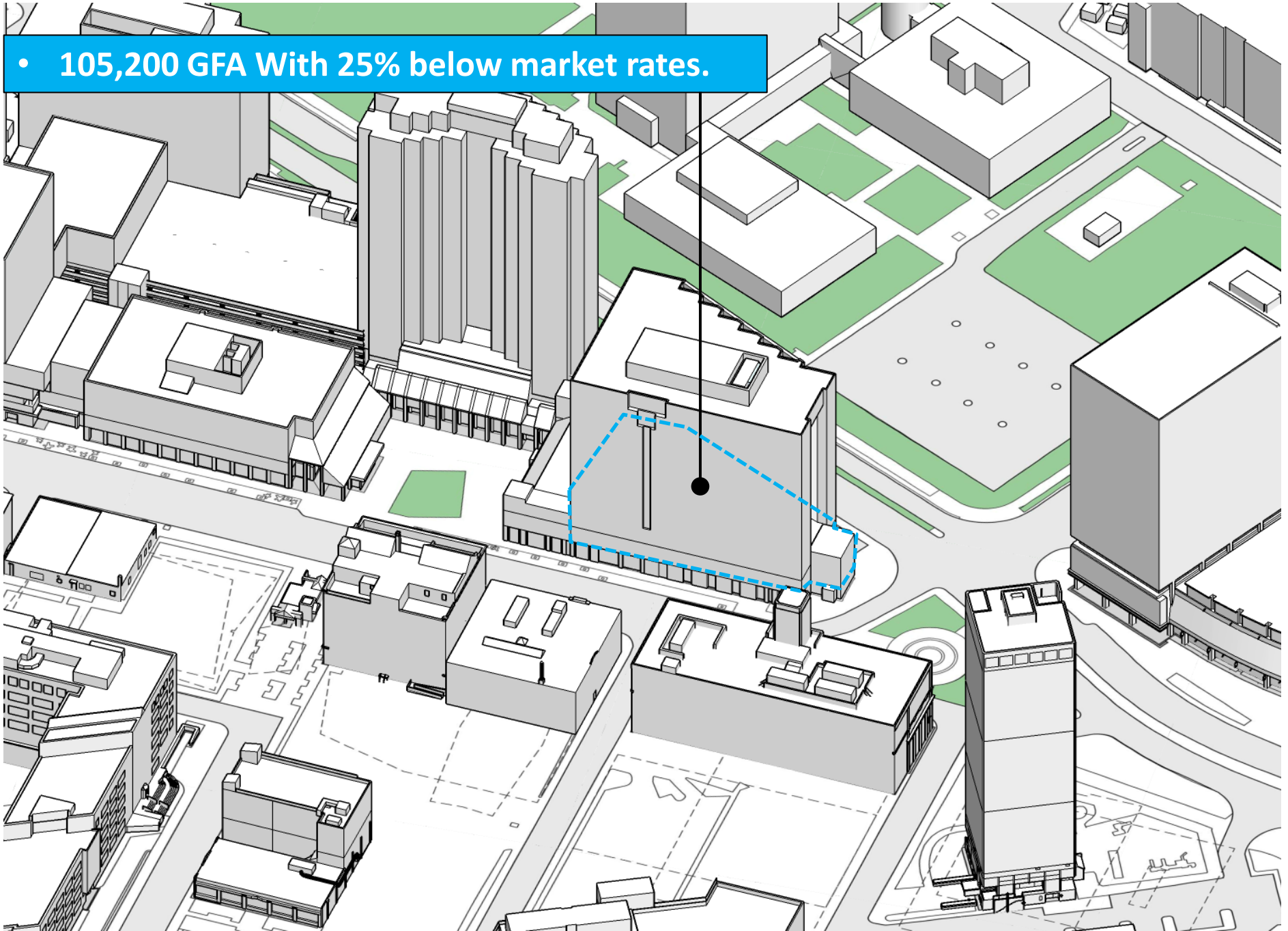
# (1.0) PUBLIC BENEFITS: Housing



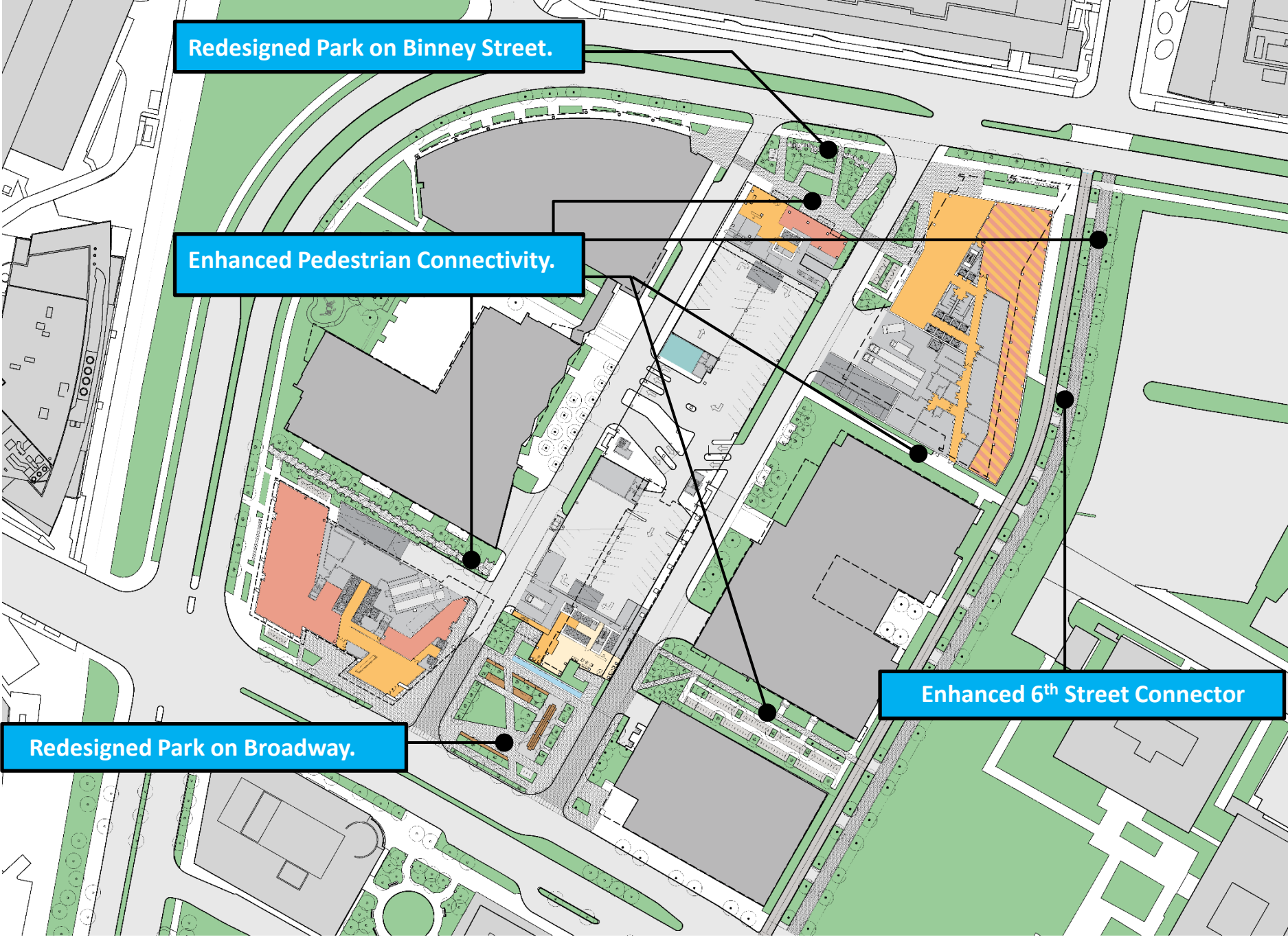
- Affordable Housing (20%) ~ 80-85 units
- Middle Income Housing (5%) ~ 20-25 units
- Home Ownership Units (20%) ~ 70-75 units
- Three Bedroom Units (5%)
- Early Delivery of the Majority of Housing

# (1.0) PUBLIC BENEFITS: Innovation Space

- 105,200 GFA With 25% below market rates.



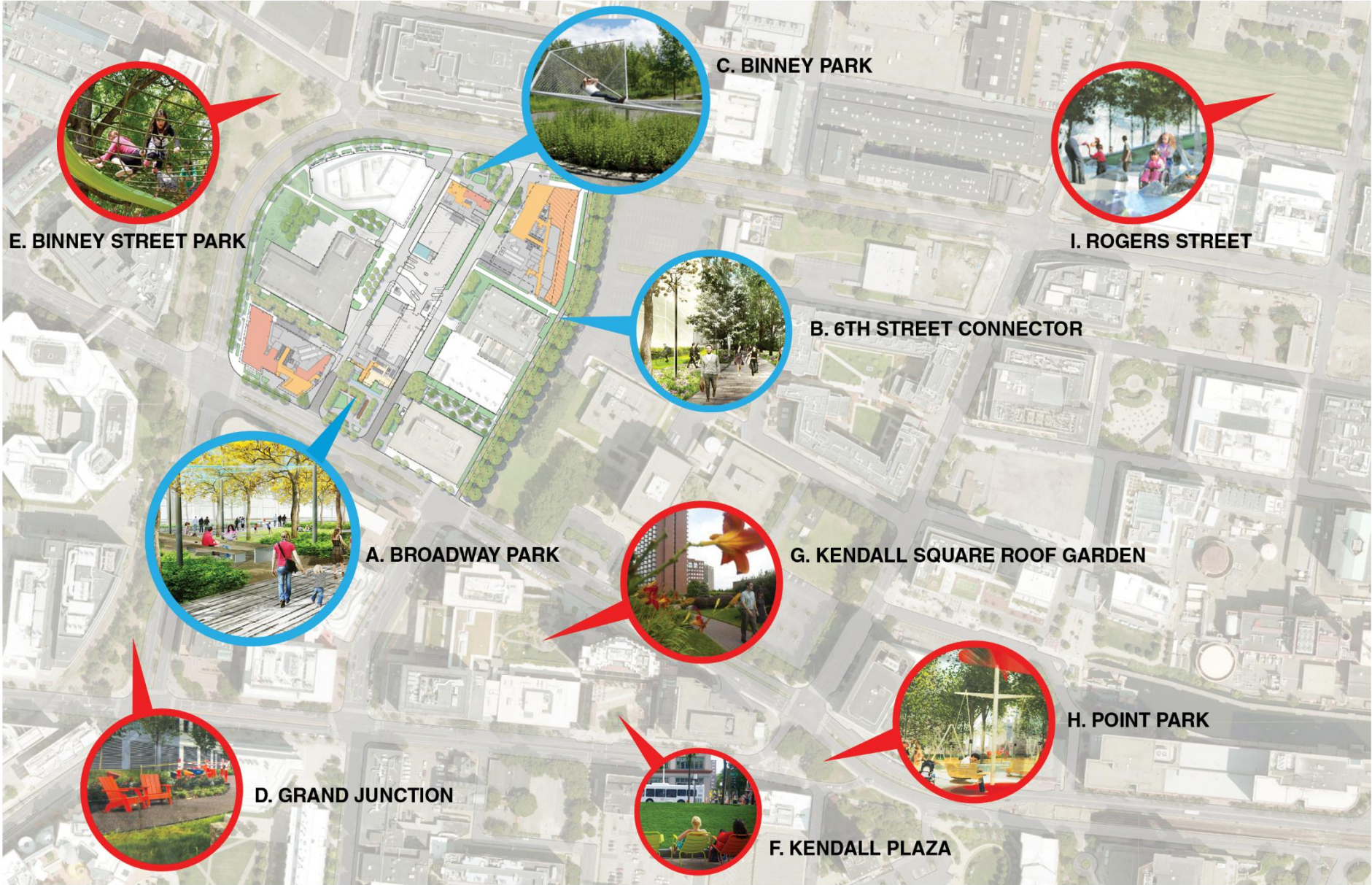
# (1.0) PUBLIC BENEFITS: Improved Public Realm / Connectivity



# (2.0) SPECIAL PERMIT APPROACH

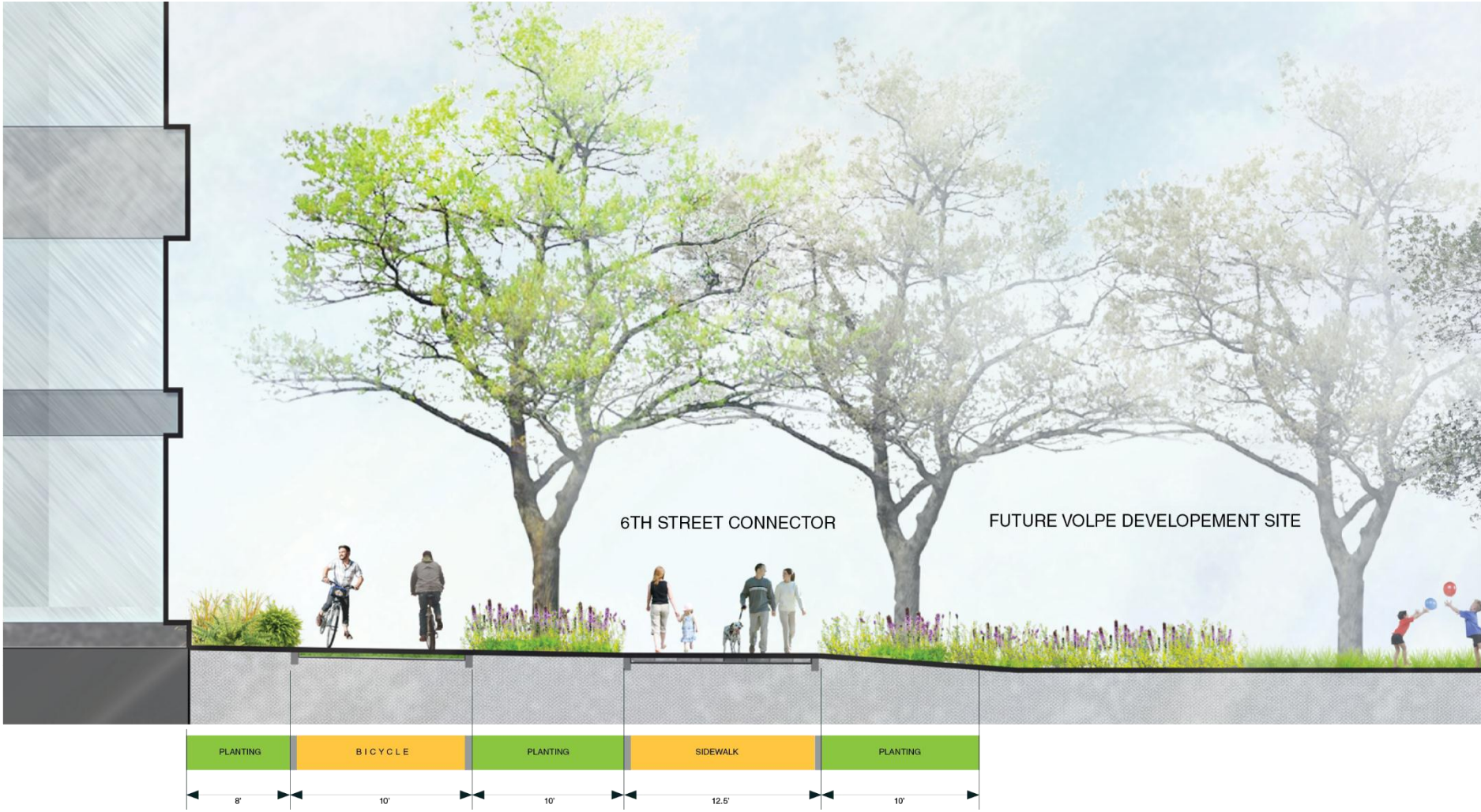
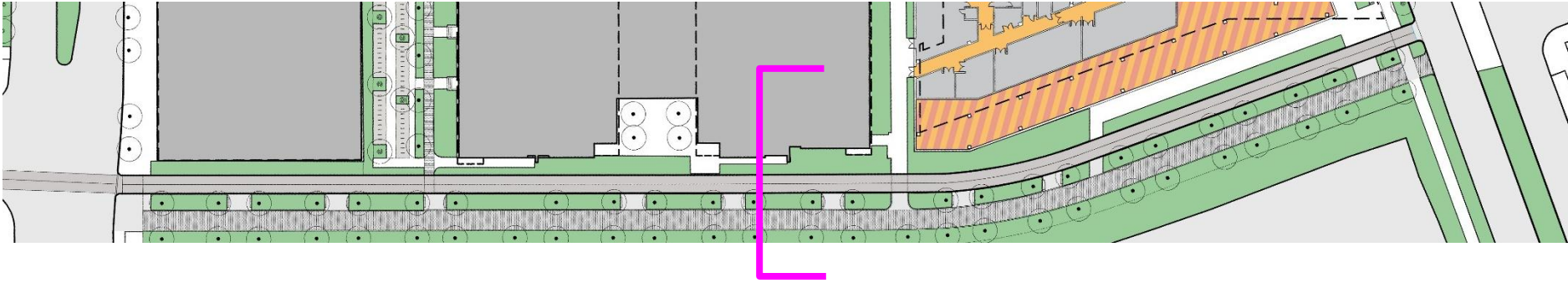
SPECIAL PERMIT SUBMISSION INFORMATION PLAN				
	Submission 1		Submission 2	Submission 3
	INFILL DEVELOPMENT CONCEPT PLAN	Design Review Commercial A 145 Broadway	Design Review 135 Broadway Residential South	Design Review 135 Broadway Residential North
			Design Review Commercial B 250 Binney Street	
Transportation	X			
Ped. Circulation	X			
Open Space	X			
Bike Parking	X			
Vehicle Parking	X			
Loading	X			
Retail Planning	X			
Storm water	X			
Shadow Analysis	X			
Noise	X			
Wind - Desktop	X			
Sustainability	X	X	X	X
Wind - Tunnel		X	X	X
Building Design		X	X	X

# (3.0) OPEN SPACE: Vision for the project in context

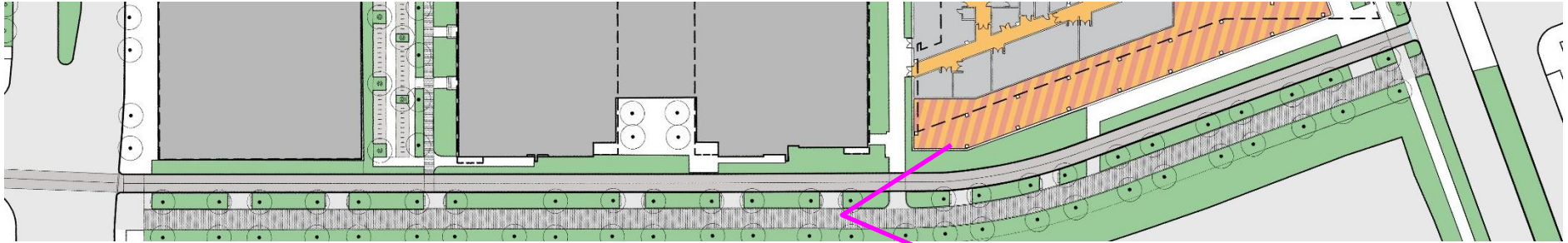


■ Enhanced Open Spaces included in Project  
■ Open Spaces Projects not part of Project

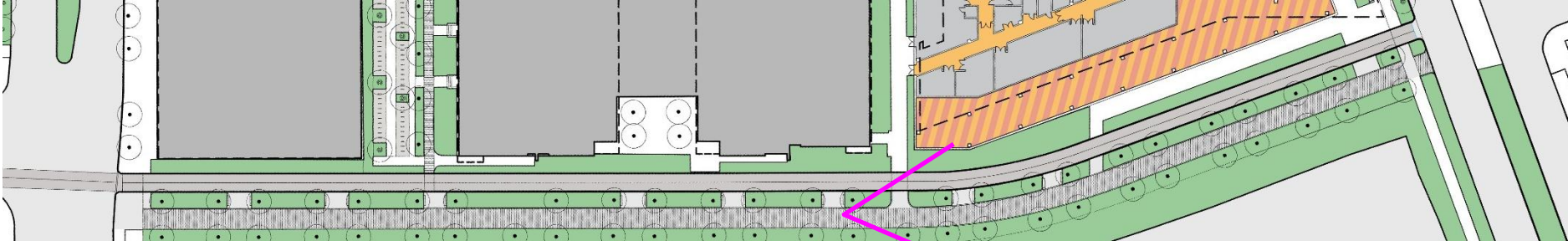
# (3.0) OPEN SPACE: 6<sup>TH</sup> Street Connector



# (3.0) OPEN SPACE: 6<sup>TH</sup> Street Connector Existing

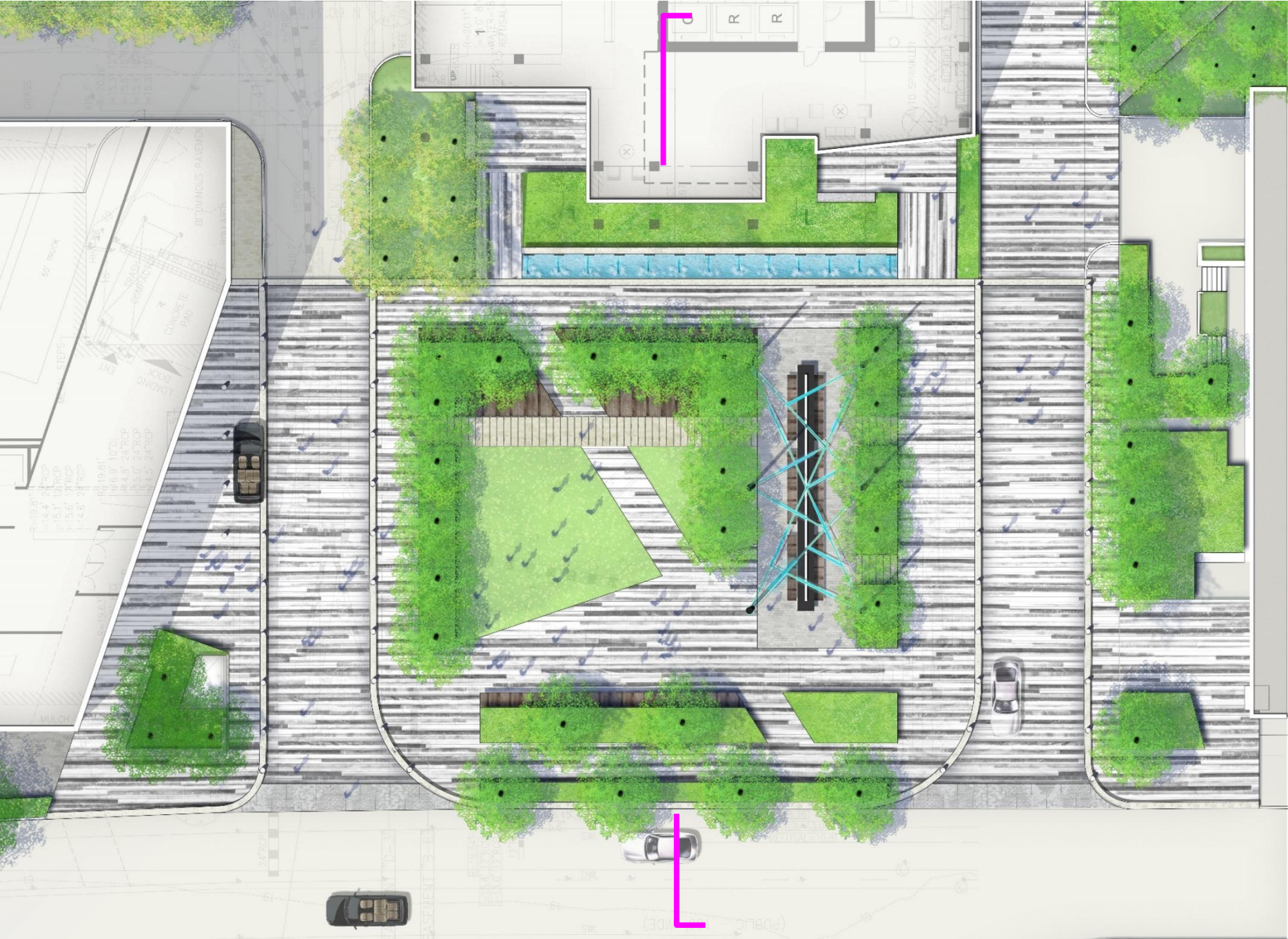


# (3.0) OPEN SPACE: 6<sup>TH</sup> Street Connector Proposed

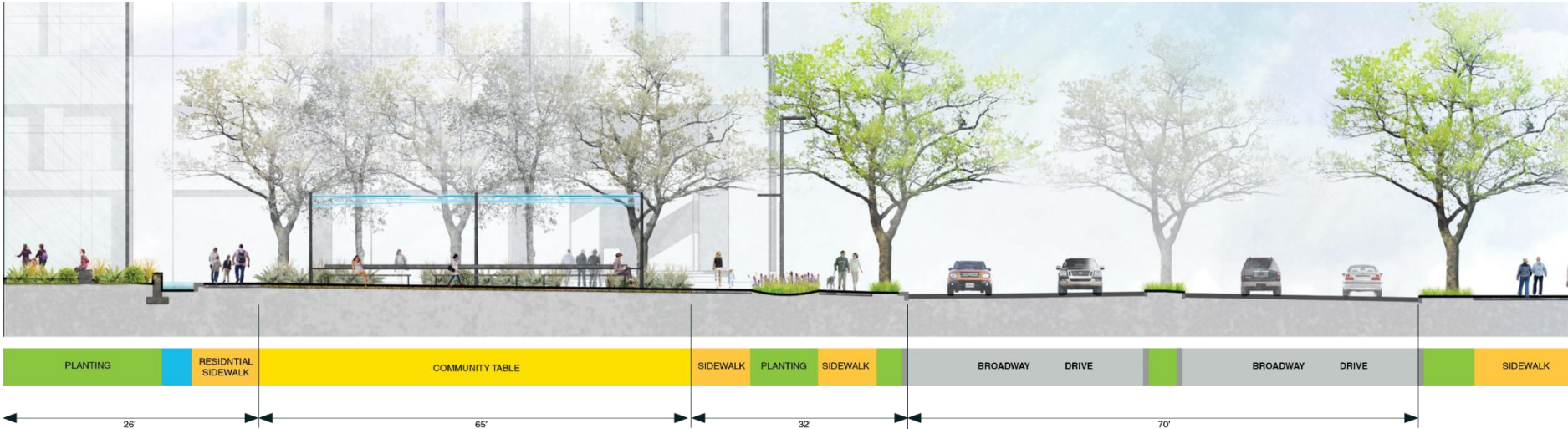




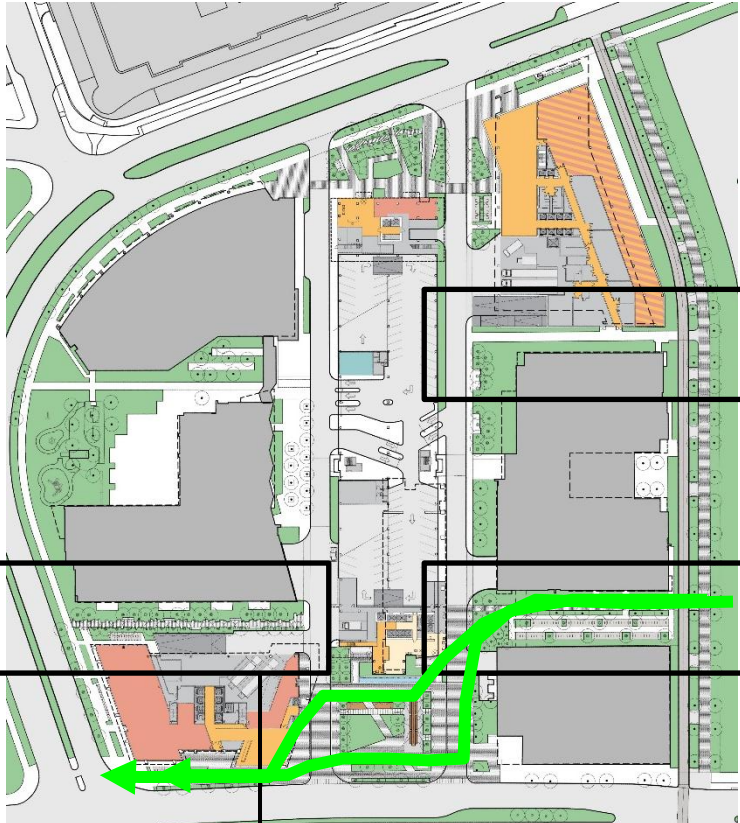
# (3.0) OPEN SPACE: Broadway Park



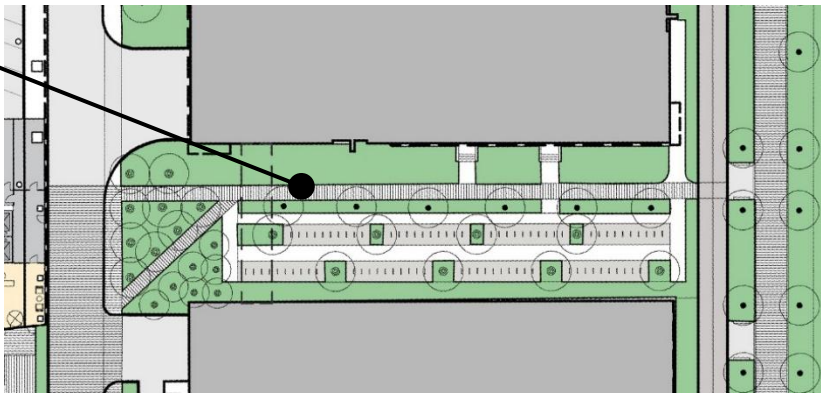
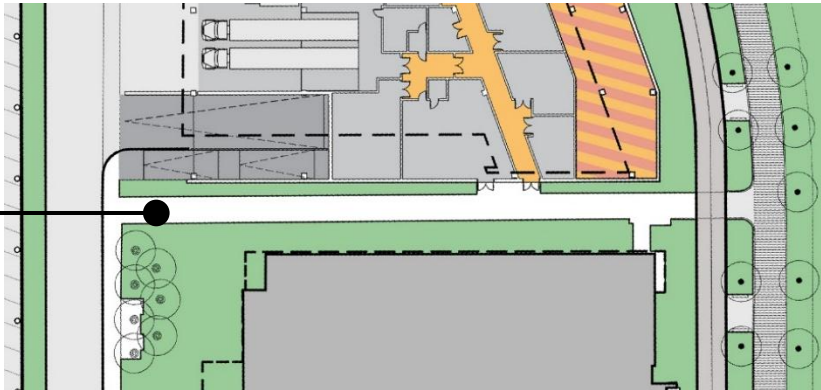
# (3.0) OPEN SPACE: Broadway Park



# (3.0) OPEN SPACE: E/W Connectors



**EAST SERVICE DRIVE: NORTH**

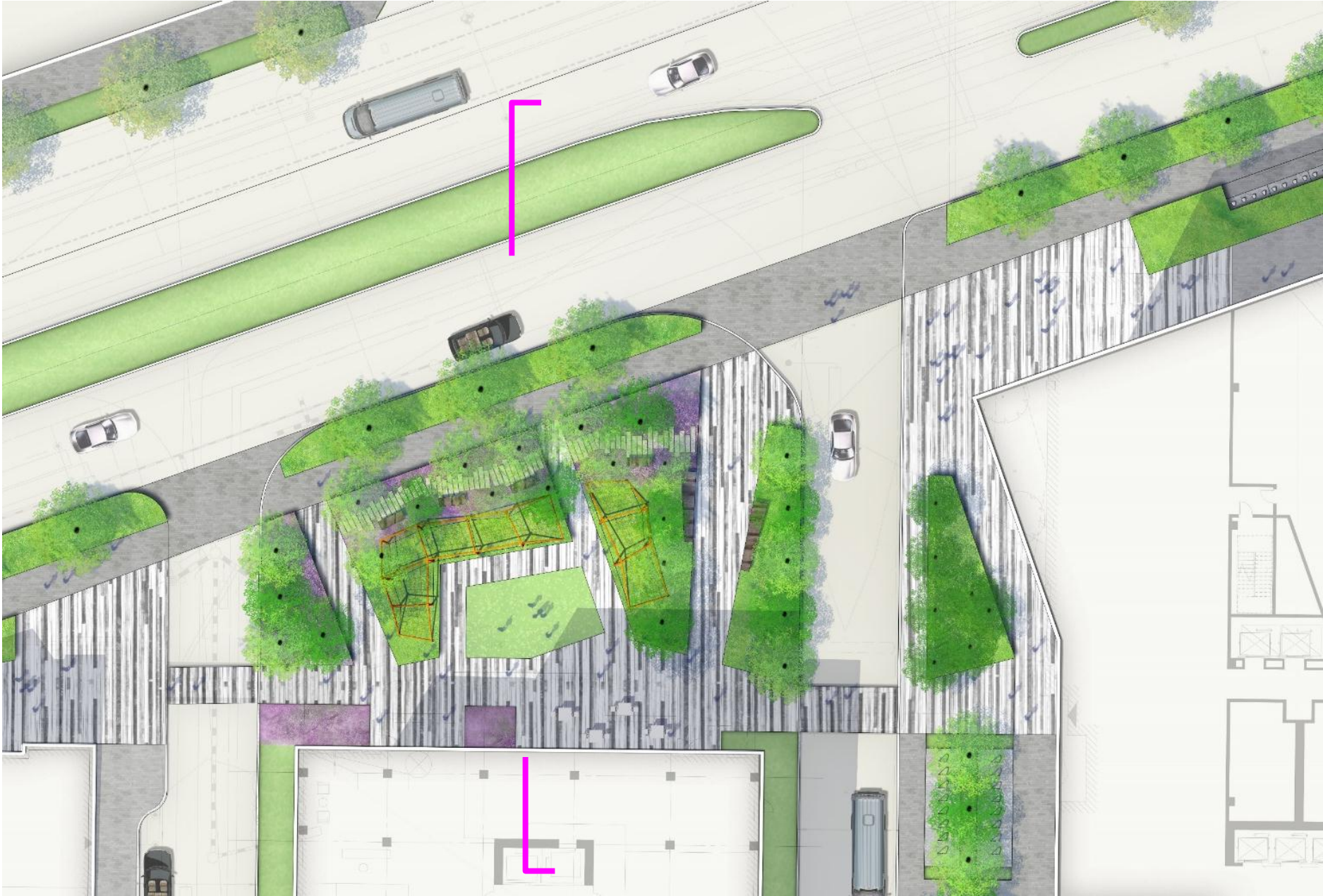


**EAST SERVICE DRIVE: SOUTH**

**WEST SERVICE DRIVE: SOUTH**



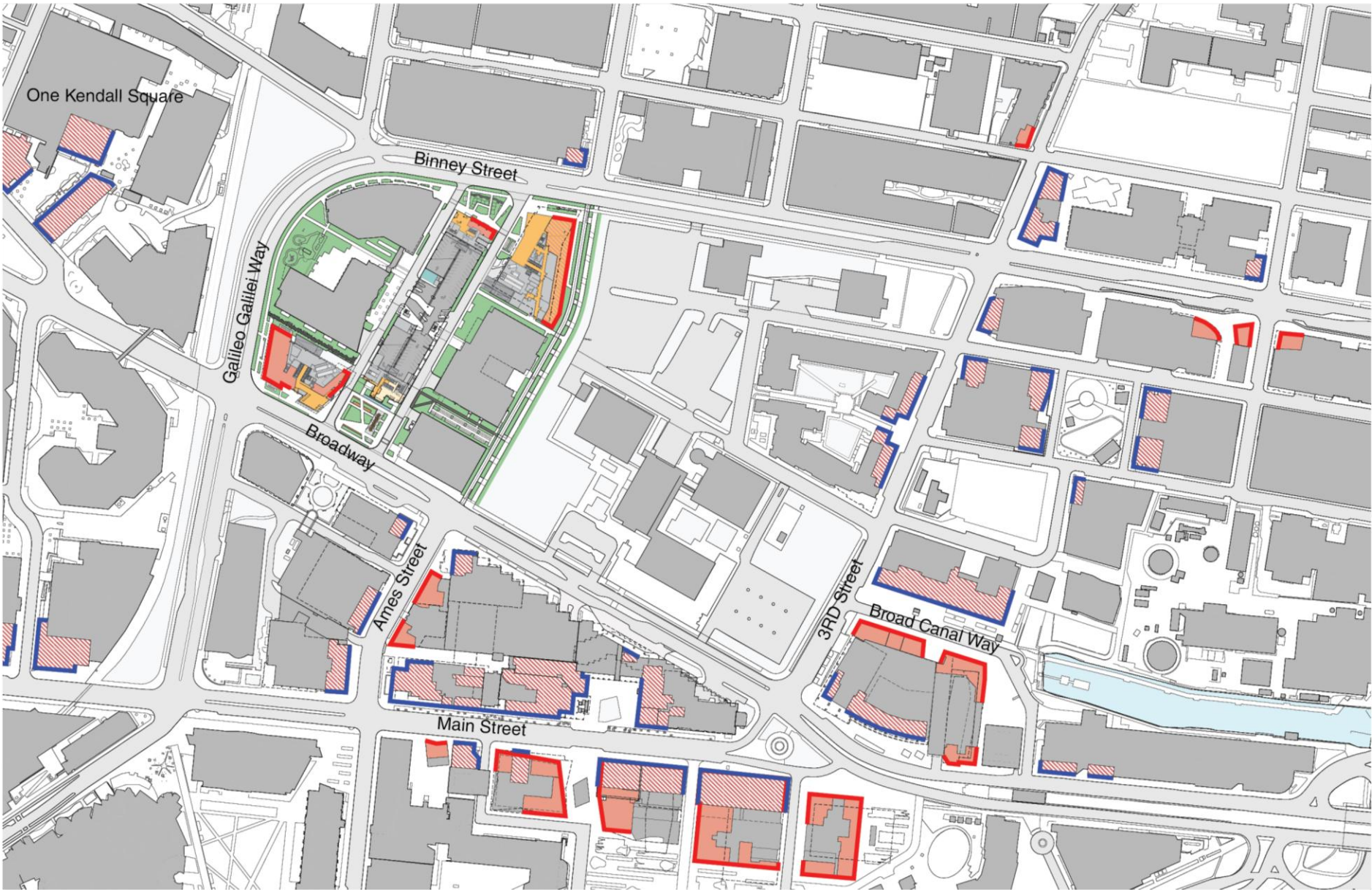
# (3.0) OPEN SPACE: Binney Park



# (3.0) OPEN SPACE: Binney Park



# (4.0) RETAIL: Proposed Retail with Future District Wide Retail



- Existing Retail
- Proposed Retail

FUTURE RETAIL PLAN

# (4.0) RETAIL / ACTIVE USE

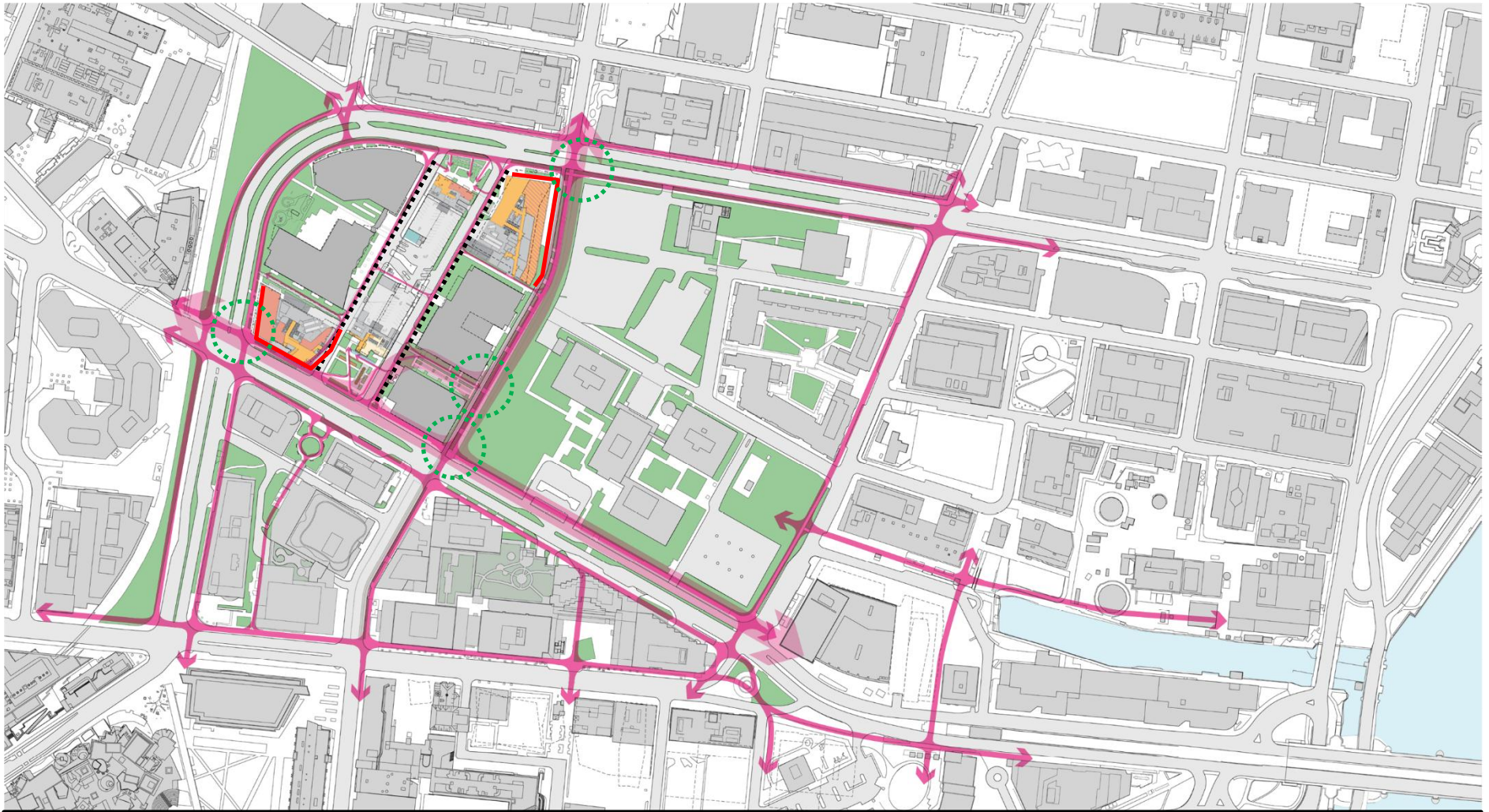


# (5.0) Potential Future East West Movement





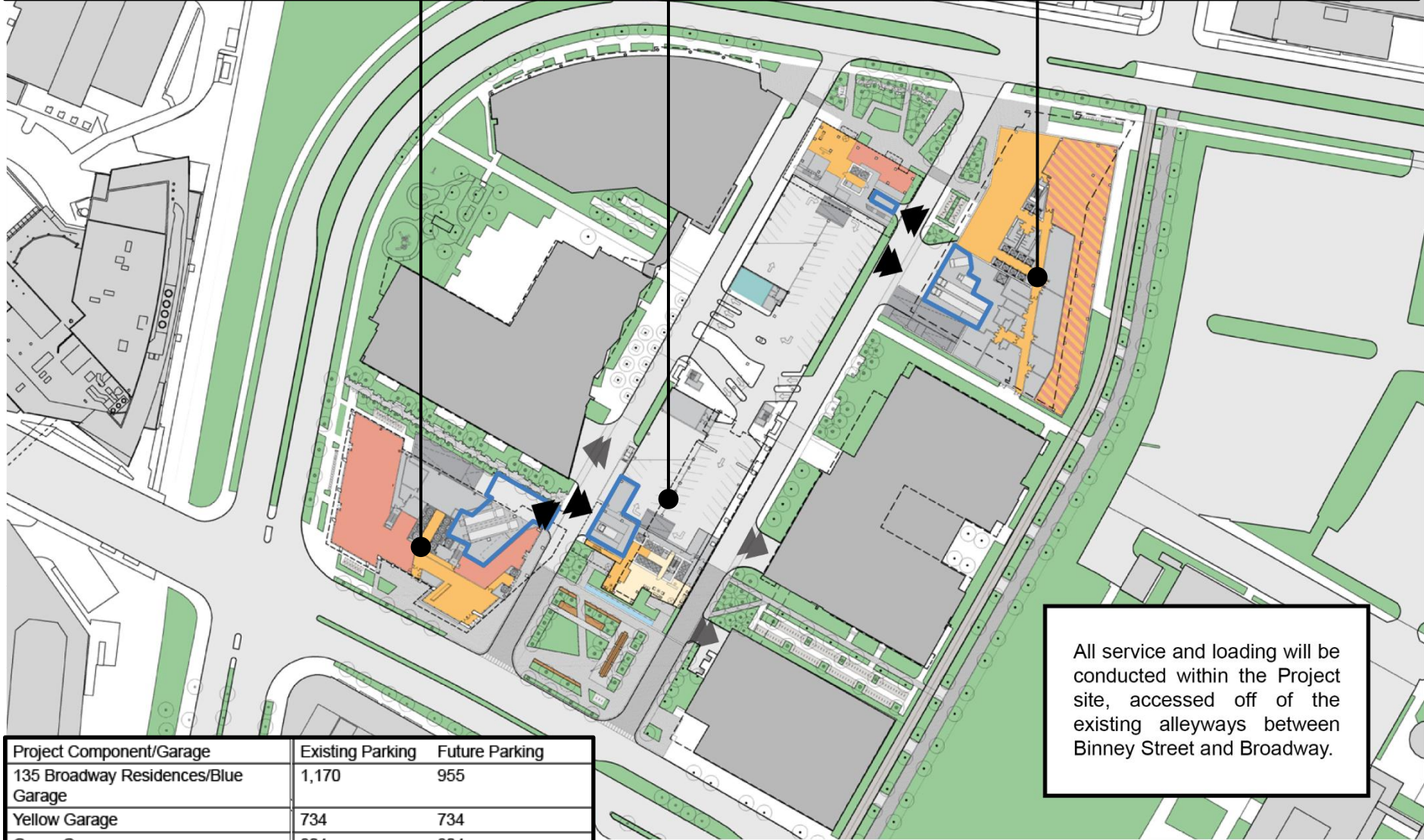
## (5.0) PEDESTRIAN CIRCULATION



1. direct pedestrians along safe paths of travel that minimize conflicts with loading activities
2. anticipate desire lines associated with destinations and points of connection to the broader area (such as major intersections)
3. serves to reinforce the proposed retail and active use spaces to help ensure their viability

# (5.0) TRANSPORTATION: Service / Loading / Parking

<b>COMMERCIAL BUILDING A FUTURE PARKING 374</b>	<b>RESIDENTIAL BUILDINGS FUTURE PARKING (-215) 955</b>	<b>COMMERCIAL BUILDING B FUTURE PARKING 650</b>
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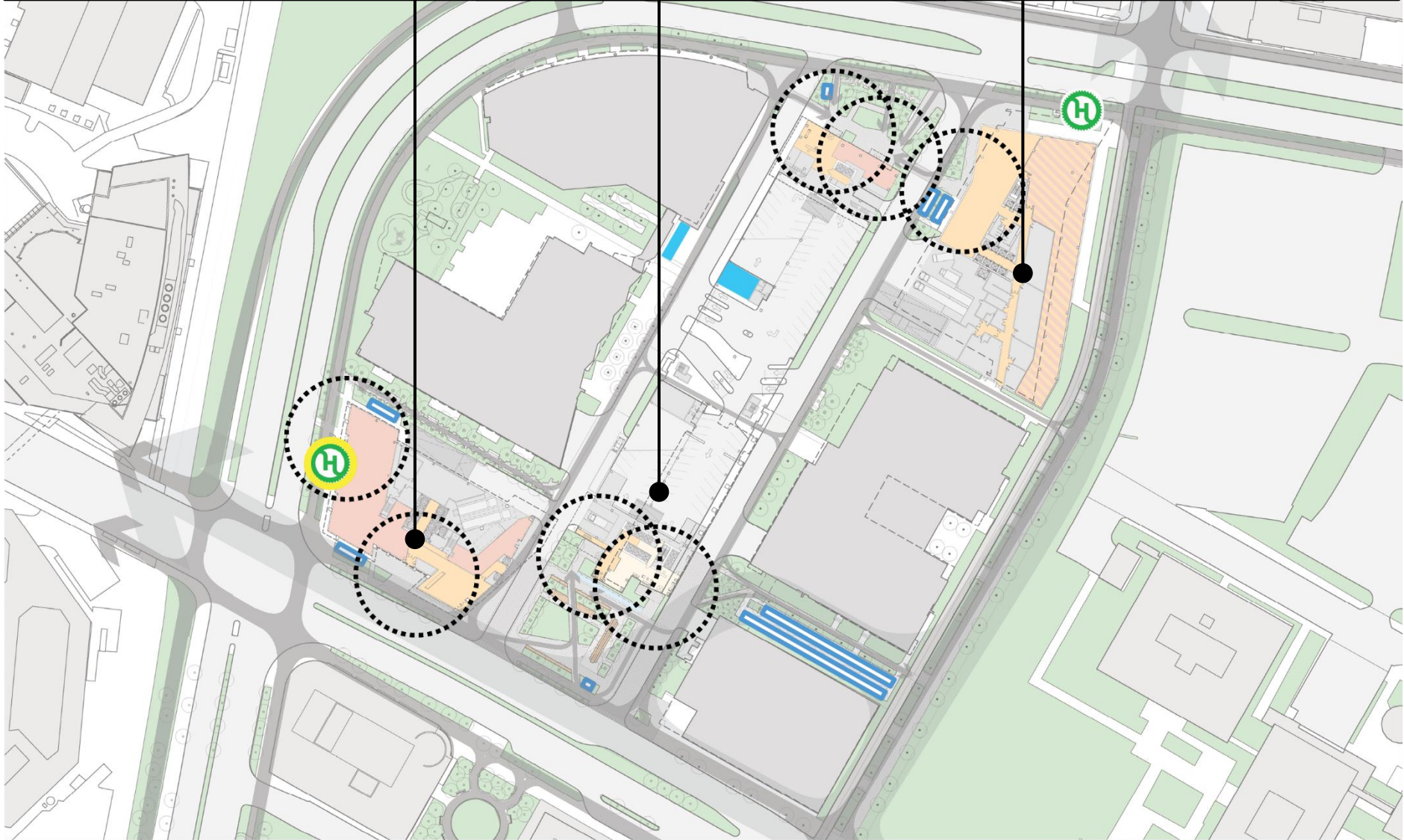
Project Component/Garage	Existing Parking	Future Parking
135 Broadway Residences/Blue Garage	1,170	955
Yellow Garage	734	734
Green Garage	804	804
145 Broadway Office Building	0	374
250 Binney Street Office Building	0	650
<b>Total</b>	<b>2,708</b>	<b>3,517</b>

All service and loading will be conducted within the Project site, accessed off of the existing alleyways between Binney Street and Broadway.

**TOTAL NEW PARKING: 809 SPACES**

# (5.0) TRANSPORTATION: Project Bike Parking

<b>COMMERCIAL BUILDING A</b> SHORT TERM 33    LONG TERM 112	<b>RESIDENTIAL BUILDINGS</b> SHORT TERM 108    LONG TERM 446	<b>COMMERCIAL BUILDING B</b> SHORT TERM 24    LONG TERM 75
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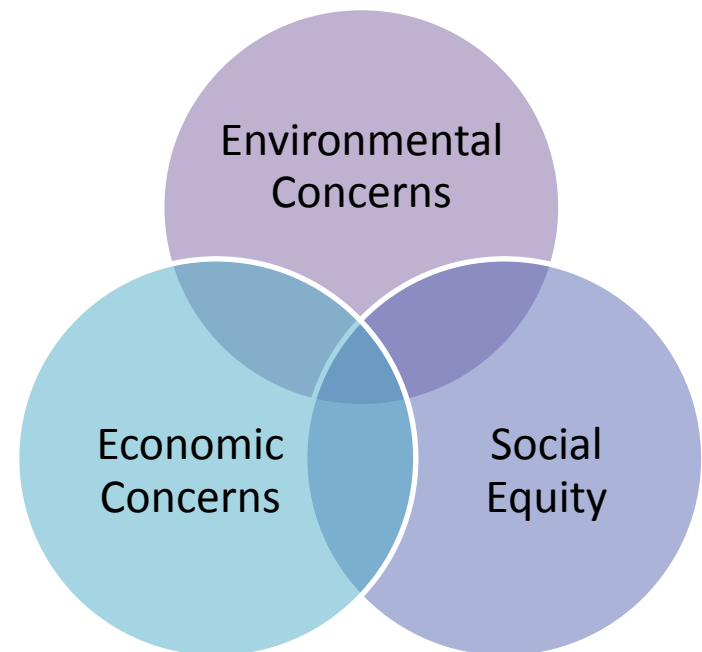
▬ Existing Bike Location  
 Proposed Bike Location

H Hubway Existing Location  
H Hubway Proposed Potential Location

# (8.0) SUSTAINABILITY HIGHLIGHTS

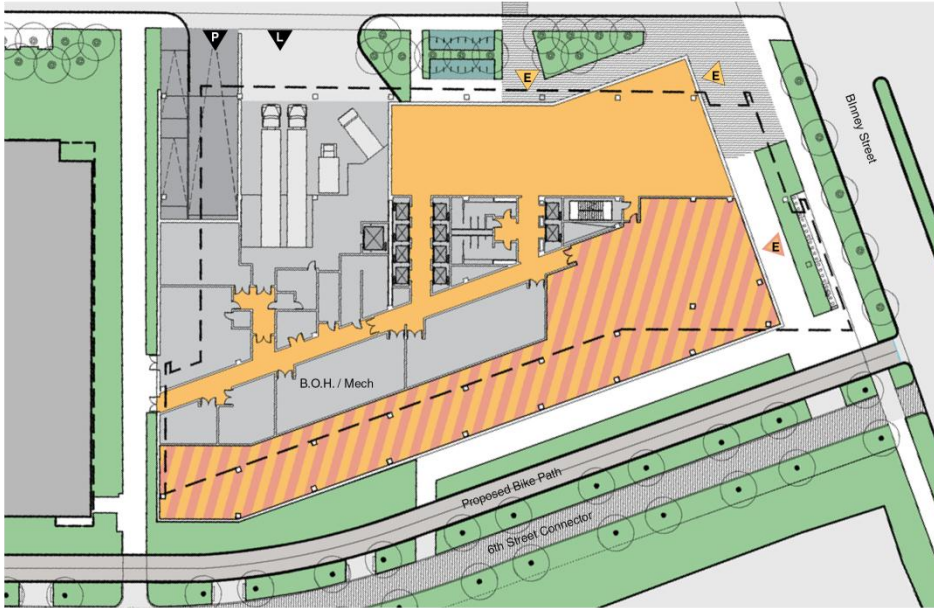
## OUTCOMES AND PERFORMANCE

- Target LEED V3 gold for all buildings
- LEED master site approach
- District based approach to sustainability
- Integrative design process and resilient design
- Intersection of sustainability and wellness
- each building Design Submission will provide specific detail on sustainability approach



**Triple Bottom Line**

# COMMERCIAL BUILDING B (250 Binney Street)



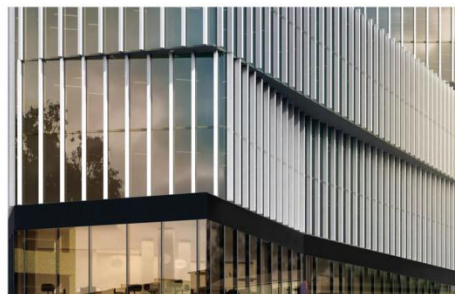
■ Commercial  
■ Lobby  
▨ Active/Commercial Use  
■ Bike Parking  
■ Mechanical  
■ Parking  
P Parking Entrance/Exit Loading  
E Entrance (per use type)  
 GROUND LEVEL

## STREET LEVEL CONDITIONS:



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

## CURTAIN WALL PANELS:



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

## GLAZED VOLUMES:



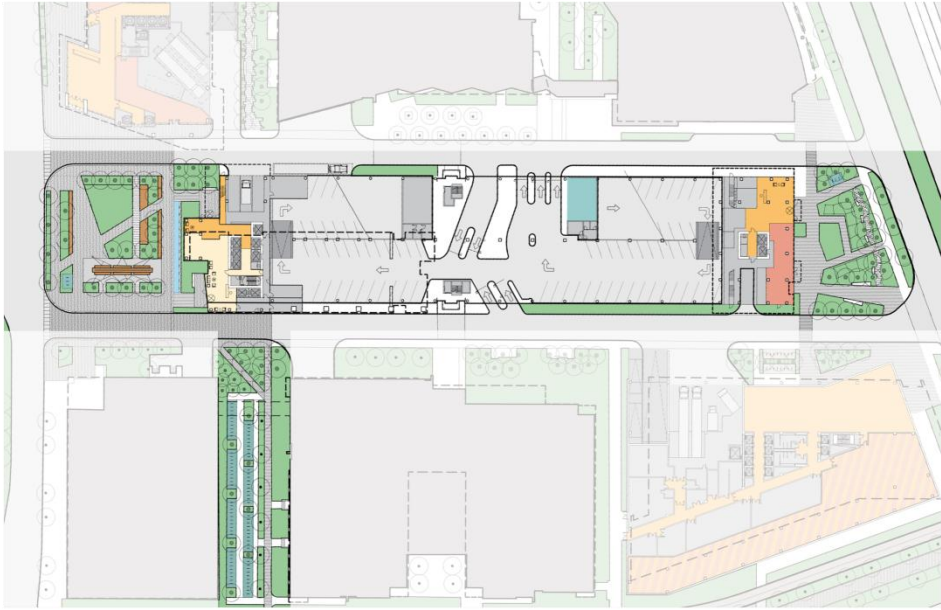
Above: Reveals and recesses in the facade breakdown the proportions of large facades. Below: Plane changes on the facade allow opportunities for exterior spaces and introduce a smaller scale of inhabitation on the facade.

## OPAQUE WALL AREAS:



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 BUILDINGS SOUTH AND NORTH (Blue Garage)

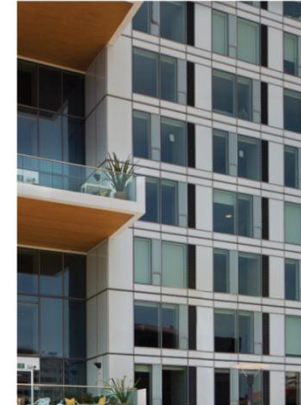


■ Parking  
■ Bike Parking  
■ Residential Condo Lobby  
■ Residential Rental Lobby  
■ Active Use/Retail  
V Parking Entrance/Exit Loading  
E Entrance (per use type)  
 GROUND LEVEL  
 0 40 80



## STREET LEVEL CONDITIONS:

## UPPER LEVEL CONDITIONS:



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.

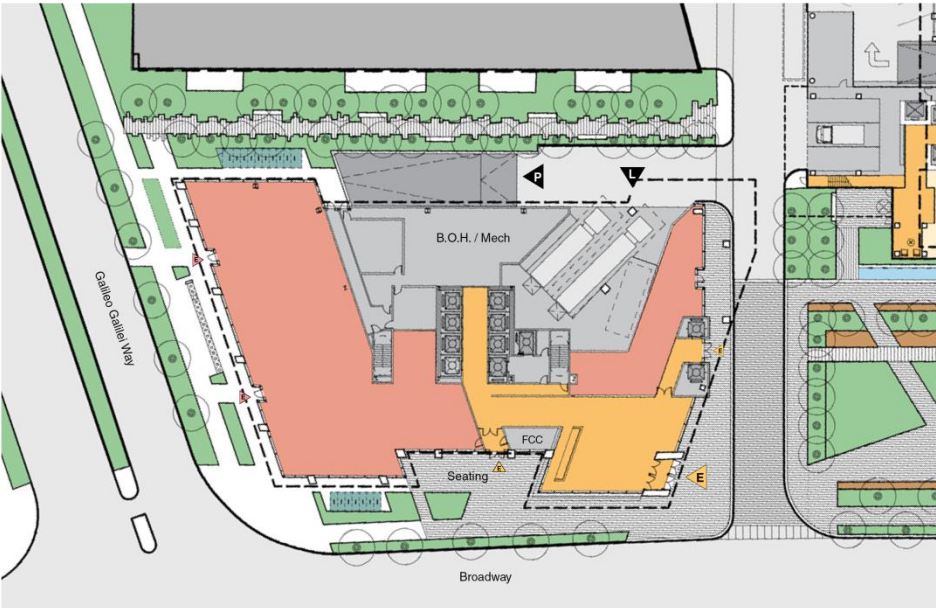
A podium and tower expression is enhanced through material changes and various breaks in the building. This strategy helps to reduce the scale of the building as it comes to the ground floor.

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.

# COMMERCIAL BUILDING A (145 Broadway)

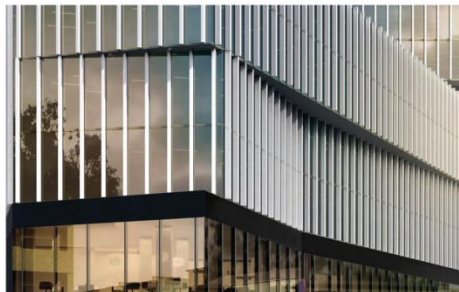
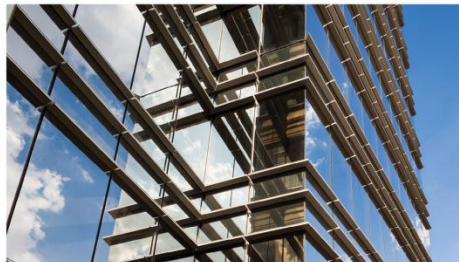


**STREET LEVEL CONDITIONS:**



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**CURTAIN WALL PANELS:**



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

**GLAZED VOLUMES:**



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