

## Design Review Committee Meeting

Wednesday, April 27, 2016

Robert Healy Public Safety Center / Cambridge Police Station  
125 Sixth Street  
Community Room

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### DRAFT - MEETING MINUTES

### MXD INFILL DEVELOPMENT CONCEPT PLAN – LAND USE AND MASSINGS

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This is the second part of the meeting and began at 5:19 p.m.

Ms. Shore and Mr. Hawkinson recorded the meeting.

Present at the meeting: The Design Review Committee consisting of CRA Chair Ms. Kathleen Born and CRA Governor's Appointee Mr. Barry Zevin. Also present were CRA Vice Chair Margaret Drury, CRA Assistant Treasurer Conrad Crawford, CRA Executive Director Tom Evans, CRA Project Manager Jason Zogg, CRA Office Manager Ellen Shore and CRA Urban Design Consultant Chuck Redmon. Representatives from the City of Cambridge were Stuart Dash, Director of Community Planning, Gary Chan, Neighborhood Planner, and Iram Farooq, Assistant City Manager for Community Development. Mike O'Hearn from Boston Properties, Alexandra Lee from KSA and Sarah Gallop from MIT were also present.

There was a presentation by Sasaki (attached), design consultant for Boston Properties, followed by questions from the CRA and City representatives, and then opened to public comments.

Mr. Evans explained that the Infill Development Concept Plan (Concept Plan) is the mechanism of permitting within the MXD rezoning. Yesterday, the CRA received the final approval for the urban renewal plan amendment from the State's Department of Housing and Community Development. This is the final approval of the overarching regulations for land use in the area. The MXD zoning and the plan amendment approved sequentially by the CRA, the City, and the State required the approval of a Concept Plan. As elements of the Concept Plan are developed, they will be brought forward for review. The Board saw initial open space concepts which have also been posted on the coUrbanize site, and presented to the East Cambridge Planning Team (ECPT). This informs the discussion on the north parcel. Mr. Evans noted that the initial designs that were presented in the MEPA documents have evolved from the MXD zoning regulations built off the K2 plan after discussions with City Council as well as from changing market conditions for BP. The urban design reflects that evolution particularly with increased housing, innovation space, and exemptions for retail.

Mike Cantalupa of Boston Properties (BP) introduced his team. BP has a current state of thinking on building massings and programming, which is somewhat different than the last time. The "spider" building in the center of the north garage was quite large and difficult to build. Once the innovation requirement space grew, it was decided to change the form of the

commercial building on the north garage. Another element that changed the design was the requirement to deliver affordable housing for home ownership. Market conditions have also changed since the expected tenant has changed.

Victor Visgaitis of Sasaki continued the discussion. This presentation is not about design or architecture. Referencing the map in the presentation, the discussion is focused on the MXD district (in red) which is smaller than KSURP area (in blue). He showed a picture of the massing as of October 2015 with the EIR and a chart showing the distribution of commercial, innovation space, housing, and affordable housing. At the end of December 2015, some requirements had evolved; particularly an increase in innovation space requirements, increased inclusionary housing, middle-income housing, and home ownership requirements. Thus the size of the project has increased to cover these requirements and allowances. He showed an updated chart with the new distribution. He showed a picture from the K2 Final Report in 2013 and from the ECPT Kendall Square Planning Study in 2012. With the change in requirements discussed with City, BP needed to reconsider the plan. BP is testing various massing configurations. The plan includes centralizing the housing and pushing it back from the street, redeveloping the open space as true year-round accessible open space, and putting the innovation space in 1CC which has its own entrance and faces the park, and not modifying the building along the plaza. They are still analyzing roof top open space activation on the top of residential on the North Garage. Mr. Cantalupa added that BP also has the opportunity to go higher with the residential building.

In response to Mr. Zevin, Mr. Visgaitis explained that in the new plan, the parking is below grade of the commercial space without adding new height. In response to Mr. Evans, Mr. Visgaitis explained that there is an opportunity to add more space for retail on Binney and on Broadway as well as the base of the residential buildings.

Mr. Zevin noted that the previous incarnation had residential at the corner which puts eyes on Broadway and at the park across the street at low levels. He believes that the lack of that in the new plan is a loss. Mr. Visgaitis agreed that the lower two levels will need to be carefully considered but the other levels are above the surrounding buildings.

Mr. Zevin is also concerned about fan noise. Ms. Drury asked at what height did the residential use begin.

In response to Ms. Drury, Mr. Visgaitis stated that the residential level starts at 70 feet.

Mr. Crawford suggested increasing options for entry into the residential buildings. He also asked for BP to create connections between streets to provide view corridors so it's not so isolating and also breaks up the blocks.

Ms. Drury stated that the plan looks hopeful.

Mr. Visgaitis talked about the three approaches. One approach has the residential building closer to Binney. Approach A has a view corridor to the Volpe site. In response to Mr. Crawford, the Porkchop Park would be viewable in the residential building's upper levels.

Mr. Crawford requested as much texture and design as possible to add variation and interest.

Ms. Born likes the residential building being tucked inside rather than on the corner. She added that the proximity to the Ames Street provides a connection. She also feels that there will be

more room for ground retail at 11CC than if it was up against the garage. She liked the winter garden as well as a true outdoor space. She would like to see a building façade that hides the fact that the residential is on top of a parking garage. She also encouraged BP to diminish the podium look and strive for creative curb appeal in the building design. Ms. Born noted the Board's delight with the level of architectural detail on the Ames Street project.

Mr. Zevin suggested having retail turn the corner and face the park to help activate it.

There was a discussion regarding the garage capacity and entering/exiting traffic. The capacity of the existing garage is 1136. The requirement is .4 spaces per housing unit. The garage underneath the commercial buildings will be at the allowed ratio. The residential has a counter cyclical requirement and BP feels they have significant capacity so a minimal addition of parking spaces would be needed to meet the residential demand. There are existing curb cuts so no street interruptions would be needed.

In response to Mr. Zogg, it is too early to know what ideas would work for the roof top open spaces since the exact location and size is unknown but it will be unique programming from the existing roof top space. Mr. Zogg urged BP to design alleys that are interesting and feel welcoming. He added that balconies are important features to utilize. He hopes that the architecture would be the first in Cambridge to reach the level of Archdaily excellence.

Mr. Crawford suggested providing a residential feel as one walks into one's building.

In response to Mr. Redmon first question, BP will need to look at the circulation plan for pedestrian, loading, and vehicular to decide if one of the roads could be converted to a walkway since the center garage is being converted to support housing. In response to his second question, a future lease could allow for the ground floor of 10CC to be retail facing Broadway and the park.

Tom Stohlman emphasized that the two residential buildings need to connect to the ground at the parks in some way. This opportunity presents itself by removing ten to twenty feet of the garage. The roof top garden would effectively make ground floor open space for residents. He suggested looking for innovative ways to engage residents at different levels to the available greenspace.

Mr. Zevin asked about a possibility of carving out the parking garage so that the building can come down to the ground along the east-west alleys to get more habitable space. He believes that Kendall Square can only handle so much retail.

Mr. Kaiser thinks the new building massing, separate from the building uses, are an improvement over the EIR version. He likes that the high-rise is set back from the plaza which is less objectionable than putting it on top of MIT coop site. He likes the concentration of the high-rise on top of the garage and towards the middle of the block. The purple building on the corner should still be lowered. He suggested avoiding the use of mass glass boxes. He is opposed to any parking since that just adds to traffic.

Ms. Hoffman appreciated that there is no building on top of the coop so that the garden does not get hemmed in by large surrounding buildings. In addition, the ground floor garden on Broadway is great so urged BP not to remove it.

Mr. Zogg referenced 90 Broadway (4CC) as an interesting building with offset terraces which takes a straight glass box and turns it into a more interesting façade and also provides more balconies.

Ms. Hoffman noted that the noise in the area might deter residents from using balconies. More buildings will increase the noise level. Mr. Visgaitis noted that the building on Binney Street would come down which has the oldest mechanical system.

In response to Ms. Born, Mr. Visgaitis said that things can be done so that office space could be switched to lab space. This could happen on the Binney Street side since there's room to raise the ceiling heights. She stated that it's good to keep flexibility for the future economy.

Mr. Evans explained that the changes do conform to the urban renewal plan so no amendment would be needed. A project update to the state is required for the transportation program (KSTEP), which would also explain the new program, and include a traffic analysis stating that there would be no effect on previous conclusions. Changes to open space on Broadway or Binney Street would require going back to the City Council since there is a covenant on both sides of the garage.

With respect to phasing, BP needs the tenant situation to mature but the new plan could provide housing sooner.

There is still work to be done with the City of Cambridge (City) to map out the process for Concept Plan review. BP will be packaging chapters of the Concept Plan to come before the Board. Ms. Born hopes that a joint review can occur with the City. Mr. Farooq agreed. Mr. Evans stated that other forums with the community would also occur in a less formal setting. Ms. Farooq stated that as part of the special permit application, the Planning Board requires community outreach and a report on the issues and responses.

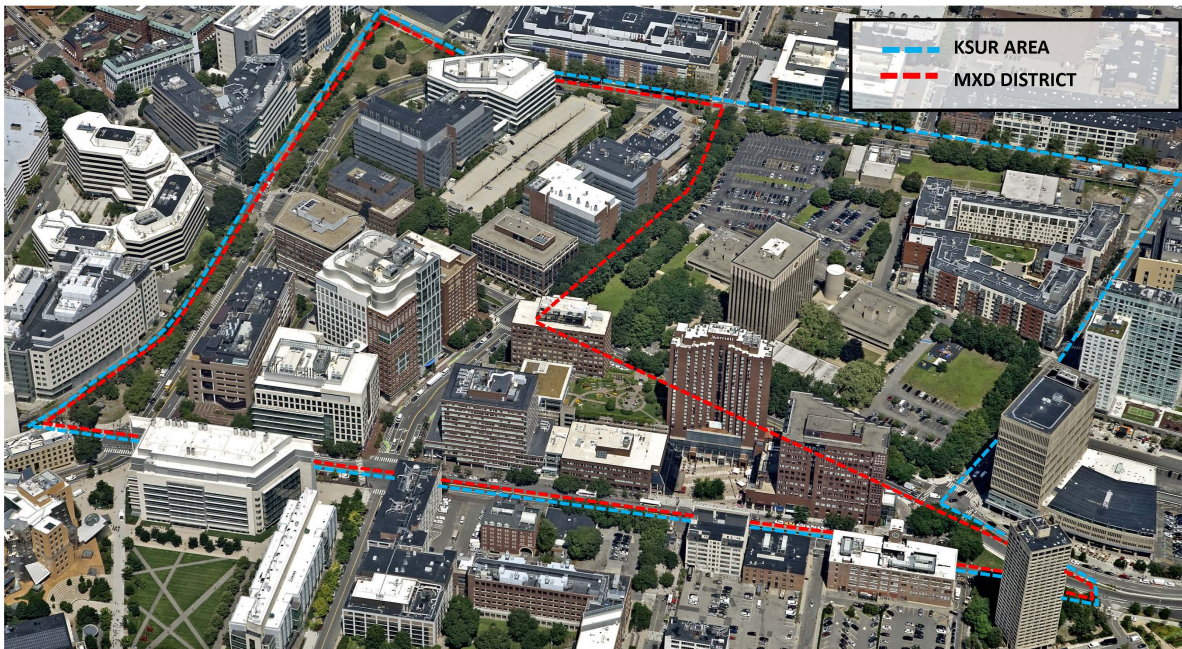
Mr. Evans stated that other presentations will be coming regarding circulation, parking, and sustainability.

The meeting adjourned at 6:36.



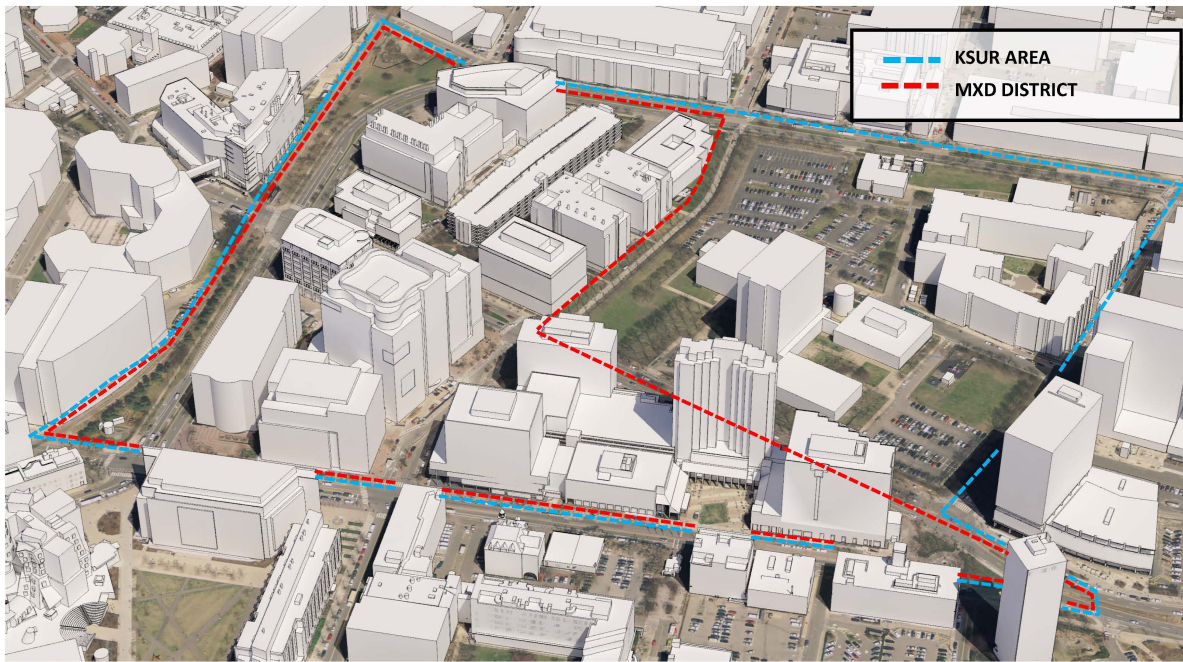
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## EXISTING SITE CONDITIONS 2015



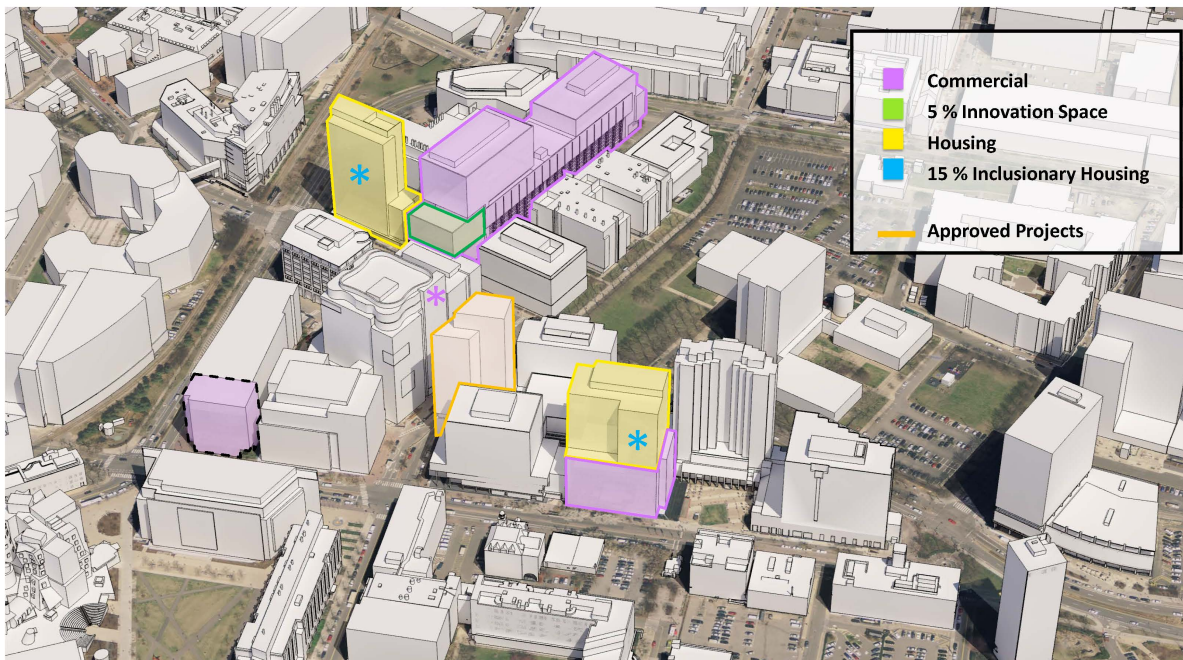
 KSUR AREA  
 MXD DISTRICT

# EXISTING SITE CONDITIONS



- KSUR AREA
- MXD DISTRICT

# EIR KSURP PROGRAM Oct 15, 2015



- Commercial
- 5 % Innovation Space
- Housing
- 15 % Inclusionary Housing
- Approved Projects

# EIR KSURP PROGRAM Oct 15, 2015

Approved program (Single Environmental Impact Report) Oct 15 2015



### Additional Requirements

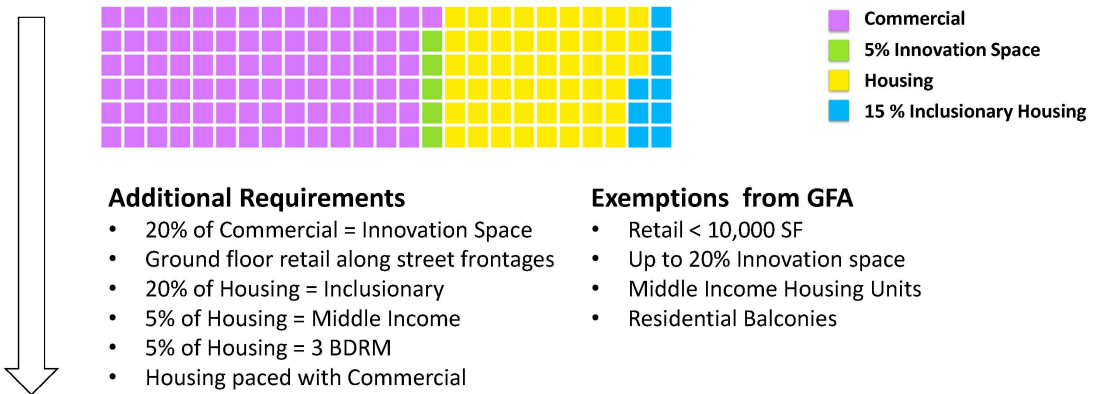
- 5% of Commercial = Innovation Space
- Ground floor retail along street frontages
- 15% of Housing = Inclusionary
- Housing paced with Commercial

### Exemptions from GFA

- Retail < 10,000 SF
- 50 % Innovation space
- Middle Income Housing Units
- Residential Balconies

# PROGRAM ADAPTATION - ARTICLE 14 REQUIREMENTS Dec 21, 2015

Approved program (Single Environmental Impact Report) Oct 15 2015



### Additional Requirements

- 20% of Commercial = Innovation Space
- Ground floor retail along street frontages
- 20% of Housing = Inclusionary
- 5% of Housing = Middle Income
- 5% of Housing = 3 BDRM
- Housing paced with Commercial

### Exemptions from GFA

- Retail < 10,000 SF
- Up to 20% Innovation space
- Middle Income Housing Units
- Residential Balconies

# PROGRAM ADAPTATION - ARTICLE 14 REQUIREMENTS Dec 21, 2015

Approved program (Single Environmental Impact Report) Oct 15 2015



- Commercial
- 5% Innovation Space
- Housing
- 15 % Inclusionary Housing



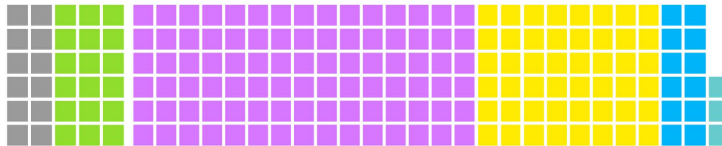
## Additional Requirements

- 20% of Commercial = Innovation Space
- Ground floor retail along street frontages
- 20% of Housing = Inclusionary
- 5% of Housing = Middle Income
- 5% of Housing = 3 BDRM
- Housing paced with Commercial

## Exemptions from GFA

- Retail < 10,000 SF
- Up to 20% Innovation space
- Middle Income Housing Units
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Article 14 Dec 21 2015



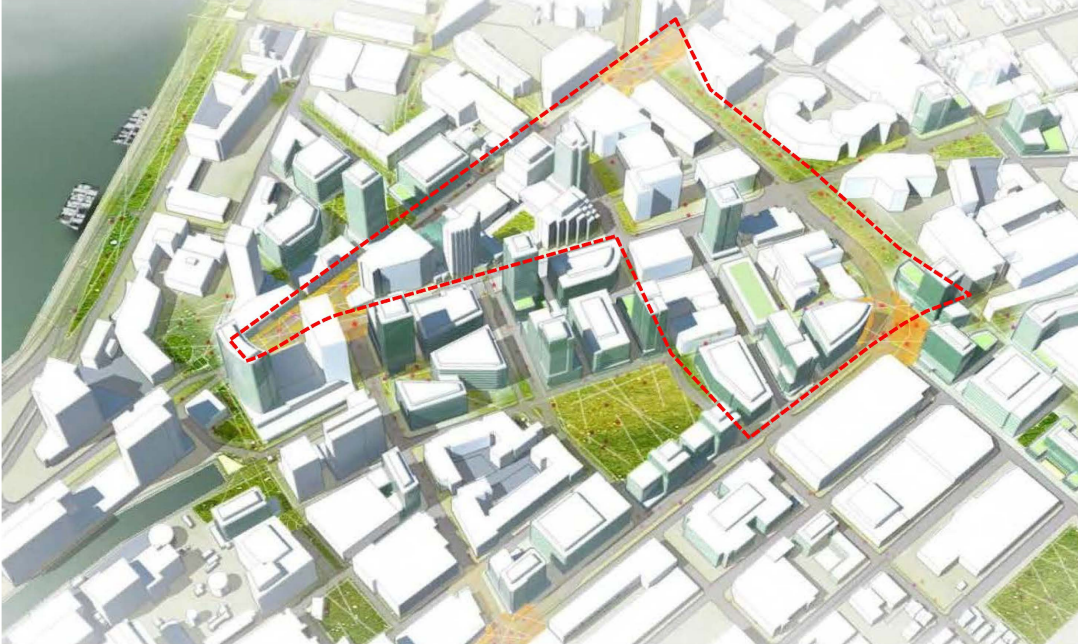
- Commercial
  - \*20 % Innovation Space
  - Housing
  - 20% Inclusionary Housing
  - \*5% Middle Income
- \*Exempt from GFA

## PRIOR STUDIES \*Image from K2 Final Report - 2013

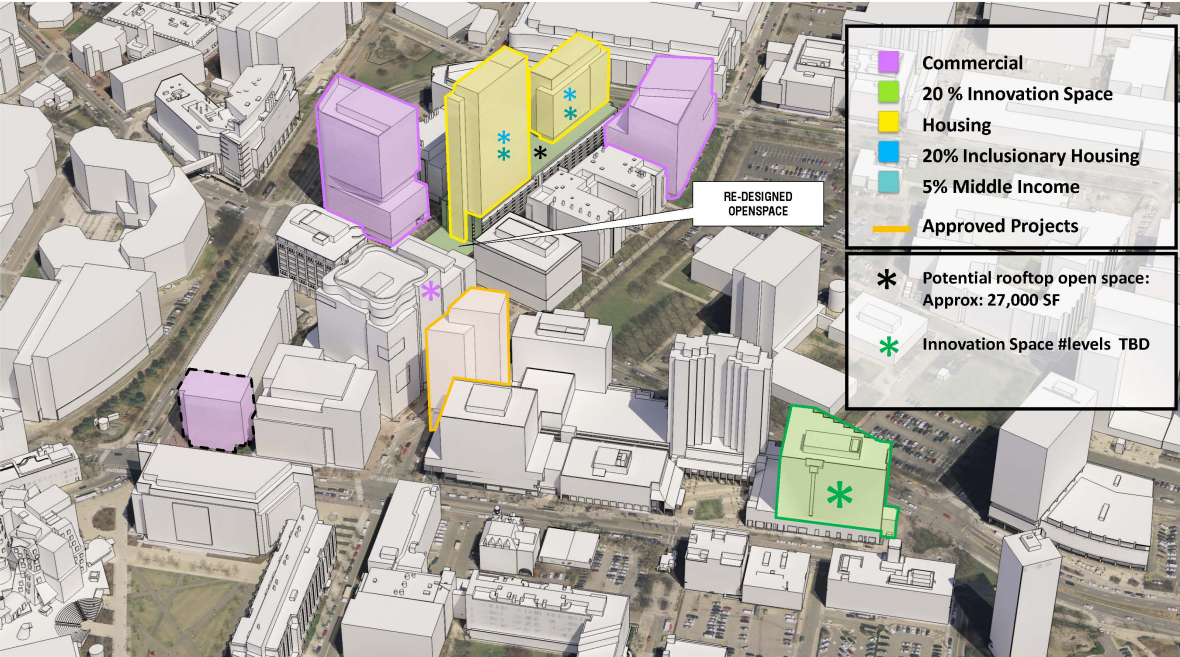




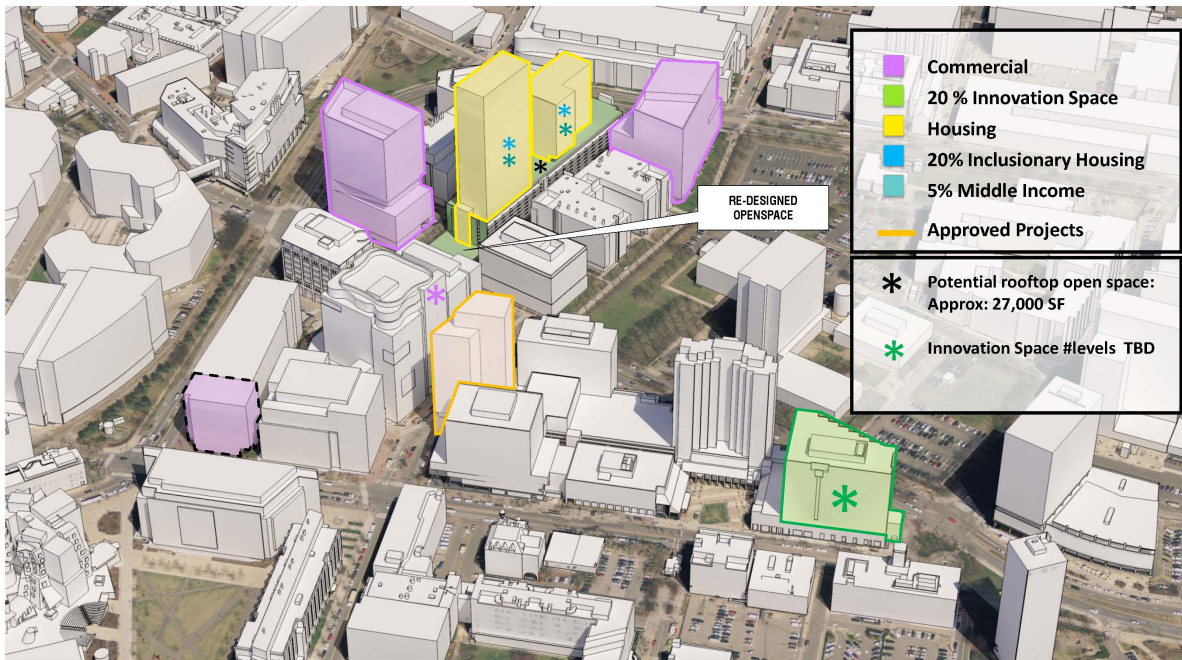
**PRIOR STUDIES** \*Image from ECPT Kendall Square Planning Study- 2012



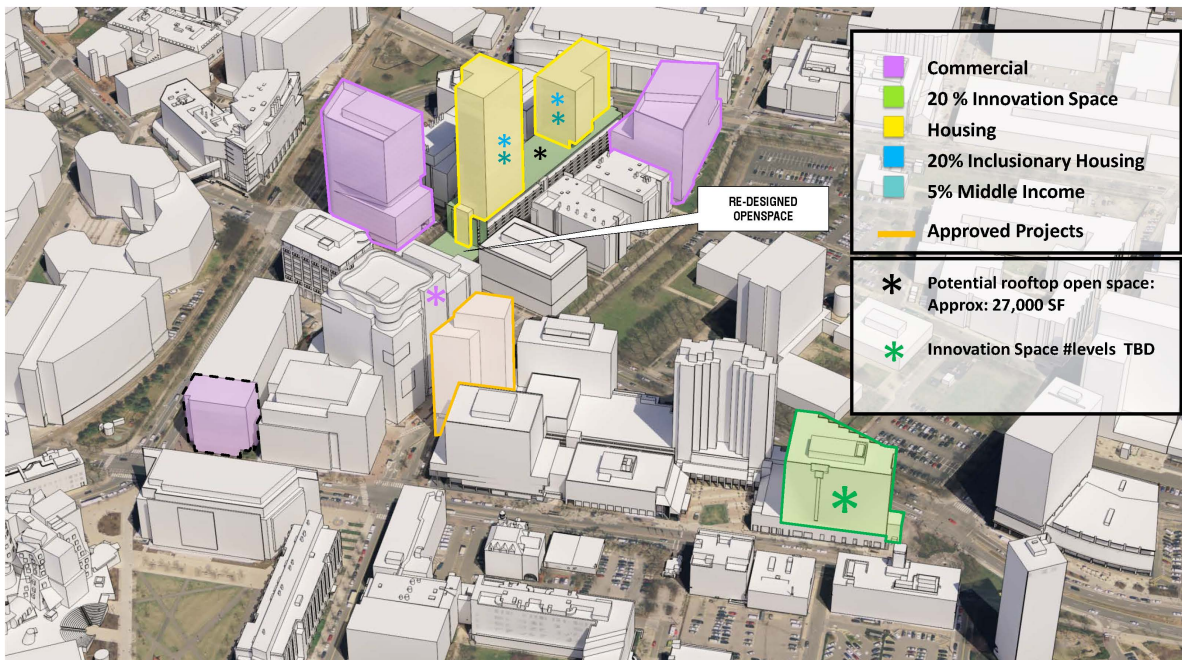
**ADAPTATIONS TO ARTICLE 14 – APPROACH A.**



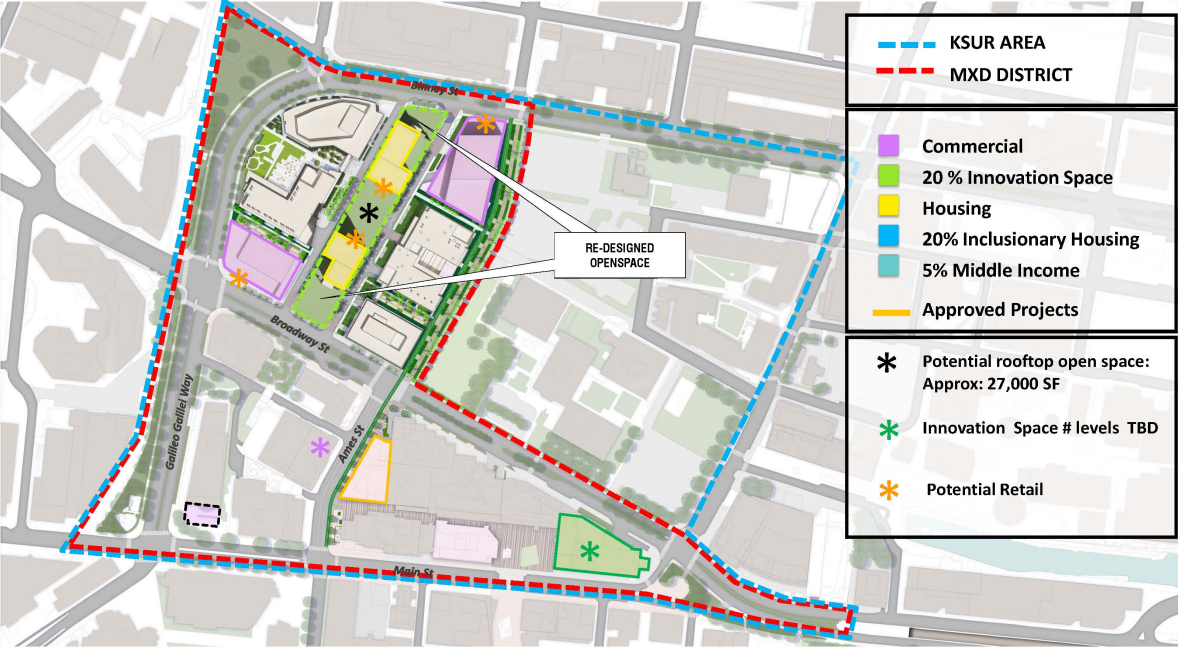
## ADAPTATIONS TO ARTICLE 14 – APPROACH B.



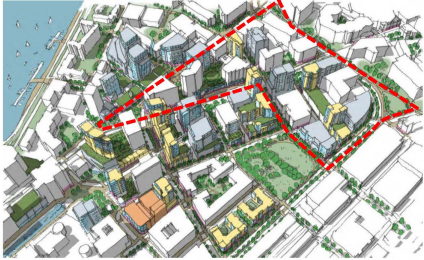
## ADAPTATIONS TO ARTICLE 14 – APPROACH C.



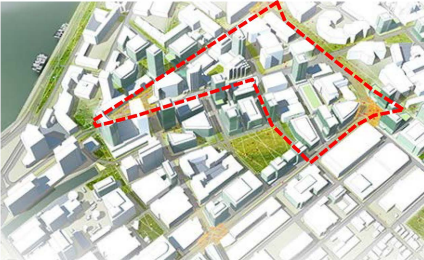
# KENDALL SQUARE OPEN SPACE – APPROACH C.



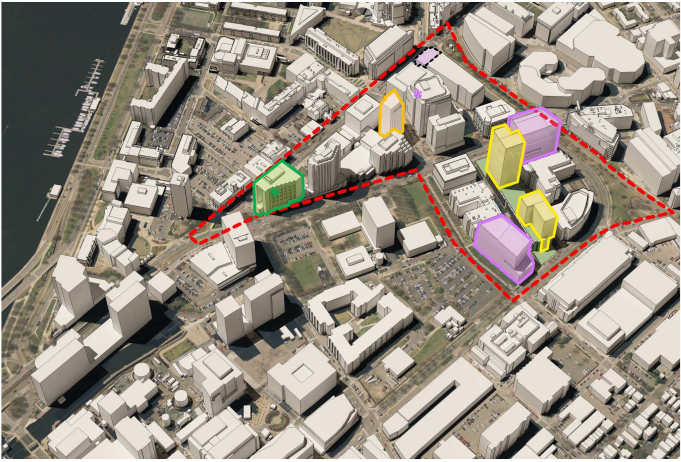
## STUDY COMPARISONS



\*Image from K2 Final Report - 2013



\*Image from Kendall Square "Smart Blocks" - 2012



\*Approach C. April 2016